



**Metropolitan Transportation Authority**

# Capital Program Oversight Committee Meeting

## September 2017

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### Committee Members

J. Lhota, Chair

F. Ferrer

A. Albert

N. Brown

I. Greenberg

S. Metzger

J. Molloy

M. Pally

L. Schwartz

P. Trottenberg

J. Vitiello

P. Ward

C. Weisbrod

C. Wortendyke

N. Zuckerman

# **Capital Program Oversight Committee Meeting**

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

**Monday, 9/25/2017  
1:45 - 2:45 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES JULY 24, 2017**

*- Minutes from July '17 - Page 3*

## **3. COMMITTEE WORK PLAN**

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

## **4. MINORITY, WOMEN AND DISADVANTAGED BUSINESS PARTICIPATION**

*- MTA-Wide DBE and MWBE Awards - Page 8*

*- MTA-Wide DBE and MWBE Awards with Goals - Page 10*

## **5. MTA SMALL BUSINESS DEVELOPMENT PROGRAM**

*- Annual Update on Small Business Development Program - Page 12*

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

*- Update on Penn Station Access Project - Page 46*

*- Project Overview on Second Avenue Subway - Phase 2 - Page 52*

*- Progress Report on Cortlandt Street #1 Line - Page 59*

*- IEC Project Review on Cortlandt Street #1 Line - Page 75*

## **7. MNR CUSTOMER INFORMATION SYSTEM**

*- Risk Assessment Brief - Page 80*

## **8. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 83*

## **9. QUARTERLY TRAFFIC LIGHT REPORTS**

*- Second Quarter 2017 Core & Sandy Traffic Light Report - Page 92*

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

*- CPOC Change Order Report - All Agencies - Page 154*

Date of next meeting: Monday, October 23, 2017 at 1:15 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**July 24, 2017**  
**New York, New York**  
**1:45 P.M.**

MTA CPOC members present:

Hon. Joseoh Lhota  
Hon. Fernando Ferrer  
Hon. Ira Greenberg  
Hon. Susan Metzger  
Hon. John Molloy  
Hon. Mitchell Pally  
Hon. Polly Trottenberg  
Hon. Peter Ward  
Hon. Neal Zuckerman

MTA CPOC members not present:

Hon. Norman Brown  
Hon. John Samuelson  
Hon. Lawrence Schwartz  
Hon. James Vitiello  
Hon. Carl Weisbrod  
Hon. Carl Wortendyke

MTA Board members present:

Hon. Andrew Albert

MTA staff present:

Veronique Hakim  
Donald Spero  
Michael Wetherell

NYCT staff present:

Anthony Ancilleri  
Robert Gomez  
Branko Kleva  
John O'Grady

Independent Engineering Consultant staff present:

Mark Cosmedy  
Joe DeVito  
Nabil Ghaly  
Mohammad Mohammadinia  
Cesar Silva

\* \* \*

Chairman Lhota called the July 24, 2017 meeting of the Capital Program Oversight Committee to order at 2:20 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 June 19, 2017.

## **Committee Work Plan**

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

## **NYCT Report on Communications-Based Train Control (CBTC)**

Mr. Gomez first provided an overview of the Signals and Train Control Division Projects, and then reviewed progress on specific projects, including: CBTC Flushing Line; CBTC Queens Boulevard Line; CBTC Equipment Supplier Interoperability; 8<sup>th</sup> Avenue Interlockings at 30<sup>th</sup> Street and 42<sup>nd</sup> Street; and finally the CBTC Culver Line. In its Project Review, with respect to the CBTC Flushing Line, the IEC said that in its opinion -- based on the initial delays in equipment installation and system testing, and the need to implement repeated software changes -- achieving full CBTC operation in the 4<sup>th</sup> Quarter 2017 will be challenging. With respect to CBTC Queens Boulevard Line, while the overall project remains on schedule, certain intermediate milestones have zero float; the IEC is therefore concerned that any delay to design and/or testing activities could impact project schedule. 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.

## **NYCT Report on Sandy Recovery and Resiliency Division**

Mr. Kleva updated the committee on the NYCT Sandy Recovery and Resiliency Program, including the South Ferry Station Reconstruction; the Canarsie Tunnel Program of Projects; Myrtle Avenue Line Viaduct and Bridge; St. George Interlocking Terminal/Yard; and the Clifton Shop Design-Build Project. In its Project Review on the South Ferry Station Complex, the IEC reported that the project was completed within budget and substantial completion was achieved on schedule -- having opened to the public on June 27, 2017. Furthermore, in the opinion of the IEC, the NYCT staff did an outstanding job in coordinating between construction and user groups to complete the project on budget and schedule, while meeting agency quality requirements. In its Project Review on the Canarsie Tunnel Rehab, the IEC reported that the project is within budget and is currently on schedule to begin the 15-month tunnel shutdown in April 2019. Further, the IEC observed that a key predecessor activity to begin the Canarsie Tunnel shutdown is the completion of the Myrtle Avenue Viaduct project, which is currently on schedule. In its Project Review on the Myrtle Avenue Line Viaduct and Bridge, the IEC reported that the project is within budget and is on schedule. The IEC cited the top schedule and budget risks stemming from the 2016 Risk Assessment and Mitigation Workshops as follows: availability of long-lead items; community issues (e.g., noise, dust, vibration); delays in completing track outage, resulting in increased temporary busing; and damage to existing facilities or new fabricated components. In its Project Review on the Clifton Repair Shop, the IEC stated that the project is on budget and, based on the IEC's review of the contractor's preliminary schedule, the project is currently on schedule. Finally, the IEC is tracking the following top potential risks associated with the 2016 Risk Assessment and Mitigation Workshops: scope changes; O&M manual submittal/review and approval; and as-builts submittal/review and approval. 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.

## **NYCT Report on the Track & Switch Capital Program**

Mr. Ancilleri provided an overview of the 2015-2019 Track & Switch Capital Program, the Project Selection Process (including: Quadrennial Condition Survey Priorities; Track Geometry Car Findings; Track Maintenance Inspections – Field/Visual; and Track Access), as well as program challenges, strategies and new technologies. Commissioner Zuckerman asked for system-wide totals for each Project Type in the program, and Chairman Lhota asked about the extent to which Continuous Welded Rail (CWR) is in underground locations. Mr. Ancilleri said that he would follow-

up. Further details of the presentation, 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 the 2017 Commitment and Completion goals through June. The MTA plans to commit a total of \$7.3 billion, including 51 "major" commitments that we track throughout the year. Through June, the MTA has made twenty-one major commitments. Eight major commitments are delayed but are still forecast to be made this year. Through June, agencies committed \$2.2 billion versus a \$4.8 billion year-to-date goal. This shortfall is primarily due to the delays of the R211 fleet and New Fare Payment System. By year end, the MTA still forecasts meeting or exceeding its 2017 commitments goal. In terms of completions, in 2017, agencies plan a total of \$5.0 billion, including 34 "major" completions that we track throughout the year. The MTA has achieved thirteen major completions year-to-date. Six major completions are delayed but are still expected to be achieved this year. Through June, agencies completed \$1.4 billion versus a \$2.4 billion year-to-date goal. This shortfall is primarily due to the delays of Sandy projects, Station projects, and East Side Access, but the MTA still forecasts meeting or exceeding its completions goal by year end. In addition, the MTA is tracking delayed 2014, 2015 and 2016 major commitments and completions in a separate quarterly report included in the agenda.

### **Adjournment**

Upon motion duly made and seconded, Chairman Lhota adjourned the July 24, 2017 meeting of the MTA Capital Program Oversight Committee at 3:20 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

**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)

Quarterly MTACC Capital Program Update on East Side Access

**November**

NYCT Capital Program Update

- Enhanced Stations Initiative

NYCT, LIRR, MNR Update on New Fare Payment System

CPOC Committee Charter Review

Update on Capital Program Security Projects (in Executive Session)

**December**

Quarterly MTACC Capital Program Update

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

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

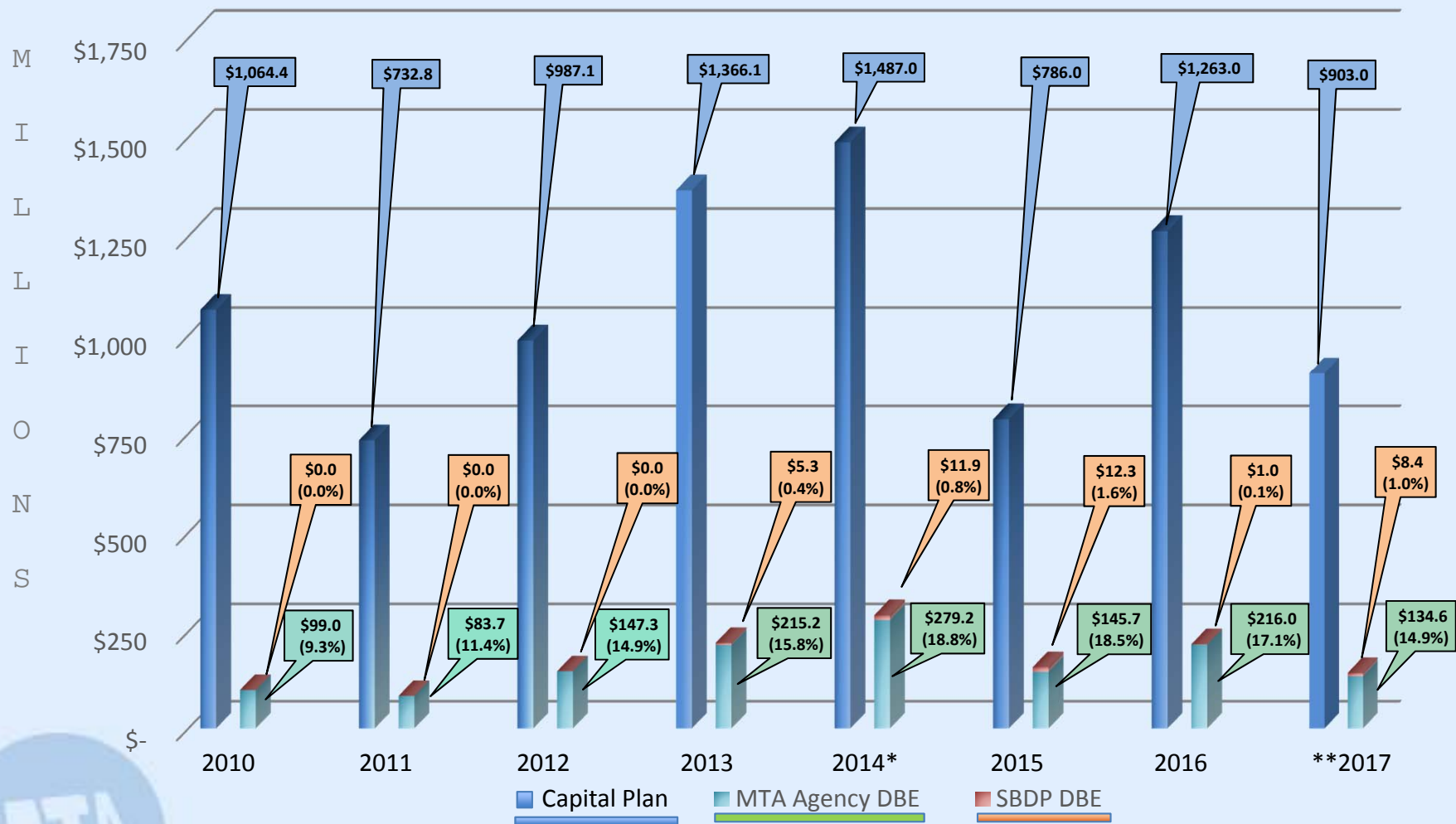
**July**

NYCT Capital Program Update

**September**

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

# MTA-Wide DBE Awards Through Prime & Subcontracts and SBDP



Capital Plan excludes Rolling Stock and Signals

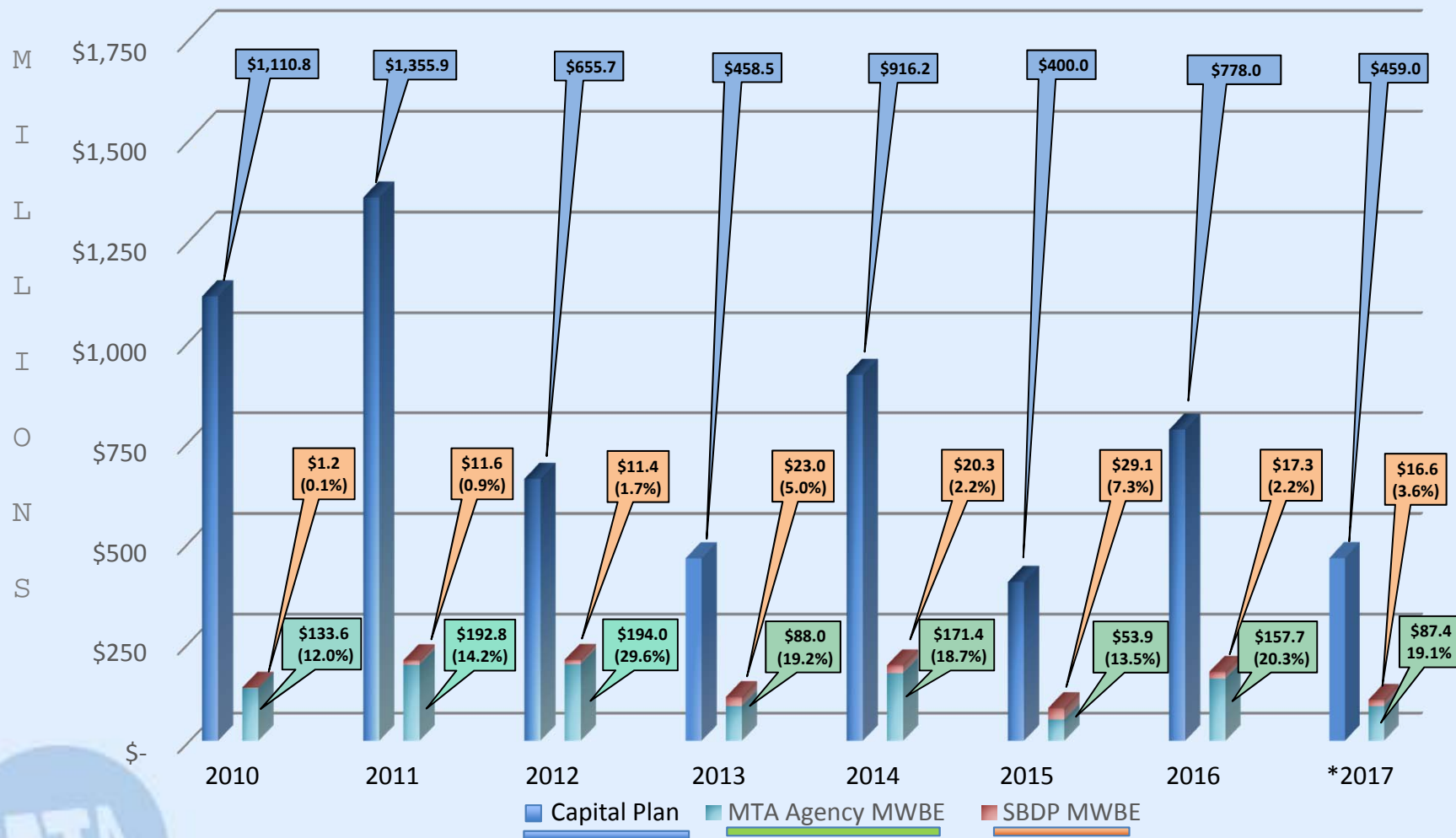
\*SBFP started in Year 4

\*\*Data is for January – June 2017





# MTA-Wide MWBE Awards Through Prime & Subcontracts and SBDP



Capital Plan excludes Rolling Stock and Signals

\*Data is for January – June 2017



**DBE AWARDS ON MTA CAPITAL PROJECTS with GOALS  
JANUARY 2017 - JUNE 2017  
FEDERALLY-FUNDED**

FEDERALLY FUNDED	JAN 2017-MAR 2017 (in millions)			APR 2017-JUN 2017 (in millions)			JAN 2017- JUN 2017 (in millions)		
DBE Participation Goal: 17%	Total Awards*	Total DBE Awards	DBE Participation (%)	Total Awards*	Total DBE Awards	DBE Participation (%)	Total Awards*	Total DBE Awards	DBE Participation (%)
Construction	\$ 40	\$ 11	28%	\$ 863	\$ 132	15%	\$ 903	\$ 143	16%
<b>TOTAL</b>	<b>\$ 40</b>	<b>\$ 11</b>	<b>28%</b>	<b>\$ 863</b>	<b>\$ 132</b>	<b>15%</b>	<b>\$ 903</b>	<b>\$ 143</b>	<b>16%</b>
Additional MWBE Participation:	Total Awards*	Total MWBE Awards		Total Awards*	Total MWBE Awards		Total Awards*	Total MWBE Awards	
Construction	\$ 40	\$ 11		\$ 863	\$ 123		\$ 903	\$ 134	
<b>Total</b>	<b>\$ 40</b>	<b>\$ 11</b>		<b>\$ 863</b>	<b>\$ 123</b>		<b>\$ 903</b>	<b>\$ 134</b>	

\* Total awards exclude rolling stock and signals.

**MWBE / SDVOB  
AWARDS ON MTA CAPITAL PROJECTS with GOALS  
JANUARY 2017 - JUNE 2017  
STATE-FUNDED**

STATE FUNDED	JAN 2017-MAR 2017 (in millions)			APR 2017-JUN 2017 (in millions)			JAN 2017-JUN 2017 (in millions)		
MBE Participation Goal: 15%	Total Awards*	Total MBE Awards	MBE Participation (%)	Total Awards*	Total MBE Awards	MBE Participation (%)	Total Awards*	Total MBE Awards	MBE Participation (%)
Construction	\$ 71	\$ 12	17%	\$ 388	\$ 48	12%	\$ 459	\$ 60	13%
<b>TOTAL</b>	<b>\$ 71</b>	<b>\$ 12</b>	<b>17%</b>	<b>\$ 388</b>	<b>\$ 48</b>	<b>12%</b>	<b>\$ 459</b>	<b>\$ 60</b>	<b>13%</b>
WBE Participation Goal: 15%	Total Awards*	Total WBE Awards	WBE Participation (%)	Total Awards*	Total WBE Awards	WBE Participation (%)	Total Awards*	Total WBE Awards	WBE Participation (%)
Construction	\$ 71	\$ 9	13%	\$ 388	\$ 35	9%	\$ 459	\$ 44	10%
<b>TOTAL</b>	<b>\$ 71</b>	<b>\$ 9</b>	<b>13%</b>	<b>\$ 388</b>	<b>\$ 35</b>	<b>9%</b>	<b>\$ 459</b>	<b>\$ 44</b>	<b>10%</b>
SDVOB Participation Goal: 6%	Total Awards	Total SDVOB Awards	SDVOB Participation (%)	Total Awards	Total SDVOB Awards	SDVOB Participation (%)	Total Awards	Total SDVOB Awards	SDVOB Participation (%)
Construction	\$ -	\$ -	0%	\$ -	\$ -	0%	\$ -	\$ -	0%
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>
Additional DBE Participation:	Total Awards*	Total DBE Awards		Total Awards*	Total DBE Awards		Total Awards*	Total DBE Awards	
Construction	\$ 71	\$ 14		\$ 388	\$ 45		\$ 459	\$ 59	
<b>Additional DBE Participation Total</b>	<b>\$ 71</b>	<b>\$ 14</b>		<b>\$ 388</b>	<b>\$ 45</b>		<b>\$ 459</b>	<b>\$ 59</b>	

\*Total awards exclude rolling stock and signals.

# Annual Update of MTA Small Business Development Program

Small Business Mentoring Program-Tier 1 (SBMP-Tier 1)

Small Business Mentoring Program-Tier 2 (SBMP-Tier 2)

Small Business Federal Program (SBFP)

September 25, 2017 CPOC Meeting

**Amil Patel, P.E.**  
Deputy Director  
Office of Construction Oversight  
Department of Capital Programs

**George Cleary**  
Deputy Chief Diversity Officer  
Small Business Development Program  
Department of Diversity and Civil Rights



# Small Business Development Program

## Mission Statement

To develop and grow small contractors through on-the-job and classroom training, and technical assistance in prime contracts with MTA Agencies, thereby creating a larger pool of diverse qualified contractors who can compete for, and complete MTA construction projects safely, timely and within budget.



# SBMP-Tier 1 Status

## Program Year (PY) – Ending July 31<sup>st</sup>

- NY State funded prime contracts of up to \$1M.
- 207 prequalified firms participate for up to 4 years.
- Bond requirements waived



## SBMP-Tier 1 Status

### Typical SBMP-Tier 1 Projects (PY' 2016-2017)

- ▣ Stair replacements and station improvements
- ▣ HVAC and electrical upgrades
- ▣ Installation of bus chassis wash lift equipment
- ▣ Bridge preservation project
- ▣ Masonry, asphalt, concrete paving and site work
- ▣ Help Point intercom systems
- ▣ Landscaping



# SBMP-Tier 1 Status

## PY'11 – PY'17 Awards

	Projects	Amount
Awarded to 144 Firms	209	\$128.56M
Substantially Completed	188	\$119.48M

**PY'18 Award Goal for SBMP-Tier 1 is \$59 Million**

## Process Metrics

	Goals (in Days)	Actual (in Days)
Payments	10	14
Awards	22	28.4
Closeouts	20	40.1
Change Orders	15	35.6





# SBMP-Tier 1 Achievements

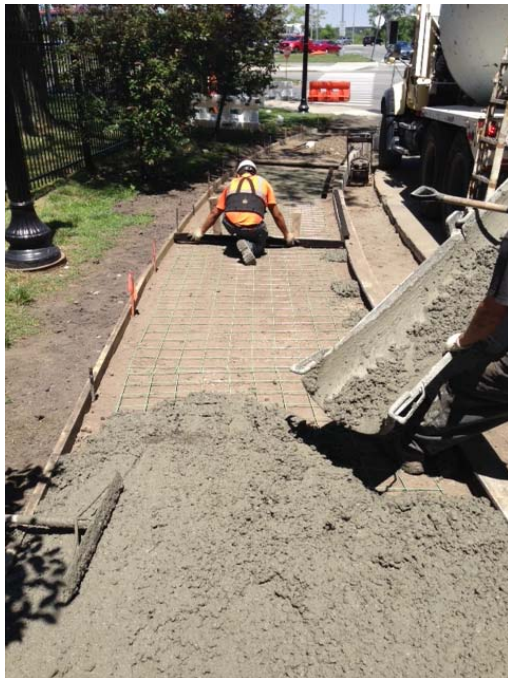
- 335 firms prequalified since program inception
- 144 firms awarded projects since program inception
- 50 of the 144 firms were awarded 2 or more projects
- Several participants obtained MTA contracts outside of the SBDP



## SBMP-Tier 1 Project (PY' 2016-2017)

S & S Kings Corp., a NYS certified MBE firm, completed the Miscellaneous repairs at Robert Moses Building for Bridges & Tunnels at a total cost of \$789,709. Project was completed safely, on time and within budget.

In Progress



Final



# SBMP-Tier 1 Project (PY' 2016-2017)

Northeast Electrical Contractors, Inc. completed the Help Points Project at Simpson Street and Prospect Avenue Stations for NYCT at a total cost of \$962,182. Project was completed safely, on time and within budget.

In Progress



Final



## SBMP-Tier 2 Achievements

- Program in existence for three years
- NY State funded prime contracts from \$1M to \$3M
- Participation for up to 4 years
- Payment and performance bonds required
- 56 prequalified firms, which are all graduates from SBMP- Tier 1

### PY'15 – PY'17 Awards

	Projects	Amount
Awarded to 24 Firms	29	\$55.4M
Substantially Completed	14	\$29.4M

**PY'18 Award Goal is \$38 Million**



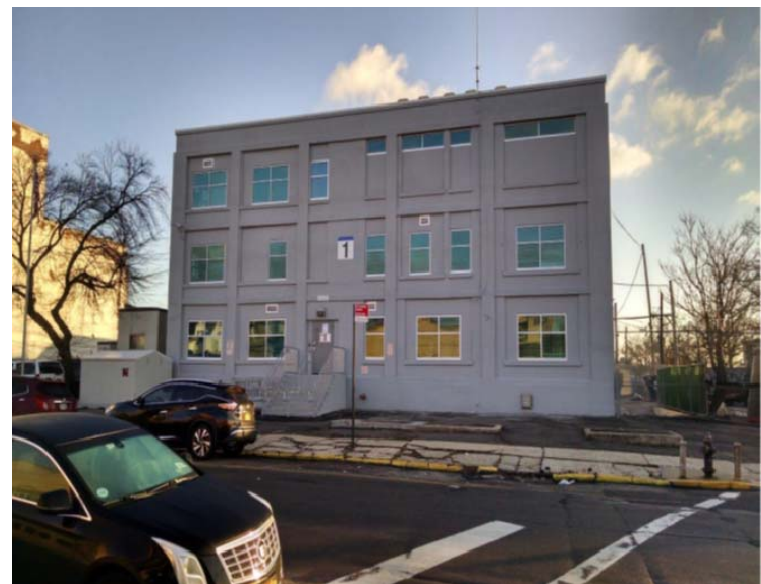
## SBMP-Tier 2 Project (PY' 2016-2017)

Malcolm Patrick Corporation, a NYS certified MBE and a MTA certified DBE firm, completed a Communications Building-Rehabilitation Phase 1 project at Morris Park Facility for LIRR at a total cost of \$3,423,538. Project was completed safely, on time and within budget.

In Progress



Final

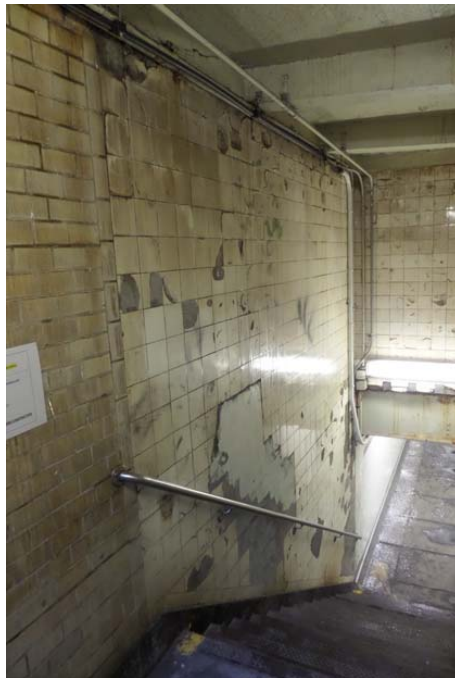




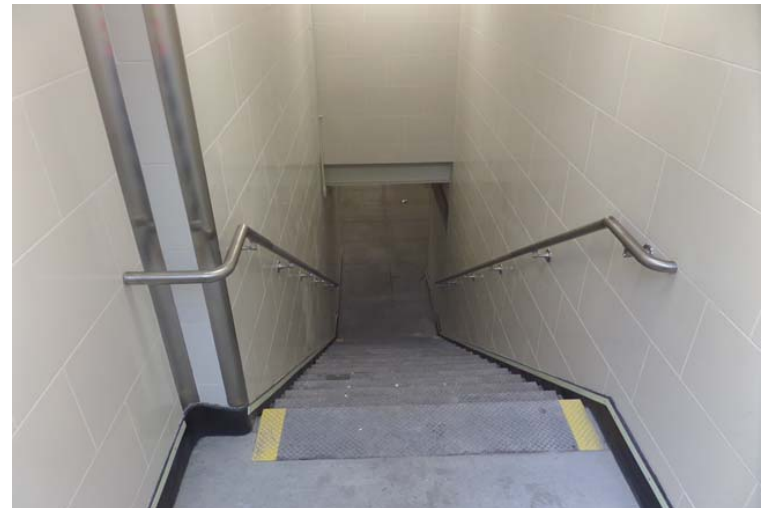
## SBMP-Tier 2 Project (PY' 2016-2017)

Kapris, Inc., a NYS certified MBE firm completed the Stairs Replacement (4) Project at Rector Street Station on Broadway for NYCT at a total cost of \$1,978,000. Project was completed safely, on time and within budget.

In Progress



Final



# Small Business Federal Program

- Program in existence for five years
- Federally funded prime contracts of up to \$3 million
- Participation for a maximum of 4 years
- Payment and performance bonds required
- 21 prequalified firms; 13 graduated from SBMP-Tier 1

## PY'15 – PY'17 Awards

	Projects	Amount
Awarded to 21 Firms	39	\$73.3M
Substantially Completed	34	\$66.3M

**PY'18 Award Goal is \$45 Million**



## SBFP Project (PY' 2016-2017)

Riggs Construction Company Inc., a NYS certified MBE and a MTA certified DBE firm, completed the LaGuardia Bus Depot Annex Roof Replacement for MTA Bus Company at a total cost of \$424,865. Project was completed safely, on time and within budget.

In Progress



Final

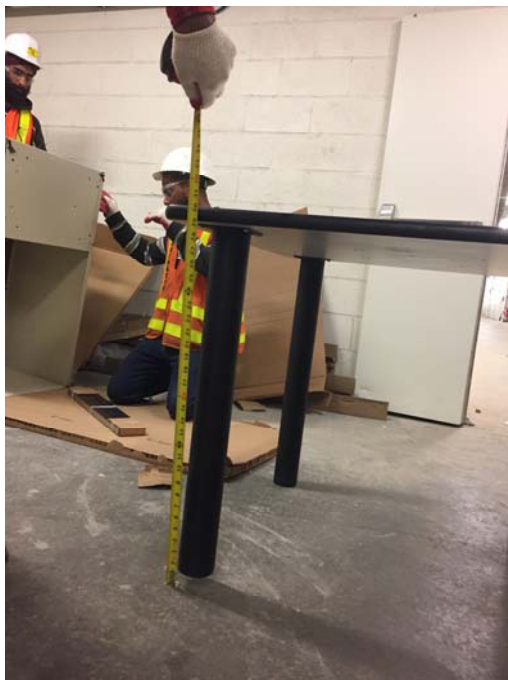




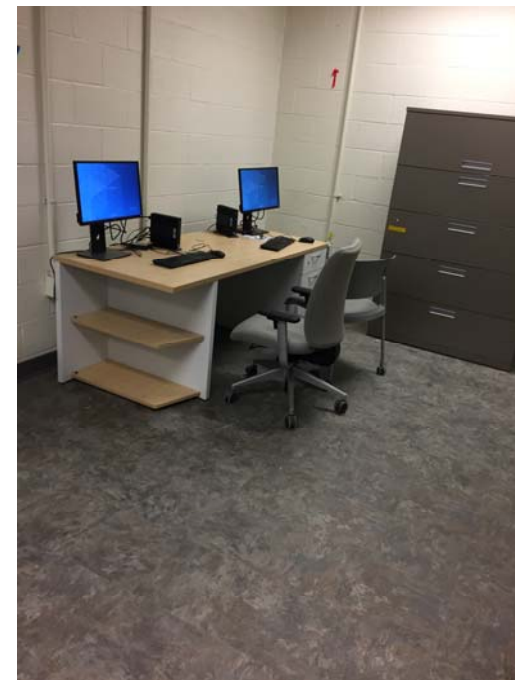
## SBFP Project (PY' 2016-2017)

Shazi Construction Co Inc, a NYS certified MBE firm, furnished and installed furniture and equipment at three stations for the Second Avenue Subway for MTACC at a total cost of \$1,644,000. Project was completed safely, on time and within budget.

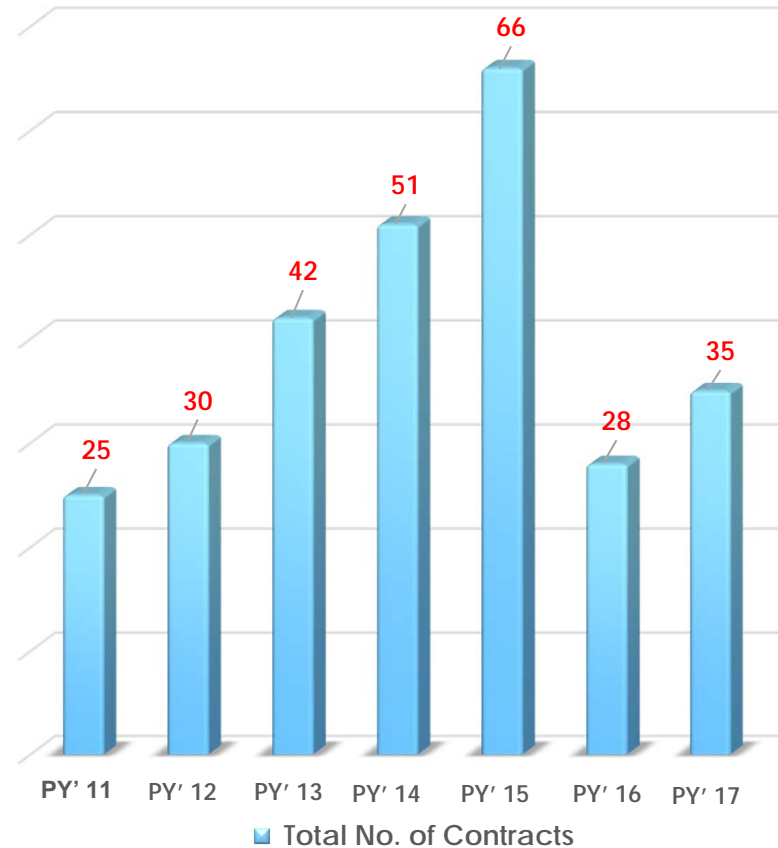
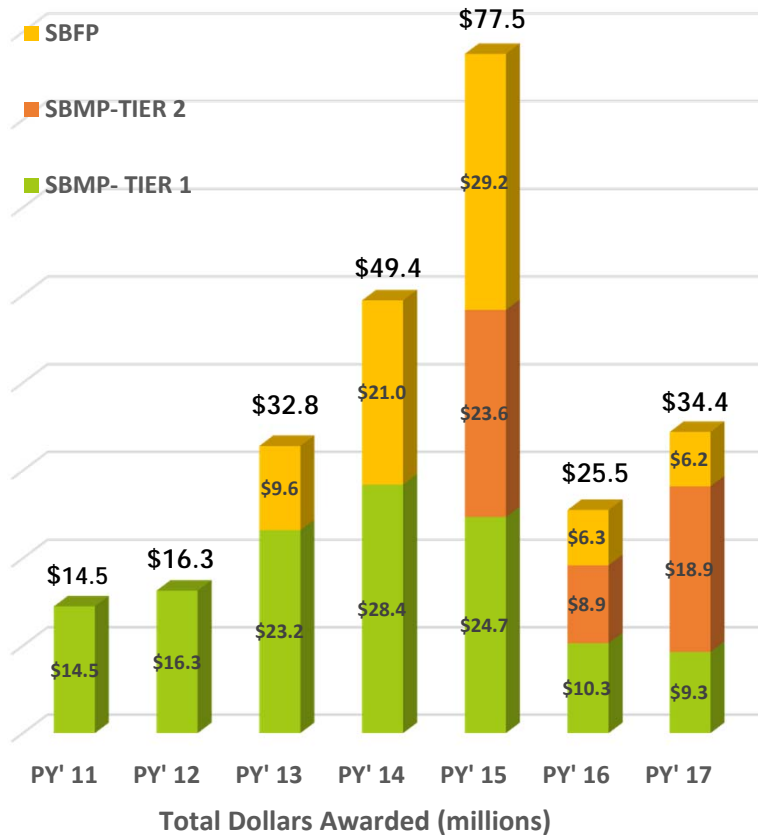
In Progress



Final



# SBDP Contract Awards Exceeds \$250 Million Over Seven Years



# Business Development



# SBDP Demographics

## Small Business Mentoring Program Tier 1

### Certification \*

MBE 134

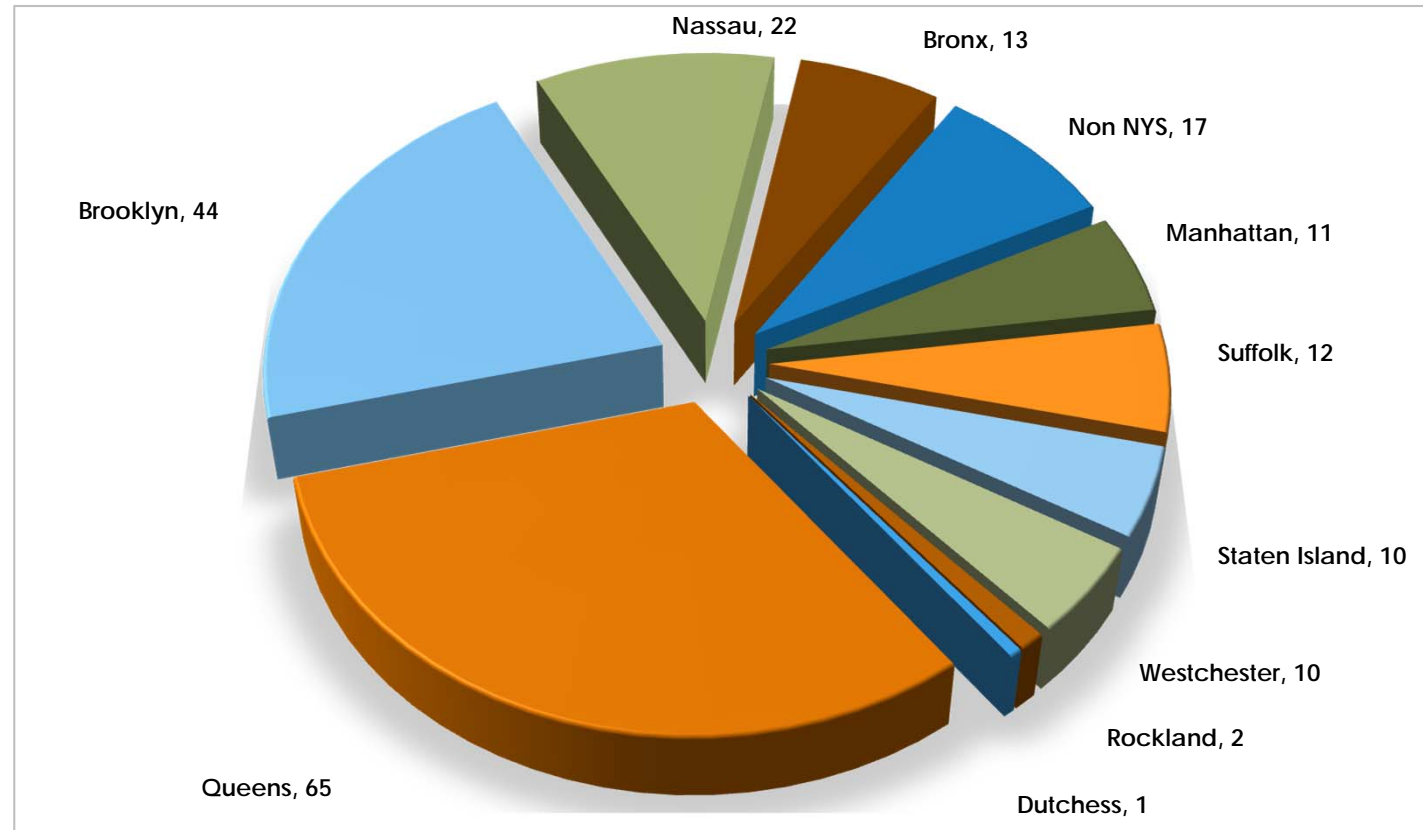
WBE 35

DBE 20

Non-Certified 18

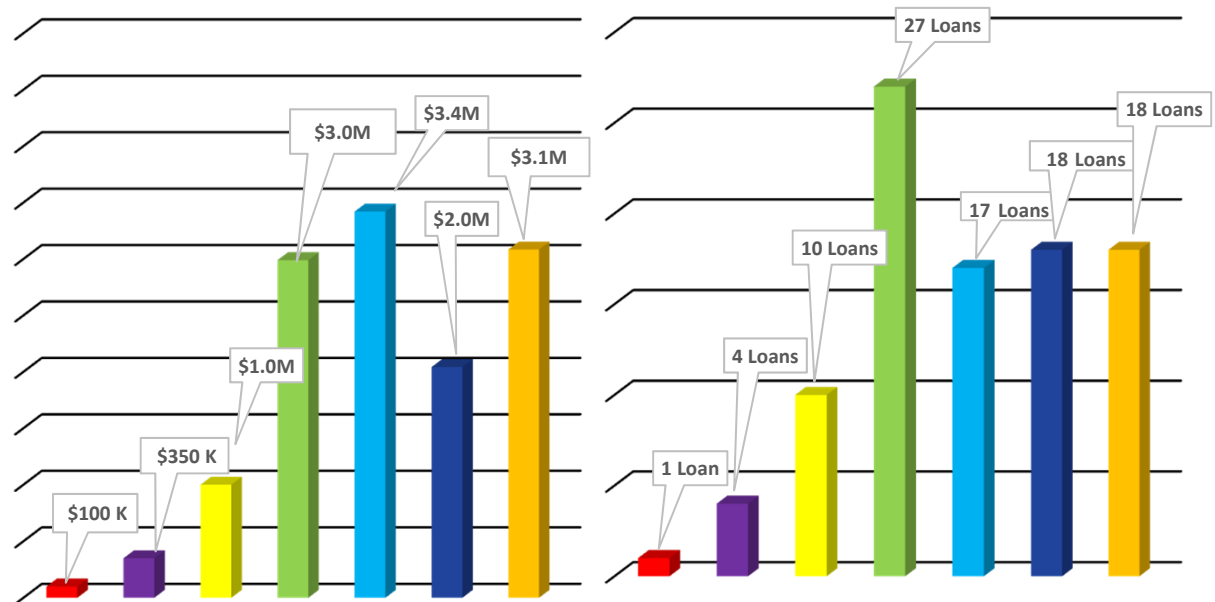
*\* firms may have multiple certifications*

## 207 Prequalified Firms (as of July 31, 2017)



# SBDP Continues to Provide Access to Capital

Year 1	-	1 Loan	totaling	\$100,000
Year 2	-	4 Loans	totaling	\$350,000
Year 3	-	10 Loans	totaling	\$1,000,000
Year 4	-	27 Loans	totaling	\$2,990,000
Year 5	-	17 Loans	totaling	\$3,420,000
Year 6	-	18 Loans	totaling	\$2,042,500
Year 7	-	18 Loans	totaling	\$3,083,500
<b>Total</b>		<b>95 Loans</b>	<b>Totals</b>	<b>\$12,986,500</b>



Loan values shown are for each program year ending on July 31. Program Year 7 ended on July 31, 2017.



# Exceeding MWDBE Goals at the SBMP

- MTA MWBE SBMP Tier 1/Tier 2 Goal – **30%**
- MTA DBE Goal – **17%**
- Tier 1 MWBE Achievements
  - **74%** - contracts awarded to NYS-certified MWBEs
  - **72%** - contract dollars awarded to NYS-certified MWBEs
- Tier 2 MWBE Achievements
  - **73%** - contracts awarded to NYS-certified MWBEs
  - **78%** - contracts dollars awarded to NYS-certified MWBEs
- Federal Program DBE Achievements
  - **47%** - contracts awarded to DBEs
  - **45%** - contracts dollars awarded to DBEs



## SBDP Contract Goals vs. Awards






	<u>Goals</u>	<u>Awards</u>	
PY '14 - '15	\$98M	\$77M	'10 -'14 Capital Plan
PY '15 - '16	\$86M	\$28M	'15 -'19 Capital Plan
PY '16 - '17	\$94M	\$34M	

- We have an ambitious goal of awarding 430 projects worth \$501M in the SBDP during the '15 – '19 Capital Plan.
- To meet this challenge, Agencies are exploring all avenues to assign projects to accomplish this in the remaining 3 years.



# SBDP Projections

## 2017 – 2019 SBDP Estimated Project Awards

Small Business Mentoring Program		# of Projects
 Tier 1	\$171M	240
 Tier 2	\$133M	65
Small Business Federal Program		
 SBFP	\$133M	65
Totals		
 All Programs	\$437M	370
<hr/>		
	Estimated Job Creation of over 10,500 jobs *	

\*Source: New York State Department of Transportation (NYSDOT)

As an average statewide estimate, the Department uses 24 jobs per \$1 million dollars (\$1M) of construction value to calculate the estimated number of direct, indirect and induced jobs created or saved.

Jobs Created and Employment Reporting ( <https://www.dot.ny.gov/recovery/jobs?nd=nysdot> )



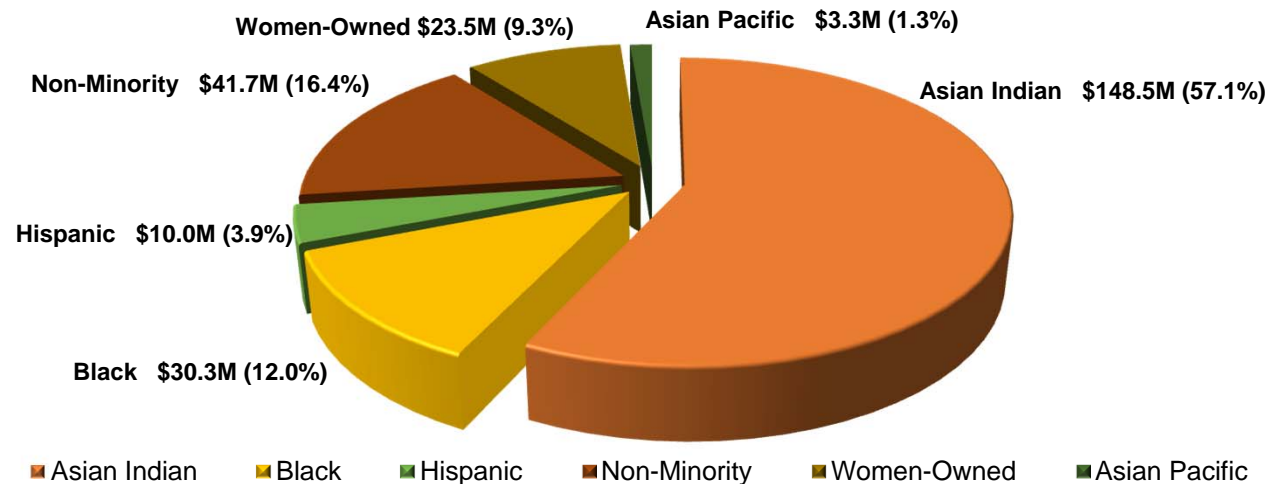


# SBDP Contract Awards

## Total SBDP Contract Awards by Ethnic/Gender Categories

Category	Awards
Asian Indian	\$148.5M
Non-Minority	\$ 41.7M
Black	\$ 30.3M
Women-Owned *	\$ 23.5M
Hispanic	\$ 10.0M
Asian Pacific	\$ 3.3M
<b>Total SBDP Awards</b>	<b>\$257.3M</b>

\* All ethnic owned WBEs are categorized within their respective ethnic group.

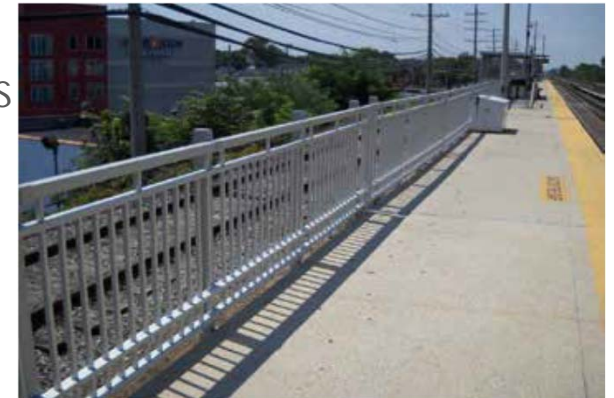
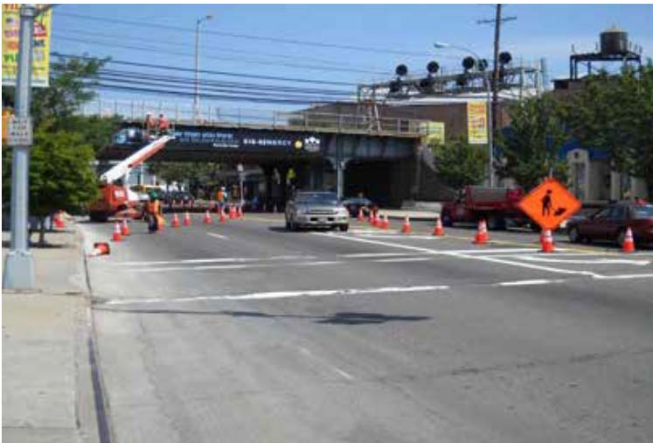


Contract Awards through July 31, 2017



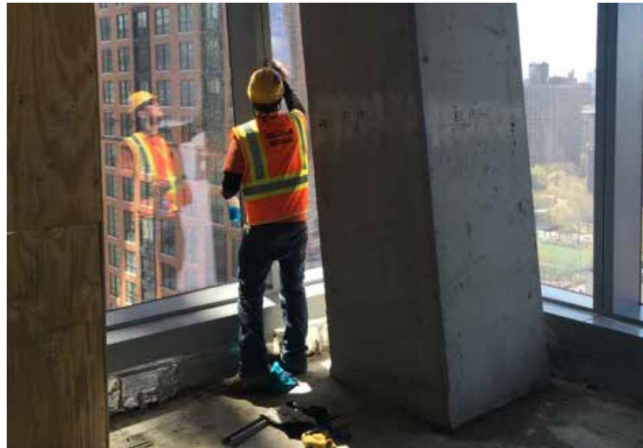
# Riggs Construction

- Mentor contractor since 2010
  - \$3.9M in MTA SBDP prime contract awards
  - 5 SBDP contract awards
  - 94 new jobs created



# Malcolm Patrick Corporation

- Mentor contractor since 2011
  - \$5.0M in MTA SBDP prime contract awards
  - 4 SBDP contract awards
  - 120 new jobs created





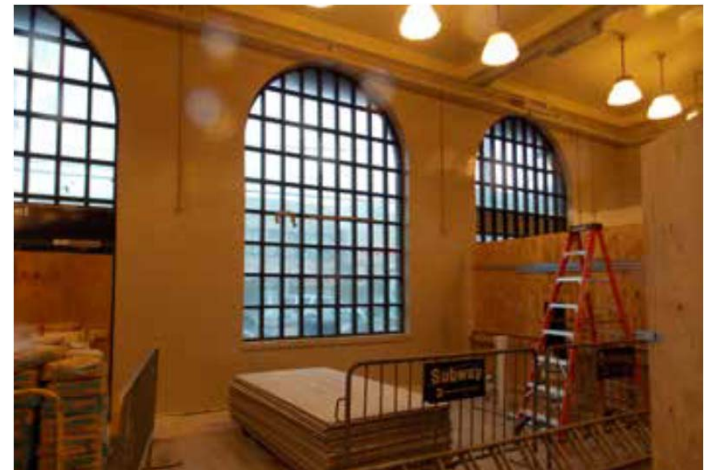
# Zion Contracting

- Mentor Contractor since 2011
  - \$5.5M in MTA SBDP prime contract awards
  - 5 SBDP contract awards
  - 132 new jobs created
  - Beyond SBDP Mentoring – 3 contract awards
    - Total firm contract value - \$11.2M



# Minhas Construction

- Mentor Contractor since 2011
  - \$8.7 in MTA SBDP prime contract awards
  - 6 SBDP contract awards
  - 209 new jobs created
  - Beyond SBDP Mentoring – 2 contract awards
    - 1 prime contract award, 1 Joint Venture
    - Total firm contract value - \$42M



# SBDP Jobs Created

■ PY'10 – PY'17	SBMP-Tier 1	Awards total \$128.6 Million
■ PY'15 – PY'17	SBMP-Tier 2	Awards total \$55.4 Million
■ PY'13 – PY'17	SBFP	Awards total \$73.3 Million

## ■ Estimated job creation within the Small Business and MWDBE Community exceeding 6,000

\*Source: New York State Department of Transportation (NYSDOT)

As an average statewide estimate, the Department uses 24 jobs per \$1 million dollars (\$1M) of construction value to calculate the estimated number of direct, indirect and induced jobs created or saved.

**Jobs Created and Employment Reporting** ( <https://www.dot.ny.gov/recovery/jobs?nd=nysdot> ).



# Prequalified Emerging Contractors

## Small Business Development Program Prequalified Emerging Contractors

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☐ Prequalified    44 firms

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- 15 Black
  - 8 Asian Indian
  - 6 Hispanic
  - 11 Other
  - 4 Asian Pacific
- 



# SBDP Training Program

- As of Spring 2017, 318 firms participated in the training program
- 13-Session Technical & Business Development Classroom Training:
  - Doing Business with the MTA
  - Prevailing Wages & Project Management
  - Estimating and Bidding Strategies at the MTA
  - Project Scheduling at the MTA
  - Cash Flow and Financial Management
  - Marketing Your Business to the NY Construction Industry
  - Developing a Profitable Business in the MTA Region
  - Safety & Quality Planning at the MTA
  - Requisition and Change Order Process
  - Construction Law and Contract Review
  - How to Acquire Surety Bonding and Access to Capital
  - Navigating MTA Contracts and MWBE Compliance
  - How to be a Prime Contractor





# TRAINING CLASSES FOR 2017

- Interest is building with recent applicants
- New for 2017
  - Branded and refreshed presentation material
  - Interactive and small group activities
  - MTA-based case study and reference documents
  - Enhanced training opportunities
- Summer Leadership Institute
  - Training in Communications, Marketing, Leadership, and Business Operations
  - Presentation Skills
  - Financial Statement Analysis
  - PLA's
  - Business Communications
  - Strategic Business Development



# Business Development Activities

- Business Development Activities are Diverse
  - Recruiting of and outreach to potential program contractors
  - Mandatory and voluntary training classes
  - Assessment of existing contractor businesses
  - Ongoing contractor interface with high level of customer service
  - Business Consulting and guidance
  - Technical and Business Operations support



# What's New at the SBDP?

- The contractor pool continues to mature
  - 5 ECP contractors have transitioned into Tier 1; 3 additional being evaluated
  - 60 firms graduated in Program Year 7
  - Ongoing outreach to the MWBE and SDVOB communities
  - 5 SDVOB firms in Emerging Contractor or Tier 1 Program
  - 3 outreach sessions to the SDVOB community in conjunction with NYS OGS
  - Limited appropriate SDVOB contractors fitting the SBDP profile
  - Ongoing coordination with NYS OGS leadership to identify target firms



# Matching Resources To Action Items

- Back Office Support
- Accounting, Finance Training & Financial Assistance
  - Assisting in the identification of criteria for selecting a financial professional
  - Creation of financial tracking tools
- Business Planning
  - 10 contractors completed Business Plan classes
- Construction Law Guidance
- Branding – company logos & websites
- Marketing
  - Focus on all contractors developing appropriate capability statements
- Technology
- Strategic Business Development
  - Identifying “Go/No Go” criteria for individual companies





Thanks to All MTA Agency Personnel and  
Our External Partners  
Who Worked Hard to Continue  
the Success of the  
SBMP and SBFP!



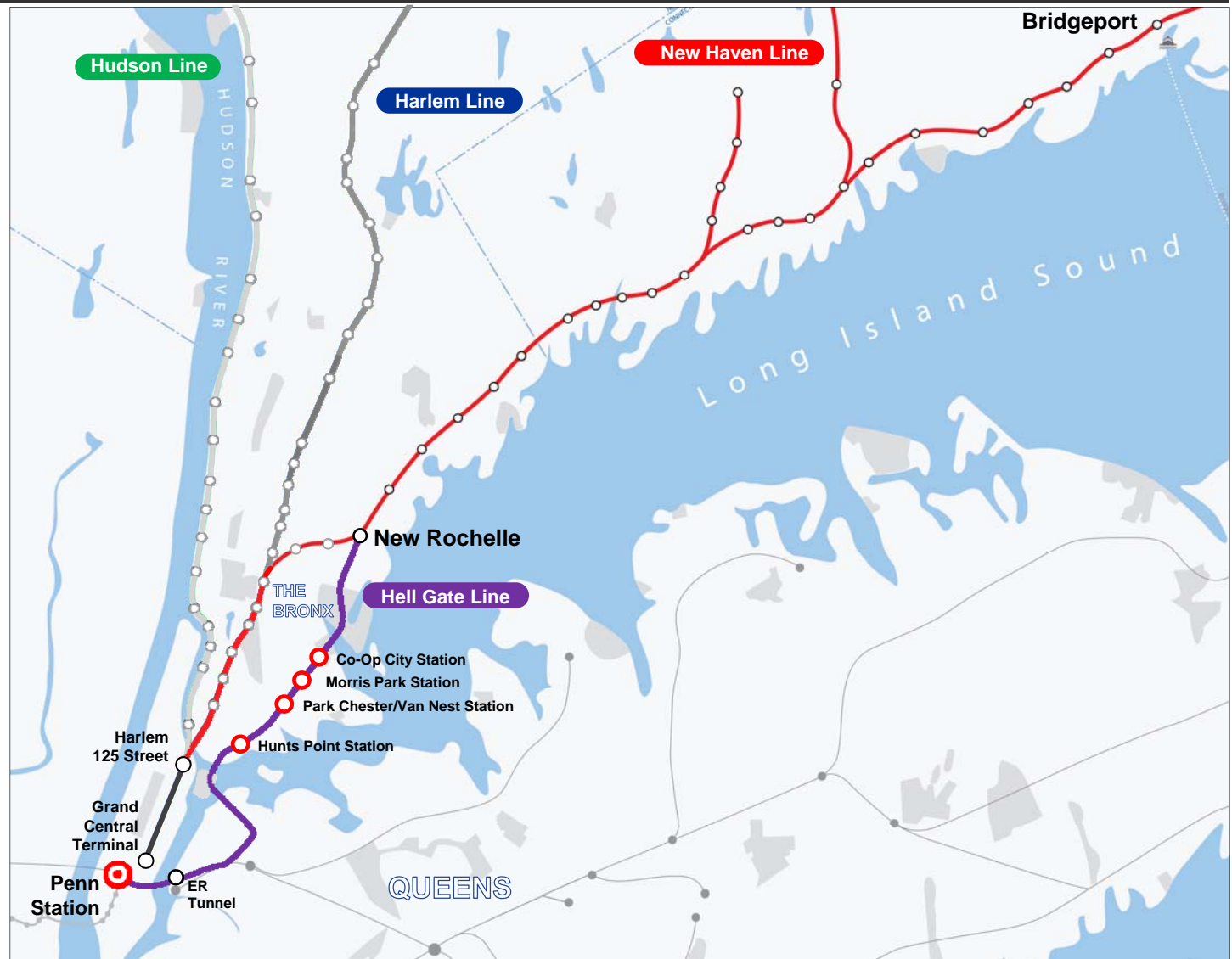
# MTACC Report to CPOC Penn Station Access

September 25, 2017



# Penn Station Access Metro-North Railroad Service Routes

- Network Resiliency
- MNR Program Expansion



# Current Project Activities

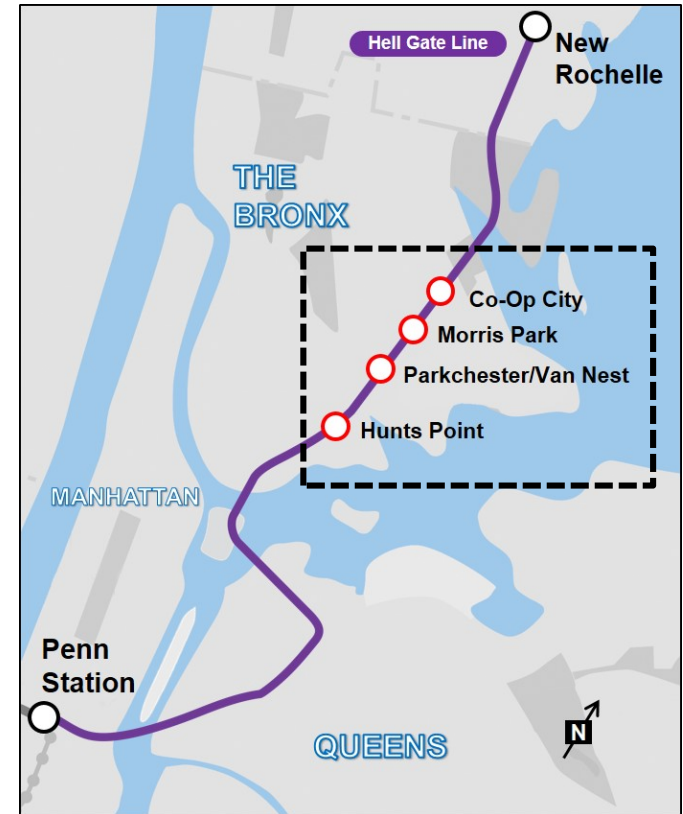
## Planning and Conceptual Engineering

- ▣ Track Alignment Options
- ▣ Operations and Power Simulations
- ▣ Environmental Planning

## General Engineering Consultant

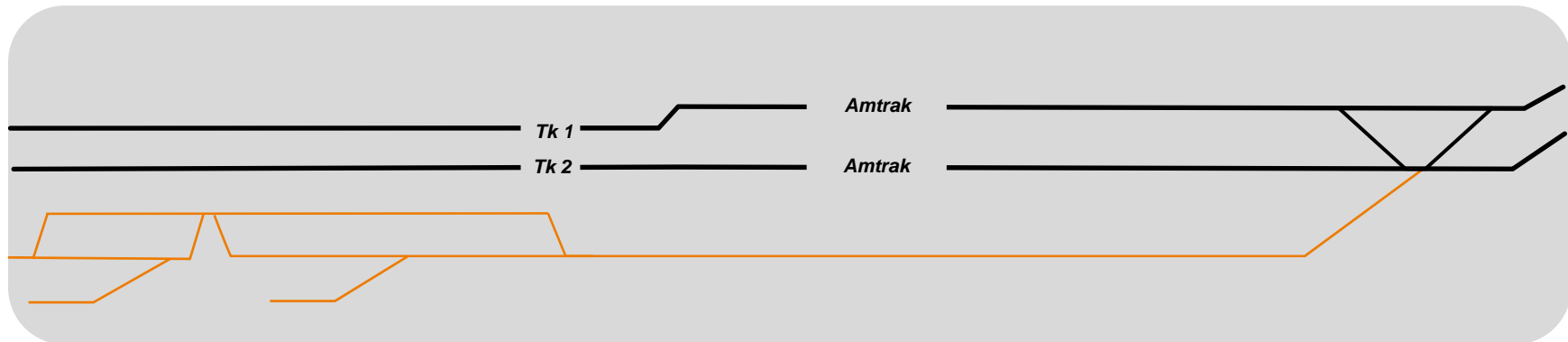
- ▣ Scope Preparation

## Co-development Strategy

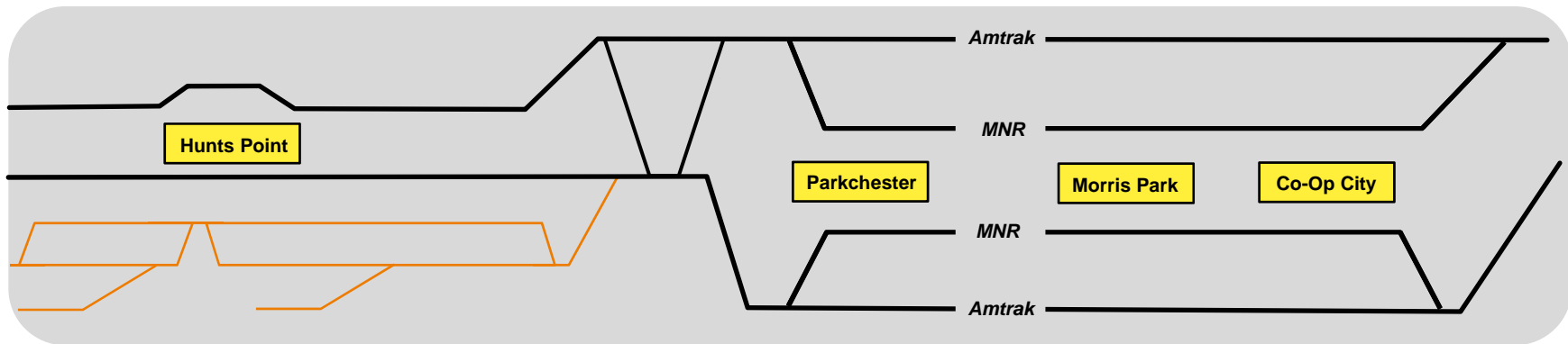




# Track Alignment



**Existing:** 2-Track Alignment with Amtrak tracks



**Potential:** 4-Track Alignment with MNR Station and Amtrak through-running track



# Stakeholder Partnership

- MTACC and MNR
  - Program Management
- Amtrak
  - Alignment meetings
- CSX
  - Project overview and input
- Connecticut Department of Transportation
  - Service plan



# Next Steps

## 4<sup>th</sup>-Q 2017

- Initiate Amtrak Design and Construction agreements
- Explore Co-development Strategies
- Design team procurement
- Complete Operations Simulations and advance Power Simulations



# MTACC Report to CPOC Second Avenue Subway Phase 2

September 25, 2017



# SAS Phase 2



SAS Phase 2

NORTH

## SAS Phase 2 Current Status - Design

### ■ Design:

- On schedule to complete the update of the Preliminary Engineering by 2018 Q3 and design of an early work contract by 2019.
- Ongoing working group sessions with various NYCT departments, outside agencies & Utility companies:
  - Station entrances & transfers
  - Structural
  - Electrical
  - Traction Power Substation
  - Ventilation/elevators & escalators/HVAC
  - Baseline simulation of the proposed alignment with a two-track 125<sup>th</sup> St station supports the same Level Of Service (LOS) as of three-tracks
  - Analyzing additional options for maximizing transfer capacity at 125<sup>th</sup> St Station between existing Lexington Ave. and future SAS 2 station



## SAS Phase 2 Current Status – Field Investigation work

### Field Work:

- Ongoing -
  - Building inspection program for structural & basement/cellar for utilities
  - All data collection completed for traffic analysis. Static model is being analyzed for various scenarios
  - Utility test pit program
  - Geotechnical boring investigation program
  - Completed sewer cleaning & inspections from 108<sup>th</sup> St to 110<sup>th</sup> Streets





# Field investigation – Geotechnical



Rock sample



Soil sample



# SAS Phase 2 Current Status – Environmental

## Environmental:

- Ongoing re-evaluation of the project to identify changes from the original EIS
- Preparing an Environmental Review Document for submittal to FTA by early October
- Meet with Community to present latest Environmental Review information and mitigations



## SAS Phase 2 Current Status – Community Outreach

- Community Information Center opened on September 18, 2017



- CIC will be used to:
  - Conduct educational events, community meetings, and other programming/activities
  - Develop and display educational interactive and static exhibits
  - View the subway simulator
  - Provide community members access to a liaison for information



# MTACC Quarterly Progress Report to CPOC Cortlandt Street #1 Line Station Reconstruction

September 25, 2017



# Project Overview

## Overall Status

Item	Comments
Schedule	Current Revenue Service/Substantial Completion Date is December 2018
Cost	Current Budget is \$181.8 million (including \$23.4 M risk reserve approved in the May 2017 Capital Plan Amendment)

## Highlights

- Continued smoke exhaust ductwork and insulation at platform level
- Installed block walls at platform level



# Project Overview

## Highlights

- Began installation of electrical power and communication conduit at Northbound platform

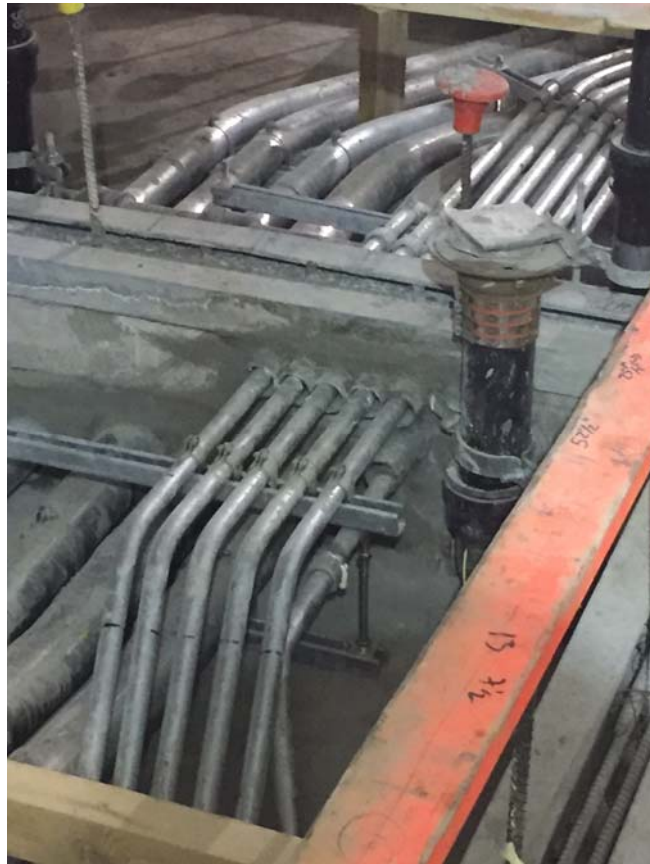




# Project Overview

## Highlights

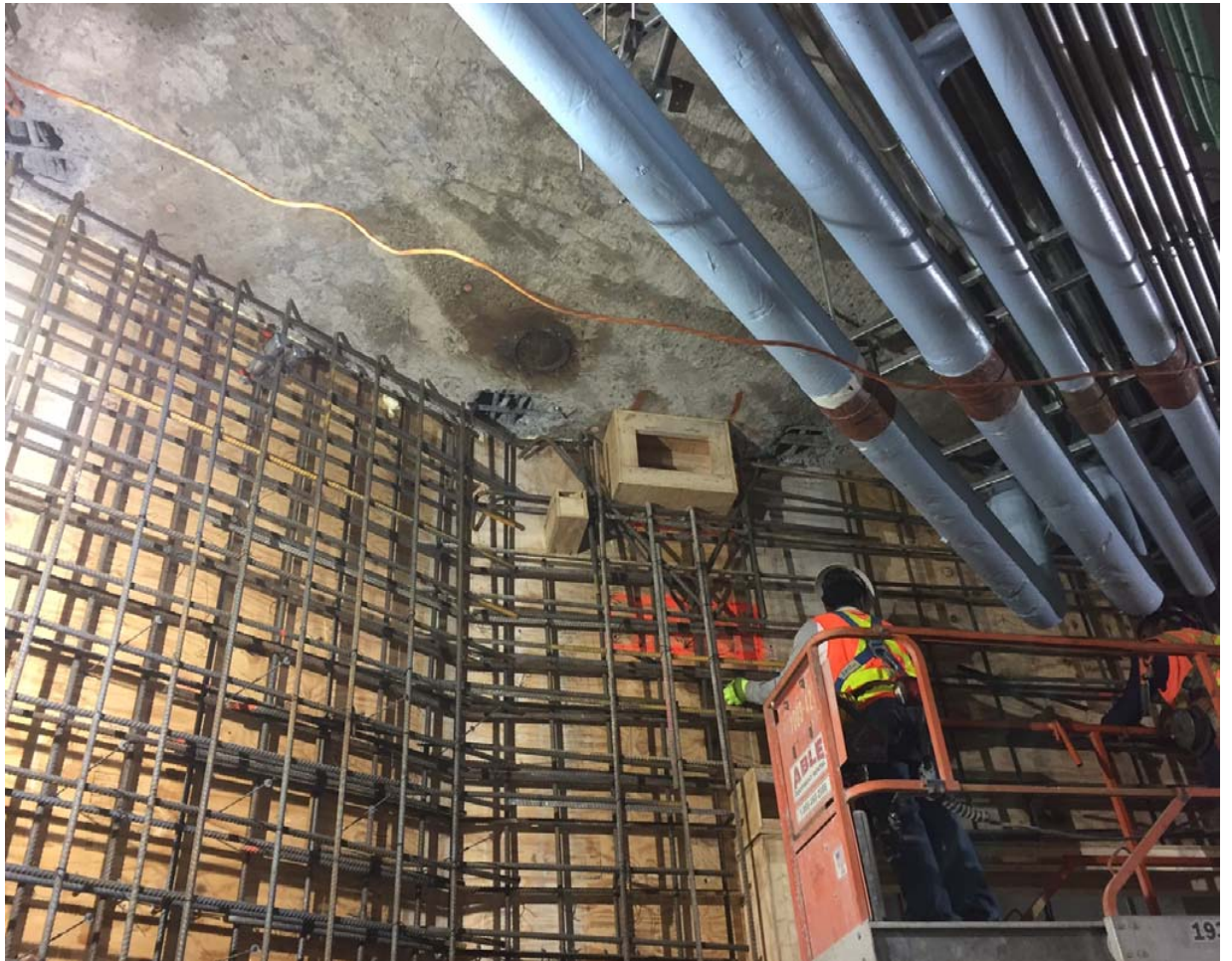
- Installed conduit and plumbing under north mezzanine slab and poured slab for back of house spaces



# Project Overview

## Highlights

- Poured new cast in place concrete wall in north fan plant

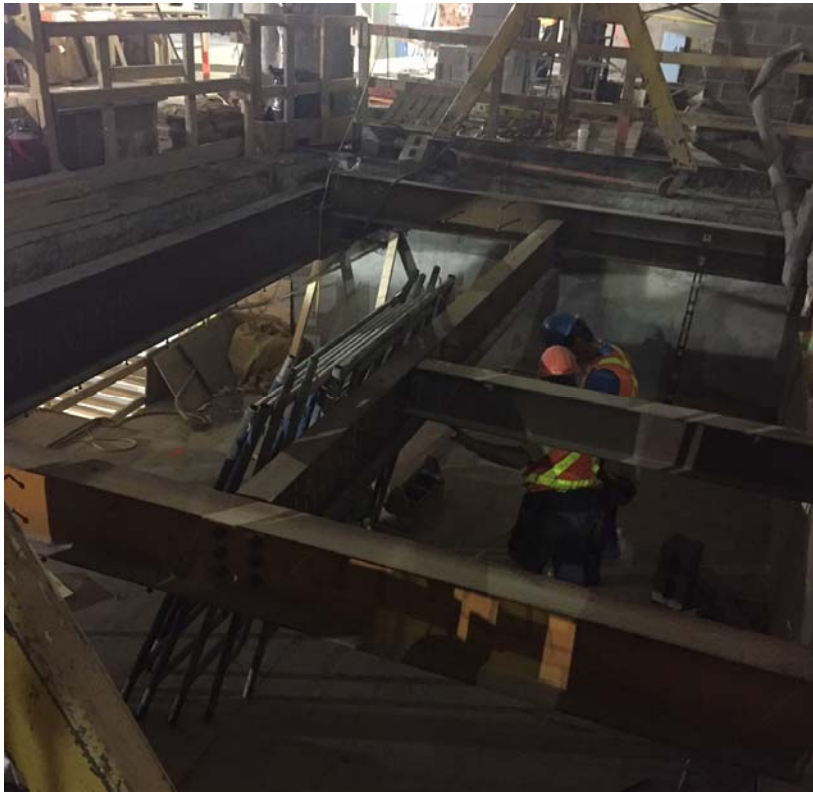




# Project Overview

## Highlights

- Installed structural steel for escalator pit and fan plants





# Project Overview

## Highlights

- Began installation of the electrical switchgear



# Project Overview

## Highlights

- Installed new reserve power Property Line Box for Con Edison power



# Project Overview

## Highlights

- Installed new Normal and Reserve service electrical feeder cables from Liberty St to Cortlandt St station EDRs





# Project Overview

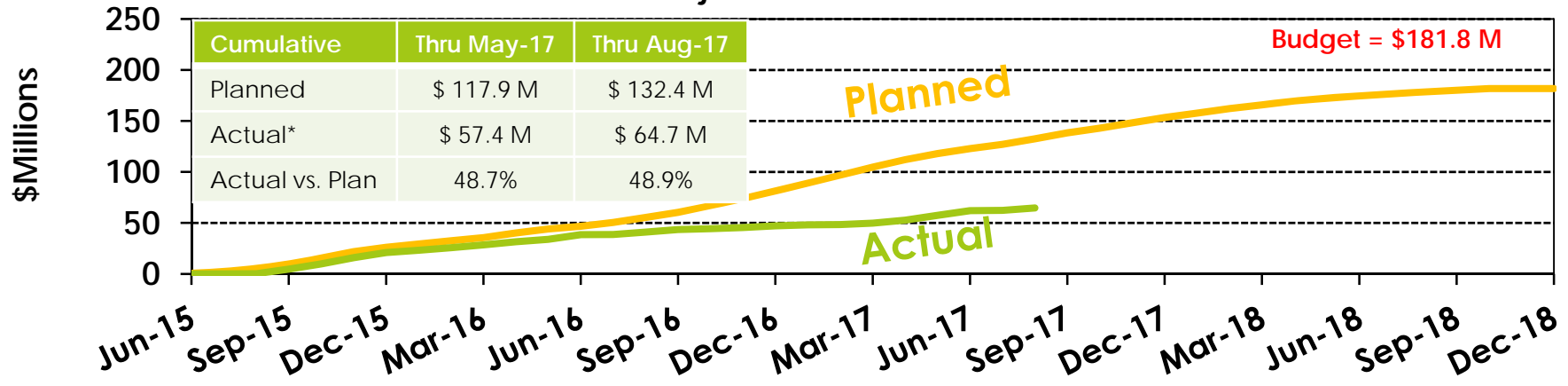
## 90 Day Look Ahead

- Continue installation of communication and power conduit at platform level
- Continue northbound and southbound platform construction
- Begin installation of air handling units
- Complete Installation of Con Edison Reserve and Normal Power Property Line Boxes and associated feeder conduits (3 months later than last report)
- Demolish sidewalk vault for install new Con Edison transformer vault (3 months later than last report – coordinating with Con Edison and 114 Liberty)

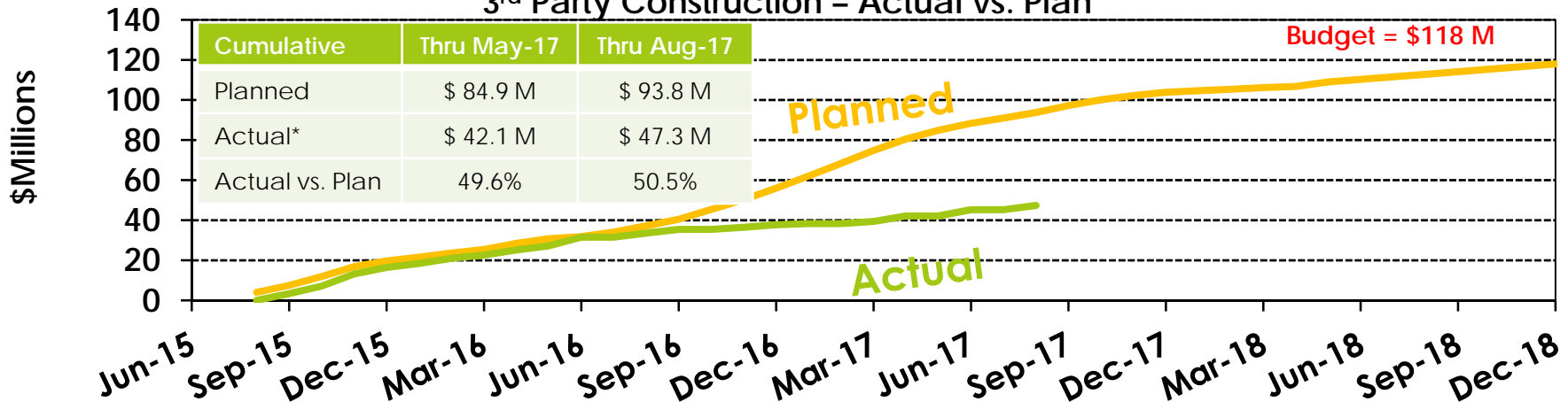


# Cost & Schedule Performance

## Total Project – Actual vs. Plan



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



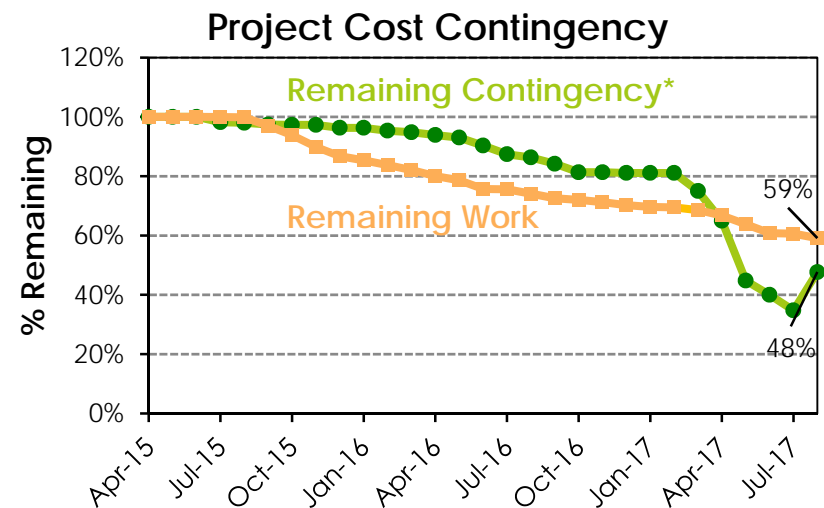
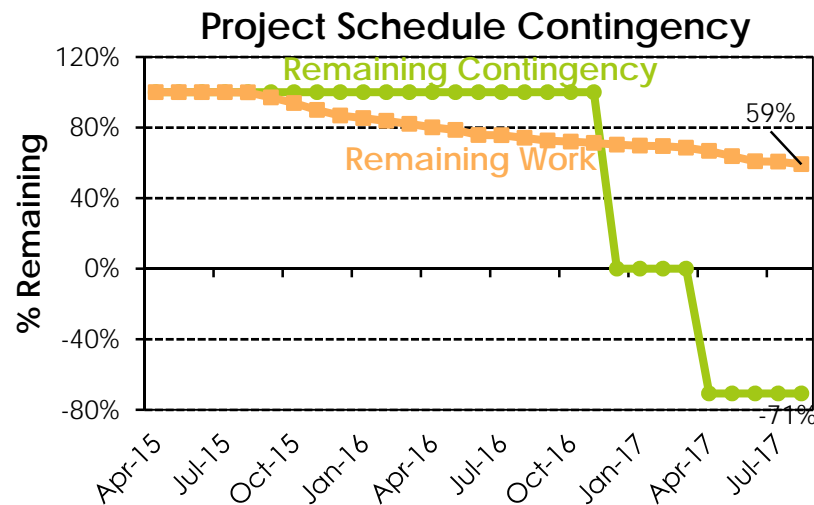
\*Actual represents expended; does not include retainage.



# Cost & Schedule Contingency Status

- 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 and substantial are currently forecasted for December 2018 completion.
- Recent directed schedule shows October 2018 completion


- Original Budget contingency was established at \$16.5 million
- Current remaining contingency is \$7.8 million, an increase of \$0.5 million since the last report due to a combination of credits and usage of allowance items for qualified negotiated changes
- May 2017 Capital Plan Amendment was approved, which added \$23.4M to risk reserve.






\* Total 3<sup>rd</sup> Party Construction contingency is \$16.5M with \$7.8M remaining. An additional \$23.4M is being maintained as risk reserve.



# Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 Red	Contractor Coordination and Execution of the Remaining Work	Through Project Completion	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Contractor prosecution of the work is not proceeding in accordance with the critical path of the project.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Delays in submitting acceptable submittals and completing various scheduled scopes of work will, if not corrected, impact the Project's completion date. Work cannot fully proceed until contractor submittals are approved. Furthermore, progress has been a fraction of what has been planned.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>MTACC continues to work with contractor, NYCT and the designer of record to address critical submittals. Meetings are held to review communication systems with NYCT user groups to address issues early to speed up the approval process and future acceptance. Schedule reviews and directions have been given to address flaws in schedules as submitted. Contractor has been notified in writing of shortfalls in productivity and overall performance.</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.



# Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<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></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>Construction of the WBVA foundation, by PANYNJ, needs to occur by December 2017 (only to street level). 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.</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.








# Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 <b>Red</b>	Relocation of PANYNJ Utilities Located within MTA Allocated Space	Various	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>PANYNJ has installed various PANYNJ and Retail Tenant utilities within MTA allocated spaces.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Some of PANYNJ utilities interfere with the construction of the station rooms and installation of systems such as conduit, piping and ductwork. This could impact schedule if relocation is not completed prior to critical path activities.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>MTACC and PANYNJ meet weekly to review and resolve critical interferences. Designer has redesigned and relocated utilities that directly interfere with station construction. 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. PANYNJ has committed to remediate virtually all interferences and is in process of procuring a contractor to perform the work.</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.



# Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<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>November 2017</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>▣ The design of street egress at the north end of the southbound platform and installation of ADA elevator are contingent upon the completion of the WBVA by PANYNJ. Additionally, station lights were upgraded to LED fixtures. Finally, changes to the original design for smoke exhaust are required due to PANYNJ redesigns.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>▣ Delays in timely negotiation of these changes and subsequent construction could impact the Project's completion date.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>▣ Construction of the street stairs and elevator is contingent on PANYNJ construction of foundations. MTACC has prepared and issued RFP's to the contractor in May. Proposals have been received and negotiations ongoing.</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.



# September 2017 CPOC IEC Project Review

## Cortlandt Street #1 Line Station Reconstruction

1

September 25, 2017



# Budget Review

## ■ Budget

- The current project budget is \$181.8M.
  - This reflects an increase in the last plan revision.
  - The additional \$23.4M has been allocated as programmatic Risk Reserve.
- Risks to cost contingency:
  - Un-negotiated Bulletin 3 design changes;
  - Potential impact costs related to schedule delays.



# Schedule Review

## ■ Agency Schedule Forecast

The Agency is forecasting December 2018 Substantial Completion.

- For the most recent 6 months of billing, contractor productivity averaged \$1.6M per month.
- In order to achieve December 2018 Substantial Completion, an average productivity of \$3.6M per month is required, or an improvement of more than 100%.

If contractor productivity were to only increase by 50%, substantial completion could be as late as September 2019.



# Schedule Review

## ■ Risks to Schedule

- The prosecution of the work is not proceeding in accordance with a schedule indicating December 2018 Substantial Completion.
- Ongoing interface and quality issues require the diversion of limited contractor resources to remedy.
- Delay in negotiating change orders associated with Bulletin 3 design changes may also impact the schedule.
- Contractor delays in submitting acceptable shop drawings and critical submittals may impact the schedule.
- Contractor's failure to submit coordinated drawings and a configuration management plan may impact the testing and commissioning schedule and substantial completion.



# IEC Observations

## ■ IEC Observations

- The IEC concurs that contractor prosecution of the work has not proceeded in accordance with the critical path.
- The IEC supports the Agency's actions aimed to improve contractor performance and complete the remaining work of this project.





MTA Agency: Metro North Railroad

Risk Assessment Report Date: September 07, 2017

Project Name: Customer Service Initiative (CSI)

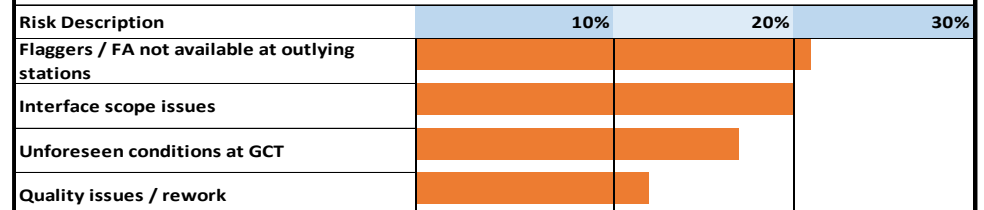
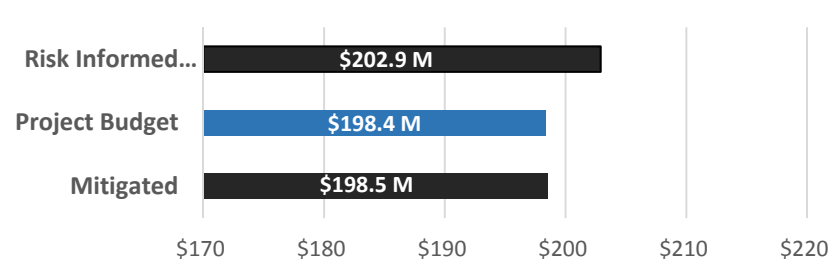
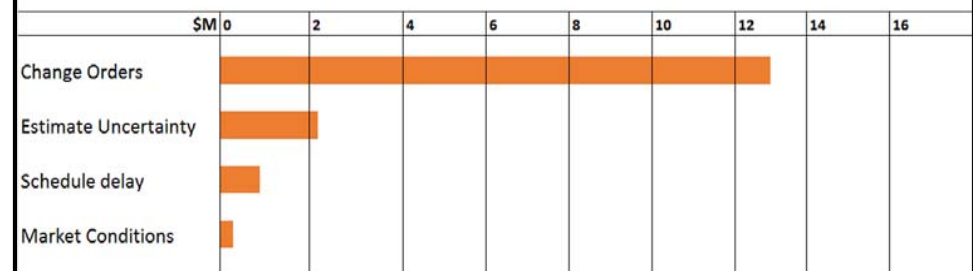
Status of Project when Risk Assessment was Finalized: Pre-Award

**Project Description**

This project provides design of a new Public Address (PA) and Video Information System (VIS) for all MNR territory including GCT and 111 stations, with final design, build and furnish for an initial 16 stations. Contractor will install central communication equipment and software in the Customer Service Equipment room in GCT and in the Data Center in 525 Broadway, North White Plains. Project includes the installation of the conduits and cabling to support all GCT located displays, elevator and escalator management, access control and PA. Supply and installation of the Big Boards, Gate Boards and trim work will complete the replacement of signs in GCT. Outlying stations scope includes final design, furnish and install conduits and cabling for information displays, elevator and escalator management, CCTV cameras, and PA.

**Risk Assessment Findings**

The risk assessment was initially conducted prior to the request for bid proposals and was revised following the receipt of bids. Bid costs for the installation of conduit, cabling and CSI equipment at 35 outlying stations were considerably higher than the budget due to unfavorable market conditions prompting a reduction in scope from 35 to 16 stations. The project budget is now established at \$198.4 million, which includes \$11.65 million contingency, and is \$4.5 million below the risk-informed cost at \$202.9 million. The key risks identified center around the multiple contractor interfaces, potential scope ambiguities at interfaces, unforeseen conditions in GCT, and quality issues of any one contractor impacting others. The main mitigation is in a strong coordinated schedule and control of change orders expected once the Construction Management (CM) is appointed.

**Risk Informed Cost and Schedule Results****Risk Informed Project Duration @ 80 % vs. Baseline Schedule****Top Schedule Risks - Relative Contribution****Overall Project Cost @ 80 % Risk Informed Project Costs****Top Cost Risks - Relative Contribution**





## Summary of Major Schedule Risks &amp; Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Work Interruptions at outlying stations due to track availability, flaggers, safety and or Weather affecting installation of conduit, cable and Customer Information Systems	Construction Management (CM) to establish master integrated schedule inducing float into all outlying individual station construction schedules to buffer 'no shows from force account resources. Integrated schedule to avoid critical path outside work likely to be impacted in winter season as far as possible	Scheduling resources from Contractor and CM	Within 3 months of NTP
Contractor error and omissions in bids resulting in misinterpretation of scope & interfaces	Package contractors requested to accelerate submission of base line schedules to CM within 1 month of NTP. CM to expedite completion of integrated project schedule. CM to mark up plans with package 'scope' to highlight any ambiguities	CM co-ordination meetings; increased scheduler resources in early months	Within 2 months of NTP
Unforeseen conditions at GCT hardware / conduit installations may delay completion	Early validation of main conduit routes and fixing details through investigative surveys in all areas; identify key areas of exposure and build schedule float to buffer any delays	Front end engineering resources to establish conduit runs; Survey teams	Within 3 months of NTP
Quality of workmanship results in re-works and delays in installations and or delays to testing / commissioning	Establish CM quality control team at outset including resident engineers at all key locations and immediately report on any early quality issues and establish corrective action plans. Organize early initial software and 'plan' reviews	QA / QC quality inspectors; applies to software submittals, design submittals and construction	Within 4 months of NTP
Software issues delay progressive and final integration testing	Ensure testing of integration with existing equipment and software is commenced at earliest possible site to feed back errors and omissions	Front end software testing resources	Within 6 months of NTP
Problems and approvals of GCT Cable Plant and Misc. Displays, Installation of Big Boards and Gate Boards	Expedite design review process and ensure non-essential enhancements are minimized to avoid delays	CM design submittal senior resources to manage scope change	Within 4 months of NTP

**Summary of Major Cost Risks & Mitigations**

<b>Risks</b>	<b>Mitigation Measure</b>	<b>Resources Required</b>	<b>Time Frame for Mitigation</b>
Force Account (FA) Coordination/sequencing of Force Account and contracting activities Critical force account work.	Establish FA budget management and abate contingency by 50% and force close monitoring of resources. Integrate with package contractor plans to optimize use of FA resources. Establish contingency draw down against target and challenge over expenditures	Dedicated FA budget management project controls	Within 2 months of NTP
Unforeseen conditions during hardware / conduit installations may delay completion.	Establish contingency draw down against target and challenge over expenditures. Avoid claims for consequential delays by introducing float in integrated project schedule to critical areas of exposure	Dedicated CM budget management project controls	Within 4 months of NTP
Construction Management program maybe delayed and incur additional costs due to supply / construction programs extending and DBE component productivity is less than expected and as Time & Material (T&M) costs increase for required coverage of multiple sites	Establish CM man power monitoring system and immediately challenge manpower resourcing on straight line basis if project activities are pushed absorbing free float suggesting a higher peak in latter stages may be required	Dedicated CM budget management project controls	Within 4 months of NTP

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# **MTA Capital Program Commitments & Completions**

## **through August 31, 2017**

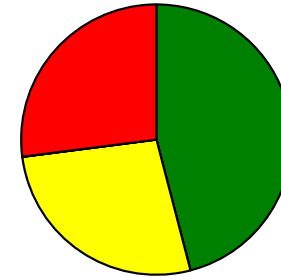
## Capital Projects – Major Commitments – August 2017

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

Through August, agencies committed \$3.2 billion versus a \$5.9 billion YTD goal. Seventeen major commitments were made on time or early, ten were delayed, but have now been committed and ten other major commitments remain delayed. All delays are explained on the following pages. The shortfall is primarily due to delays of the R211 fleet and New Fare Payment System.

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. In addition, most year to date delays are still expected to be made by year end.

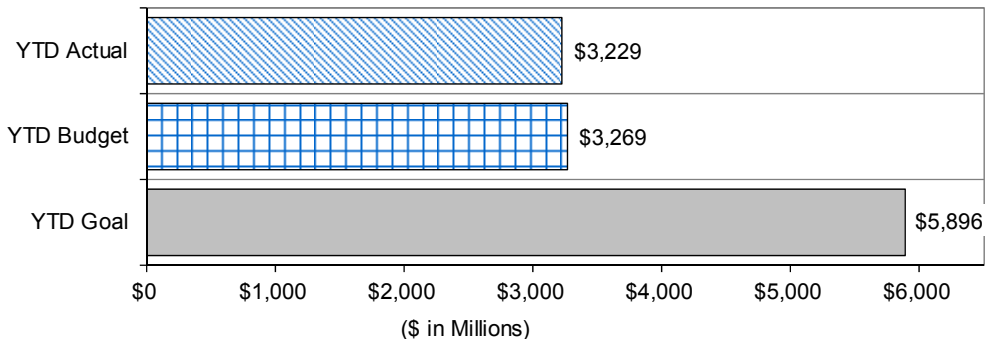
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast w within Goal	17	46%	↑ 1
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	10	27%	↑ 4
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	10	27%	↓ 3
	37	100%	↑ 2

## Budget Analysis

2017 Annual Goal	\$7,280	(\$ in millions)
2017 Forecast	113%	of Annual Goal
Forecast left to Commit	61%	(\$4,977)



## Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
4 5 4	—	+3 YELLOW	-2 RED
<b>Long Island Rail Road</b>			
2 3 1	+1 GREEN	+1 YELLOW	-1 RED
<b>Metro-North Railroad</b>			
2 1	—	—	—
<b>Bridges and Tunnels</b>			
8 1 2	—	—	—
<b>Capital Construction Company</b>			
2	—	—	—
<b>MTA Bus Company</b>			
	—	—	—
<b>MTA Police Department</b>			
1 1	—	—	—

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

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>10 All-Agency Red Commitments (1 new this month)</b>				<b>MTA CC</b>			
<b>NYCT</b>				<b>East Side Access</b>			
<i>Signals &amp; Communications</i>				48th Street Entrance			
<b>ISIM- B Module 3: Rail Traffic Systems (New Item)</b>	Construction Award	Aug- 17 \$91.7M	Oct- 17 \$91.0M	Construction Award	Jun- 17 \$36.0M	post 2017 \$36.0M	
Project award extended pending revised specifications based on oral presentations during procurement.				This station entrance package is currently under review by the East Side Access team and is not expected to be committed in 2017. A more specific forecast date is to be determined.			
<i>Subway Cars</i>				Systems Package 2 : Installation of Signals			
Purchase 425 R211 Cars & 10 Open Gangway	Construction Award	Jun- 17 \$1534.5M	Oct- 17 \$1998.5M	Construction Award	Jun- 17 \$44.9M	Dec- 17 \$44.9M	
Award of the contact is delayed to October because proposals are still under review.				Additional time required for extended review process.			
<i>Passenger Stations</i>				<b>B&amp;T</b>			
New Fare Payment System	Construction Award	Jun- 17 \$525.9M	Oct- 17 \$523.8M	<i>Miscellaneous</i>			
Award delayed due to scope addition incorporating, as part of this project, a full NFPS treatment for Long Island Rail Road and Metro- North Railroad.				Install Electronic Monitoring & Detection Systems (Bronx Whitestone)			
Access Improvements: Grand Central: Phase 2	Construction Award	Jul- 17 \$66.7M	Jul- 19 \$66.7M	Construction Award	Jul- 17 \$23.0M	Dec- 17 \$23.0M	
Procurement will be done through multiple phases reflecting the various activities in the project. The last expected awarded will be in 2019.				Additional time is required to respond to questions from interested Design/Build teams and modify the scope.			
<b>LIRR</b>				Install Electronic Monitoring & Detection Systems (Robert F. Kennedy)			
<i>Communications and Signals</i>				Construction Award	Jul- 17 \$34.3M	Dec- 17 \$34.3M	
Positive Train Control	Force Account	Feb- 17 \$49.1M	Nov- 17 \$49.1M	Additional time is required to respond to questions from interested Design/Build teams and modify the scope.			
\$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.							
<b>MNR</b>							
<i>Stations</i>							
GCT PA Head End and VIS Systems	Construction Award	Jul- 17 \$32.6M	Oct- 17 \$32.6M				
Due to a protracted procurement the Design/Build award is forecasted for October 2017.							

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

Project	Commitment	Goal	Actual
<b>10 All-Agency Yellow Commitments (4 new this month)</b>			
<b>NYCT</b>			
<i>Line Structures</i>			
Structural Repairs / 4th Ave	Construction Award	Feb- 17 \$84.4M	May- 17 (A) \$87.2M
The project award was delayed due to a higher than expected bid.			
<i>Track</i>			
Mainline Track & Switch Program (18 Projects)- 1st Qtr	Construction Award	Mar- 17 \$217.8M	May- 17 (A) \$218.7M
The 2017 Yard Track & Switch projects were delayed due to attention to other track work priorities and inclement weather.			
<i>Signals &amp; Communications</i>			
<b>B- Division Beacon Train Arrival System, Phase 2 (New Item)</b>	Construction Award	Feb- 17 \$70.0M	Aug- 17 (A) \$69.1M
Project was delayed due to funding allocation approval which has been resolved.			
<i>Traction Power</i>			
<b>New Substation &amp; 2 CBHs - Maspeth Av- Humboldt St / CNR (New Item)</b>	Construction Award	Apr- 17 \$76.7M	Aug- 17 (A) \$59.5M
There was a delayed in advertisement. Bids were received in May and the contract was awarded in August. Project cost reflects favorable bids.			
<b>New Substation: Harrison Pl / Canarsie (New Item)</b>	Construction Award	Jul- 17 \$63.4M	Aug- 17 (A) \$52.2M
This Design- Build project needed approval by the Board before award. Procurement action was approved by the July Board and the contract was awarded in August. Project cost reflects negotiated bid price.			

Project	Commitment	Goal	Actual
<b>LIRR</b>			
<i>Track</i>			
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.			
Main Line Double Track Phase 2- Track & Systems	Construction Award	Apr- 17 \$52.0M	Jun- 17 (A) \$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 \$12.6M	Aug- 17 (A) \$12.6M
Reflects the delay in the time frame for legal to complete their review of contractual documents.			
<b>MTA PD</b>			
Nassau County District Office	Construction Award	Feb- 17 \$7.0M	Mar- 17 (A) \$7.0M
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>B&amp;T</b>			
<i>Structures</i>			
Henry Hudson Skewback Retrofit	Construction Award	Apr- 17 \$83.7M	May- 17 (A) \$85.7M
Delay due to contract and Insurance issues which took longer than anticipated to resolve.			

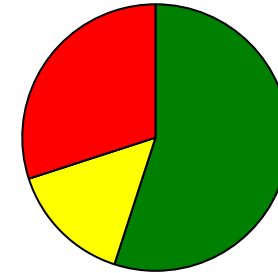
### Capital Projects – Major Completions – August 2017

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

Through August, agencies have completed \$1.6 billion versus a \$2.8 billion YTD goal. Eleven major completions were achieved on time or early. Three major completion were delayed but have now been completed, and six major completions remain delayed and are largely responsible for the \$1 billion shortfall. All delays are explained on the following pages. Offsetting the impact of these delays, B&T had \$389 million in earlier than expected completions.

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

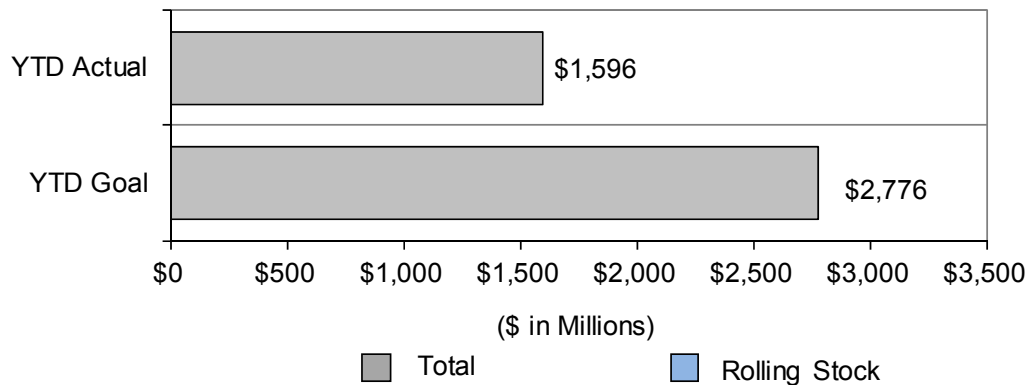
### Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	11	55%	-
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	3	15%	↑ 1
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	6	30%	-
	20	100%	↑ 1

### Budget Analysis

2017 Annual Goal	\$4,970	(\$ in millions)
2017 Forecast	101%	of Annual Goal
Forecast left to Complete	68%	(\$3,420)



### Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	3	1	3
Long Island Rail Road	2	1	1
Metro-North Railroad	1	1	
Bridges and Tunnels	5		
Capital Construction Company	1	1	
MTA Bus Company			
MTA Police Department			

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

Project	Completion	Goal	Forecast
<b>6 All-Agency Red Completions (0 new this month)</b>			
<b>NYCT</b>			
<i>Sandy</i>			
Sandy: 53rd St Tube	Construction	Apr- 17 \$92.6M	Sep- 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.			
Sandy: Joralemon Tube	Construction	Jun- 17 \$113.8M	Oct- 17 \$122.9M
Completion was delayed due to lack of available weeknight GOs. Only two weeks of night GOs available in July and the remaining are scheduled in August			
<i>Passenger Stations</i>			
Station Renewal: 7 Stations / New Lots	Construction	Jun- 17 \$80.7M	Nov- 17 \$97.6M
Project schedule delayed due to significant increases in the quantity of platform girder repairs identified during condition survey prior to award. Project cost increased mainly due to additional work such as Canopy column repair and additional TA Labor support costs.			
<b>LIRR</b>			
<i>Sandy</i>			
Wreck Lead Bridge Systems Restoration	Construction	Apr- 17 \$14.9M	Sep- 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.			
<b>MNR</b>			
<i>Sandy</i>			
Power Infrastructure Restoration - Substations	Construction	Aug- 17 \$43.8M	Oct- 17 \$44.4M
The completion date has been pushed back to accommodate Con Edison's utility cut-over schedule. Final commissioning, testing, and acceptance phase will immediately follow.			
<b>MTA CC</b>			
<i>East Side Access</i>			
Manhattan Northern Structures	Construction	Jun- 17 \$361.6M	Sep- 17 \$361.6M
Delay is due to slower than expected completion of contract work and administrative requirements.			

Project	Completion	Goal	Actual
<b>3 All-Agency Yellow Completions (1 new this month)</b>			
<b>NYCT</b>			
<i>Sandy</i>			
<b>Sandy: Cranberry Tube (New Item)</b>	Construction	May- 17 \$101.9M	Aug- 17 (A) \$104.2M
Delay due to issues encountered during signal testing which resulted in additional signal cut over work required.			
<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 caused the delay.			
<b>MNR</b>			
<i>Stations</i>			
GCT Elevator Rehab Phase 4	Construction	May- 17 \$9.6M	Jun- 17 (A) \$9.8M
The completion has been delayed one month due to design issues that were associated with the A- Car elevator rail backing installation.			



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## Status of MTA Capital Program Funding

## Capital Funding Detail (August 31, 2017)

\$ in millions

**1992-1999 Program**  
**2000-2004 Program**  
**2005-2009 Program**

Funding Plan	Receipts		
Current	Thru July	This month	Received to date
18,099	18,109	(11)	18,099
21,691	21,702	(11)	21,691
24,387	23,922	(80)	23,842

**2010-2014 Program**

Federal Formula, Flexible, Misc  
 Federal High Speed Rail  
 Federal Security  
 Federal New Start  
 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 July	This month	Received to date
\$5,544	\$5,544	\$ -	\$5,544
295	295	-	295
1,257			
189	100	-	100
-	-	-	-
729	607	-	607
770	400	-	400
132	103	5	108
11,772	10,754	86	10,840
1,746	1,432	13	1,445
2,018	1,916	-	1,916
6,343	3,474	1,253	4,727
235	81	-	81
758	-	-	-
230	89	-	89
<b>Total 32,017</b>	<b>24,795</b>	<b>1,358</b>	<b>26,152</b>

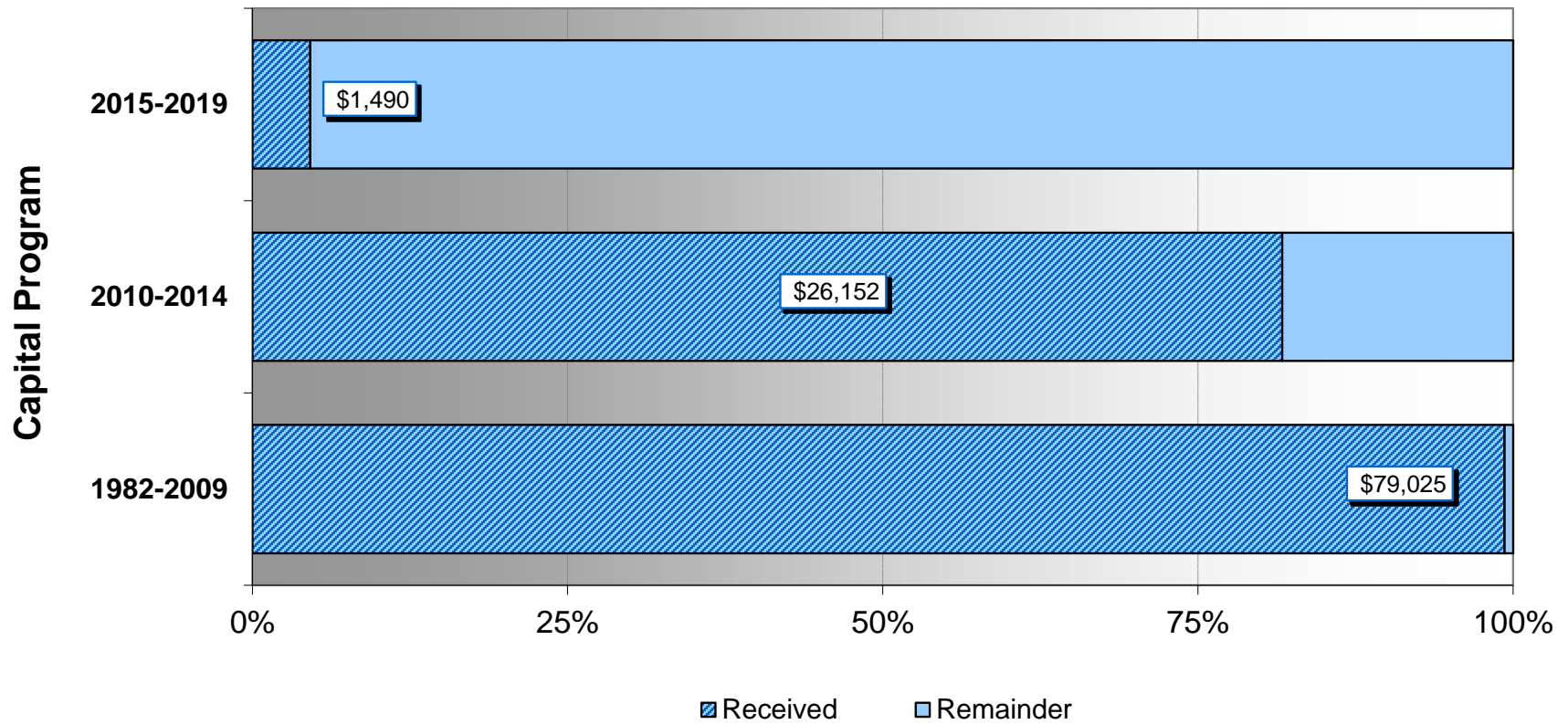
**2015-2019 Program**

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 July	This month	Received to date
\$6,956	\$163	\$ -	\$163
100	-	-	-
500	-	-	-
8,466	-	65	65
2,492	120	-	120
7,558	12	-	12
600	-	-	-
2,270	1,094	-	1,094
575	36	-	36
2,940	-	-	-
<b>Total 32,457</b>	<b>1,425</b>	<b>65</b>	<b>1,490</b>

## Capital Funding (August 31, 2017)

\$ in millions

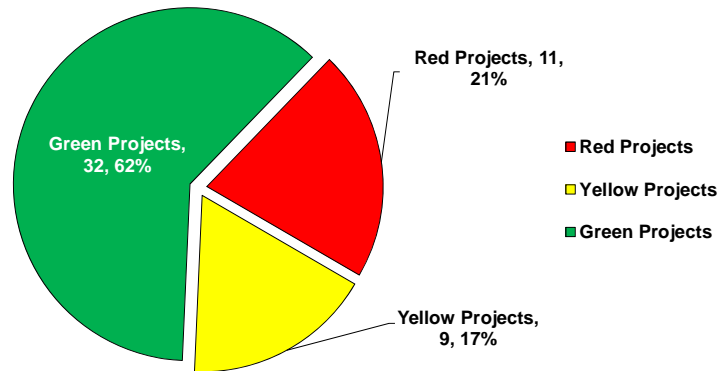




## 2<sup>nd</sup> Quarter 2017 Traffic Light Report on MTA Core Capital Program Projects

A total of 291 Projects were Reviewed for the 2nd Quarter 2017

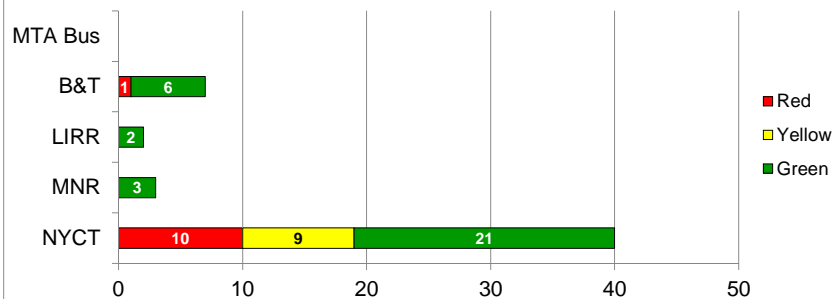
52 Projects in Design



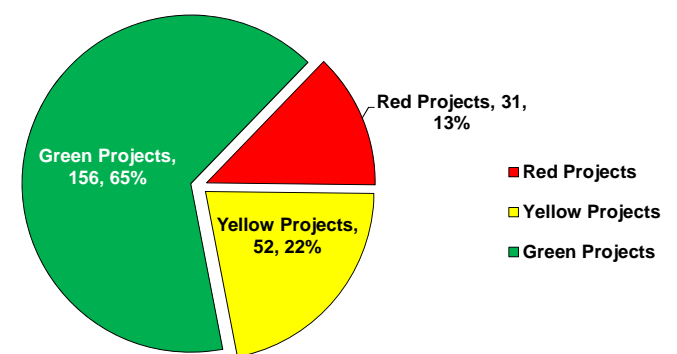
**Projects in Design:** 52 projects were reviewed in the design phase with 32 (62%) projects designated green, 9 (17%) yellow, and 11 (21%) red. This is an increase of 10 red projects since the 1st quarter 2017. Of the 11 red projects, 9 (82%) were red for a schedule variance, 1 for a contingency variance, and 1 for both a cost and schedule variance. For the 9 projects designated red for schedule, the variances ranged from 3 to 6 months and were due in part to increased scope, projects being combined in order to improve construction costs, and delay in completing surveys.

**Last Quarter:** 52 projects were reviewed in the design phase with 31 (60%) projects designated green, 20 (38%) yellow, and 1 (2%) red.

52 Projects in Design



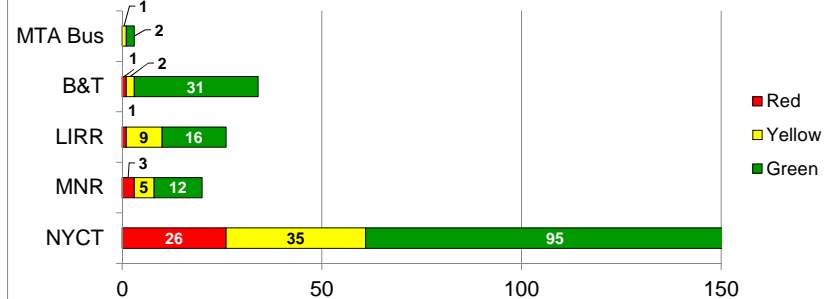
239 Projects in Construction



**Projects in Construction:** 239 projects were reviewed in the construction phase with 156 (65%) designated green, 52 (22%) yellow and 31 (13%) red. This is an increase of 20 red projects since the 1st quarter 2017. Of the 31 red projects, 21 (68%) were red for a schedule variance, 6 for a cost variance, 2 for a contingency variance, and 2 for both a contingency & schedule variance. For the 21 projects designated red for schedule, the variances ranged from 3 to 7 months. The schedule variances were due in part to a delay in the delivery of materials, unforeseen field conditions, limited track access, reprioritization of in-house workforce, and added scope.

**Last Quarter:** 192 projects were reviewed in the construction phase with 124 (65%) designated green, 56 (29%) yellow and 12 (6%) red.

239 Projects in Construction







## Terms and Definitions

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





The following Terms and Definitions are used to identify a project's Traffic Light color designation using 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: 239

-  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          |



## 2nd 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
PA/CIS Ph 3	05 - 09	Construction	\$105,911,228	78	.96	▼	.99	■	0	■	Y
Ulmer Park Depot Mezzanine Extension	05 - 09	Construction	\$7,754,011	4	.00	■	1.00	▼	0	■	G
MetroCard-Electronic Components Replacement	10 - 14	Construction	\$30,000,000	58	.00	■	.99	■	0	■	Y
Passenger Station LAN: 6 Stations	10 - 14	Construction	\$6,120,000	60	.00	■	1.00	■	0	■	G
Passenger Station LAN: 188 Stations	10 - 14	Construction	\$73,499,981	70	.00	■	1.00	■	0	■	Y
Replace 7 Hydraulic Elevators:125, 51,B.Bridge LEX	10 - 14	Construction	\$29,347,472	79	.49	▼	1.00	■	0	■	G
Station Renewal:Ozone Pk - Lefferts Blvd LIB	10 - 14	Construction	\$7,846,772	86	.08	■	1.00	■	5	▲	R
Station Renewal: Avenue X CUL	10 - 14	Construction	\$19,807,394	87	.72	■	1.01	■	3	▲	R
Station Renewal: Avenue U CUL	10 - 14	Construction	\$15,756,974	64	.58	▼	.94	■	3	▲	
Station Renewal: Avenue P CUL	10 - 14	Construction	\$15,190,176	63	1.22	■	1.00	■	3	▲	
Station Renewal: Bay Parkway CUL	10 - 14	Construction	\$14,149,653	62	.96	▼	1.00	■	3	▲	
Station Renewal: 18 Avenue CUL	10 - 14	Construction	\$20,036,403	55	.42	▼	1.00	■	3	▲	
Station Renewal: Ditmas Avenue CUL	10 - 14	Construction	\$20,590,564	99	.85	▲	1.00	■	3	▲	
Station Renewal: Avenue I CUL	10 - 14	Construction	\$17,040,685	60	.94	▼	1.00	■	3	▲	R
Station Renewal: Pennsylvania Avenue NLT	10 - 14	Construction	\$26,286,693	95	.10	■	1.93	▲	2	▲	
Station Renewal: Rockaway Avenue NLT	10 - 14	Construction	\$14,430,834	95	.56	▲	1.06	■	2	▲	
Station Renewal: Saratoga Avenue NLT	10 - 14	Construction	\$16,244,884	95	.08	■	1.23	▲	2	▲	R
Station Renewal: Junius Street NLT	10 - 14	Construction	\$14,086,509	90	.11	▼	1.05	■	2	▲	G
Station Renewal: Sutter Avenue NLT	10 - 14	Construction	\$13,840,276	90	.09	▼	1.04	■	2	▲	G
Station Renewal: Van Siclen Avenue NLT	10 - 14	Construction	\$17,265,316	95	.24	■	1.21	▲	2	▲	R
Components: 4 Stations JAM	10 - 14	Construction	\$82,176,200	18	.45	▲	1.00	■	0	■	G
Components: Avenue N, Kings Hwy CUL	10 - 14	Construction	\$21,247,903	53	.77	▼	1.00	■	3	▲	R
Station Ventilators: Ph 6 - 5 Locs / Upper MH/BX	10 - 14	Construction	\$5,872,617	80	.00	■	1.00	■	0	■	Y
Components: Eastchester-Dyre Av DYR	10 - 14	Construction	\$28,109,889	57	1.43	▲	1.03	■	3	▲	R





## 2nd 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											
Components: 3 Locs / 8th Avenue	10 - 14	Construction	\$29,003,129	4	.00	■	1.00	■	0	■	G
Components: Ventilators Rehab. 8 Locs Ph 7	10 - 14	Construction	\$5,114,406	73	.00	■	1.00	■	0	■	Y
Hard Rail Track Panel at 9 stations SEA	10 - 14	Construction	\$8,057,796	100	.00	■	1.00	■	0	■	Y
Station Ventilators: Ph 8 - 3 Locs SE Brklyn	10 - 14	Construction	\$6,454,000	72	.00	■	1.00	■	0	■	Y
Station Ventilators Ph 10 - 4 locs N Bklyn	10 - 14	Construction	\$5,408,636	9	.00	■	1.06	■	0	■	Y
ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	10 - 14	Construction	\$21,152,002	86	1.01	■	1.00	■	5	▲	R
Grand Central - Access Improvement (K Cole stair)	10 - 14	Construction	\$24,330,858	95	1.32	■	1.04	■	0	■	Y
Tunnel Lighting:Roosevelt Av-36 St QBL	10 - 14	Construction	\$52,192,907	53	.00	■	1.00	■	0	■	Y
New Vent Plant: 46 St Queens Boulevard Line	10 - 14	Construction	\$82,338,068	86	.46	■	1.00	■	0	■	Y
Replace Ventilation Controls at 26 Locations	10 - 14	Construction	\$16,199,489	66	.00	■	.99	■	0	■	G
Pumps at 2 Locations - Manhattan Midtown	10 - 14	Construction	\$13,316,433	80	.21	▼	1.00	■	0	■	Y
Demolish Abandoned Structures	10 - 14	Construction	\$15,150,000	44	.00	■	1.00	■	0	■	Y
Structural Repairs: 36 St - 59 St 4AV Ph1	10 - 14	Construction	\$31,263,719	1	.00	■	1.00	■	0	■	G
QBL Interlockings: 71st and Union	10 - 14	Construction	\$297,834,663	75	1.22	■	.99	■	0	■	Y
Signal Modernization 2 Interlockings-Dyre Ave Line	10 - 14	Construction	\$233,015,028	87	.79	▲	1.03	■	0	■	Y
Interlocking Modernization: 34 St - 6th Av Line	10 - 14	Construction	\$180,157,513	54	.44	▲	1.00	■	0	■	G
Interlocking Modernization:W. 4 St - 6th Ave Line	10 - 14	Construction	\$173,936,863	45	.19	▲	.99	■	0	■	G
Fiber Optic Cable Replacement Phase 1	10 - 14	Construction	\$11,987,526	60	.00	■	1.21	▼	0	■	Y
Public Address/Customer Info Screen at 43 Stations	10 - 14	Construction	\$64,342,713	69	.00	■	.97	■	0	■	G
Communication Room Upgrade/Expansion Phase 1	10 - 14	Construction	\$15,974,354	26	.23	▼	.92	■	0	■	G
Portable Radio Unit Replacement	10 - 14	Construction	\$6,719,210	80	.00	■	1.00	■	0	■	Y
Hydrogen Gas Ventilation at 19 Comm Rooms	10 - 14	Construction	\$11,190,474	100	5.56	▼	1.02	■	-1	▼	G
Passenger Station LAN: 30 Stations (3rd party)	10 - 14	Construction	\$28,014,729	100	.94	▲	1.05	■	0	■	Y
ISIM - B Module 1	10 - 14	Construction	\$59,160,238	25	.37	▼	1.00	■	0	■	G
ISIM - B Module 2	10 - 14	Construction	\$71,593,864	2	.00	■	1.07	▲	0	■	G



## 2nd Quarter 2017 Traffic Light Report Projects in Design and Construction

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▼ = 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											
B-Division Beacon Train Arrival System	10 - 14	Construction	\$25,000,000	90	.00	■	1.00	▲	0	■	G
Underground Substation Hatchways Ph 3	10 - 14	Construction	\$11,182,822	88	.00	■	.99	■	0	■	G
Replace Negative Cables 59 St-Pacific-4th Av Line	10 - 14	Construction	\$5,088,274	7	.00	■	1.01	▼	0	■	G
Rehab Circuit Breaker House #275 Clark St.Line	10 - 14	Construction	\$9,544,411	0	.00	■	1.00	▼	0	■	G
Replace Bus Radio System	10 - 14	Construction	\$200,573,347	12	.05	■	.99	■	0	■	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Construction	\$21,916,512	67	.78	▲	1.00	■	0	■	Y
Bus Command Center Building	10 - 14	Construction	\$52,038,207	50	.84	■	1.00	■	0	■	Y
Purchase 65 Non Revenue Vehicles	10 - 14	Construction	\$11,222,176	97	.00	■	1.00	■	0	■	Y
Purchase Vacuum Train	10 - 14	Construction	\$34,704,131	33	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$20,533,371	85	.00	■	1.00	■	2	▲	Y
Sprinkler Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$26,698,887	95	.88	■	1.00	■	0	■	G
Fire Alarm 207 St Overhaul Shop	10 - 14	Construction	\$12,783,298	84	.38	▼	.99	■	0	■	G
Groundwater, Soil Remediation	10 - 14	Construction	\$6,479,193	88	.84	▼	.99	■	0	■	G
In-house:Employee Facility Rehab:207 St- 8th Av Ln	10 - 14	Construction	\$6,650,000	98	.00	■	1.00	■	3	▲	R
Livingston Plaza Repairs	10 - 14	Construction	\$27,257,503	50	-2.21	▼	1.00	■	0	■	Y
Facility Roof Repair/Replacement Phase 4	10 - 14	Construction	\$17,020,315	65	.64	▲	1.04	■	0	■	Y
Purchase 138 Standard CNG Buses	15 - 19	Construction	\$85,050,000	53	.00	■	1.00	■	0	■	G
Purchase 110 CNG Articulated Buses	15 - 19	Construction	\$107,618,077	1	.00	■	1.01	■	0	■	G
251 Standard Diesel Buses	15 - 19	Construction	\$163,033,752	0	.00	■	1.00	▲	0	■	G
367 Standard Diesel and 10 Hybrid-Electric Buses	15 - 19	Construction	\$239,378,819	0	.00	■	1.00	▲	0	■	G
AFC Low Turnstile Procurement	15 - 19	Construction	\$5,820,000	20	.00	■	.88	▲	0	■	G
Platform Components: 2 Locs 4AV **	15 - 19	Construction	\$11,499,532	3	.00	■	1.06	■	0	■	G
Station Components: Vents 138 St PEL	15 - 19	Construction	\$5,131,762	76	.00	■	1.00	▲	0	■	G
ADA: Bedford Av CNR	15 - 19	Construction	\$57,286,743	0	.00	■	1.15	▼	0	■	G
ADA: 1 Av CNR	15 - 19	Construction	\$31,849,912	1	.00	■	.76	▲	0	■	G



## 2nd Quarter 2017 Traffic Light Report Projects in Design and Construction

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Description	Capital Plan	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
ADA: Stairs Court Sq XTN	15 - 19	Construction	\$13,083,134	0	.00	■	1.03	■	0	■	G
Station Signage Improvements	15 - 19	Construction	\$10,225,624	3	.00	■	.94	▼	0	■	G
Access Improvements: Grand Central, Phase 2	15 - 19	Construction	\$79,181,000	20	.00	■	1.05	■	0	■	G
2015 Water Condition Remedy	15 - 19	Construction	\$8,861,053	54	.00	■	1.07	■	0	■	G
New Street Stairs: 2 Locs CNR	15 - 19	Construction	\$6,357,403	1	.00	■	.32	▲	0	■	G
2016 Mainline Track Replacement	15 - 19	Construction	\$4,225,000	100	.00	■	.65	■	0	■	G
2017 Mainline Track Replacement	15 - 19	Construction	\$5,458,596	60	.00	■	.92	▼	0	■	G
2015 CWR: Queens Blvd	15 - 19	Construction	\$21,811,607	99	.00	■	1.09	▲	2	▲	G
2016 CWR: Queens Blvd	15 - 19	Construction	\$25,444,608	84	.00	■	.92	■	4	▲	R
2016 Track Force Account	15 - 19	Construction	\$35,000,000	75	.00	■	1.00	■	2	▲	G
2017 Track Force Account	15 - 19	Construction	\$35,000,000	0	.00	■	1.00	▲	0	■	G
2015 Mainline Track Replacement BRT	15 - 19	Construction	\$16,246,151	100	.00	■	1.01	■	0	■	Y
2015 Mainline Track Replacement QBL	15 - 19	Construction	\$74,094,814	96	.00	■	.94	■	3	▲	R
2015 Mainline Track Replacement FLS	15 - 19	Construction	\$26,894,697	97	.00	■	1.00	■	2	▲	Y
2015 Mainline Track Replacement 8AV	15 - 19	Construction	\$56,688,736	93	.00	■	.93	■	3	▲	R
2015 Mainline Track Replacement JER	15 - 19	Construction	\$6,381,546	0	.00	■	1.00	■	0	■	G
2015 CWR: 8th Avenue	15 - 19	Construction	\$44,515,446	98	.00	■	1.00	■	0	■	G
2016 Mainline Track Replacement BRT	15 - 19	Construction	\$14,722,697	100	.00	■	.65	■	0	■	G
2016 Mainline Track Replacement JAM	15 - 19	Construction	\$18,692,042	69	.00	■	1.00	■	0	■	G
2016 Mainline Track Replacement QBL	15 - 19	Construction	\$44,784,630	46	.00	■	.95	■	3	▲	R
2016 Mainline Track Replacement DYR	15 - 19	Construction	\$12,456,949	42	.00	■	.90	■	3	▲	R
2016 Mainline Track Replacement 6AV-CUL	15 - 19	Construction	\$4,188,000	100	.00	■	.63	■	2	▲	G
2016 CWR: 8th Avenue	15 - 19	Construction	\$61,473,711	78	.00	■	1.00	■	0	■	G
2016 Mainline Track Replacement PEL	15 - 19	Construction	\$10,128,707	96	.00	■	1.42	▲	1	▲	Y
2016 Mainline Track Replacement WPR	15 - 19	Construction	\$15,759,054	86	.00	■	2.48	■	0	■	Y

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<b>NYCT - New York City Transit Program</b>											
2016 Mainline Track Replacement MYT (Bushwick Cut)	15 - 19	Construction	\$10,193,327	0	.00	■	1.00	▲	0	■	G
Canarsie Tube Track Work	15 - 19	Construction	\$48,670,176	1	.00	■	.97	▲	0	■	G
2015 Mainline Track Replacement BW7	15 - 19	Construction	\$14,399,527	92	.00	■	1.00	■	4	▲	R
2016 Mainline Track Replacement FLS	15 - 19	Construction	\$10,692,304	0	.00	■	1.38	▲	0	■	R
2016 Mainline Track Replacement 8AV	15 - 19	Construction	\$50,724,465	43	.00	■	.90	■	3	▲	R
2017 Mainline Track Repl: Brighton	15 - 19	Construction	\$6,827,508	46	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: Canarsie	15 - 19	Construction	\$9,964,440	83	.00	■	.74	▲	0	■	G
2017 Mainline Track Repl: Crosstown	15 - 19	Construction	\$19,233,105	17	.00	■	1.00	▲	-9	▼	G
2017 Mainline Track Repl: Eastern Parkway	15 - 19	Construction	\$23,609,619	5	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: Jerome	15 - 19	Construction	\$23,849,946	9	.00	■	1.00	▲	-7	▼	G
2017 Mainline Track Repl: Lexington	15 - 19	Construction	\$9,345,501	24	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: Pelham	15 - 19	Construction	\$8,375,570	12	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: 7th Avenue	15 - 19	Construction	\$5,628,276	23	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: Broadway-7th Ave	15 - 19	Construction	\$12,265,873	52	.00	■	1.38	▲	-5	▼	R
2017 Mainline Track Repl: Concourse	15 - 19	Construction	\$27,252,365	21	.00	■	1.00	▲	-4	▼	G
2017 Mainline Track Repl: Flushing	15 - 19	Construction	\$28,684,236	24	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: Myrtle	15 - 19	Construction	\$14,293,378	75	.00	■	1.00	▲	0	■	G
2017 Mainline Track Repl: White Plains Road	15 - 19	Construction	\$7,974,254	0	.00	■	1.00	▲	0	■	G
2016 Mainline Switch Replacement	15 - 19	Construction	\$9,458,668	100	.00	■	1.00	▲	0	■	G
2017 Mainline Switch Replacement	15 - 19	Construction	\$9,050,328	32	.00	■	.37	▲	0	■	G
2015 Mainline Switch Replacement DYR	15 - 19	Construction	\$7,557,188	80	.00	■	1.00	■	0	■	Y
2016 Mainline Switch Replacement 6AV	15 - 19	Construction	\$14,686,646	100	.00	■	1.45	■	0	■	Y
2016 Mainline Switch Replacement QBL	15 - 19	Construction	\$14,485,225	80	.00	■	.78	▼	2	▲	G
2017 Mainline Switch Repl: Astoria	15 - 19	Construction	\$15,482,361	21	.00	■	1.00	▲	-4	▼	G
2017 Mainline Switch Repl: 7th Avenue	15 - 19	Construction	\$9,787,042	73	.00	■	1.00	▲	0	■	G

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<b>NYCT - New York City Transit Program</b>											
2017 Mainline Switch Repl: Broadway-7th Avenue	15 - 19	Construction	\$9,319,919	0	.00	■	1.00	▲	0	■	G
Elev Structural Rehab: Bridge Over Atlantic RR MYR	15 - 19	Construction	\$22,046,567	8	.00	■	1.00	■	0	■	G
Rehab Viaduct & Deck - Bushwick Cut MYR	15 - 19	Construction	\$132,366,017	26	.02	■	1.01	■	0	■	G
Line Structure Repair Program	15 - 19	Construction	\$279,402,560	0	.00	■	.95	■	0	■	G
Struct Rehab: s/o 36 St - 59 St Station 4AV - Ph2	15 - 19	Construction	\$57,879,076	0	.00	■	1.00	▲	0	■	G
Rehab Emergency Exits - 2 Locs	15 - 19	Construction	\$6,955,400	70	.00	■	1.00	■	0	■	G
Interlocking Modernization: Kings Highway CUL **	15 - 19	Construction	\$169,654,828	3	.00	■	.99	■	0	■	G
Signal Control Line Modifications, Ph6	15 - 19	Construction	\$33,011,628	36	.00	■	1.00	■	0	■	Y
AC to DC Line Relay Upgrade Ph2 - FUL	15 - 19	Construction	\$13,545,979	100	.00	■	1.00	■	0	■	G
AC to DC Line Relay Upgrade BCT	15 - 19	Construction	\$25,168,851	0	.00	■	1.00	▲	0	■	G
Signal Key-By Modifications, Ph4	15 - 19	Construction	\$18,429,499	25	.00	■	1.00	■	0	■	G
Replace PBX Switches, Ph2	15 - 19	Construction	\$41,507,342	4	.00	■	1.00	■	0	■	G
Copper Cable Upgrade/Replacement Ph4	15 - 19	Construction	\$12,115,228	80	.00	■	1.00	■	0	■	G
Help Point: 129 Stations	15 - 19	Construction	\$32,018,700	67	.00	■	1.40	■	0	■	Y
Replace Roof at 1 Substation **	15 - 19	Construction	\$8,563,946	1	.00	■	1.07	■	0	■	G
Install Low-Resistance Contact Rail - CNR Tube	15 - 19	Construction	\$24,888,756	1	.00	■	.94	▼	0	■	G
New Substation: 14 St CNR**	15 - 19	Construction	\$56,089,074	1	.00	■	1.02	▲	0	■	G
Rehab CBH # 210 - 239th St WPR **	15 - 19	Construction	\$22,603,333	6	.00	■	1.00	■	0	■	G
Replace Negative Cables 59 St-36 St 4AV, Ph 2	15 - 19	Construction	\$16,068,510	7	.00	■	1.00	▲	0	■	G
Yard Lighting: 207th St Yard	15 - 19	Construction	\$25,481,702	2	.00	■	1.02	■	-21	▼	G
Struc. Remed. at E 180 St Maint. Fac. & Ret Wall	15 - 19	Construction	\$5,061,760	1	.00	■	1.01	▲	0	■	G
Select Bus Service 2015-19	15 - 19	Construction	\$24,562,424	79	.00	■	1.02	▲	0	■	G
Storage Tanks: Jackie Gleason & Castleton Depots	15 - 19	Construction	\$9,330,816	0	.00	■	1.00	▲	0	■	G
Purchase 202 Non-Revenue Vehicles 2015-2017 **	15 - 19	Construction	\$34,334,768	1	.00	■	1.00	▲	0	■	G
Enterprise Asset Management (EAM)	15 - 19	Construction	\$41,000,000	0	.00	■	1.00	■	0	■	G

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<b>NYCT - New York City Transit Program</b>											
Emp Fac Component Repairs: 10 Locs / Manhattan **	15 - 19	Construction	\$10,245,942	92	.00	■	1.05	■	3	▲	R
Power Upgrade: RCC, PCC - Ph2	15 - 19	Construction	\$55,470,962	3	.00	■	1.00	■	0	■	G
Replace 12 Traction Elevators BW7 **	15 - 19	Design	\$44,714,205	60	.00	■	1.00	■	0	■	G
Replace 2 Escalators: Grand Central-42 St LEX **	15 - 19	Design	\$13,722,793	90	.00	■	1.03	■	3	▲	R
Escalator Relocation: Jay St-MetroTech FUL	15 - 19	Design	\$15,000,000	90	.00	■	1.00	■	3	▲	R
Water Remediation - Renewal: Borough Hall LEX	15 - 19	Design	\$36,583,597	60	.00	■	.84	■	5	▲	R
Renewal: Astoria Blvd AST	15 - 19	Design	\$18,016,265	80	.00	■	1.00	■	2	▲	Y
Platform Components: 2 Locs XTN **	15 - 19	Design	\$11,836,634	35	.00	■	.89	■	2	▲	G
Platform Components: 2 Locs PEL **	15 - 19	Design	\$5,233,825	75	.00	■	1.00	■	4	▲	R
Platform Components: 2 Locs LEN **	15 - 19	Design	\$5,618,437	75	.00	■	1.00	■	4	▲	R
Street Stairs: 10 Locs [SBDP] **	15 - 19	Design	\$5,579,187	90	.00	■	1.00	▲	1	▲	G
Platform Components: 7 Locs CNR **	15 - 19	Design	\$25,475,622	40	.00	■	1.02	■	0	■	G
Street Stairs: 9 Locs [SBDP] **	15 - 19	Design	\$5,912,698	40	.00	■	1.00	▲	0	■	G
ADA: Astoria Blvd AST	15 - 19	Design	\$34,691,534	80	.00	■	1.00	■	2	▲	Y
ADA: Bedford Pk Blvd BXC	15 - 19	Design	\$28,038,438	90	.00	■	.92	■	1	▲	G
ADA: Times Square Complex, Ph 3 - Shuttle	15 - 19	Design	\$244,500,000	40	.00	■	1.00	■	2	▲	G
ADA: Greenpoint Av XTN	15 - 19	Design	\$36,128,033	50	.00	■	1.40	■	2	▲	Y
ADA: 59 St 4 AV	15 - 19	Design	\$48,599,405	55	.00	■	1.00	■	5	▲	R
ADA: Rockaway Pkwy CNR	15 - 19	Design	\$10,860,472	70	.00	■	1.76	■	5	▲	R
Station Entrance and Structural Work: 8 Av / SEA	15 - 19	Design	\$14,946,248	87	.00	■	.99	■	1	▲	Y
Reconstruction: Times Sq Complex, Ph3 - Shuttle	15 - 19	Design	\$30,500,000	40	.00	■	1.00	■	2	▲	G
Replace Supervisory Vent Controls - Var Locs **	15 - 19	Design	\$34,623,550	60	.00	■	.98	■	1	▲	G
Rehab Forsyth St Vent Plant **	15 - 19	Design	\$99,655,033	60	.00	■	.99	■	1	▲	G
Overcoat: Myrtle Av - DeSales JAM	15 - 19	Design	\$45,795,092	90	.00	■	1.00	■	1	▲	G
Overcoat: ENY Leads & Loops	15 - 19	Design	\$24,500,354	75	.00	■	.87	■	0	■	Y



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<b>NYCT - New York City Transit Program</b>											
Interlocking Modernization: Ave X CUL **	15 - 19	Design	\$146,926,121	65	.00	■	1.00	■	0	■	G
UHF T-Band Radio System Replacement	15 - 19	Design	\$35,211,548	35	.00	■	1.00	▲	0	■	G
Substation Renewal: Burnside Av BXC **	15 - 19	Design	\$31,093,293	70	.00	■	1.00	■	0	■	G
Substation Renewal: Av Z CUL **	15 - 19	Design	\$35,326,631	70	.00	■	1.01	■	1	▲	G
Rehab CBH # 586 - 18th Av CUL **	15 - 19	Design	\$14,434,198	70	.00	■	1.00	■	0	■	G
Rehab Ducts: Stanton St. Substation	15 - 19	Design	\$12,445,469	30	.00	■	.88	■	0	■	Y
Repl Control & Bat Cables: Substation CZs	15 - 19	Design	\$28,824,900	48	.00	■	.96	■	2	▲	G
207 St Maint. and OH Shop Roof & Component Repl	15 - 19	Design	\$59,251,928	60	.00	■	1.00	■	0	■	G
Heavy Shop Equipment	15 - 19	Design	\$10,000,000	49	.00	■	1.00	■	1	▲	Y
Queens Village Depot Component Rehab [SBDP] **	15 - 19	Design	\$35,675,871	83	.00	■	1.00	■	0	■	G
Portable Lift Replacement	15 - 19	Design	\$7,534,000	39	.00	■	.84	■	3	▲	R
Purchase 27 Refuse Flats	15 - 19	Design	\$24,854,608	97	.00	■	1.00	■	6	▲	R
Purchase 12 3-Ton Crane Cars **	15 - 19	Design	\$28,780,641	42	.00	■	1.00	■	0	■	Y
Purchase Locomotives **	15 - 19	Design	\$102,472,053	81	.00	■	1.00	■	0	■	Y
Livingston Plz Electrical / Mechanical Sys Imps	15 - 19	Design	\$56,534,166	92	.00	■	1.01	■	4	▲	R
New Substation: Prince's Bay	10 - 14	Construction	\$25,219,589	98	.07	■	1.00	■	3	▲	R
Staten Island Railway: New Station-Arthur Kill	10 - 14	Construction	\$24,025,687	100	1.25	■	1.00	■	1	▲	Y
New Power Substation: Tottenville	15 - 19	Construction	\$27,525,568	9	.00	■	1.00	■	0	■	G
Relocate HQ to Clifton Shop	15 - 19	Construction	\$10,095,947	1	.00	■	1.00	▲	0	■	G
UHF T-Band Radio System Replacement, SIR	15 - 19	Design	\$26,041,154	40	.00	■	1.01	■	0	■	G
Rehabilitation of Amboy Rd Bridge	15 - 19	Design	\$5,857,658	70	.00	■	1.00	■	0	■	G
<b>LIRR - Long Island Rail Road Program</b>											
New Elevators - Flushing - Main St	05 - 09	Construction	\$24,619,074	54	.13	■	1.00	■	0	■	G
MLC-Hicksville North Siding	05 - 09	Construction	\$50,621,405	20	1.76	▲	1.00	■	0	■	G
MLC-Hicksville Station Improvements	05 - 09	Construction	\$70,570,083	27	.00	■	1.00	■	0	■	Y
Wantagh Station Platform Replacement	10 - 14	Construction	\$23,164,779	30	1.95	▲	1.03	■	0	■	G



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<b>LIRR - Long Island Rail Road Program</b>											
Escalator Replacement Program	10 - 14	Construction	\$11,174,245	100	.96	▼	1.00	■	0	■	Y
Construction Equipment	10 - 14	Construction	\$7,000,000	96	.00	■	1.00	■	0	■	Y
Speonk to Montauk Signalization	10 - 14	Construction	\$73,000,000	85	.64	■	1.00	■	0	■	Y
Centralized Train Control - Movement Bureau	10 - 14	Construction	\$17,963,091	57	1.00	■	1.38	■	0	■	Y
Port Washington Substation Replacement	10 - 14	Construction	\$26,159,451	37	.00	■	1.00	■	0	■	G
Richmond Hill Substation Replacement	10 - 14	Construction	\$16,617,791	7	.00	■	1.00	■	0	■	Y
NOSTRAND AVE. STATION REHABILITATION **	15 - 19	Construction	\$27,900,000	0	.00	■	1.22	▼	0	■	R
GCT/ESA UNIFIED TRASH FACILITY	15 - 19	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
2017 ANNUAL TRACK PROGRAM	15 - 19	Construction	\$75,000,000	20	.00	■	1.25	■	0	■	Y
Retaining Walls / Right of Way Projects	15 - 19	Construction	\$12,000,000	28	.00	■	1.00	■	0	■	Y
Amtrak Territory Improvements	15 - 19	Construction	\$67,500,000	59	.00	■	1.00	■	0	■	G
BRIDGE PROGRAM - STRUCTURAL RENEWALS	15 - 19	Construction	\$18,290,000	3	.00	■	.81	▼	0	■	G
Main Line Bridge Component Renewals	15 - 19	Construction	\$35,800,000	27	.00	■	1.00	■	0	■	G
BRIDGE PAINTING / WATERPROOFING	15 - 19	Construction	\$13,340,000	1	.00	■	1.00	▲	0	■	G
Comm. Pole Line	15 - 19	Construction	\$7,700,000	23	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	15 - 19	Construction	\$40,000,000	14	.00	■	1.00	■	0	■	G
Positive Train Control (PTC)	15 - 19	Construction	\$127,165,688	4	.00	▼	1.00	■	0	■	G
Substation Replacements	15 - 19	Construction	\$81,584,853	8	.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	13	.00	■	1.00	■	0	■	Y
3rd Rail - Composite Rail	15 - 19	Construction	\$12,000,000	3	.00	■	1.00	■	0	■	G
Atlantic Ave. Tunnel Lightning	15 - 19	Construction	\$12,000,000	4	.00	■	1.00	■	0	■	G
PENN STATION COMPLEX IMPROVEMENTS	15 - 19	Design	\$11,058,500	51	.00	■	1.00	▲	0	■	G
Removal of Montauk Cut-Off Viaduct	15 - 19	Design	\$5,700,000	98	.00	■	1.00	■	0	■	G



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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
<b>MNR - Metro-North Railroad Program</b>											
GCT Leaks Remediation	10 - 14	Construction	\$18,846,909	76	2.24	▲	1.01	▲	4	▲	R
GCT Elevator Renewal - Phase 4	10 - 14	Construction	\$10,596,025	93	1.20	▼	1.08	■	1	▲	Y
GCT Utilities	10 - 14	Construction	\$31,683,800	45	.57	▼	.95	■	0	■	Y
Station Building Renewal / Net Lease	10 - 14	Construction	\$8,482,472	83	1.49	▲	.98	■	0	■	R
Turnouts: Mainline / High Speed	10 - 14	Construction	\$58,304,194	88	.00	■	.95	■	7	▲	R
Drainage and Undercutting	10 - 14	Construction	\$9,126,023	86	-1.11	■	.89	■	0	■	G
West of Hudson Signal Improvements	10 - 14	Construction	\$64,418,723	26	.00	■	.95	■	0	■	G
Substation Bridge 23 - Construction	10 - 14	Construction	\$41,496,040	87	.00	■	.99	■	0	■	Y
Harlem & Hudson Lines Power Improvements	10 - 14	Construction	\$41,075,424	67	2.25	▼	1.21	■	0	■	Y
Customer Communication / Connectivity Improvements	10 - 14	Design	\$39,323,847	75	.09	■	.98	▲	0	■	G
Replace / Repair Undergrade Bridges	10 - 14	Design	\$23,836,394	90	1.10	▲	.95	■	0	■	G
GCT Fire Protection	15 - 19	Construction	\$11,400,000	45	.00	■	.99	■	0	■	Y
2016 Cyclical Track Program	15 - 19	Construction	\$23,505,350	0	.00	■	.99	■	0	■	G
Rock Slope Remediation	15 - 19	Construction	\$15,628,056	3	.00	■	.79	▼	0	■	G
Turnouts - Mainline/High Speed **	15 - 19	Construction	\$51,321,034	18	.00	■	.99	■	0	■	G
GCT Turnouts/Switch Renewal	15 - 19	Construction	\$24,469,564	60	.00	■	.98	■	1	▲	G
Systemwide Drainage	15 - 19	Construction	\$2,637,408	86	.00	■	.26	▼	0	■	G
Purchase MoW Equipment	15 - 19	Construction	\$22,000,000	11	.00	■	1.00	■	0	■	G
Overhead Bridge Program - E of H	15 - 19	Construction	\$60,374,824	5	.00	■	1.72	▲	0	■	G
Replace Timbers - Undergrade Bridges	15 - 19	Construction	\$5,000,000	42	.00	■	1.00	■	9	▲	G
Rock Slope Remediation	15 - 19	Construction	\$12,590,223	2	.00	■	.83	▼	0	■	G
West of Hudson Track Improvements	15 - 19	Construction	\$10,000,000	24	.00	■	1.00	▲	1	▲	G
Harlem and Hudson Power Improvements	15 - 19	Design	\$10,994,905	60	.00	■	.99	■	0	■	G
<b>B&amp;T - Bridges and Tunnels Program</b>											
Rehab. Walls, Roadway, Firelines, Ceiling Repair	10 - 14	Construction	\$63,039,345	45	.77	▲	.96	■	0	■	G
Miscellaneous Structural Rehab	10 - 14	Construction	\$29,229,193	63	.12	▲	1.04	■	0	■	G

## 2nd 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>											
Entrance and Exit Plazas Structural Rehabilitation	10 - 14	Construction	\$15,449,526	50	1.02	■	.93	■	0	■	G
Tunnel Wall and Ceiling Repairs and Leak Control	10 - 14	Construction	\$56,693,045	50	1.45	■	.90	■	0	■	R
Miscellaneous Rehab - Manhattan Approach Ramps	10 - 14	Construction	\$97,722,975	59	.33	▼	.94	■	0	■	G
Steel Repair & Concrete Rehab. & Drainage Systems	10 - 14	Construction	\$7,848,714	98	.00	▲	.70	▼	-1	▼	G
Replacement Brooklyn Plaza Structural Slab	10 - 14	Construction	\$19,831,673	80	.00	■	1.06	▲	0	■	G
Interim Repairs - Toll Plaza Deck	10 - 14	Construction	\$45,558,799	81	.00	▼	.97	■	0	■	Y
Programmable Logic Controller & Mechanical Rehab.	10 - 14	Construction	\$9,772,672	41	2.37	▲	.96	■	0	■	G
Mechanical Systems Rehab	10 - 14	Construction	\$37,653,544	63	.79	▼	.96	■	0	■	G
Tunnel Ventilation Building Electrical Upgrade	10 - 14	Construction	\$55,136,973	73	.46	■	.98	■	0	■	Y
Zone and Spot Painting of Roadway Structures	10 - 14	Construction	\$26,271,467	63	.00	■	.95	■	0	■	G
Paint - Plaza and Approach Ramps	10 - 14	Construction	\$24,109,957	50	.54	▼	1.04	▲	0	■	G
Paint - Brooklyn&Staten Island Lower Level Ramps	10 - 14	Construction	\$15,003,641	98	.24	■	.94	■	-1	▼	G
Paint - Upper Level Superstructure	10 - 14	Construction	\$31,440,627	88	.01	■	.95	■	-6	▼	G
Suspended Span Replacement - Phase A	10 - 14	Design	\$21,958,167	90	2.71	▲	1.02	■	0	■	R
Miscellaneous Structural Rehabilitation	15 - 19	Construction	\$19,457,891	46	.29	▲	.96	■	0	■	G
Cable & Suspender Rope Investigation/Testing	15 - 19	Construction	\$10,109,780	46	.00	▼	.96	■	0	■	G
Installation of Rotating Prism Signs	15 - 19	Construction	\$10,171,720	0	.00	■	1.05	■	0	■	G
Replace Toll Equipment & New Toll Initiatives	15 - 19	Construction	\$91,577,517	61	.00	■	.99	■	0	■	G
Open Road Tolling Initiative at BWB	15 - 19	Construction	\$42,934,969	20	.32	■	.96	▲	0	■	G
Open Road Tolling Initiative at CBB	15 - 19	Construction	\$13,031,958	60	.00	■	.72	▲	18	▲	G
Open Road Tolling Initiative at HLCT	15 - 19	Construction	\$23,843,341	0	.00	■	.95	▲	0	■	G
Toll Plazas & Southbound Approach Reconstruction	15 - 19	Construction	\$92,250,748	2	.00	■	.90	▼	0	■	G
Open Road Tolling Initiative at MPP	15 - 19	Construction	\$14,842,281	60	.00	■	.80	▲	12	▲	G
Open Road Tolling Initiative at QMT	15 - 19	Construction	\$33,482,879	89	.00	■	.94	▲	18	▲	G
Open Road Tolling Initiative RFK Bridge	15 - 19	Construction	\$104,893,726	45	.00	■	1.05	▲	1	▲	G



## 2nd 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>											
Open Road Tolling Initiative at TNB	15 - 19	Construction	\$49,845,391	25	12.95	■	.98	▲	0	■	G
Open Road Tolling Initiative at VNB	15 - 19	Construction	\$52,957,775	95	.00	■	.78	▲	0	■	G
Replacement of Facility Lighting System	15 - 19	Construction	\$13,187,152	2	.00	■	.93	■	0	■	G
Install Fire Standpipe/Upgrade Protection System	15 - 19	Construction	\$21,647,510	2	.00	■	.95	■	0	■	G
Anchorage Dehumidification	15 - 19	Construction	\$41,688,114	30	.12	■	.95	▼	0	■	G
Operations Command Center Rehab/Replacement	15 - 19	Construction	\$25,577,671	2	.00	■	.97	▲	0	■	G
Paint Tower Interior Base Cells and Struts	15 - 19	Construction	\$31,596,972	46	.62	▼	.95	■	0	■	G
Anchorage Dehumidification - Painting	15 - 19	Construction	\$7,844,820	30	.00	■	.95	■	0	■	G
Structural Rehabilitation	15 - 19	Design	\$23,686,921	45	.00	■	1.00	■	0	■	G
Approach Viaduct Seismic Retrofit/Structural Rehab	15 - 19	Design	\$162,181,726	30	.00	■	.99	■	0	■	G
Anchorage & Piers Rehabilitation and Sealing	15 - 19	Design	\$48,868,216	85	.34	▲	.99	■	0	■	G
Study for Bx/Qns Approach Viaduct Replacement DES	15 - 19	Design	\$12,401,767	0	.00	■	.96	■	0	■	G
Brooklyn Approach Reconstruction	15 - 19	Design	\$31,130,375	35	.00	■	.99	■	0	■	G
Replacement of HHB Overcoat System	15 - 19	Design	\$20,636,784	45	.00	■	1.00	■	0	■	G
<b>MTA Bus Program</b>											
Construct Bus Command Center - MTA Bus	10 - 14	Construction	\$17,119,400	35	1.72	▲	1.00	■	0	■	Y
Bus Radio System	10 - 14	Construction	\$27,920,676	7	.06	▲	1.00	■	0	■	G
Bus Radio System - MTA Bus Share	15 - 19	Construction	\$34,500,000	9	.00	■	1.00	■	0	■	G

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Station Renewal and ADA Accessibility at Ozone Park and Lefferts Blvd Stations - Liberty Line</b>	<b>Current Budget: \$7.8M, \$21.1M</b>
	<b>Project EAC: \$7.8M, \$21.1M</b>
	<b>Substantial Completion Date at Award: Apr 2016</b>
<b>Project No: T6041232, T6041312</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 86%</b>

<b>Project Description</b>
<p>This renewal project will eliminate all deficient conditions rated 3 or worse at this station as rated by the Station Condition Survey at the Ozone Park-Lefferts Blvd Station on the IND Liberty Line in Queens. Work includes repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required. The station will also be painted. The ADA project will provide full accessibility to the station, which has been identified as an ADA Key Station.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped five months, from April 2017 to September 2017, due to unforeseen field conditions resulting in two Additional Work Orders (AWO's). These AWO's are related to the modification of metal standing seam roofing over the mezzanine landing to stair S1/M1 and the modification of the stair enclosure for P3/P4.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Extension of time for these AWO's is under review.</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 June 30, 2017</b>
<b>Project Name: Station Renewal at 7 Stations and Component Repair at 2 Stations on the - Culver Line</b>	<b>Current Budget: \$123.3M, \$21.3M</b>
	<b>Project EAC: \$122.6M, \$21.3M</b>
	<b>Substantial Completion Date at Award: Jan 2018</b>
<b>Project No: T6041238-44, T6081281</b>	<b>Current Substantial Completion Date: Apr 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 53-99%</b>

#### Project Description

This station renewal project will eliminate all deficient conditions at 9 Stations on the Culver Line in Brooklyn, as determined by the Station Condition Survey. Work includes repair or replacement of structural deficiencies and improvements to architectural treatments for the following projects;

- T6041238 - Station Renewal: Avenue X
- T6041239 - Station Renewal: Avenue U
- T6041240 - Station Renewal: Avenue P
- T6041241 - Station Renewal: Bay Parkway
- T6041242 - Station Renewal: 18 Avenue
- T6041243 - Station Renewal: Ditmas Ave
- T6041244 - Station Renewal: Avenue I
- T6041281 - Components Avenue N, Kings Hwy

#### Problem Since Last Quarterly Report

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

**Schedule:** During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months from January 2018 to April 2018 due to Additional Work Order (AWO) #57 for furnishing and installing cover plates for platform girders at eight southbound platforms.

#### What is Being Done

**Schedule:** AWO #57 has been negotiated, the work has been completed and an Extension of Time has been negotiated for 62 days. A Budget Mod for additional contingency funds is in process.

#### 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.

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Renewal and Component Repairs at Pennsylvania, Saratoga, and Van Siclen Stations –New Lots Line</b>	<b>Current Budget: \$13.6M, \$13.1M, \$14.3M</b>
	<b>Project EAC: \$26.3M, \$16.2M, \$17.3M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: T6041245, T604147, T6041250</b>	<b>Current Substantial Completion Date: Aug 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>The project consists of the renewal of six stations (Pennsylvania Avenue, Saratoga Avenue, Van Siclen Avenue, Rockaway Avenue, Junius Street and Sutter Avenue) on the New Lots Line in Brooklyn. This project will eliminate all deficient conditions rated 3 or worse at this station as rated by the Station Condition Survey. Work will include repair or replacement of platform edges, columns, windscreens, railings, lighting, selected stairs and mezzanines, as necessary.</p> <p>The project also includes component repair work at one station (New Lots Avenue) on the New Lots Line.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter 2017, the total construction budget was increased by \$17.0 million for all seven stations included in this renewal/component project, leading to Cost indices of 1.93, 1.23, and 1.21 for three stations. This is due to the extensive column corrosion found during the construction along with design modification for their repair/replacement at all stations which could not be observed during design since the corroded portion of the column base was encased in concrete. This resulted in a delayed reopening of the stations and an additional cost of \$2.8 million for contingencies and \$14.2 million for construction support services.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification requesting an additional \$17.0 million was approved on August 24, 2017. Additional work orders for the repair/replacement of the corroded columns were issued and the work has been completed.</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 June 30, 2017</b>
<b>Project Name: Components: Eastchester –Dyre Ave on the Dyre Line</b>	<b>Current Budget: \$27.1M</b>
	<b>Project EAC: \$28.1M</b>
	<b>Substantial Completion Date at Award: Aug 2016</b>
<b>Project No: T60412A4</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 57%</b>

<b>Project Description</b>
<p>This project will address component repair and replacement work at the Eastchester-Dyre Ave Station on the Dyre Avenue Line in the Bronx, including: platform replacement, canopy roof, station control house roof, repairs to the elevated bridge over Dyre Ave and station painting.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule and Contingency</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months, from September 2017 to December 2017. Some of the work under this contract cannot be performed until the ongoing signals upgrade contract is completed and the existing signal equipment is removed from track level by the signals contract.</p> <p><b>Contingency:</b> During the Second Quarter 2017, the project had a contingency index of 1.43 due to the following AWO #s:</p> <ul style="list-style-type: none"> <li>• 5 Replacement of North Abutment Bridge bearings, \$140K</li> <li>• 6 Replacement of through span track stringers and floor beams, \$340K</li> <li>• 9 Modification of Control House ceiling system, \$72K</li> <li>• 10 Additional Asbestos Removal, \$31K</li> <li>• 14 Lowering 4" conduit to mitigate interference at the north end of the platform, \$22K</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> The portion of work directly affected by the signal contract is being deleted from this contract and the contractor was directed to continue with the remaining work in adjacent areas. The deleted work will be addressed through the contracts: S32773 (in construction) and C34919 (in design), and the funding will be provided accordingly. A credit AWO #18 has been issued (to be negotiated) for this deleted work from the subject contract.</p> <p><b>Contingency:</b> Project contingency fund needs are being reassessed along with the pending and anticipated AWO's. Upon completion of this review, project budget needs will be addressed through budget modification.</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 June 30, 2017</b>
<b>Project Name: Rehabilitation of the Employee Facility at 207<sup>th</sup> Street/ 8<sup>th</sup> Avenue Station</b>	<b>Current Budget: \$8.8M</b>
	<b>Project EAC: \$8.8M</b>
	<b>Substantial Completion Date at Award: Jul 2013</b>
<b>Project No: T6160713</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<p>This project involves the construction of a new employee facility, and the rehabilitation of existing employee facilities on the mezzanine level and platform level of the 207th Street Station, 8th Avenue Line. The total area of rehabilitation and reconstruction is approximately 14,000 sq. ft. The project will provide offices, male/female locker rooms and toilets, workshop, storage rooms, wash-up areas, mechanical room, Electric Panel Room (EPR), heating, ventilation, electrical system, air conditioning, lighting, plumbing, flooring and communication systems. The facilities from six operating divisions of NYCT, including Stations, Car Equipment, Track, Structures and Facilities, Rapid Transit Operations and Signals, will be rehabilitated.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months, from June 2017 to September 2017, for the following reasons: 1) The final as-built fire suppression drawings needed to be updated as a result of a sprinkler design change and; 2) there was also remedial punch list work required on the mezzanine level which has been completed and is ready for inspection. Remaining punch list work on the platform level will be completed via a separate wrap-up contract.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Currently, final sign-off on the drawings are on-going, but not yet complete. Paperwork to request a wrap-up contract for the remaining punch list items will be forthcoming. It should also be noted that Substantial Completion may slip to the end of the Fourth Quarter 2017, pending the resolution of these issues.</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 June 30, 2017</b>
<b>Project Name: 2016 Continuous Welded Rail - Queens Blvd Line</b>	<b>Current Budget: \$27.4M</b>
	<b>Project EAC: \$25.4M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050208</b>	<b>Current Substantial Completion Date: Oct 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 84%</b>

<b>Project Description</b>
<p>The project will reduce the number of broken rails in the subway tracks and improve the condition of track plates and ties in subway tunnels, extending their useful life. Work includes surface preparation and the replacement of obsolete plates, spikes and jointed rails with new welded rails along with any associated cable and signal work.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter of 2017, the forecasted Substantial Completion date slipped four months, from June 2017 to October 2017. The delay of four months is due to a reprioritization of work within the overall Track and Switch program and manpower constraints for Track Construction Night Operations which is currently being addressed.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> This project is proceeding with Substantial Completion expected in October.</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 June 30, 2017</b>
<b>Project Name: 2015 Mainline Track Replacement – Queens Blvd and 8<sup>th</sup> Ave Line</b>	<b>Current Budget: \$78.6M, \$60.4M</b>
	<b>Project EAC: \$74.1M, \$56.7M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050218, T7050221</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%, 93%</b>

<b>Project Description</b>
Both of these projects involve the reconstruction of segments of Mainline Track that have reached the end of their useful life. The track locations will be determined based upon the latest track condition survey. Work includes the replacement of track and associated equipment and materials, including signals, contact rails, ballast, etc.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the Second Quarter of 2017, the forecasted Substantial Completion dates slipped three months, from June 2017 to September 2017. The delay of three months was due to a reprioritization of work within the overall Track and Switch Program and manpower constraints for Track Construction Night Operations which is currently being addressed.
<b>What is Being Done</b>
<b>Schedule:</b> The work is proceeding with Substantial Completion expected by the end of September.
<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> An Agency ACE evaluation is not required for this project.

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement – QBL, DYR, &amp; 8<sup>th</sup> Ave Lines.</b>	<b>Current Budget: \$46.8M, 13.8M, 55.7M</b>
	<b>Project EAC: \$44.8M, 12.5M, 50.7M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050232, T7050233, T7050246</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 45%, 42%, 43%</b>

<b>Project Description</b>
<p>These three Mainline Track Replacement projects all involve the reconstruction of segments of mainline track that have reached the end of their useful life. The track locations are based upon the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter of 2017, the forecasted Substantial Completion dates, for all three projects, slipped three months, from June 2017 to September 2017. This delay was due to a delay in the delivery of materials from the vendor and limited track access availability.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Track Access issues have been and are continuing to be addressed and efforts are being made to address the material delivery issues. The work is proceeding with Substantial Completion anticipated in September 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 June 30, 2017</b>
<b>Project Name: 2015 Mainline Track Replacement – Broadway / 7<sup>th</sup> Ave Line</b>	<b>Current Budget: \$14.4M</b>
	<b>Project EAC: \$14.4M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: T7050242</b>	<b>Current Substantial Completion Date: Aug 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>The project involves the reconstruction of segments of Mainline Track that have reached the end of their useful life. The track locations will be determined based upon the latest track condition survey. Work includes the replacement of track and associated equipment and materials, including signals, contact rails, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter of 2017, the forecasted Substantial Completion date slipped four months, from April 2017 to August 2017. The delay of Substantial Completion was due to the lack of the availability of General Orders (GOs) after the panel installations were completed in February 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is proceeding with Substantial Completion expected in August.</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 June 30, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement – Flushing Line</b>	<b>Current Budget: \$7.7M</b>
	<b>Project EAC: \$10.7M</b>
	<b>Substantial Completion Date at Award: Jul 2017</b>
<b>Project No: T7050245</b>	<b>Current Substantial Completion Date: Jul 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 0%</b>

<b>Project Description</b>
<p>The project involves the reconstruction of segments of Mainline Track that have reached the end of their useful life. The track locations will be determined based upon the latest track condition survey. Work includes the replacement of track and associated equipment and materials, including signals, contact rails, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by approximately \$3M. The 2015 Flushing Line Track Replacement Project was utilized for Type III Panel Installation, Type II Ekki Hikiti in Mortar and Type II SCRP work under the 2015 – 2016 Track and Switch Program. Due to the late approval of the 2015-2019 Capital Program, Job Numbers for the 2016 Track Program were not made available until late in the First Quarter of 2016. As a result, the 2015 Job Numbers were continued to be charged for work done on the Flushing Line in 2016, negatively impacting the 2016 project EAC. To date, no actual expenses have been incurred for the 2016 Mainline Track Project.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Expenses associated with the 2016 Flushing Line project will be transferred from the Year 2015 Contract to the Year 2016 Contract for work done in 2016. The overrun on the Flushing Line will be balanced by projected savings in the 2016 Mainline Track Replacement Program on the 8<sup>th</sup> Avenue Line .</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 June 30, 2017</b>
<b>Project Name: 2017 Mainline Track Replacement - Broadway – 7<sup>th</sup> Ave</b>	<b>Current Budget: \$8.9M</b>
	<b>Project EAC: \$12.3M</b>
	<b>Substantial Completion Date at Award: Feb 2018</b>
<b>Project No: T7050263</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 52%</b>

<b>Project Description</b>
<p>This project will involve the reconstruction of segments of mainline track that have reached the end of their useful life. The track locations will be based upon the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Second Quarter of 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$3.4 million as the result of a higher than expected cost of bus operations as well as added scope to the project.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The cost overrun will be addressed through a rebalancing of the budget of the overall Track Reconstruction Program.</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 June 30, 2017</b>
<b>Project Name: Consolidated Employee Facilities Component Repairs – 10 Locations Manhattan</b>	<b>Current Budget: \$9.7M</b>
	<b>Project EAC: \$10.2M</b>
	<b>Substantial Completion Date at Award: Mar 2017</b>
<b>Project No: T7160704</b>	<b>Current Substantial Completion Date: Aug 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This project provides for the component repairs of various employee facilities, located throughout the borough of Manhattan. The work includes the replacement of flooring, ceiling tiles, HVAC repairs, communication upgrades, electrical upgrades, cleaning, painting and other moderate repairs and updates.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter of 2017, the forecasted Substantial Completion date slipped three months from May 2017 to August 2017, due to HVAC installation issues at the 148<sup>th</sup> Street location. NYCT has been working towards in-kind replacement of the AC units at this location, but the original manufacturer has not been responsive. In addition, rooms were added to the scope, likely requiring larger AC units than the ones originally proposed. Therefore, NYCT will need to conduct a survey to assess the additional room loads and provide a feasible duct run. Once the survey is completed, NYCT will reach out to other vendors for the required information regarding the specifications of the larger units.</p> <p>Subsequent to the reporting period the forecast Substantial Completion date has slipped to November 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> NYCT has scheduled the site survey and once completed, will be able to provide more detailed information. NYCT will not look to replace the units in-kind, but instead will be approaching other manufacturers/vendors. The impact to the project budget is currently being assessed.</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 June 30, 2017</b>
<b>Project Name: Replace 2 Escalators: Grand Central - 42nd Street Station – Lexington Avenue Line</b>	<b>Current Budget: \$13.3M</b>
	<b>Project EAC: \$13.7M</b>
	<b>Original Design Completion Date: Dec 2016</b>
<b>Project No: T7040706</b>	<b>Current Design Completion Date: Sep 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will replace two existing escalators at the Grand Central-42<sup>nd</sup> St Station on the Lexington Avenue Line that have reached the end of their useful life. Associated escalator equipment and the machine room will be rehabilitated as part of this project. Two stairs adjacent to the escalators will also be replaced.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped three months, from June 2017 to October 2017, due to the addition of an adjacent street elevator to the design during the Preliminary Engineering stage. The addition is not a scope change nor will a cost increase be incurred to this project, however it will involve a change in the procurement method that will be reflected in a separately funded elevator project.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Final Design submission has already been made &amp; comments are being expedited.</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 June 30, 2017</b>
<b>Project Name: Jay Street Escalator Realignment</b>	<b>Current Budget: \$15.0M</b>
	<b>Project EAC: \$15.0M</b>
	<b>Original Design Completion Date: Oct 2016</b>
<b>Project No: T7040710</b>	<b>Current Design Completion Date: Jul 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>This project will reconfigure the stairs and escalators that connect 370 Jay Street to the Jay Street Station in Brooklyn in order to improve the safety and efficiency of station access. New York University (NYU) will be responsible for the overall design, procurement and construction of the escalator/stair realignment project. NYCT will be responsible for the review of designs and design approvals as they progress with their work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped five months, from April 2017 to July 2017, due to delay in design submissions from NYU.</p> <p>Subsequent to the reporting quarter, the Design Completion date is forecasted for September 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> NYCT is working with NYU to expedite the coordination of the design documentation review.</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 June 30, 2017</b>
<b>Project Name: Station Renewal - Water Remediation: Borough Hall – Lexington Ave Line</b>	<b>Current Budget: \$36.6M</b>
	<b>Project EAC: \$43.4M</b>
	<b>Original Design Completion Date: Jul 2016</b>
<b>Project No: T7041201</b>	<b>Current Design Completion Date: Nov 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 60%</b>

<b>Project Description</b>
<p>This station renewal project will eliminate all deficient conditions at Borough Hall Station on the IRT Lexington Avenue Line in Brooklyn, as determined by NYCT's Station Condition Survey. Work includes repair of structural deficiencies and improvements to architectural treatments, with a focus on remediation of water leaks. Excavation for waterproofing repairs requires traffic diversion and the relocation of bus stops that serve multiple routes and the replacement of undermined utilities.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped five months from June 2017 to November 2017 due to a potential increase to the scope of work related to replacement of a deteriorated steel girder. The complexity of street excavation, roof demolition, and impact on both the street traffic and subway are far more involved than previously assumed without the girder replacement option. Additional time is required to evaluate the impact on utilities, coordinate with NYCDOT Office of Construction Mitigation and Coordination (OCMC) and utility companies, etc. The test pit work was completed and the information obtained is being evaluated by the consultant.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> A scope of work to perform a traffic study is being developed and efforts to hire a sub-consultant for a traffic study are progressing. A meeting with the consultant is being arranged to discuss the impact of the structural work and waterproofing work on the traffic both on street and on subways. Coordination between in-house design disciplines and Operations Planning is progressing to finalize the additional scope of work.</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 June 30, 2017</b>
<b>Project Name: Platform Components: 2 Locations on the Pelham Line</b>	<b>Current Budget: \$5.2M</b>
	<b>Project EAC: \$5.2M</b>
	<b>Original Design Completion Date: Jun 2016</b>
<b>Project No: T7041236</b>	<b>Current Design Completion Date: Oct 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
<p>This project will repair components at two stations, Longwood and Brook Avenue Stations on the Pelham Line in the Bronx. Work will include repair of platform walls, columns, edges and floors at these stations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped four months, from June 2017 to October 2017, due to the project being combined for bidding with other similar projects in the vicinity. This change is expected to improve construction costs.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Final design is proceeding and forecast to be completed 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> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Platform Components - 2 Locations on the Lenox Avenue Line</b>	<b>Current Budget: \$5.6M</b>
	<b>Project EAC: \$5.6M</b>
	<b>Original Design Completion Date: Apr 2017</b>
<b>Project No: T7041237</b>	<b>Current Design Completion Date: Oct 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
<p>This project will repair components at two stations, 148<sup>th</sup> Street-Lenox Terminal and 110<sup>th</sup> Street Stations on the Lenox Avenue Line in Manhattan. Work will include repair of platform walls, columns, edges and floors at these stations.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped four months, from June 2017 to October 2017, due to a delay in completing the platform edge and track survey contract work due to difficulties in obtaining track access.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> As of this time, the survey has been completed and final design is in progress.</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 June 30, 2017</b>
<b>Project Name: ADA Accessibility at 59<sup>th</sup> Street Station on the 4 Avenue Line</b>	<b>Current Budget: \$48.6M</b>
	<b>Project EAC: \$48.6M</b>
	<b>Original Design Completion Date: Jul 2017</b>
<b>Project No: T7041310</b>	<b>Current Design Completion Date: Jan 2018</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 55%</b>

<b>Project Description</b>
<p>This project will address ADA Accessibility at the 59<sup>th</sup> Street Station on the 4<sup>th</sup> Avenue Line in Brooklyn. Work will include: installation of two 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>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped five months, from August 2017 to January 2018, due to delay in approval for the Preliminary Engineering submittal. The communication work for the project was initially to be performed by the in-house design group but subsequently was awarded to a sub-consultant. The Notice To Proceed for Final Design to the prime consultant and Preliminary Design to the communication sub-consultant were issued in May.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The consultants are being advised to accelerate and compress the design schedule. All design disciplines supporting the project are providing prompt assistance to the consultants to meet the design schedule. The constructability options are being re-evaluated to achieve a reduction in the construction duration.</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 June 30, 2017</b>
<b>Project Name: ADA Accessibility at Rockaway Parkway Station, Canarsie Line (BMT)</b>	<b>Current Budget: \$6.1M</b>
	<b>Project EAC: \$10.9M</b>
	<b>Original Design Completion Date: Oct 2016</b>
<b>Project No: T7041311</b>	<b>Current Design Completion Date: Feb 2018</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 70%</b>

<b>Project Description</b>
<p>This project will include installation of ADA (Americans with Disabilities Act) compliant ramps at Rockaway Parkway Station on the Canarsie Line (BMT).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost &amp; Schedule</b>
<p><b>Cost:</b> During the Second Quarter 2017, the Cost index was high due to an increase in the design scope of work compared to the master plan scope of work. The additional work is for the replacement of the platform edge and reconstruction of a section of platform which were not anticipated during the master plan phase.</p> <p><b>Schedule:</b> During the Second Quarter 2017, the forecast Design Completion date slipped five months from September 2017 to February 2018, due to the project ADA ramp design being coordinated with the Upgrade of Rockaway Intermodal Bus Facility and resolving the issues related to the replacement of the platform edge, reconstruction of a section of the platform and potential track work.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The issues related to replacement of the platform edge and reconstruction of a section of platform are being re-evaluated. The platform edge survey is being re-visited and NYCT will develop acceptable repairs for the ADA boarding area and minimize track work.</p> <p><b>Schedule:</b> Final design is progressing and no additional delay is expected at this time.</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 June 30, 2017</b>
<b>Project Name: Portable Bus Lift Replacement</b>	<b>Current Budget: \$8.9M</b>
	<b>Project EAC: \$7.5M</b>
	<b>Original Design Completion Date: Apr 2017</b>
<b>Project No: T7120412</b>	<b>Current Design Completion Date: Jul 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 39%</b>

<b>Project Description</b>
<p>This project involves the replacement of existing Portable Bus Lifts which are at the end of their useful life expectancy of ten years. Approximately 900 lifts, located at various NYCT Bus Depots, will be replaced.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter of 2017, the forecasted Design Completion date slipped three months, from April 2017 to July 2017 due to an extended pre-award process, which involved numerous vendor inquiries, preparation of an addendum, re-bidding the project and review of vendor qualifications.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The process is ongoing and in the interim, NYCT is maintaining the old column lifts to assure there is no impact to bus maintenance operations.</p> <p>Subsequent to the reporting period, the forecast Design Completion date slipped to 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> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Purchase of 27 Refuse Flats</b>	<b>Current Budget: \$24.6M</b>
	<b>Project EAC: \$24.8M</b>
	<b>Original Design Completion Date: Dec 2016</b>
<b>Project No: T7130207</b>	<b>Current Design Completion Date: Dec 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>The project involves the design, procurement and acceptance of 27 Refuse Flat Cars which will replace 27 existing Refuse Flat Cars which were purchased in 1983 with a useful life expectancy of 25 years. Refuse Cars are key components for the Stations Department in the transportation and disposal of station debris.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped six months, from June 2017 to December 2017 as the initial Request For Proposal (RFP) was cancelled. There were issues with the project documentation developed during the RFP process, after three possible vendors, required additional clarification of the technical specifications.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The revised draft documents have been sent to vendors for review. Procurement is currently in the process of issuing a new RFP and the technical specifications are being revised to accommodate a change of the coupler type from H2C to a flat face-type coupler.</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 June 30, 2017</b>
<b>Project Name: Livingston Plaza Electrical/Mechanical System Improvements</b>	<b>Current Budget: \$55.9M</b>
	<b>Project EAC: \$56.5M</b>
	<b>Original Design Completion Date: Jan 2017</b>
<b>Project No: T7160714</b>	<b>Current Design Completion Date: Nov 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This project will upgrade the existing electrical and mechanical infrastructure systems and provide an additional redundant emergency generator system within the 130 Livingston Plaza building.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Design Completion date slipped four months, from July 2017 to November 2017 due to a delay in the completion of the final mechanical design drawings and the decision to split this project into two separate contracts.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project is being split into two contracts. The first contract is now being repackaged to include a reduced scope of work. It will address the issue of the redundant Dry Coolant System for the Fourth Floor Data Center.</p> <p>At this time, the second package will not be routed for approval until the façade renovations on the building are completed and exterior scaffolding has been removed.</p> <p>It is anticipated that the separation of the design package will also have a negative impact on 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> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: SIRTOA</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: New Power Substation - Prince's Bay Station</b>	<b>Current Budget: \$25.19M</b>
	<b>Project EAC: \$25.21M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: S6070105</b>	<b>Current Substantial Completion Date: Aug 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project involves the construction of a new Power Substation, located adjacent to Prince's Bay Station, in the borough of Staten Island. Work includes the furnishing and the installation of high tension (HT) switchgear, a power transformer, rectifier, DC feeder breakers, positive and negative cables and a ventilation system.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months from May 2017 to August 2017 due to a delay in the delivery of the power transformers for substation unit B and the energization of HT services by Con Edison.</p> <p>Subsequent to the reporting period, the forecasted Substantial Completion date was revised to September 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The substation is ready to receive HT services. All documentation has been submitted and NYCT is waiting for Con-Edison to provide an energization date. Currently, Con Edison has inspected the substation and NYCT has addressed Con Edison concerns. The CM office is working closely with Power Design, Energy Management and Con Edison in an all-out effort to achieve both energization and Substantial Completion on this project.</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 June 30, 2017</b>
<b>Project Name: Nostrand Avenue Station Rehabilitation</b>	<b>Current Budget: 22.8M</b>
	<b>Project EAC: 27.9M</b>
	<b>Substantial Completion Date at Award: Mar 2019</b>
<b>Project No: L70204UN</b>	<b>Current Substantial Completion Date: Mar 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 3%</b>

<b>Project Description</b>
<p>This project will rehabilitate the elevated Nostrand Avenue Station in Brooklyn, NY. The scope of work consists of the replacement of platforms, stairs and railings, canopy roofing systems, 4 overpasses, , the installation of 2 new elevators, and upgrading the station lighting, electrical, and communications systems.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Second Quarter 2017, the Estimate at Completion (EAC) was reported as \$27.9M compared to current budget of \$22.8M. The EAC was increased to align with the original project budget allocation and an amendment to the latest Approved Capital Program has been processed. e</p>
<b>What is Being Done</b>
<p><b>Cost:</b></p> <p>Subsequent to the reporting period the Current Budget was also increased to \$28.1M to reflect the original project estimate and align with the Approved Capital Program Amendment.</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: Metro-North Railroad</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: GCT Leaks Remediation</b>	<b>Current Budget: \$32.3M</b>
	<b>Project EAC: \$33.3M</b>
	<b>Substantial Completion Date at Award: Dec 2016</b>
<b>Project No: M6020105</b>	<b>Current Substantial Completion Date: Oct 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 76%</b>

<b>Project Description</b>
<p>The Grand Central Terminal (GCT) Leaks Remediation project will reduce water leakage and infiltration from surrounding buildings, streets and sidewalks into the GCT complex. Work generally includes the Park Avenue overhead roadway and the Vanderbilt Avenue expansion joint replacement, as well as localized roadway reconstruction and replacement of the underlying waterproofing.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency &amp; Schedule</b>
<p><b>Contingency:</b> During the Second Quarter 2017, the Contingency Index was high due to multiple change orders as a result of multiple unforeseen field conditions that have been, and are in the process of being, executed at the following locations: Vanderbilt Ave. expansion joints, 45<sup>th</sup> St. bridges structural steel repairs, 42<sup>nd</sup> St. elevator hatch structural steel repairs, and leaks from existing viaduct components original to the building outside of the leak remediation scope, i.e., barrier wall waterproofing. Additional work was required to ensure the integrity of the structures from water infiltration.</p> <p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped four months from June 2017 to October 2017. However, it is anticipated that the project may extend to March 2018 based on the latest contractor schedule submission.</p> <p>Subsequent to the reporting period, the schedule continued to slip due primarily to delays in restoration of the historic/decorative 45<sup>th</sup> St bridge girder panels. The contractor has been directed to supply a detailed schedule for these tasks and is working on developing that information. A meeting with the contractor's executive management is scheduled for late August to discuss the schedule, outstanding issues and resolutions. It should be noted that restoration of the overhead bridge panels in question is funded through an agreement with the New York City Department of Transportation (who is responsible for the north and southbound bridges over 45<sup>th</sup> St). Improvements to expansion joints and other components directly responsible for leaks into Grand Central are nearing completion.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Project budget is being evaluated and balanced. Additional funds will be requested.</p> <p><b>Schedule:</b> In an attempt to mitigate further delays, Metro-North met with the contractor's executive management to request a recovery schedule. Submission of that revised schedule is expected in early September.</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: Metro-North Railroad</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Station Building Renewal / Net Lease</b>	<b>Current Budget: \$8.62M</b>
	<b>Project EAC: \$8.45M</b>
	<b>Substantial Completion Date at Award: July 2017</b>
<b>Project No: M6020204</b>	<b>Current Substantial Completion Date: July 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 83%</b>

<b>Project Description</b>
<p>This project provides for the replacement of existing stairs, design and construction of a new elevator, and Americans with Disabilities Act (ADA) ramp at the Port Chester station on the New Haven Line. In addition, work on the Port Chester and Hartsdale Station roof replacements, the Hartsdale exterior renovation and window replacement work has been completed.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> During the Second Quarter of 2017, the Contingency Index was high due to unforeseen field conditions. Due to site constraints during the design phase, the Design Consultant was only able to perform 4-foot deep test pits and only one soil boring within the sidewalk near the proposed excavation for the new elevator, of which neither had indicated presence of rock. The same situation also occurred at the site where the new ADA ramp was to be constructed, except only test pits could be dug. When the Contractor began excavation at both of the locations for the new elevator and ADA ramp, rock was encountered at a higher elevation than expected from the results of the soil boring and test pits which were conducted. As a result of this unforeseen subsurface condition at both locations, additional cubic yards of rock excavation were required beyond the Design Consultant's estimated amount indicated on the contract documents.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Funding for the additional rock excavation and removal was provided from within the existing project budget and paid by increasing the quantity of rock removal under the 3<sup>rd</sup> party 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: Metro-North Railroad</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Turnouts: Mainline/High Speed</b>	<b>Current Budget: \$61.3M</b>
	<b>Project EAC: \$58.3M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: M6030102</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 88%</b>

<b>Project Description</b>
<p>This project provides for the replacement of interlocking switches throughout the Metro-North territory in New York State, as they reach the end of their useful life. The project maintains Metro-North's (MNR) switches in a state of good repair ensuring that interlockings do not deteriorate. This project continues the rehabilitation program undertaken in previous Capital Programs.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date for the CP-109 turnout work slipped seven months, from May 2017 to December 2017, due to the MNR forces being reassigned to the higher priority turnout work at CP-3 (south of Harlem/125th St Station.), CP-5, and CP-6 (both south of Yankee Stadium E. 153<sup>rd</sup> St. Station).</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Once the higher priority work at CP-3, CP-5, and CP-6 was addressed and resolved, MNR forces returned to work on the CP-109 turnout. To date all major track work at CP-109 has been completed and subsequent Communication and Signals (C&amp;S) and power work will be completed by the end of the year.</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: Bridges and Tunnels</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Tunnel Wall and Ceiling Repairs and Leak Control at the Queens Midtown Tunnel</b>	<b>Current Budget: \$62.7M</b>
	<b>Project EAC: \$56.7M</b>
	<b>Substantial Completion Date at Award: Apr 2019</b>
<b>Project No: D601QM40</b>	<b>Current Substantial Completion Date: Jul 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 50%</b>

<b>Project Description</b>
<p>This project includes labor, material, equipment, supervision and all items deemed necessary to restore the Queen Midtown Tunnel to a state of good repair. The Scope includes the replacement of tunnel electrical; lighting; communications; monitoring and control systems; mid-river pump room; structural and civil repairs; wall tile; ceiling panels; polymer panels; catwalk, curbs, gutters. In addition, the tunnel ventilation building rehabilitation, asbestos and incidental lead abatement, plus maintenance and protection of traffic. The Manhattan Exit Plaza work includes full depth plaza reconstruction in areas subject to frequent pavement condition and roadway joint problems, plus the complete repaving of the entire Exit Plaza.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> During the Second Quarter of 2017, the rate of contingency expenditures exceeded the overall percent complete causing a contingency index of 1.45, primarily due to change orders related to extensive deterioration of the tunnel walls in the cut and cover sections. During removal of the tiles from the walls, the brittle terra cotta sections failed and necessitated a full reconstruction to establish the wall profile for new tile installation. Originally, the terra cotta wall sections were intended to be re-used and not impacted by the demolition.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Two significant change orders amounting to \$3.9M to address the terra cotta tile issue were approved last year. Therefore, no additional action is necessary at this time.</p> <p>Since all major cost issues have been identified and addressed, no other significant cost growth issues are anticipated at this time. In addition, the project is expected to be completed 9 months early, due to an accelerated schedule.</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 June 30, 2017</b>
<b>Project Name: Replacement of Roadway Deck at the Throgs Neck Bridge</b>	<b>Current Budget: \$21.5M</b>
	<b>Project EAC: \$22.0M</b>
	<b>Original Design Completion Date: Aug 2016</b>
<b>Project No: D602TN49</b>	<b>Current Design Completion Date: Jul 2017</b>
<b>Project Phase: Design</b>	<b>Phase Complete: 90%</b>

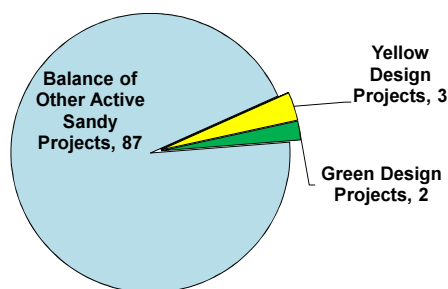
<b>Project Description</b>
<p>This project provides design services for the roadway deck replacement of the suspended spans at the Throgs Neck Bridge. The Scope includes field investigations, designs for structural, civil, mechanical, electrical, traffic engineering, Maintenance &amp; Protection of Traffic (MPT); a wind study, seismic analyses for the selected rehabilitation / replacement alternative, asbestos and lead investigation, plus preparation of complete construction plans, specifications and estimates.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> During the Second Quarter of 2017, the rate of contingency expenditures exceeded the overall percent complete causing a contingency index of 2.71. Additional Work Order No. 2 was initiated to address additional design efforts required to deal with various field conditions as well as additional wind studies, soil borings, and other design revisions required to complete the project's design.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> It is anticipated that the budgeted Project Contingency is sufficient to complete the Design and that no additional funding is forecasted at this time.</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>

## 2<sup>nd</sup> Quarter 2017 Traffic Light Report on MTA SANDY Program

**A total of 92 Active Sandy Projects were Reviewed for the 2nd Quarter 2017**

The 92 active projects include 5 projects in Design, 8 in Post-Design to Construction Award, 79 in Construction

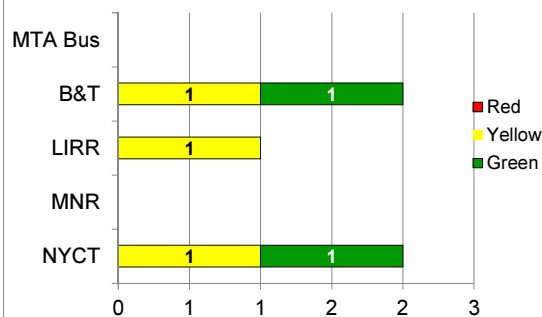
5 of 92 Projects in Design



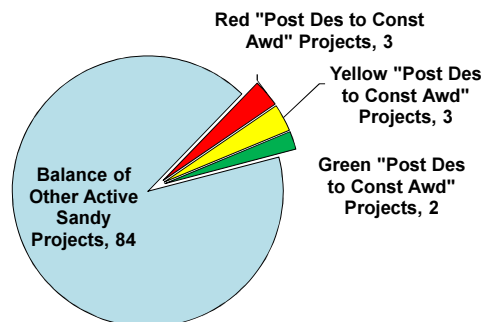
**Summary of Projects in Design:** 5 projects were reviewed in the design phase this quarter with 2 (40%) designated green and 3 (60%) designated yellow.

**Last Quarter:** 4 projects were reviewed in the design phase this quarter with 1 (25%) designated green, 1 (25%) designated yellow and 2 (50%) were Red.

5 Projects in Design



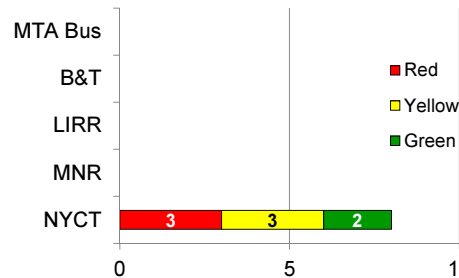
8 of 92 Projects in Post-Design to Construction Award



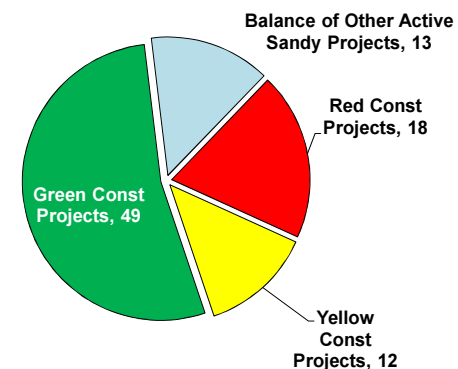
**Summary of Projects in Post-Design to Construction Award:** 8 projects were reviewed in this phase with 2 (25%) designated green, 3 (38%) Yellow and 3 (38%) were Red. All 3 Red projects in this phase this quarter were Red for a schedule variance of four months. The schedule variances were due to an ongoing real estate acquisition.

**Last Quarter:** 17 projects were reviewed in this phase with 3 (18%) designated green, 7 (41%) Yellow and 7 (41%) were Red.

8 Projects in Post-Design to Construction Award



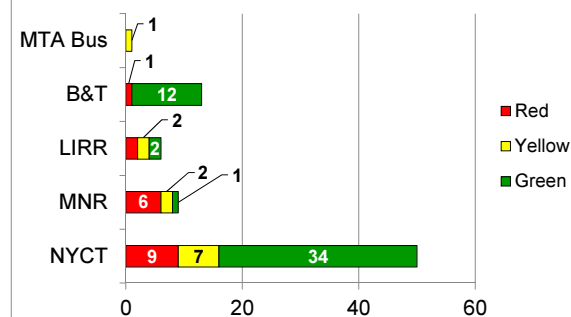
79 of 92 Projects in Construction



**Summary of Projects in Construction:** 79 projects were reviewed in this phase with 49 (62%) designated green, 12 (15%) yellow and 18 (23%) were Red. Of these 18 projects which were designated Red, 17 were for a schedule variance, and 1 for a contingency variance. The schedule variances were due to part to the need for additional General Orders (GOs) and slower than anticipated installations.

**Last Quarter:** 70 projects were reviewed in this phase with 50 (71%) designated green, 16 (23%) yellow and 4 (6%) were Red.

79 Projects in Construction









## MTA Sandy Recovery Projects Terms and Definitions

### 2<sup>nd</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: 5

	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 <b>red</b> 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: 8

	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 <b>red</b> with no new substantial change since last Traffic Light Report.

##### Projects in Construction: 79

	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 <b>red</b> 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 =  $\% \text{ Contingency Spent} / \% \text{ 3rd Party Contract Completion}$ 
  - 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.



## 2nd 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>NYCT - New York City Transit Sandy Program</b>												
<b>South Ferry Rehab</b>												
ET040213	Recovery: South Ferry Station Complex	Construction	Recovery	\$184,427,641	97	.57	▼	.99	■	0	■	Y
ET050213	Recovery: Mainline Track (South Ferry)	Construction	Recovery	\$14,337,838	96	.83	■	1.00	■	0	■	Y
ET060223	Recovery: Fan Plant (South Ferry)	Construction	Recovery	\$6,307,176	99	.78	■	1.00	■	0	■	Y
ET060227	Recovery: Tunnel Lighting (South Ferry)	Construction	Recovery	\$9,198,732	97	.00	■	1.00	■	0	■	G
ET080201	Recovery: South Ferry Interlocking	Construction	Recovery	\$62,378,943	96	.00	■	1.03	■	0	■	G
ET090235	Recovery: 2 Circuit Breaker Houses (South Ferry)	Construction	Recovery	\$16,891,129	97	.00	■	1.00	■	0	■	G
ET160212	Recovery: Leak Remediation (South Ferry)	Construction	Recovery	\$11,334,524	93	.31	■	1.00	■	0	■	G
<b>Cranberry Tube Rehab</b>												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$11,001,874	96	.13	■	1.00	■	3	▲	R
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$15,616,778	87	.34	■	1.00	■	3	▲	R
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$15,038,416	89	.02	■	1.00	■	3	▲	R
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$55,941,612	93	.37	▼	1.00	■	3	▲	R
<b>Coney Island Yard Flood Mitigation</b>												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Post Des to Const Awd	Mitigation	\$39,452,005	100	.00	■	1.57	■	2	▲	Y
<b>53rd St Tube Rehab</b>												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$11,206,095	96	.28	■	1.00	■	3	▲	R
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$9,164,141	100	.00	■	1.00	■	3	▲	R
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$52,851,665	96	.15	■	1.00	■	3	▲	R
ET090226	Recovery: 2 Circuit Breaker Houses (53 Street Tube)	Construction	Recovery	\$7,034,188	95	.72	▼	1.10	■	3	▲	R
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$17,815,722	96	.28	■	1.00	■	3	▲	R



## 2nd 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												
All Other NYCT Projects												
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$34,932,241	0	.00	■	1.00	▲	0	■	G
ET040217	Recovery: Purchase and Install Automated Fare Collection Equipment	Construction	Recovery	\$12,021,714	100	.00	■	1.00	■	0	■	Y
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,770,053	0	.00	■	1.00	▼	0	■	G
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$18,688,686	99	.87	▲	.99	■	0	■	Y
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,436,603	25	-.39	▲	.99	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,632,247	8	.06	■	.99	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$45,924,466	9	.00	■	1.00	■	0	■	G
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Construction	Mitigation	\$5,031,262	0	.00	■	1.00	■	0	■	G
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$46,340,625	0	.00	■	1.00	▲	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$53,329,972	0	.00	■	1.00	■	0	■	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,180,721	0	.00	■	.85	▲	0	■	G
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	6	.00	■	1.00	■	0	■	G
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$42,552,619	85	.23	▲	1.00	▲	2	▲	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$14,567,454	0	.00	■	1.08	▼	0	■	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	7	.00	■	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$19,420,876	96	.07	■	1.02	■	2	▲	Y
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	15	.00	■	1.00	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$44,221,585	16	.84	▼	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



## 2nd 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												
All Other NYCT Projects												
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$7,349,461	41	1.15	▼	1.00	▼	2	▲	Y
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$27,496,537	4	.21	▲	1.00	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$33,044,714	6	.84	▲	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	10	.00	■	1.00	■	0	■	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$35,565,624	0	.00	■	.99	▲	0	■	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	11	.00	■	1.00	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,690,657	0	.00	■	.90	▼	0	■	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$342,223,470	0	.00	■	1.07	■	0	■	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,617,241	52	.03	■	1.00	■	2	▲	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$58,840,276	71	.22	▲	.95	▼	2	▲	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	6	.00	■	.99	■	0	■	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$102,174,607	0	.00	■	.53	■	0	■	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Design	Mitigation	\$17,377,392	68	.00	■	3.00	▲	1	▲	Y
ET120307	Mitigation: Various Bus Depots	Design	Mitigation	\$5,620,139	93	.00	■	1.00	■	2	▲	G
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Post Des to Const Awd	Mitigation	\$74,451,496	10	.00	■	1.00	■	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$36,055,716	100	.00	■	2.72	▼	-12	▼	G

## 2nd 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>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET100209	Recovery: Power Cable at 148 Street Yard	Post Des to Const Awd	Recovery	\$18,416,928	100	.00	■	1.02	■	4	▲	R
ET100211	Recovery: Power Cable at Coney Island Yard	Post Des to Const Awd	Recovery	\$17,663,698	100	.00	■	2.30	■	2	▲	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	\$117,445,199	99	.00	■	1.11	▲	4	▲	R
ET100311	Mitigation: 148th Street Yard Portal	Post Des to Const Awd	Mitigation	\$7,489,061	99	.00	■	1.10	▲	4	▲	R
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	0	.00	■	.99	■	0	■	G
ES070214	Recovery: St. George Interlocking	Construction	Recovery	\$99,778,472	100	.49	■	.99	■	0	■	G
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$161,666,781	1	.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	18	.00	■	1.00	■	0	■	Y
EL0402ZB	Wreck Lead Bridge Systems Restoration	Construction	Recovery	\$14,859,812	87	.17	▲	1.00	■	3	▲	R
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$64,776,139	18	1.45	▼	.99	■	0	■	Y
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	39	.00	■	1.00	■	0	■	G
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$51,378,558	65	.04	▼	.99	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,211,494	53	.00	■	.97	■	3	▲	R
EL0603ZK	Long Island City Yard Resiliency	Design	Mitigation	\$26,803,366	15	4.94	▼	1.00	■	0	■	Y



## 2nd Quarter 2017 Traffic Light Report

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

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▼ = 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>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	\$45,803,435	47	1.06	▼	.96	■	11	▲	R
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$32,370,843	0	.00	■	.92	■	5	▲	R
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,968,066	47	.00	■	.99	■	11	▲	R
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	47	.00	■	1.00	■	11	▲	R
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$87,117,585	47	1.29	▼	.97	■	11	▲	R
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$67,770,959	0	.00	■	.93	■	5	▲	R
<b>All Other Projects</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,328,784	69	.00	■	.91	▼	0	■	Y
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,136,302	5	.00	■	.85	■	0	■	G
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,719,266	75	.94	■	.93	■	2	▲	Y
<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	\$143,751,170	63	.00	■	.94	▲	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$7,152,978	63	.00	■	.95	▲	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$124,885,522	63	.00	▼	.90	▲	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$14,994,906	63	.16	■	.90	▲	0	■	G
<b>Queens Midtown Tunnel Rehab</b>												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$138,097,301	50	.08	■	.94	■	0	■	G



## 2nd Quarter 2017 Traffic Light Report

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

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▼ = 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>Queens Midtown Tunnel Rehab</b>												
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$101,007,945	50	.00	■	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$10,382,793	50	.08	▲	.96	▲	0	■	G
<b>All Other Projects</b>												
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$35,094,168	15	.00	■	.96	▼	0	■	G
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$28,343,734	15	.00	■	.96	▼	0	■	G
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$7,536,470	41	.00	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$12,783,404	41	.00	■	.94	■	0	■	G
ED040303	Installation of a standby emergency generator at the Governors Island Ventilation Building (GIVB) of the Hugh L. Carey Tunnel.	Construction	Mitigation	\$4,990,171	98	3.62	▼	.99	■	0	■	R
ED050301	Flood Mitigation - Relocate revenue equipment at the Verrazano Narrows Bridge	Construction	Mitigation	\$7,865,381	98	.00	■	.96	■	0	■	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,298,253	84	.00	■	.95	■	0	■	Y
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Design	Mitigation	\$30,636,620	15	.00	■	.98	▼	0	■	G
<b>MTA Bus Program</b>												
<b>All Other Projects</b>												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	23	1.06	▲	1.00	■	0	■	Y



<b>MTA Agency: New York City Transit</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Sandy Recovery: Two Pump Rooms; 2 Fan Plants; Signals and Power and Communication Cables - Cranberry Tube</b>	<b>Current Budget: \$11.0M, \$15.6M, \$15.0M, \$55.9M</b>
	<b>Project EAC: \$11.0M, \$15.6M, \$15.0M, \$55.9M</b>
	<b>Substantial Completion Date at Award: Aug 2016</b>
<b>Project No: ET060230, ET060231, ET080214, ET090220</b>	<b>Current Substantial Completion Date: Aug 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 94%</b>

<b>Project Description</b>
<p>These projects in the Cranberry Tube will raise the controls and implement mitigation measures for the pumping systems (Pump Rooms #2077 and #2080), rehabilitate Fan Plants 6330 and 6332; replace damaged signal equipment and cables and power and communication cables.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months from May 2017 to August 2017 because problems with the A4 track signal system cut over required additional General Orders (GO's) to resolve the issue and that pushed the cut over for A3 track.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Remediation required the resequencing of some signal work and some weekend GO work had to be shifted to nighttime GO's.</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 June 30, 2017</b>
<b>Project Name: Sandy Recovery: Signals, Power and Comm. Cables, Two Circuit Breaker Houses and Substation – 53<sup>rd</sup> Street Tube</b>	<b>Current Budget: \$11.2M, \$9.2M, \$52.7M, \$6.4M, \$17.8M</b>
	<b>Project EAC: \$11.2M, \$9.2M, \$52.9M, \$7.0M, \$17.8M</b>
	<b>Substantial Completion Date at Award: Feb 2017</b>
<b>Project No: ET050212, ET080215, ET090225, ET090226, ET090238</b>	<b>Current Substantial Completion Date: Jul 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>These projects in the 53<sup>rd</sup> Street Tube between Queens and Manhattan, provide for the replacement of damaged signal equipment, cables, power, communication cables, rehabilitation of two circuit breaker houses and repair of Substation #216. This project is part of a larger ongoing project to rehabilitate the 53<sup>rd</sup> Street Tube.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter of 2017, the forecasted Substantial Completion date slipped three months, from April 2017 to July 2017 due to the subcontractor’s lack of performance. The general contractor took over the work at the substation and the remaining work was evaluated and an aggressive multiple shift schedule was implemented. Substantial progress was achieved; however there were other hurdles to overcome, i.e., delay in obtaining Con Ed first and second round of inspection on board. In addition, the integration of the new equipment, including High Tension (HT) switchgears and transformers to existing rectifiers brought in another element of delay.</p> <p>Subsequent to the reporting quarter, the forecasted Substantial Completion date is now September 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Both the contractor and NYCT’s Contract Compliance office have been working to integrate the HT switchgears and transformers to the existing rectifiers. Various relays protection devices had to be rewired and power bus had to be field altered.</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 June 30, 2017</b>
<b>Project Name: Sandy Mitigation - Power Cabling Replacement, Portal &amp; Long-Term Perimeter Protection – 148<sup>th</sup> Street Yard</b>	<b>Current Budget: \$17.9M, \$105.7M, \$6.8M</b>
	<b>Project EAC: \$18.4M, \$117.4M, \$7.5M</b>
	<b>Original Award Date: Nov 2015</b>
<b>Project No: ET100209, ET100309, ET100311</b>	<b>Current Award Date: Dec 2017</b>
<b>Project Phase: Post-Design to Const Award</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>This project will address damage at the 148<sup>th</sup> Street Yard caused by Superstorm Sandy and institute long-term measures to protect assets from damage from a future storm surge event. Work includes the construction of a floodwall at the north and south end of the site, installation of watertight driveway gates, installation of steel stop logs at the tunnel portal, and replacement of power cables.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Award date slipped four months, from August 2017 to December 2017, due to a real estate property acquisition resolution with an adjacent apartment complex, Esplanade Gardens.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project has been advertised. The Esplanade Garden property acquisition has been resolved. Construction Award is expected by December 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: Long Island Rail Road</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Wreck Lead Bridge Systems Restoration</b>	<b>Current Budget: \$14.9M</b>
	<b>Project EAC: \$14.9M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: EL0402ZB</b>	<b>Current Substantial Completion Date: Sep 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This project includes replacement of all underwater cables, bridge electrical systems and emergency generator which were flooded and damaged by the Sandy storm tidal surge. Work will also include removal of the abandoned cables to protect the cable system from future weather conditions and establishment of fire protection for all cables.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months, from June 2017 to September 2017, due to a longer than anticipated installation time of the underwater High Density Polyethylene conduit.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the vendor has completed installation of all cable and duct installations. A Punch List has been developed.</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 June 30, 2017</b>
<b>Project Name: 1<sup>st</sup> Avenue Substation Restoration</b>	<b>Current Budget: \$8.4M</b>
	<b>Project EAC: \$8.2M</b>
	<b>Substantial Completion Date at Award: Jun 2016</b>
<b>Project No: EL0702ZM</b>	<b>Current Substantial Completion Date: Jul 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 62%</b>

<b>Project Description</b>
<p>This project includes restoration work at the 1<sup>st</sup> Ave Substation in Manhattan in order to replace the AC Switchgears and associated equipment damaged from salt water intrusion. Integrated resiliency work includes hardening of splice connections and termination points to resist water infiltration, and raising AC Switchgear concrete foundation above base flood elevation. Demolition and removal of existing switchgears will be sequenced so that substation power will be continuously maintained to provide third rail power to the 4 East River Tunnels during substation restoration work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Second Quarter 2017, the forecasted Substantial Completion date slipped three months, from April 2017 to July 2017, due to delays in finalizing the commissioning plan for the final stage of the project between Con Edison and the contractor.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, Substantial Completion was achieved as of July 24, 2017. A sixty day burn-in, which tests the integrity and functionality of the installation, has commenced and the substation has been operating.</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: Metro-North Railroad</b>	<b>Status as of June 30, 2017</b>
<b>Project Name: Sandy Power, Communications and Signal Infrastructure Restoration (Phases I &amp; II)</b>	<b>Current Budget: \$298.4M</b>
	<b>Project EAC: \$291.8M</b>
	<b>Substantial Completion Date at Award: Jun 2017, Jul 2020</b>
<b>Project No: EM040205, EM040206, EM040301, EM040302, EM050206, EM050207</b>	<b>Current Substantial Completion Date: Dec 2018, Dec 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 47%, 0%</b>

<b>Project Description</b>
<p>The scope of this design-build project is to replace Power, Communication, and Signal components along the Hudson Line. This includes the replacement of 30 miles of fiber optic cable which was damaged by salt water intrusion as a result of Superstorm Sandy. The components include sectionalizing switches, snowmelter cabinets and conduit, third rail, cable plant, signal power transformers and reactors, etc. Some of the components have failed while many others have experienced a significant reduction in useful life expectancy, and future reliability of service is unknown. The project also includes installation of duct banks for the cables and new elevated platforms for electrical equipment for future resiliency against storms.</p> <p>This project is being implemented in two sequential phases: Phase I provides for restoration work from CP19 (Greystone) to CP35 (Croton-Harmon). Phase II will provide for restoration work from CP5 (Bronx) to CP19 (Greystone).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During Second Quarter 2017 the project's Substantial Completion date for Phase I slipped 11 months from January 2018 to December 2018, due to slow progress as a result of the design-builder's trough work inefficiencies working along the Right of Way (ROW) during the early months and the progression of the 30% design. Since the contract has a 50-month duration (Phases I and II) in total, with the Phase I slip, and with the contract language indicating that Phase I shall be complete prior to work commencing on Phase II, the overall project completion would potentially be December 2020. However, at this time, Metro-North has not committed to that projected date as it is making every effort to provide additional force account support for requested concurrent contractor activities for Phase I and Phase II to help mitigate any schedule impacts.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The schedule is currently being reviewed for opportunities to revise logic, modify the sequence of tasks to maximize concurrent work and to mitigate any related impact. MNR force account is providing additional flag support and is working extended off-peak hours and weekends. thereby allowing work to occur concurrently in more locations.</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 June 30, 2017</b>
<b>Project Name: Installation of Emergency Generator at Governors Island Ventilation Building at the Hugh L. Carey Tunnel</b>	<b>Current Budget: \$5.0M</b>
	<b>Project EAC: \$5.0M</b>
	<b>Substantial Completion Date at Award: May 2017</b>
<b>Project No: ED040303</b>	<b>Current Substantial Completion Date: May 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<p>The project involves the installation of a standby emergency generator at the Governors Island Ventilation Building (GIVB) of the Hugh L. Carey Tunnel (HLCT). The generator will provide sufficient electrical capacity for basic HLCT functions during emergency situations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Second Quarter of 2017, the rate of contingency expenditures exceeded the overall project percent complete causing a contingency index of 3.62. Approved Work Orders (AWOs) exceeded the project's Third Party Contingency Budget. The AWOs were due to unanticipated field conditions requiring additional concrete demolition and the need to relocate the GIVB sewer main.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> Both AWO amendments were approved and executed, and the work has been performed. Substantial Completion was achieved on the project in May 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>





## **Projects in CPOC's Risk-Based Monitoring Program (2<sup>nd</sup> Quarter 2017 Traffic Light Report – Period Ending June 30, 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 (2<sup>nd</sup> Quarter 2017 Traffic Light Report – Period Ending June 30, 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\* - 2<sup>nd</sup> 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-12-2917	Scope Development, Environmental Assessment and Permit Acquisition for Project BW-07, Installation of Fender Protection at Towers and Anchorages of the Bronx-Whitestone and Throgs Neck Bridges	\$2,186,282	\$410,964	\$354,388	16.21%	5	4/13/2017	Additional services for: (i) design build development support; (ii) permitting for tower perimeter security to address NYSDEC comments and (iii) risk mitigation report revisions
MTAB&T	QM-40S	Sandy Restoration and Mitigation and QM-40/QM-18, Rehabilitation of Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel	\$236,500,000	\$35,787,612	\$685,441	0.29%	5	4/14/2017	Additional communication systems changes; removal of asbestos containing material and repairs to the fire line; modification to the code call system; and adjustment of quantities/unit prices under the Variable Quantity Clause for Section 3.02 for the QM-18 portion of the contract.
MTAB&T	VN-80C/VN-35	Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano-Narrows Bridge	\$84,300,000	\$5,794,169	\$718,493	0.85%	8	4/26/2017	Interim reconciliation of items and new & modified items for: (i) additional on-grade work at HOV terminus; (ii) mechanical couplers for reinforcing bars (iii) conduit relocation; (iv) electrical box modifications; (v) epoxy striping, lettering & symbols.
MTAB&T	PSC-12-2915	Construction Management and Inspection Services for VN-80C, Construction of New Ramp at the Verrazano-Narrows Bridge	\$5,693,204	\$2,884,241	\$484,665	8.51%	4	4/26/2017	Additional Construction Management & Inspection services required due to extended construction period and unanticipated conditions.
MTAB&T	QMM-346	Queens Plaza Wall Restoration and Emergency Garage Envelope Repair at the Queens Midtown Tunnel Facility	\$1,268,243	\$0	\$516,059	40.69%	1	6/6/2017	Additional Work associated with the restoration and cleaning of the Manhattan Exit Plaza Walls at the Queens Midtown Tunnel
MTAB&T	RK-23A	Replace the on and off-bound ramps from 125 <sup>th</sup> Street in Manhattan to the RFK Bridge, inclusive of maintenance and protection of traffic and incidental lead abatement.	\$68,300,001	\$30,044,440	\$724,117	1.06%	11	6/26/2017	Additional services for: (i) tie plate and joint investigation; (ii) application of anti-graffiti coating; (iii) furnish and install cast-in-place F shaped barrier; (iv) removal of paint chips; and (v) contract unit item quantity adjustments.
MTAB&T	BB-28S	Sandy Restoration and Projects BB-28/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel	\$282,454,276	\$32,926,458	\$660,000	0.23%	11	4/5/2017	Accelerated demolition of the Toll Booths, Canopies, Toll Booth Islands, Foundations and Temporary Roadway Restoration of the Brooklyn Plaza.
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$1,721,074	\$360,000	0.36%	42	6/22/2017	Fire Proofing of Track Centerline Columns
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$3,008,229	\$601,977	0.60%	52	6/23/2017	Change in Scope of Communication Work: Passenger Stations Local Area Network (PSLAN) System
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$3,008,229	\$376,000	0.37%	65	6/22/2017	Plumbing Changes
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$3,008,229	\$359,000	0.35%	96	6/22/2017	Chemical Grouting of Cortlandt Street 1 Line Station
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$26,924,270	\$330,000	0.13%	182	4/28/2017	Remediation of Mold Growing on Rail in Second Avenue Subway Tunnels

