



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

December 2017

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, 12/11/2017
1:30 - 2:30 PM ET**

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES NOVEMBER 13, 2017

- Minutes from November '17 - Page 3

3. COMMITTEE WORK PLAN

- 2017-2018 CPOC Committee Work Plan - Page 7

4. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

- Update on Penn Station Access - Page 9*
- Update on Second Avenue Subway Phase II - Page 14*
- Progress Report on Cortlandt Street #1 Line - Page 23*
- IEC's Project Review on Cortlandt Street #1 Line - Page 41*

5. NYCT CAPITAL PROGRAM UPDATE

- Progress Report on Signals and Train Control Division - Page 46*
- IEC's Project Review on Signals and Train Control Division - Page 66*
- Progress Report on Systems and Security Division - Page 78*
- IEC's Project Review on Systems and Security Division - Page 89*

6. LIRR MID SUFFOLK ELECTRIC YARD

- Mid Suffolk Electric Yard Risk Brief - Page 93

7. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 96

8. QUARTERLY TRAFFIC LIGHT REPORTS

- Third Quarter 2017 Core & Sandy Traffic Light Report - Page 107

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

- CPOC Change Order Report - All Agencies - Page 171

Date of next meeting: Monday, January 22, 2018 at 2:00 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
November 13, 2017
New York, New York
1:45 P.M.

MTA CPOC members present:

Hon. Joseph Lhota
Hon. Andrew Albert
Hon. Norman Brown
Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally
Hon. James Vitiello
Hon. Carl Weisbrod
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Lawrence Schwartz
Hon. Polly Trottenberg
Hon. Peter Ward
Hon. Neal Zuckerman

MTA Board member present:

Hon. Veronica Vanterpool

MTA staff present:

Veronique Hakim
Donald Spero
Michael Wetherell

NYCT staff present:

Mark Bienstock
Bill Montanile
John O'Grady
Dilip Kumar Patel

Independent Engineering Consultant staff present:

Joe DeVito
Calvin Gordon
Kent Haggas
Dianne Rinaldi
Mark Sielucka

* * *

Chairman Lhota called the November 13, 2017 meeting of the Capital Program Oversight Committee to order at 1:52 P.M.

Public Comments Period

There were three public speakers in the public comments portion of the meeting: Kevin Zeng; Omar Vera; and Murray Bodin.

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on October 23, 2017.

Committee Work Plan

Mr. Spero announced that there was one change to the Work Plan: because the information contained in the CPOC Committee presentation on the New Fare Payment System had been thoroughly discussed in October Committee Meetings, the next CPOC status report on the New Fare Payment System will be given in May 2018.

NYCT Progress Report on the Enhanced Stations Initiative

Mr. Montanile provided an overview of the Enhanced Stations Initiative, including the scope and key elements of the program, as well as status updates on: Package 1, which was awarded in November 2016 and which is scheduled to attain Substantial Completion in November 2017; Package 2, which was awarded in April 2017 and which is scheduled to attain Substantial Completion in January 2019; and Package 3, which was awarded in October 2017 and which is scheduled to attain Substantial Completion in December 2018. In its Program Review, the IEC stated that the current program estimate at completion is trending to exceed the approved budget, and the current schedule incorporates a very aggressive work effort for the contract packages yet to be awarded. The IEC then provided the following Observations: the Package 1 design process did not keep pace with the needs of the construction schedules, however, the Program Team worked with the contractor to meet the scheduled station re-opening dates; and the schedule and conditions for the contract packages yet to be awarded have been revised to offer contractors some discretion in meeting the desired aggressive construction periods. In its Risk Summary, the IEC cited the following: with respect to NYCT Support, the management of track access and its coordination with construction activities is working well; Differing Site Conditions is a particular concern, given that the station structures and finishes are somewhat old, and scope and quantity of the State of Good Repair work necessarily relies upon rough sampling of conditions; and Procurement of Materials is a key interface between design and construction activities, and has required close attention by the Program Team to ensure timely completion of the first packages. Finally, the IEC offered the following Recommendations: re-emphasize the instructions for managing NYCT review and approvals of design documents in a Design-Build environment; and complete the Project Team's evaluation of furnishing of key ESI enhancement materials such as tile, lights, wireways and display screens to the contractors. 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 Progress Report on Systems and Security Division: Bus Radio System and Bus Command Center

Mr. Bienstock reported that the Bus Radio System is on schedule for a forecast Substantial Completion of January 2021, and that the project is within its \$272 million budget. He then reported that the Bus Command Center is within its \$77 million budget, and that it is currently scheduled to achieve Substantial Completion in February 2018, one quarter later than last reported. In its Project Review on the Bus Radio System, the IEC confirmed the project schedule as cited by the agency, as well as the project budget, but added that due to the unforeseen conditions related to the structural integrity of the East New York Tower, a budget increase is anticipated. The IEC then provided the following Observations and Concerns: with respect to the Existing East New York Radio Tower repair, commencement of work beyond the January 2018 scheduled date could have an adverse impact to the project schedule; acquiring a structural contractor to perform the work in a timely manner may be a challenge; issues related to site conditions may cause schedule and cost impacts; and there is slow progress on finalizing the Critical Design Review. In its Project Review on the Bus Command Center, the IEC confirmed the project schedule and budget as cited by the agency, adding that sufficient contingency remains to complete the current scope of work. The IEC then provided the following Observations: while completion of the building envelope has

been delayed six months, many construction activities are advancing prior to the completion of the building envelope in order to achieve February 2018 Substantial Completion; and delays in completing the Bus Command Center are not expected to impact the scheduled start of the Bus Radio contracts. 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 Stations Division Update

Mr. Patel reported on the Program's progress since the last report to CPOC in November 2016, as well as the status of the 2010-14 Stations Program. He then provided an overview of the 2015 -19 Stations Program, including the overall status of 100 Key ADA Stations, followed by photos of recently completed projects. In its Project Review on the Sea Beach Stations, the IEC confirmed that Phase I (north-bound platforms) was complete in May 2017 and that Phase II (south-bound platforms) commenced in July 2017, and while the project team is forecasting a 2-month delay to the December 2018 Substantial Completion date, the IEC forecasts a more significant schedule impact. The IEC then stated that the project has been impacted by budget modifications and AWOs since project award, and that additional scope and un-negotiated AWOs submitted to date will deplete the remaining contingency, as Phase II construction continues through 2018. In its Risk Summary, the IEC stated the following: incomplete mitigations since the IEC's last report to CPOC, including structural repairs and two new ADA-compliant elevators at 8th Avenue Station; and several new risks, including completion of unfinished Phase I work, AWOs and added scope awaiting agency Notice to Proceed, and canopy roof leaks at re-opened north-bound platforms and stairs. The IEC then provided the following Observations and Recommendations: renewal work completed to date at the re-opened north-bound stations has visually and physically transformed the severely deteriorated Sea Beach Stations; in order to prevent future damage to the newly restored stations, the agency should undertake an aggressive maintenance program addressing trees and water runoff; and a comprehensive Recovery Schedule should be developed, which incorporates all additional scope and change orders to mitigate their impacts and determine a revised Substantial Completion date. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments & Completions and Funding

Ms. Hakim presented commitment and completion performance highlights through October. With respect to Commitments in 2017, agencies plan a total of \$7.3 billion, including 51 major commitments. Through October, the MTA has made 29 major commitments. Fifteen major commitments are delayed, 12 of which are forecast to be made by year's end. With respect to Completions in 2017, agencies plan a total of \$5.0 billion, including 34 major completions. The MTA has achieved 16 major completions year-to-date. Seven major completions are delayed, 5 of which are expected to be achieved later this year. By year's end, the MTA forecasts achieving 86% of its 2017 completions goal.

CPOC Charter Review

Mr. Spero reported that the CPOC Charter is submitted for review, and that there are some non-substantive changes, which are red-lined in the book. The Corporate Governance Committee will review these changes when it meets in December and will then submit all the Committee Charters for approval to the full Board.

Executive Session

Upon motion duly made and seconded, Chairman Lhota adjourned the public CPOC meeting at 2:50 PM to go into Executive Session.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the Executive Session, reconvened the public session and then immediately adjourned the November 13, 2017 meeting of the MTA Capital Program Oversight Committee at 3:17 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2018 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

January

NYCT Capital Program Update

- Canarsie Tube Restoration
- Reconstruction of Clifton Shop
- Update on Rolling Stock Procurement Program

February

B&T Capital Program Update

- Verrazano–Narrows Bridge Program Update
- Tunnel Program Update
- Robert F. Kennedy Bridge 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

- Cortlandt Street Station
- East Side Access
- Second Avenue Subway Phase 2
- Penn Station Access

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

October

LIRR and MNR Capital Programs Update
LIRR and MNR Joint Update on Rolling Stock
LIRR and MNR Update on Positive Train Control (PTC)
Update on Capital Program Security Projects (in Executive Session)

November

NYCT Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System
CPOC Committee Charter Review

December

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

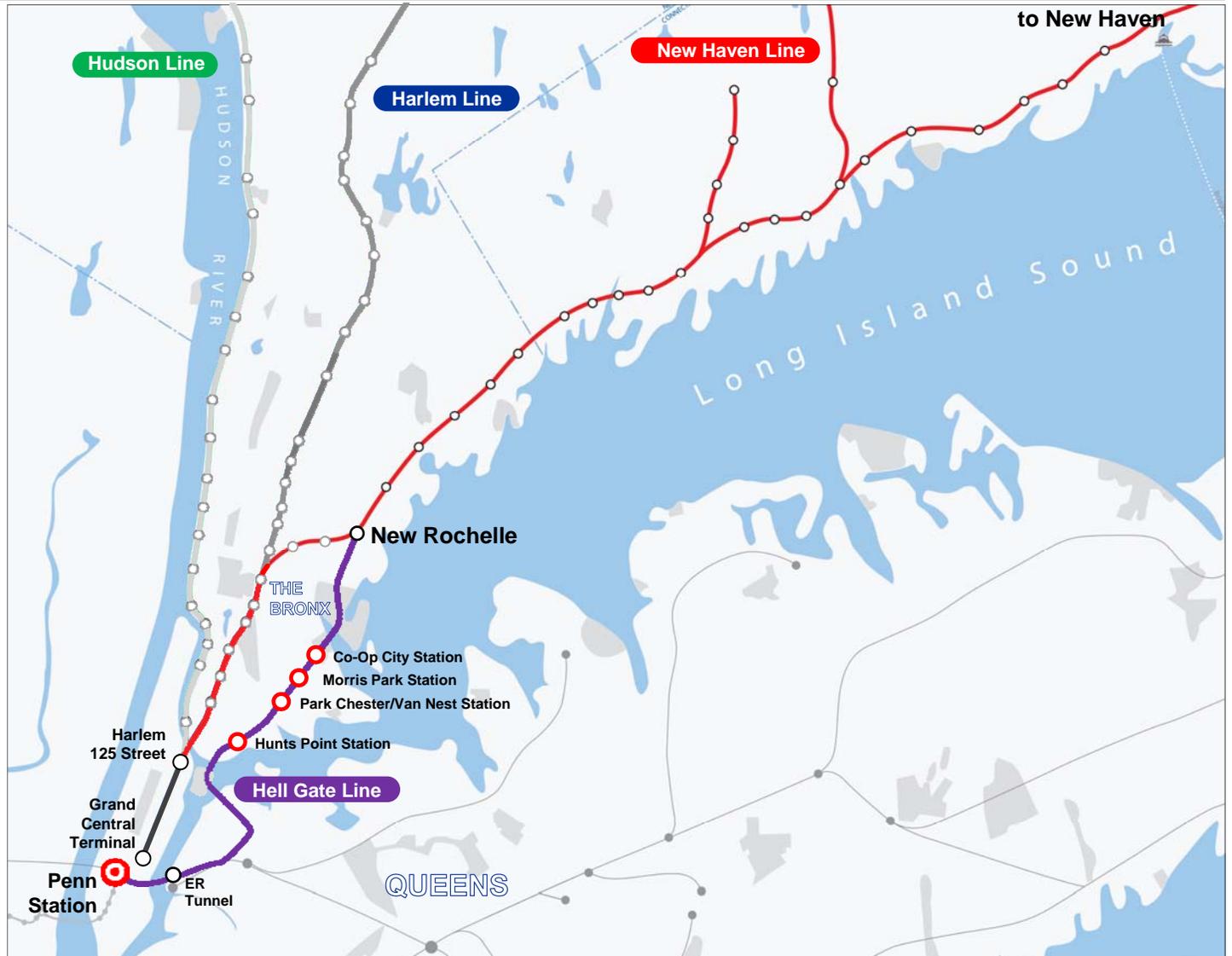
MTACC Report to CPOC Penn Station Access

December 11, 2017



Penn Station Access Metro-North Railroad Service Routes

- Network Reliability
- New MNR service to East Bronx



Current Project Activities

General Engineering Consultant: Scope of Work

- Stakeholders review

Program Management

- Preliminary Risk Register completed

Amtrak Agreements

- Agreements include: Design and Construction; Ownership and Operations
- Engaged Outside counsel

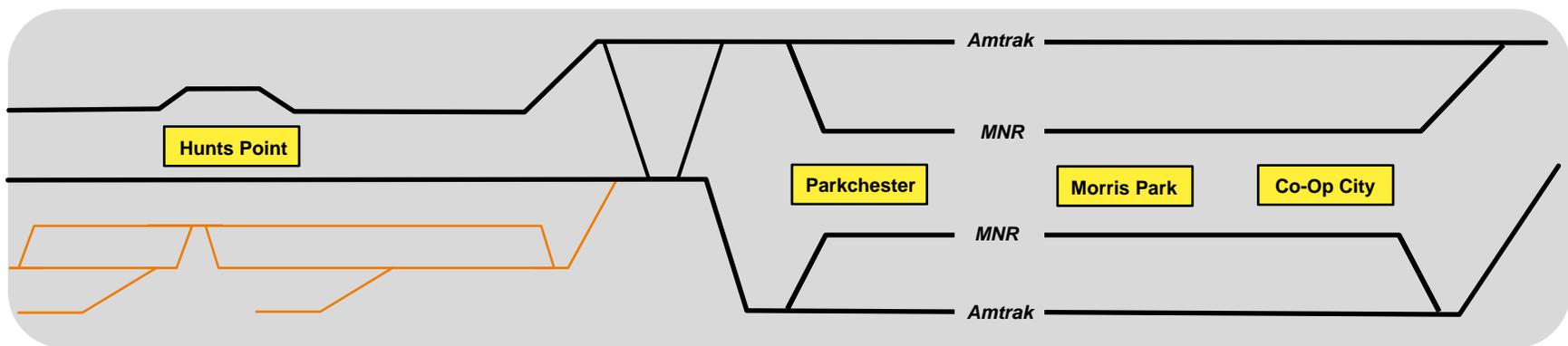
Co-development Strategy

- Coordination with City and State



Planning and Conceptual Engineering

- Engineering and simulating different alignment options



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



Next Steps: 1Q - 2018

- Release General Engineering Consultant RFP
- Advance Amtrak Design and Construction agreements
- Refine Alignments
- Study Co-development Strategies



MTACC Report to CPOC Second Avenue Subway Phase 2

December 11, 2017



SAS Phase 2



SAS Phase 2



SAS Phase 2 Current Status - Design

- Design:
 - Preliminary Engineering design is on schedule to be completed by 2018 Q3 and design of an early work contract by first quarter of 2019
 - Cost management initiatives are being implemented as design progresses
 - Lessons learned have been compiled from NYCT, Consultant Construction Manager, MTACC and other stake holders and are being incorporated into the design



Cost Management Initiatives for Phase 2

- Minimize redundant space and systems
- DE-customize to reduce costs
- Maximize design-build & alternate project delivery
- Integrated team
- Peer review with national/international industry experts
- Early utilities work to eliminate risks during station and tunnel construction

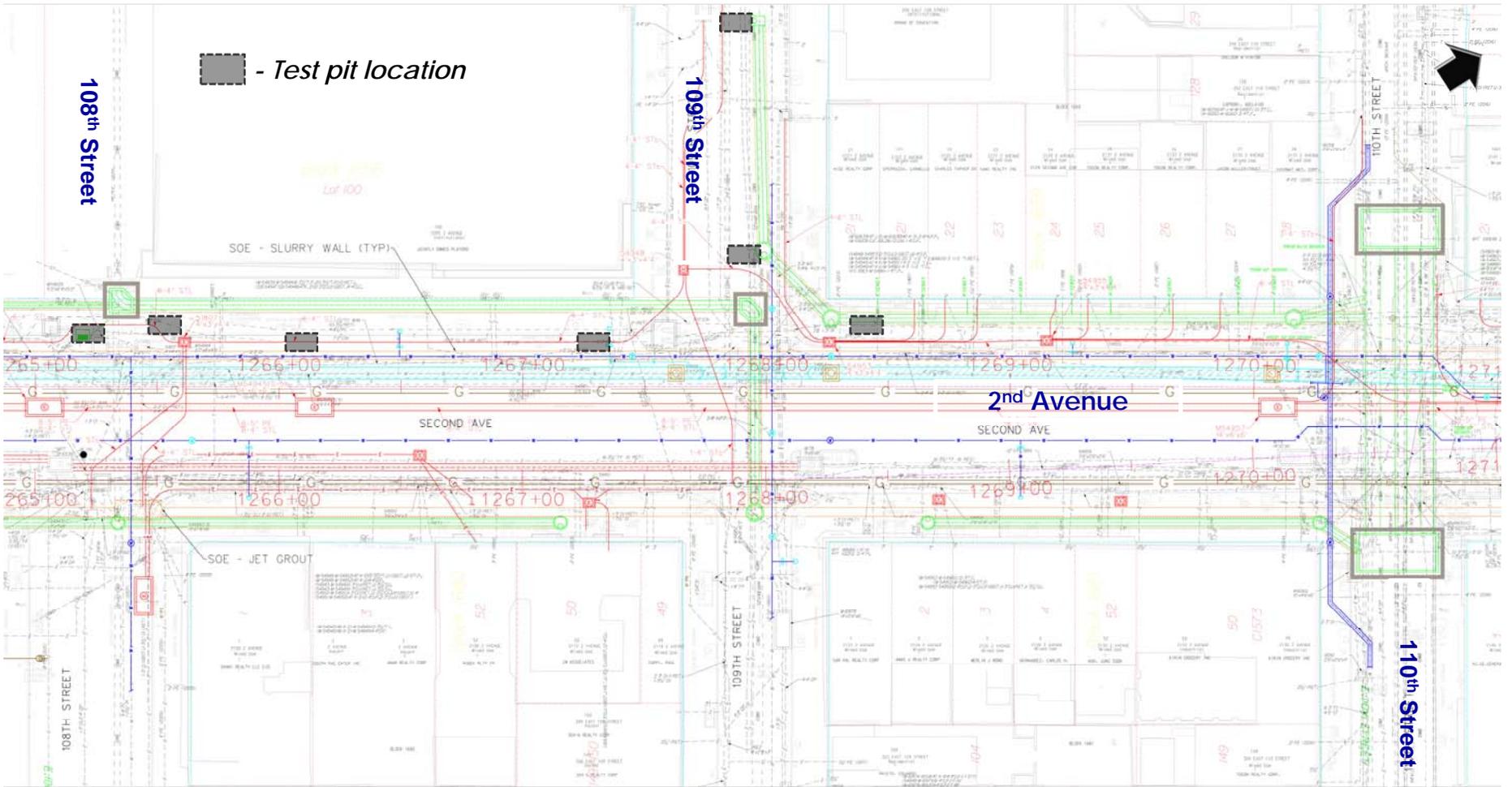


SAS Phase 2 Current Status – Field Investigation

Field Work:

- Completed -
 - Initial Utility test pit program completed for 106th & 116th St Station areas
 - Laser scanning & surveying of the existing tunnel section 13 (110th to 120th streets)
- Ongoing -
 - Building inspection program:
 - *Structural*
 - *Basement/cellar for utilities*
 - Geotechnical & environmental boring investigation program





Composite Utility Plan



SAS Phase 2 Current Status – Environmental

Environmental:

- Environmental Re-evaluation Document submitted to FTA on November 15, 2017:
 - Expect NEPA determination by middle of 2018
 - Present latest design to community in first quarter of 2018



Community Outreach Status Update

- Project's outreach team is proactively interacting with the community on a daily basis
- This interaction includes, but is not limited to:
 - Going door-to-door establishing a direct line of communication with residents and businesses in advance of field investigation work (building, utility, and geological surveys/inspections)
 - Meeting with Community Boards, Chamber of Commerce, Housing Development Boards, Senior Centers, Elected Officials, and Community Groups
 - Developing a direct line of communication with the 64 schools in the project area
 - Distribution of multiple mailers to over 14,000 addresses on topics ranging from the start of field investigations to the opening of the Community Information Center



Outreach



Community Information Center
69 East 125th Street

- 836 visitors since opening September 18th
- Bi-lingual Outreach Staff
- Student, and group presentations



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

December 11, 2017



Project Overview

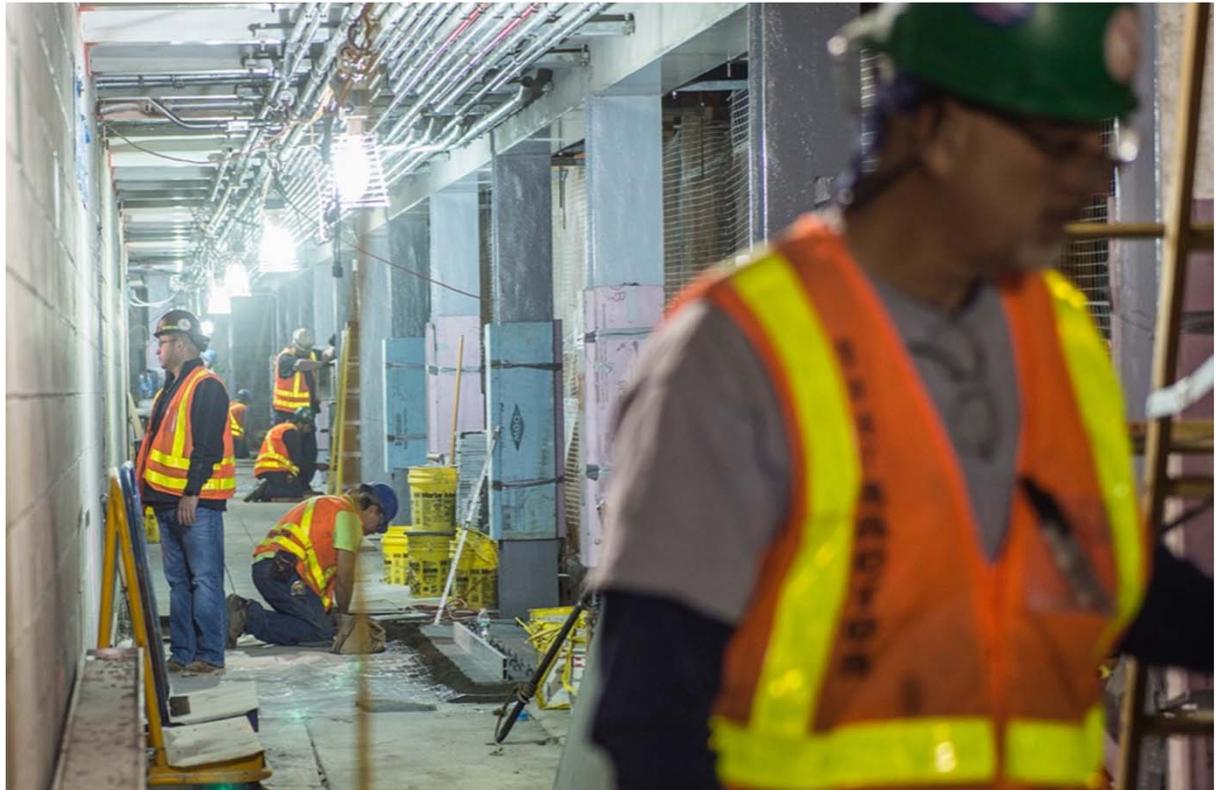
Overall Status

Item	Comments
Schedule	Current Substantial Completion Date is December 2018
Cost	Current Budget is \$181.8 million

Highlights

Significant activity:

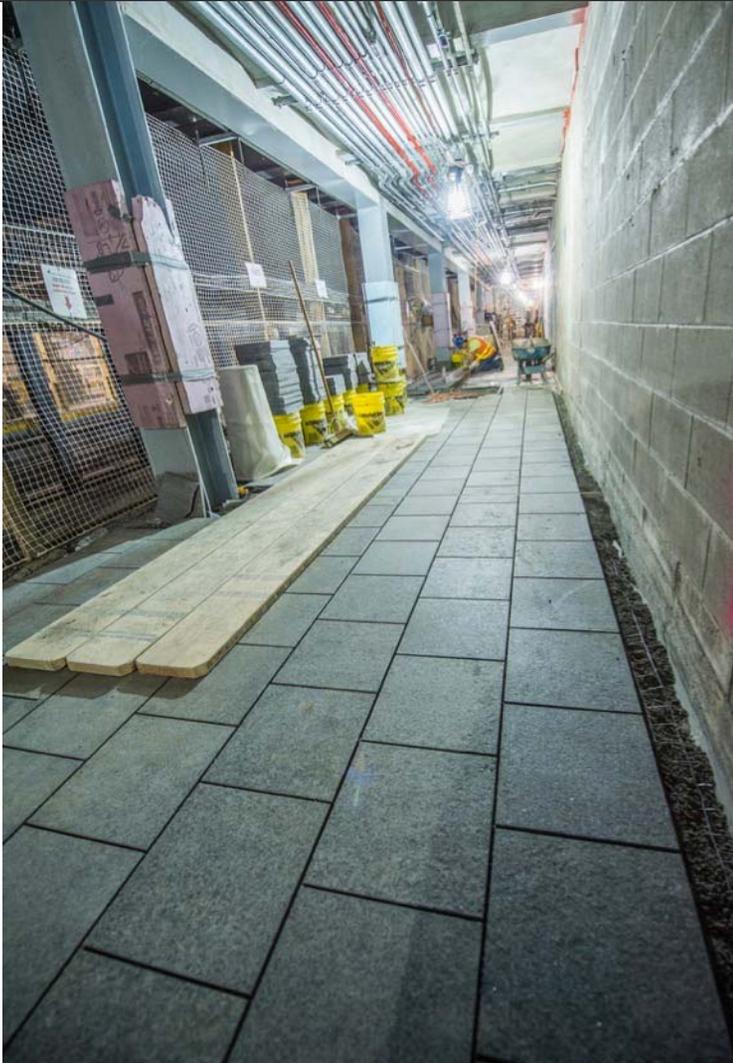
- ▣ Platform Level
- ▣ Mezzanine Level
- ▣ Fan Plant
- ▣ Street Level



Project Overview

Highlights – Platform Level

- Completed Concrete Platform Construction
- Continued installation of electrical power and communication conduit at Northbound and Southbound platforms
- Began installation of granite floor tile at Northbound platform
- Continued installation of block walls at Northbound and Southbound platforms



Project Overview

Highlights – Mezzanine Level

- Installed escalator truss from North Mezzanine to Northbound Platform

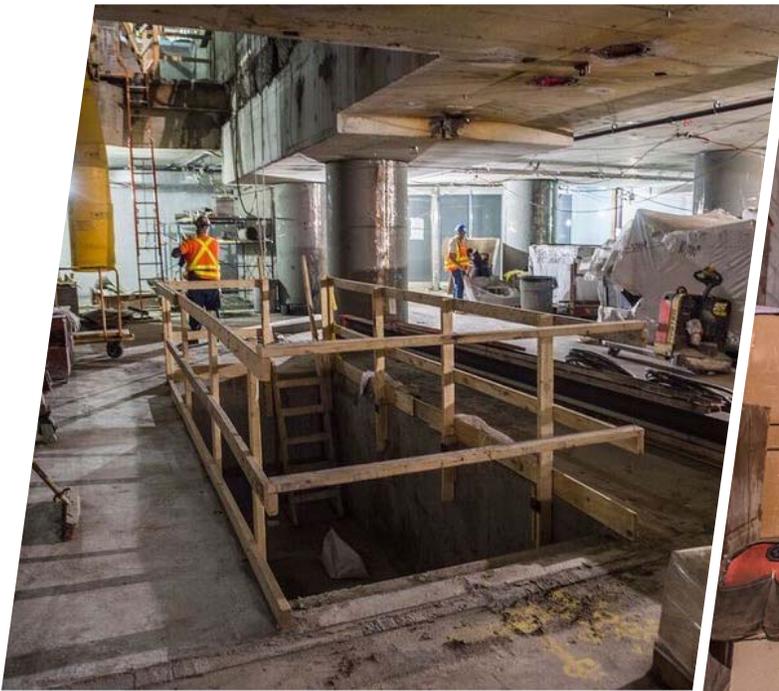


- Installed elevator guide rails, pistons, controllers, and oil coolers for Elevators 1 & 2
- Installed fan coil units in back of house space
- Began installation of door frames
- Completed rough in plumbing

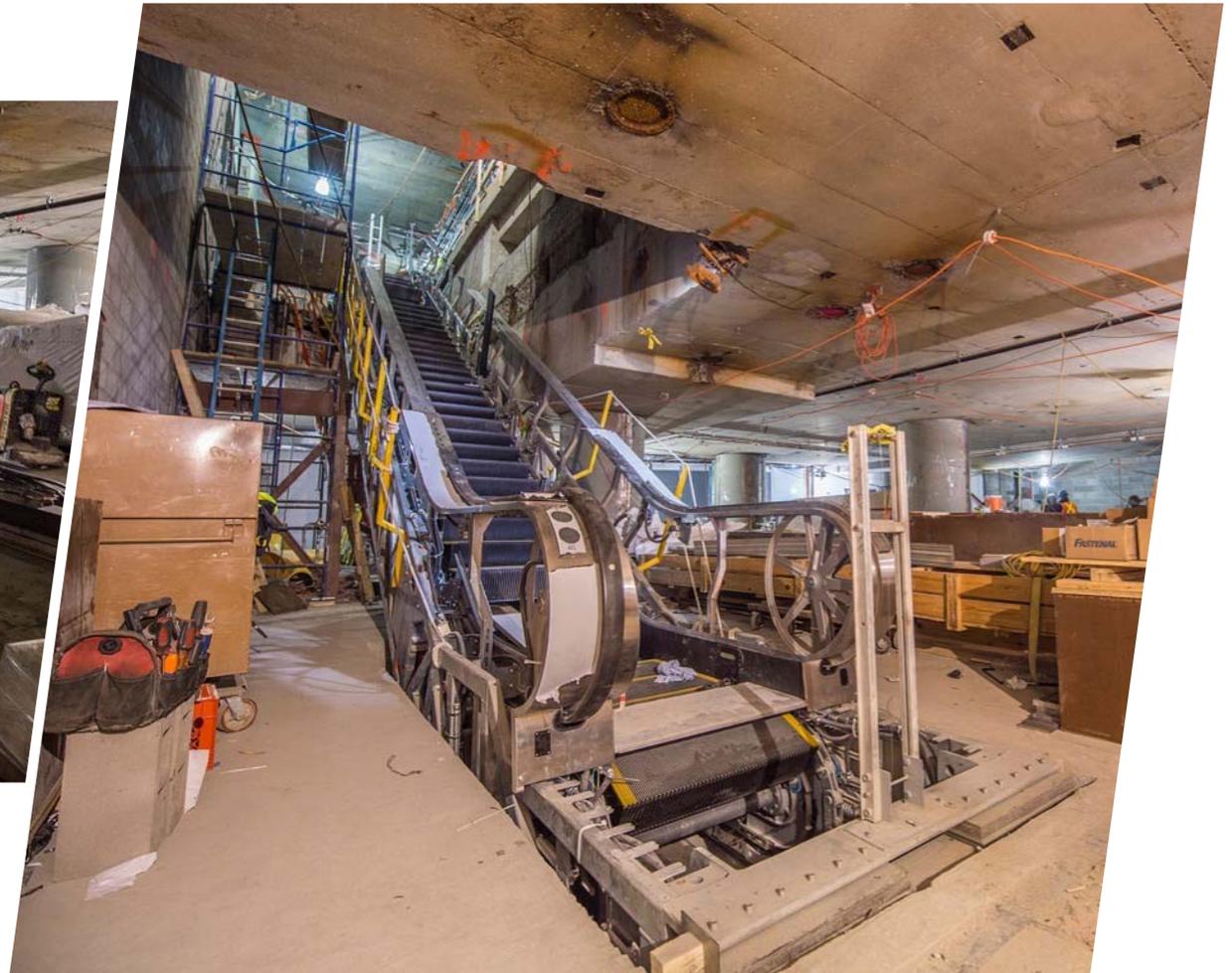
Project Overview

Highlights – Mezzanine Level

Last Quarter



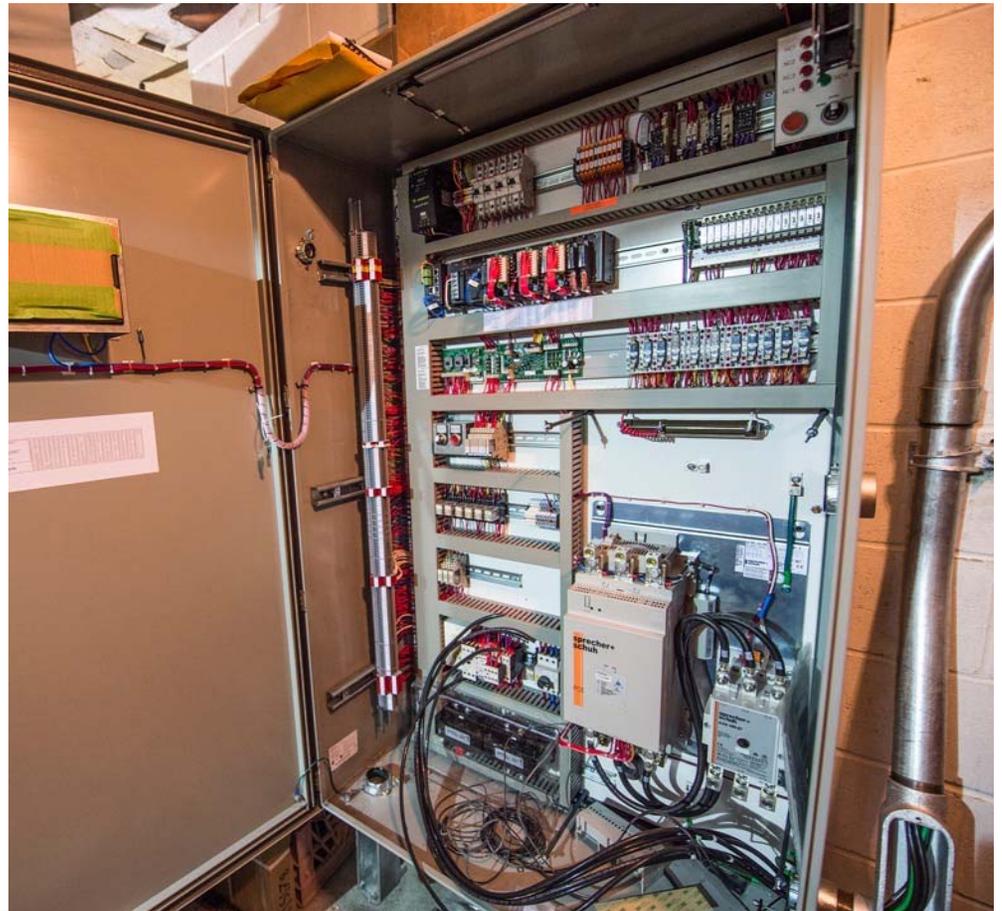
This Quarter



Project Overview

Highlights – Fan Plants

- Installed Air handling Units in North Fan Plant
- Continued installation of Switchgear in Normal Electrical Distribution Room
- Continued installation of Electrical Distribution in South Fan Plant



Project Overview

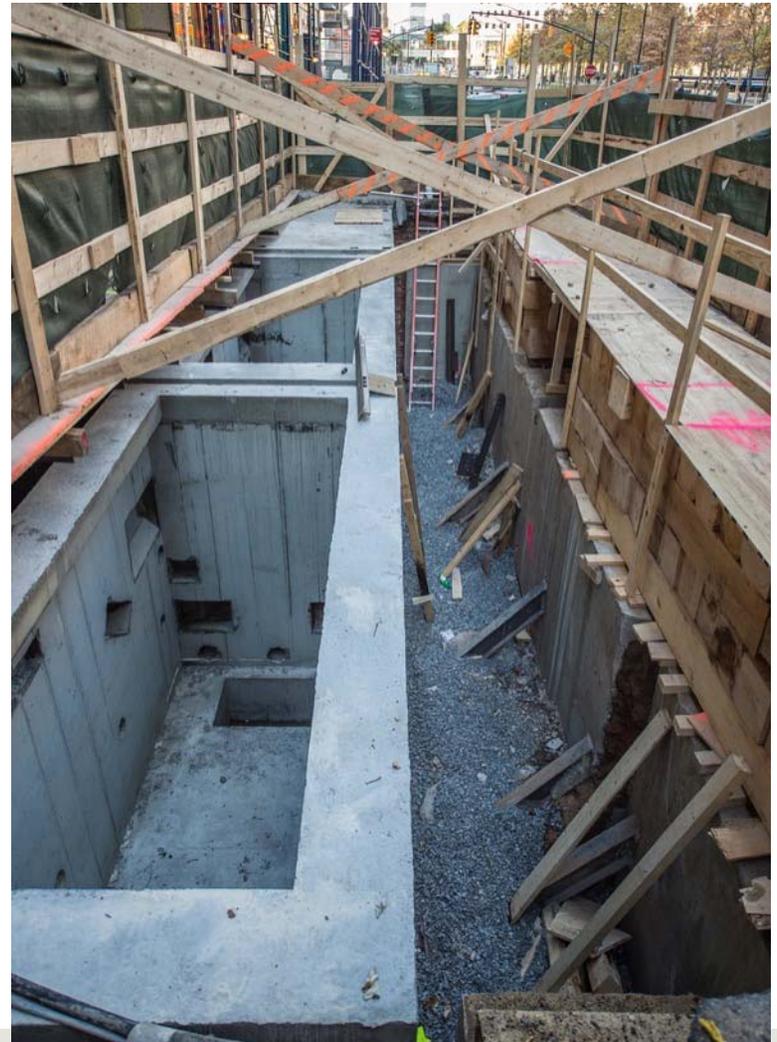
Highlights – Street Level

- Completed Normal and Reserve Property Line Boxes
- Demolished sidewalk at 114 Liberty Street for Installation of Transformer Vault

Last Quarter



This Quarter



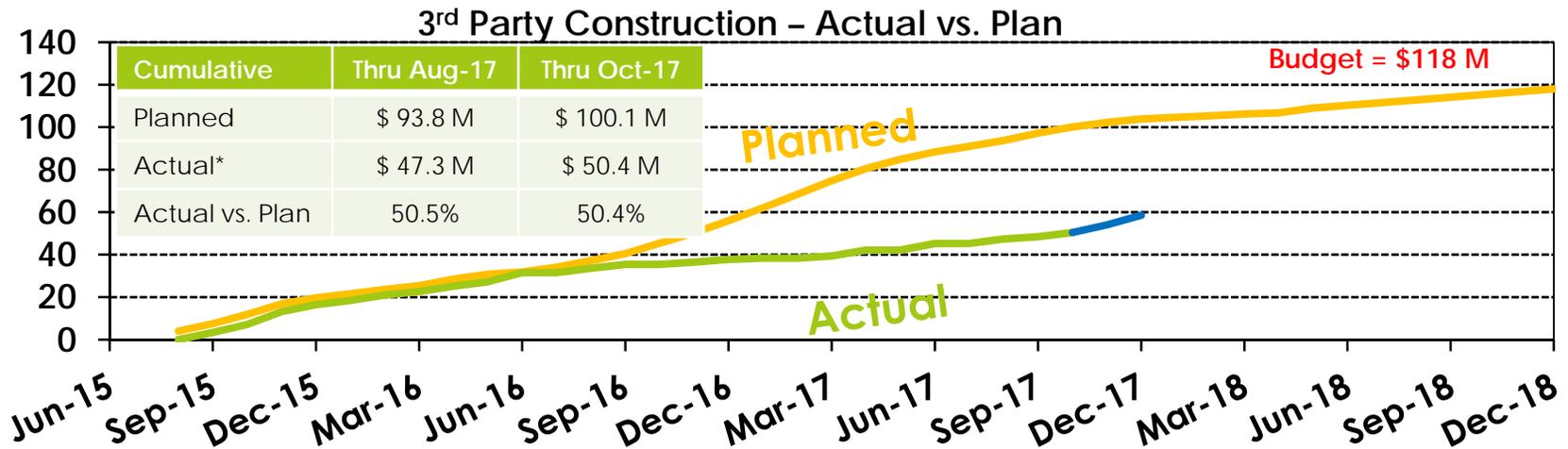
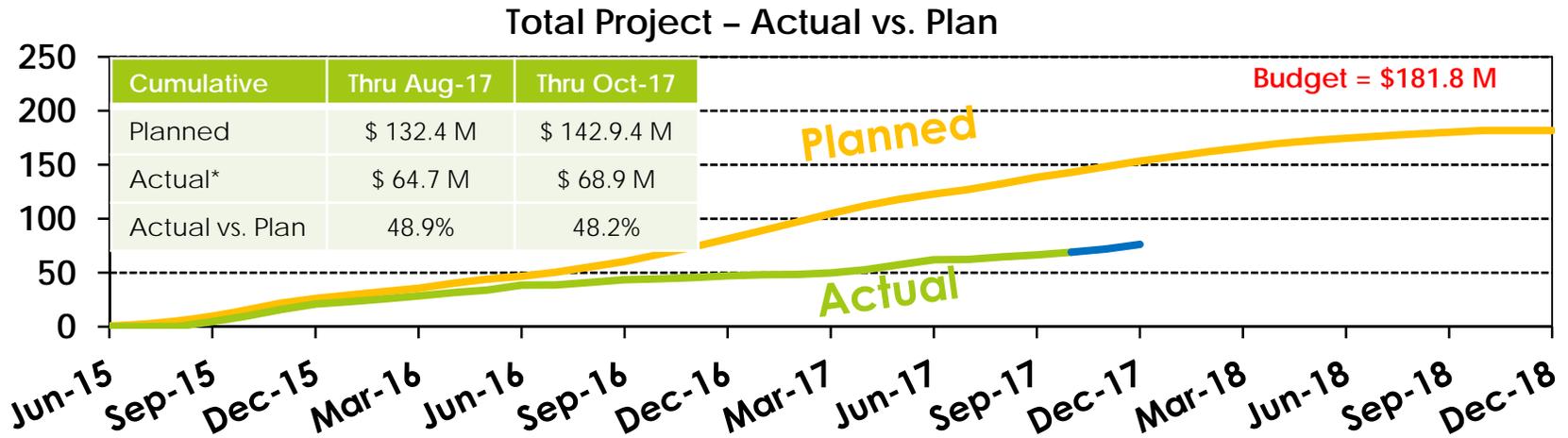
Project Overview

90 Day Look Ahead

- Continue installation of communication and power conduit at all levels
- Continue northbound and southbound platform construction, including:
 - Continue installation of block walls and floor tile
 - Continue installation of Utilities
- Deliver and Install Smoke Exhaust Fans
- Install new Con Edison transformers within newly constructed vault at 114 Liberty Street
- Energize new Electrical Switchgear



Cost & Schedule Performance

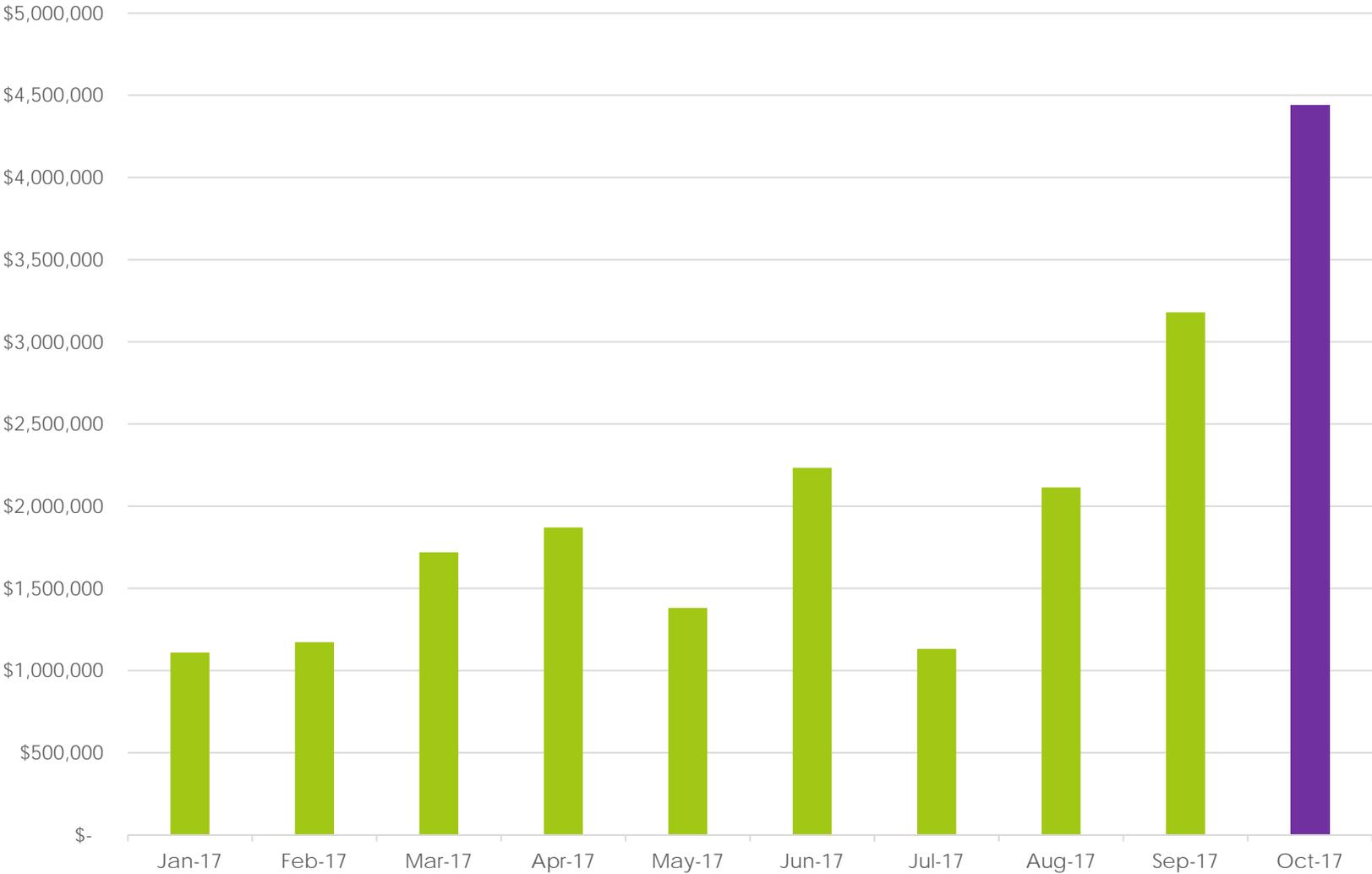


*Actual represents expended; does not include retainage.



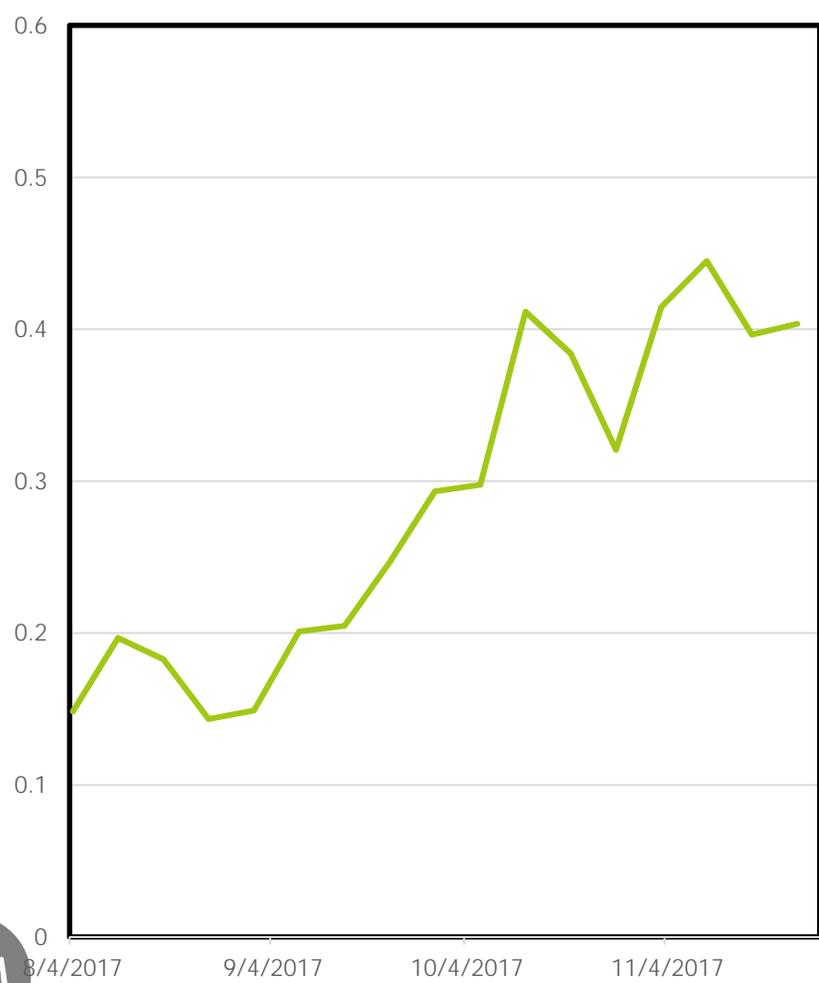
Cost Performance

2017 Contract Payments

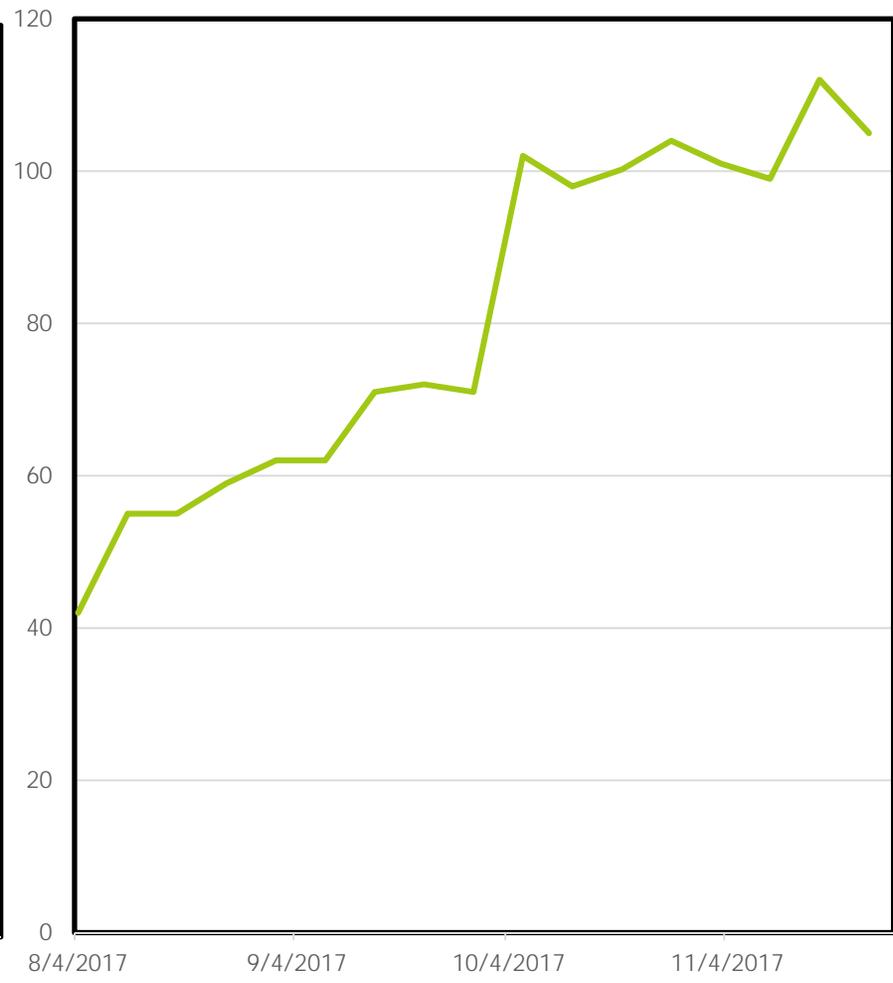


Schedule Performance

Contractor Work Activities vs. Planned Activities

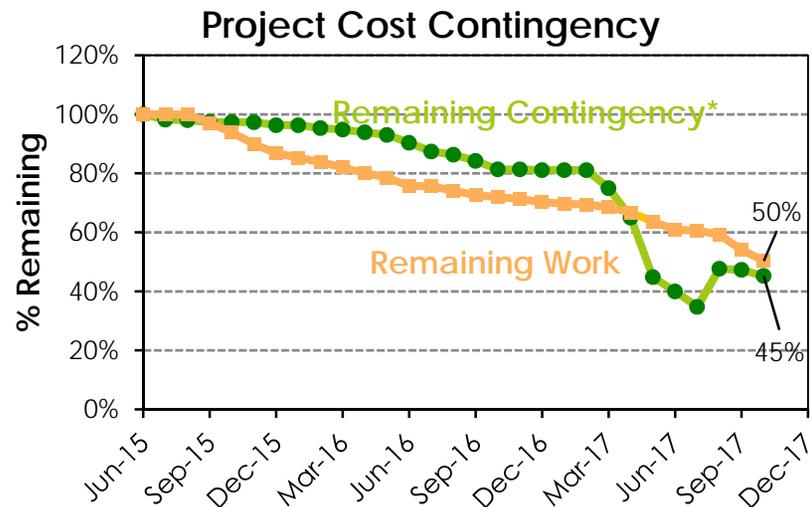


Manpower



Cost & Schedule Contingency Status

- 2015 schedule contingency: 181 days (6 months)
- Current schedule contingency has been exhausted.
- New schedule submitted by contractor shows Revenue Service in October 2018 and Substantial Completion in December 2018. This schedule is under review.
- Original Budget contingency was established at \$16.5 million
- Current remaining contingency is \$7.5 million, a decrease of \$0.3 million since the last report primarily due to negotiation of changes necessary to support the new transformer vault for Con Edison electrical service
- May 2017 Capital Plan Amendment was approved, which added \$23.4M to risk reserve.



* Total 3rd Party Construction contingency was \$16.5M. An additional \$23.4M was added as risk reserve for a total project contingency of \$39.9M



Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Contractor Coordination and Execution of the Remaining Work	Through Project Completion	<p><u>Issue:</u></p> <ul style="list-style-type: none"> ■ Contractor prosecution of the work has not proceeded in accordance with the critical path of the project. <p><u>Impact:</u></p> <ul style="list-style-type: none"> ■ Delays in submitting acceptable submittals and completing various scheduled scopes of work will continue to impact the Project's completion date. Progress has been a fraction of what has been planned. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> ■ 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. A new schedule has been submitted by the contractor which has been reviewed by MTACC and found to be realistic and achievable. Work is being monitored against this new schedule.

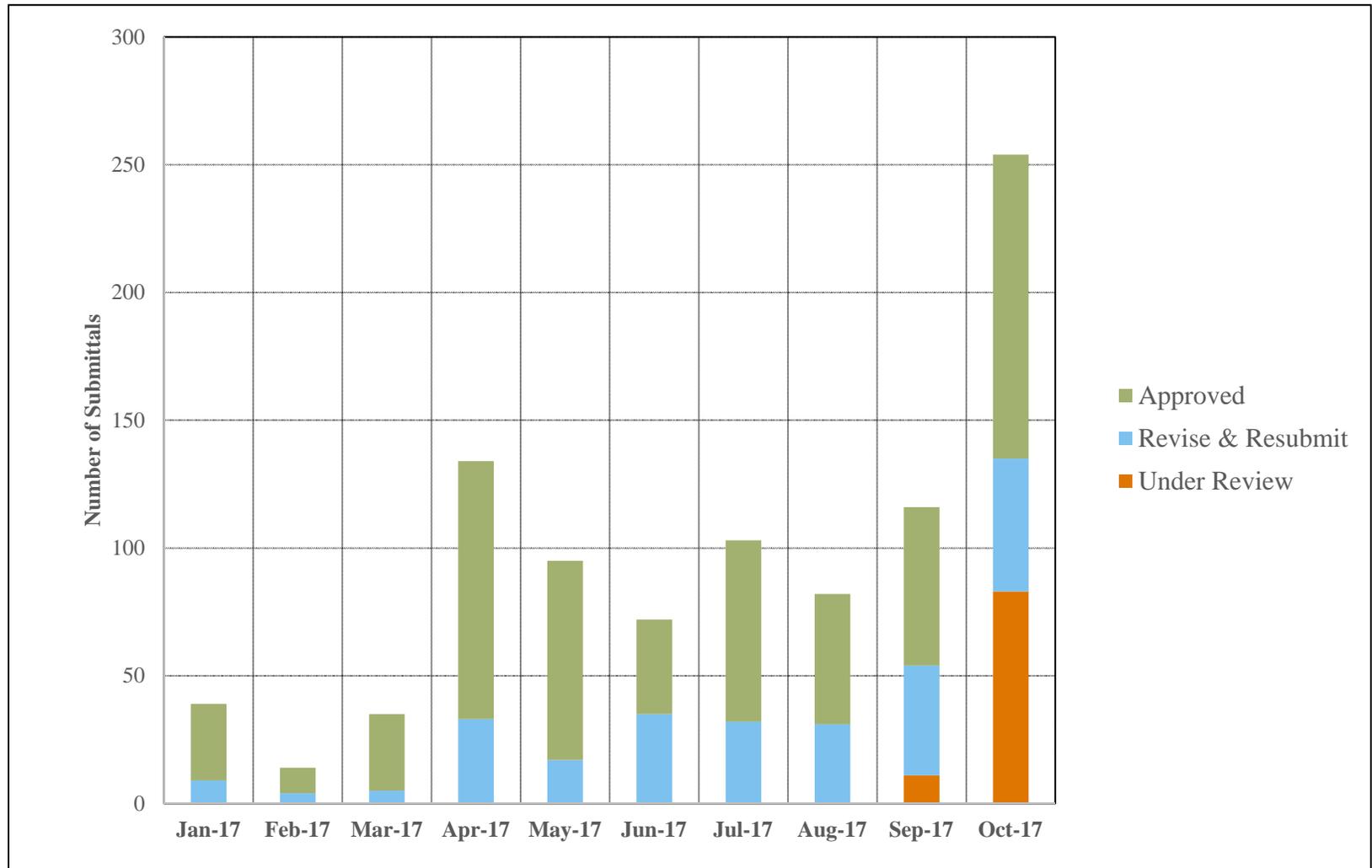
Legend

	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

Contractor Submittal Status



Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	Construction of West Bathtub Vehicle Access (WBVA) Foundation by PANYNJ for Installation of Vesey Street Entrances	December 2017	<p><u>Issue:</u></p> <ul style="list-style-type: none"> ■ Potential delays by The Port Authority of New York and New Jersey (PANYNJ) in building the West Bathtub Vehicle Access (WBVA) foundation could prevent the emergency stair and elevator on the north end from being constructed on time. <p><u>Impact:</u></p> <ul style="list-style-type: none"> ■ If full access, including completion of the foundation and below-grade structure of the WBVA, is not provided by PANYNJ by 1st Quarter of 2018, the revenue service could be delayed. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> ■ Construction of the WBVA foundation needs to occur by December 2017 (only to street level). MTACC continues to monitor PANYNJ progress but is also looking at which work can be resequenced and accelerated if the foundation is not completed within the expected schedule.

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.

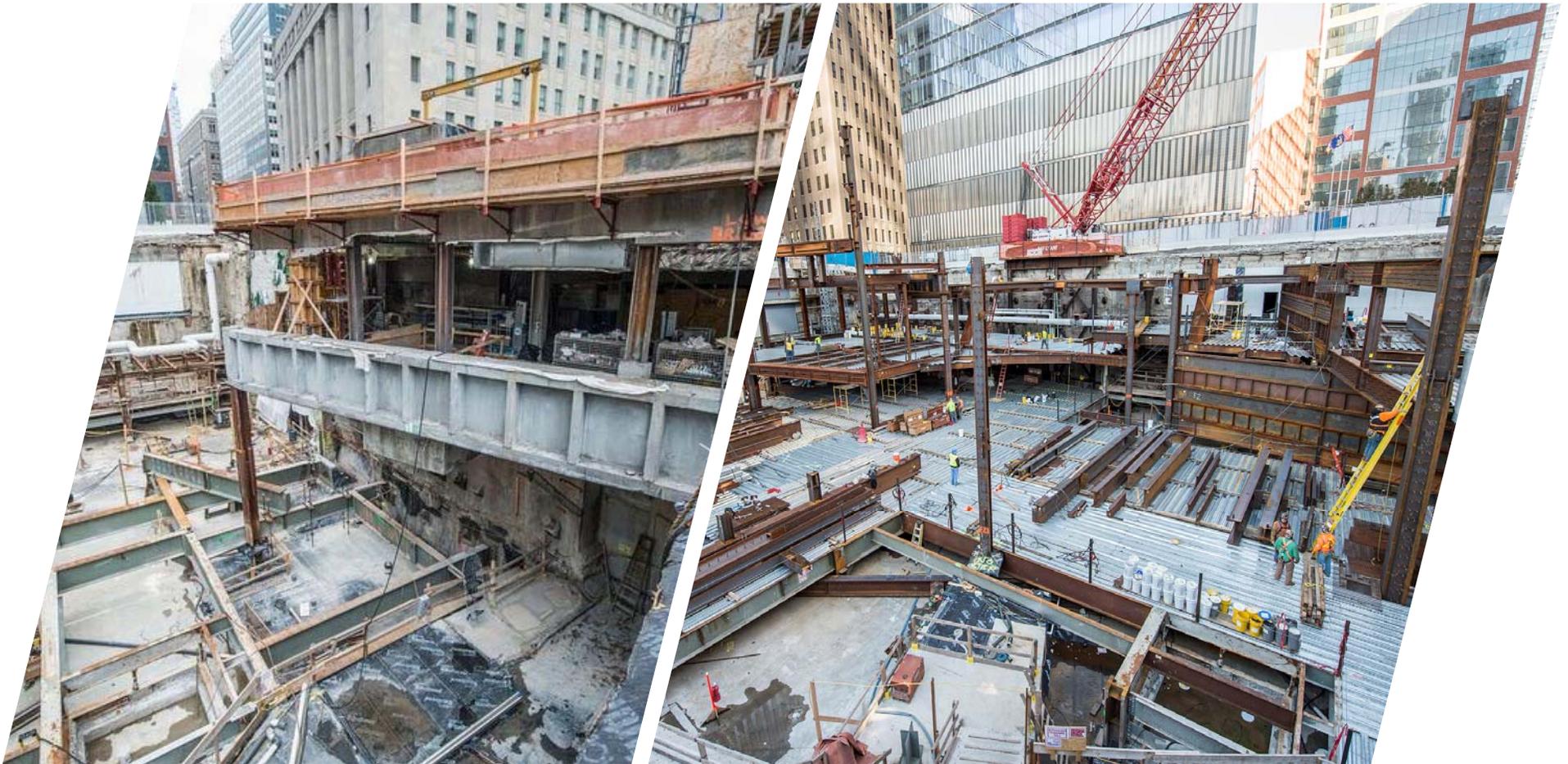


Critical Milestones and Issues

Construction of West Bathtub Vehicle Access by PANYNJ

Last Quarter

This Quarter



Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Relocation of PANYNJ Utilities Located within MTA Allocated Space	Various	<p><u>Issue:</u></p> <ul style="list-style-type: none"> PANYNJ has installed various PANYNJ and Retail Tenant utilities within MTA allocated spaces. <p><u>Impact:</u></p> <ul style="list-style-type: none"> 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. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> PANYNJ has issued a notice to proceed to an on-call utility contractor to relocate remaining interferences. MTACC staff has been working with PANYNJ to schedule and coordinate around the Cortlandt Street contractor.

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
 Green	<p>Negotiate Remaining Design Changes for North End work (Bulletin 3):</p> <ul style="list-style-type: none"> •Mechanical •Egress Stairs •ADA Elevator •Electrical and Communication Upgrades 	<p>Resolved</p>	<p>Issue:</p> <ul style="list-style-type: none"> ▣ 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. <p>Impact:</p> <ul style="list-style-type: none"> ▣ Delays in timely negotiation of these changes and subsequent construction could impact the Project's completion date. <p>Mitigation:</p> <ul style="list-style-type: none"> ▣ Construction of the Street stairs and elevator is contingent on PANYNJ construction of foundations. MTACC has received proposals and negotiated all but additional flood resiliency requirements. Designer is completing the remaining resiliency design.

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.



December 2017 CPOC IEC Project Review

Cortlandt Street #1 Line Station Reconstruction

1

December 11, 2017



Budget Review

■ Budget

- The current project budget is \$181.8M:
 - In the IEC's opinion, the Risk Reserve and remaining contingency should be sufficient to complete the remaining scope of work.

- Risks to Budget:
 - Potential impact costs related to schedule delays.



Schedule Review

- **Schedule Review:** The contractor has submitted a new schedule that contains:
 - Additional intermediate milestones;
 - October 2018 Revenue Service;
 - December 2018 Substantial Completion.

- **Milestones**
 - Three of the intermediate milestones are to occur on December 31, 2017.
 - All 3 of these milestones are trending to be completed on time.



Schedule Review

■ Risks to Schedule

- Productivity
- Testing and Commissioning Program
 - Qualified Staff;
 - Completion of the Testing and Commissioning Plan:
 - Link to Schedule;
 - Level of Detail.



IEC Observations

■ Productivity

- Since last report, contractor productivity has increased.
- Contractor billing for October exceeded \$4M.
 - For the first time, October construction met the rate of productivity required to achieve December 2018 Substantial Completion.
- In order to achieve December 2018 Substantial Completion, the level of productivity achieved in October must be sustained for the remainder of construction activities.



Signals and Train Control Program

Capital Program Oversight Committee

Signals and Train Control

Robert Gomez, P.E.

Program Officer

December 2017



Signals & Train Control Projects

Project Name

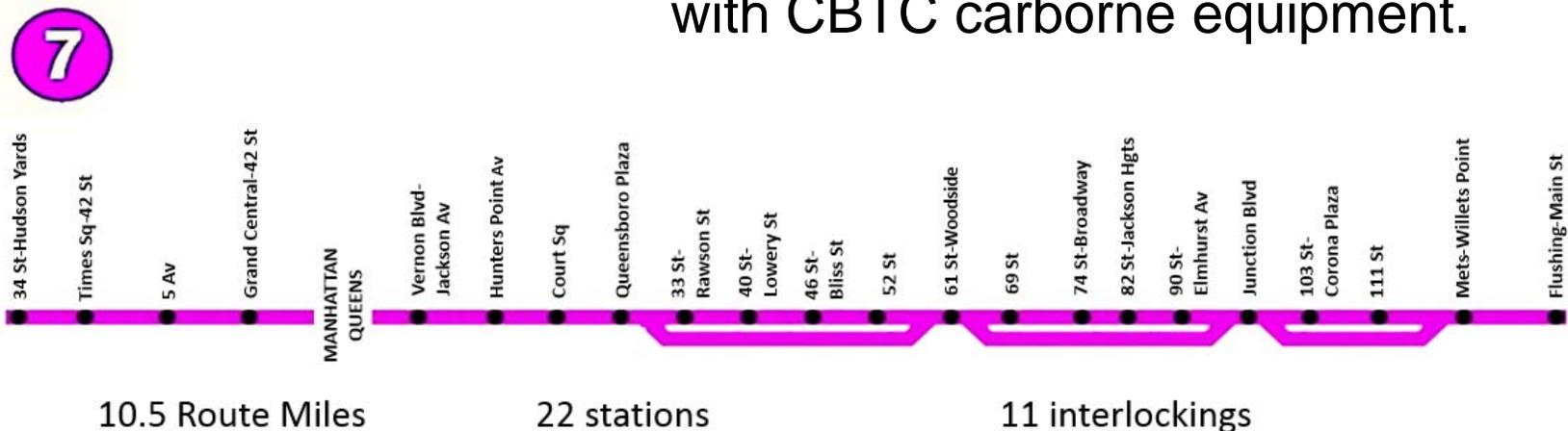
Phase

- | | |
|--|----------------|
| □ CBTC Flushing Line | Construction |
| □ CBTC Queens Blvd Line – Design and Furnish | Construction |
| □ CBTC Queens Blvd Line – Installer | Construction |
| □ CBTC Equipment Supplier Interoperability | Construction |
| □ ISIM-B: Module 1 – Train Position Monitoring System (TPMS) | Construction |
| □ ISIM-B: Module 3 – Large Scale Display at RCC and Data Warehouse | In Procurement |
| □ 2 Interlockings: Union Turnpike & 71 st Ave, QBL | Construction |
| □ Dyre Avenue Line Signals | Construction |
| □ 34 th Street Interlocking | Construction |
| □ W. 4 th Street Interlocking | Construction |
| □ Kings Highway Interlocking, Culver Line | Construction |
| □ CBTC 8 th Ave / 2 Interlockings 30 th St & 42 nd St | Design |
| □ CBTC Culver Line | Design |



CBTC Flushing Line

- ❑ Awarded: June 16, 2010
- ❑ Contractor: Thales Inc.
- ❑ Project Description: Project will overlay new CBTC system on the Flushing Line between Main St. and the new 34th St. /Hudson Yards Terminal. Modernize 1st Ave. and Times Square Interlockings and equip fleet with CBTC carborne equipment.



CBTC Flushing Line

Overall Status

Item	Comments
Schedule	91% complete; In-Service projected for 2 nd Quarter 2018, previously 4 th Quarter 2017
Cost	Within current budget of \$588M

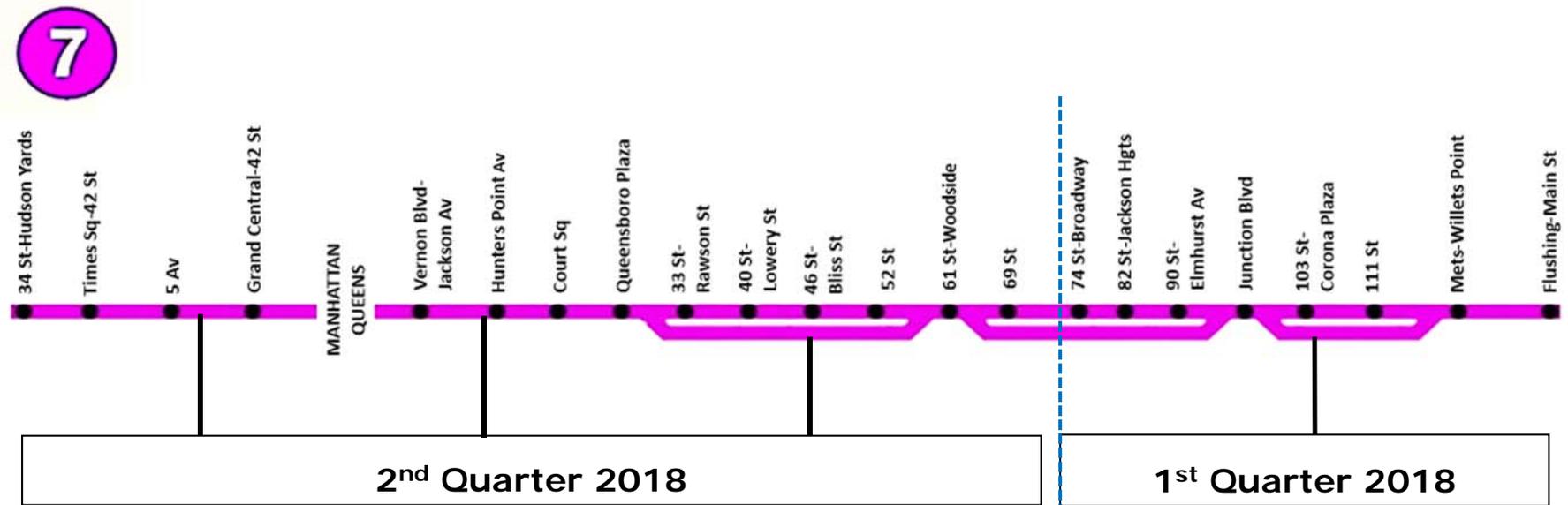
Highlights

Progress	<ul style="list-style-type: none">❑ CBTC in-service started during the night hours from Main St. to 74th St. in February and daytime off-peak hours in June❑ CBTC car equipment installation was completed on 46 trains by in-house forces❑ 372 out of 385 RTO Train Operators have been trained❑ September software release addressed previously identified issues
180 Day Look Ahead	<ul style="list-style-type: none">❑ Complete Train Operator training❑ Complete Monitoring CBTC system software stability from Main St. to 74th St.❑ Complete CBTC testing From 74th St. to 34th St.-Hudson Yards❑ Aggressively work with Thales to identify and correct issues.❑ Start CBTC in-service from 74th St. to 34th St.-Hudson Yards



CBTC Flushing Line

Projected Dates for CBTC Cutover



CBTC Flushing Line

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
● Red	CBTC Software Stability	1st Qtr. 2018	Reliable and stable system software is needed. Software release planned for December to correct previously identified issues and improve overall system, safety and stability.
● Red	Resolve remaining hardware and software issues	4 th Qtr. 2017	Additional hardware and software issues have been identified. Interim and long term solutions are being developed to address hardware and software solutions.
● Red	CBTC Testing and Commissioning	Now through 2 nd Qtr. 2018	CBTC to be in full operation from Main Street to 74 th Street in the 1 st Quarter 2018 Complete testing and commissioning from 74 th Street to 34 th Street-Hudson Yards during the 2 nd Quarter 2018
● Yellow	G.O., Work Train, and Flagging Availability	Now through September 2018	Single track weekend shutdowns to place CBTC in-service. Work is limited to daylight hours on elevated structures.

●	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.



CBTC Queens Blvd. Line (Phase 1) Design & Furnish

- ❑ Awarded: Siemens – August 24, 2015
Thales – August 31, 2015
- ❑ Project Description: Design and furnish two CBTC interoperable systems with Automatic Train Supervision (ATS) from Union Turnpike (Queens) to 50th St.–8th Ave. (Manhattan)



CBTC Queens Blvd. Line (Phase 1) Design & Furnish

Overall Status

Item	Comments
Schedule	37% complete; Substantial Completion March 2021 (on schedule)
Cost	Within current budget of \$238M

Highlights

Progress	<ul style="list-style-type: none">❑ ATS prototyping (Siemens) is completed❑ Detailed design of car equipment repackaging is completed (Thales)❑ Delivery and installation of CBTC Wayside and Carborne equipment is 15% complete❑ Started factory integration tests (Siemens and Thales) in August 2017
180 Day Look Ahead	<ul style="list-style-type: none">❑ Complete Car equipment repackaging fit and qualification test (Thales)❑ Finalize transfer of ATS scope and budget from ISIM-B❑ Start upgrade of the Integrated Test Facility (ITF) (Siemens and Thales) at 2 Broadway❑ Complete conversion of Jamaica and Coney Island Yard CBTC Test Tracks

CBTC Queens Blvd. Line (Phase 1) Design & Furnish

Critical Milestones and Issues

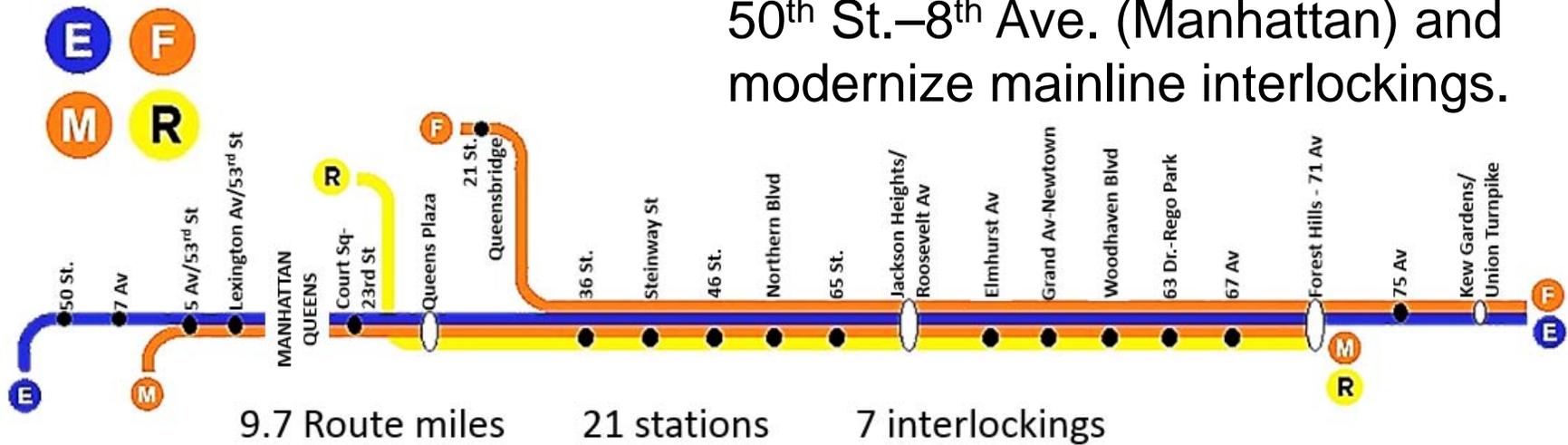
Status	Activity	Date Needed	Issues
 Green	CBTC Equipment Installation on R160 Cars	1 st Qtr. 2017 through June 2020	All 309 R160 units will be equipped by June 2020. Installation is on schedule. NYCT is exploring options to accelerate these activities through improvements in car maintenance and overhaul processes.

	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.



CBTC Queens Blvd. Line (Phase 2) Installer

- ❑ Awarded: December 22, 2016
- ❑ Contractor: L.K. Comstock & Co.
- ❑ Project Description: Install all CBTC equipment, support testing and in-service of the CBTC interoperable system including ATS from Union Turnpike (Queens) to 50th St.–8th Ave. (Manhattan) and modernize mainline interlockings.



CBTC Queens Blvd. Line (Phase 2) Installer

Overall Status

Item	Comments
Schedule	17% complete; Substantial Completion July 2022 (on schedule)
Cost	Within Current budget of \$424M*

**Reflects \$2 million increase for design*

Highlights

Progress	<ul style="list-style-type: none">❑ Installation of Wayside Radio Equipment (WRE) is 13% complete❑ Installation of transponders is 17% complete and antennas is 37% complete❑ Continue with Rail Control Center (RCC) and Relay Room surveys for equipment installation❑ Start installation of messenger brackets and conduits
180 Day Look Ahead	<ul style="list-style-type: none">❑ Complete messenger, clipboard and Insulated Joints (IJ) surveys❑ Continue installation of WRE, transponders and antennas❑ Continue installation of messenger brackets and conduits on tracks D3 and D4 between Continental Avenue and Roosevelt Avenue❑ Start installation of Data Communication System (DCS) and Automatic Train Supervision (ATS) cabinets at RCC



CBTC Queens Blvd. Line (Phase 2) Installer

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
● Green	Power Upgrade Work	July 2022	Negative equalizer work may be added to this project.
● Green	G.O., Work Train, and Flagging Availability	Now through 2022	Continued support to provide TA Services as planned is essential to maintain the current schedule.

●	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.



CBTC Equipment Supplier Interoperability

- ❑ Awarded: September 25, 2015
- ❑ Contractor: Mitsubishi Electrical Power Products
- ❑ Project Description: Develop an interoperable CBTC system to meet NYCT's I2S standards and safety certify the interoperable system.



CBTC Equipment Supplier Interoperability

Overall Status

Item	Comments
Schedule	25% complete; Substantial Completion projected for October 2019
Cost	Within current budget of \$20M

Highlights

Progress	<ul style="list-style-type: none">❑ Preliminary Design Review (PDR): 29 documents of 39 are approved❑ Of the remaining 10 PDR documents, 5 are under review and 5 will be resubmitted
180 Day Look Ahead	<ul style="list-style-type: none">❑ Continue review of Preliminary Design Review documents (5 resubmittals).❑ Approve PDR by end of December 2017❑ Approve Final Design Review (FDR) by the end of the 2nd Quarter 2018



CBTC Equipment Supplier Interoperability

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Red	CBTC Sub-system Design for Wayside and Car Equipment	December 2017	Contractor required more time to develop their CBTC sub-system design; Preliminary Design Review documents to be revised / resubmitted.

	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.



ISIM-B Module 1: Train Position Monitoring System (TPMS)

- ❑ Awarded: November 17, 2015
- ❑ Contractor: Yonkers Electric Contracting & U.S. Information Systems JV
- ❑ Project Description: Furnish and install equipment at 26 locations on the B Division to acquire field data from the signaling system. This data is required for ISIM-B (Module 3) and for Automatic Train Supervision (ATS) outside of CBTC territory

Overall Status

Status	Item	Comments
● Green	Schedule	35% complete. Substantial Completion December 2018, contract is on schedule
	Cost	Within budget of \$56M



ISIM-B Module 3: Large Scale Display at RCC and Data Warehouse

- Projected Award: 1st Quarter 2018
- Project Description: Furnish and install large scale display at RCC and develop a data warehouse. In addition, this project will furnish and install workstations at RCC and field locations.

Overall Status

Status	Item	Comments
<div style="text-align: center;">  Red </div>	Schedule	Design completed June 2015; Construction duration 53 months. Scope was revised in December 2016. Negotiations are ongoing. Award projected for 1 st Quarter 2018.
	Cost	Total project budget - \$103M



Interlockings

Contract No.	Description	Schedule	Budget	Status
S-32769	2 Interlockings, QBL	Substantial Completion May 2018	Current Budget: \$298M. Budget analysis is underway.	
S-32773	Dyre Avenue	Substantial Completion November 2017	Current Budget: \$237M	
S-32764	34 th Street	On Schedule	Current Budget: \$185M. Additional TA Labor funds required for 4-track weekend shutdowns used to increase contractor's productivity and prevent schedule delays. Budget analysis is underway.	
S-32765	West 4 th Street	On Schedule	Current Budget: \$174M. Additional TA Labor funds required for 4-track weekend shutdowns used to increase contractor's productivity and prevent schedule delays. Budget analysis is underway.	
S-32176	Kings Highway	On Schedule	Current Budget: \$183M (Reflects award amount)	



CBTC 8th Ave / 2 Interlockings – 30th St. & 42nd St.

- ❑ Projected Award: 4th Quarter 2018
- ❑ Project Description: Modernize 30th St and 42nd St Interlockings with Solid State Interlocking (SSI) technology and overlay the 8th Ave Line with CBTC from 59th St - Columbus Circle to Fulton Street

Item	Comments
Schedule	Design Start: April 29, 2016
Cost	Total Project Budget: \$782M



CBTC Culver Line

- ❑ Projected Award: 3rd Quarter 2018
- ❑ Project Description: Modernize Avenue X and Ditmas Ave Interlockings with Solid State Interlocking (SSI) technology and overlay the Culver Line in Brooklyn with CBTC from Church Ave to W. 8th St.

Item	Comments
Schedule	Design Start: April 20, 2016
Cost	Total Project Budget: \$435M



December 2017 CPOC IEC Project Review

CBTC NYCT Signals & Train Control Division



IEC Project Review NYCT Signals & Train Control Division

- Communication Based Train Control (CBTC) Flushing Line
- CBTC Queens Blvd Line (QBL)
- CBTC Equipment Supplier Interoperability
- Integrated Service Information & Management – B Division (ISIM-B), Module 1
- Integrated Service Information & Management – B Division (ISIM-B), Module 3



CBTC Flushing Line Schedule & Budget Review

- **Schedule:** As indicated by the project team, Substantial Completion is being delayed from December 2017 to the Second Quarter of 2018.
- **Budget:** The IEC anticipates that the project team will assess current budget to determine if additional funds are needed to complete the project throughout close out activities.



CBTC Flushing Line

■ IEC Observations:

- The contractor implemented a number of software modifications to address identified CBTC operational issues.
- Hardware and software issues have impacted the full implementation of CBTC revenue service between Main Street and 74th Street.
- The project team implemented an interim fix to address hardware failures in the Communication Interface Units (CIU).
- Project team captured lessons learned during testing phase, and are applying them south of 74th Street.



CBTC Flushing Line

■ IEC Concerns:

- The issues impacting project progress are complex and require extensive effort and time to resolve.
- Additional software and hardware modifications could be identified as passenger service expands to operate with full CBTC functionalities during rush hours service.
- Availability of General Orders to complete commissioning activities.
- Need for an updated System Performance Analysis that reflects current operational data.



CBTC-QBL Design and Furnish Schedule and Budget Review

- **Schedule:** The overall project remains on schedule.
- **Budget:** As reported by the project team, proposed changes to the Automatic Train Supervision (ATS) scope require modification to project budget.



CBTC-QBL Design and Furnish IEC Concern

- IEC Concern:
 - Need to develop an Integrated Program Schedule to identify critical interfaces and coordinate the activities of the various QBL CBTC and ISIM-B projects.



CBTC-QBL Install Schedule and Budget Review

- **Schedule:** The IEC concurs that the project is on schedule.
- **Budget:** Project is within the current budget.



CBTC-QBL Install IEC Observations

■ IEC Observations:

- Contractor is progressing transponder, wayside radio and RCC equipment installation.
- The IEC notes that the project team has identified additional scope for power upgrade work. This work should be coordinated with current project activities to ensure that it does not impact project schedule.



CBTC Equipment Supplier Interoperability Schedule and Budget Review

- **Schedule:** As reported by the project team, the Third Supplier has progressed the design of an interoperable CBTC system. However, the project remains 13 months behind schedule.
- **Budget:** The project team has indicated the need for minor adjustment to project contingency.



ISIM-B Module 1

Schedule and Budget Review

- **Schedule:** As indicated by project team, project remains on schedule.
- **Budget:** The IEC confirms that the project is within budget.



ISIM-B Module 3

Schedule and Budget Review

- **Schedule:** The Project remains in the procurement phase. As indicated, the award date has been delayed from Third Quarter 2017 to First Quarter 2018.
- **Budget:** No change in project budget since it was last reported to the board.



Systems & Security Program

Capital Program Oversight Committee

Mark Bienstock, P.E.

Program Executive

December 2017



Projects

- Flushing Line Public Address System
- Help Point
- Passenger Stations Local Area Network
- B Division Train Arrival



Flushing Line Public Address System

- Awarded: December 30, 2016
- Contractor: TC Electric
- Project Description: Furnish and install new Public Address and Customer Information Screens with real time train arrival information on the Flushing Line. Relies on Flushing CBTC/ATS for train tracking and arrival information. This project is Module 2 of the ISIM-B Program.



Flushing Line Public Address System

Overall Status

Item	Comments
Schedule	Substantial Completion is scheduled for March 2019.
Cost	Total Project Budget is \$53.12M

Highlights

Progress	<ul style="list-style-type: none">• All signs have been installed at 21 stations for Train Arrival System.
180 Day Look Ahead	<ul style="list-style-type: none">• Complete installation & commissioning of Train Arrival System.• Complete Factory Acceptance Test of PA cabinets at 11 stations.• Complete commissioning PSLAN at two stations.

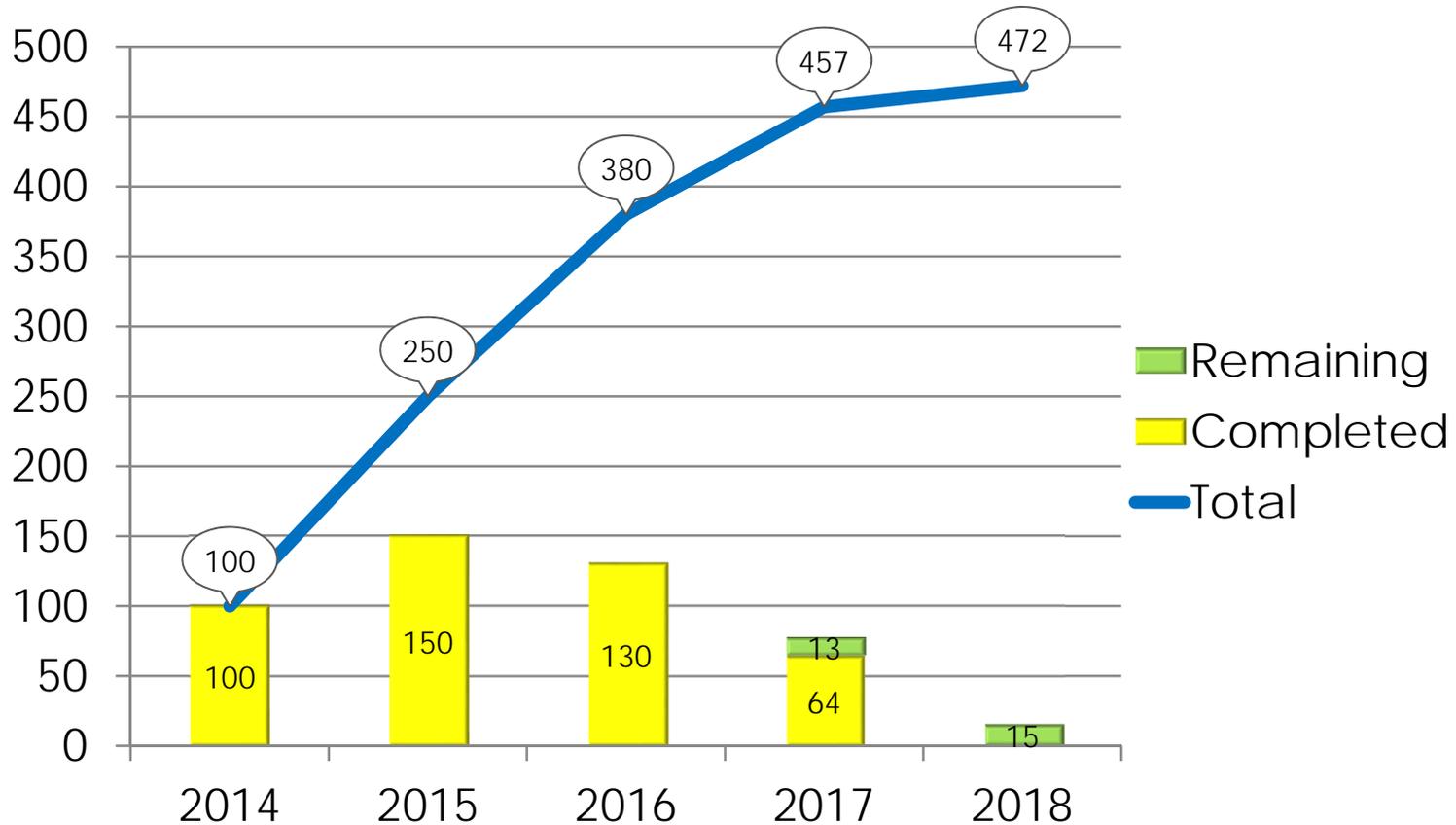


Help Point

- ❑ Help Points are a customer communications system for information and emergency reporting.
- ❑ Featuring:
 - ❑ high visibility
 - ❑ faster response times
 - ❑ improved audio quality
 - ❑ induction loop technology for the hearing impaired.
- ❑ An average of 7 help points units are installed in underground stations and 5 units in elevated stations.



Help Point Installation Status



- 2,794 Help Points are currently active in 444 stations (an increase of 302 Help Points and 45 stations since April).

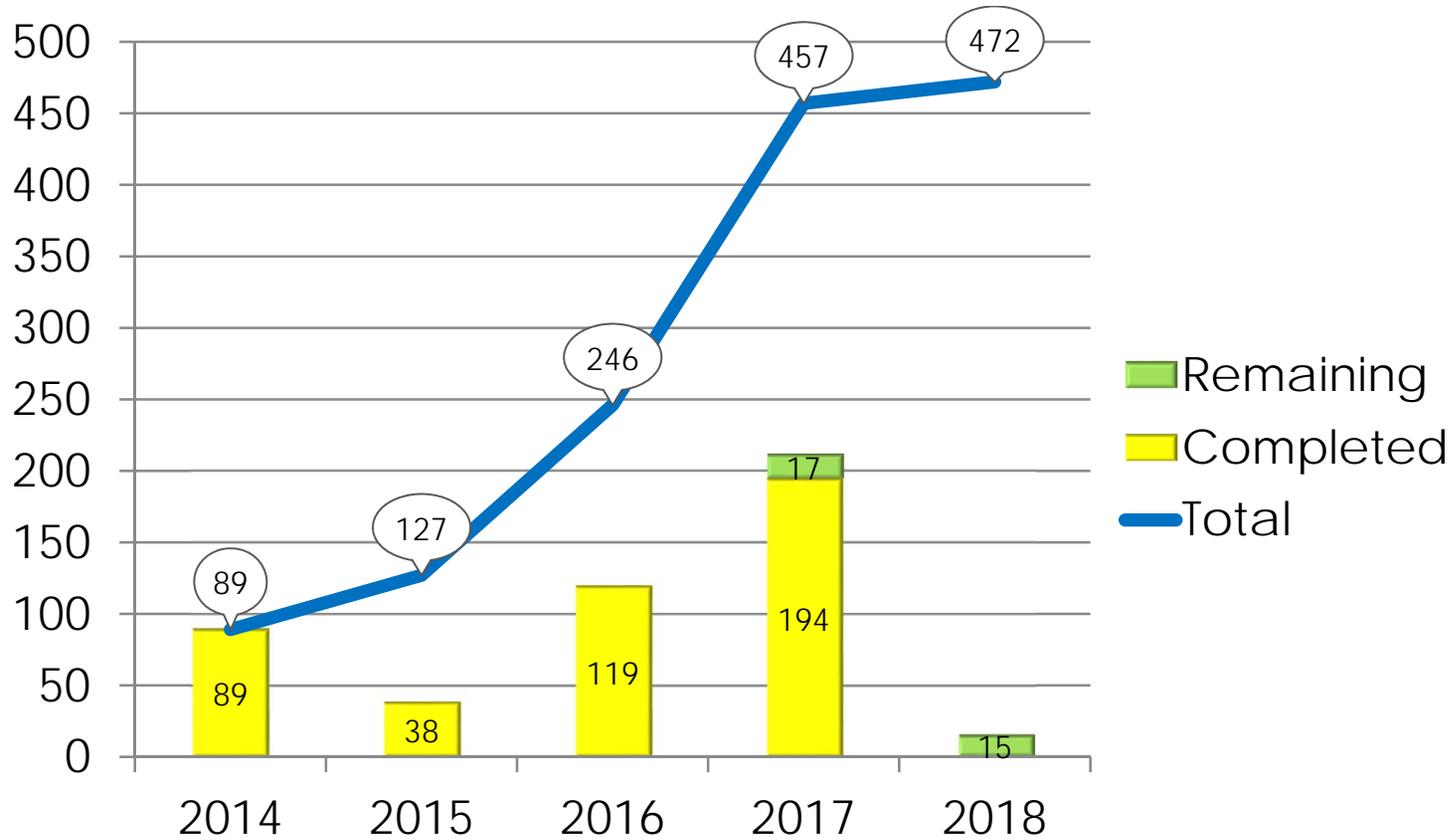


Passenger Station Local Area Network (PSLAN)

- The Passenger Station Local Area Network extends the high speed fiber optic data network throughout all passenger stations to support various stations applications.
- The program consists of 278 partial PSLAN (access nodes installed only in fare control areas), and 194 full PSLAN (access nodes also installed on station platforms).



PSLAN Installation Status



B Division Train Arrival

- Awarded: December 30, 2016
- Contractor: NYCT Department of Subways
MTA Information Technology
Transit Wireless, LLC.
- Project Description: This project will install new LCD Customer Information Screens in 271 B-Division Subway Stations and display train arrival information.



B Division Train Arrival

Overall Status

Item	Comments
Schedule	Original Substantial Completion date is March 31, 2018 – Will expedite to December 2017.
Cost	Within Budget of \$95M

Highlights

Progress	<ul style="list-style-type: none">• All 162 underground and 86 aboveground stations have been completed.• Over 1,000 LCD CIS screens have been ordered and 875 have been installed.• The Train Arrival system is live on the B, C, D, E, F, G, J/Z, M, N, Q, R, W Lines.
180 Day Look Ahead	<ul style="list-style-type: none">• Complete LCD CIS and beacon installation at aboveground stations.• The Train Arrival system will go live on the A and Franklin Avenue Shuttle in December.



B Division Train Arrival



34th Street Herald Square



39th Avenue/Astoria Line



December 2017 CPOC IEC Project Review

Systems & Security Program



IEC Project Review Systems & Security Program

- Flushing Line Public Address
- B Division Train Arrival



Flushing Line Public Address System Schedule and Budget Review

- **Schedule & Budget:** The IEC concurs that project remains on schedule and on Budget.



B Division Train Arrival Schedule and Budget Review

- **Schedule:** The IEC confirms that the project team is on track to achieve substantial completion 3 months ahead of schedule.
- **Budget:** The IEC concurs that project remains within Budget.



MTA Agency: Long Island Rail Road

Risk Assessment Report Date: July 7, 2017

Project: Mid Suffolk Electric Yard

Status of Project When Risk Assessment Was Performed: Pre-Award

Project Description

The new Mid-Suffolk Electric Yard will provide additional east-end train storage capacity on the LIRR's main line. This will support anticipated ridership growth and planned AM peak service to the new ESA terminal. In general, the yard will accommodate the following functions: overnight storage for electric trains, light interior cleaning, toilet servicing, inspection and brake tests, and light maintenance. This new yard project is located adjacent to the south side of the existing Ronkonkoma yard located at the eastern terminus of the electrified main line. The project includes design and construction of a yard lead track, eleven additional yard tracks, new employee welfare and storage facilities, AC/DC substations, signal system, and other associated infrastructure and systems. In addition, the project may include the following optional scope items: oversized modular DC substation and ductbank to allow for future expansion, Yard PA system, ductbank for future automatic speed control test loops, and ductbank for future wayside power receptacles

Risk Assessment Findings

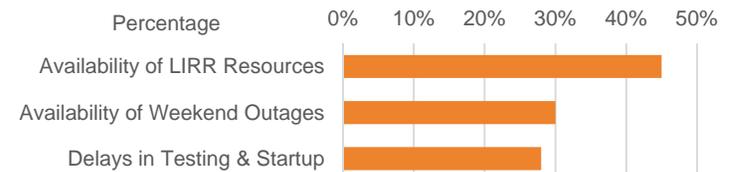
Based upon simulation results at the 80% confidence level, the unmitigated Risk-Informed duration is 33 months, adding 5 months to the project baseline schedule duration of 28 months. The major project schedule risks are: availability of LIRR Resources, availability of weekend outages, and delays in testing and startup. The project schedule mitigation has reduced the 80% confidence level by 2 months. The Risk-Informed estimate results at the 80% Confidence Level for the total project cost is \$131.1 million. The project budget is \$128 million, which includes contingency, and is \$3.1 million below the risk-informed cost. The mitigated cost estimate at the 80% Confidence Level is \$126 million which is \$2 million below the base. The major project budget risks are claims allowances and additional work orders.

Risk Informed Cost and Schedule Results

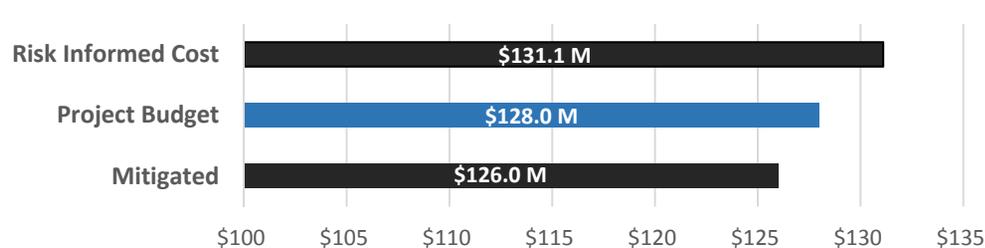
Risk Informed Milestone Duration @ 80% vs. Baseline Schedule



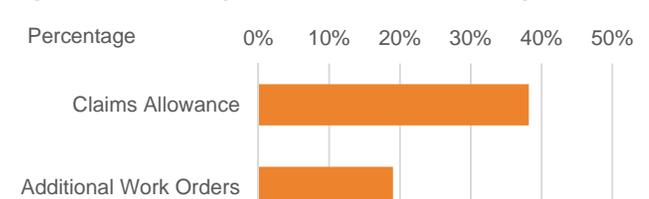
Top Schedule Risks (Relative Contribution)



Overall Project Cost @ 80 % Risk Informed Project Costs



Top Cost Risks (Relative Contribution)





Summary of Major Schedule Risks & Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Schedule Risks			
Availability of LIRR Resources	LIRR project controls group has developed force account manpower forecasts based on the preliminary schedule. These forecasts include projected headcounts for Track, Power, Comm/Signal and Transportation flagging.	The LIRR project team will continue to update forecasts in concert with development on the detailed contract schedule to ensure adequate staffing levels can be maintained.	Pre-award through Notice of Award (NOA) & submission of detailed contract schedule.
Availability of Weekend Outages	The LIRR has held monthly planning meetings to establish track outage requirements for capital projects. As part of this planning, LIRR has established placeholders for Mid Suffolk Electric Yard on the early track outage plan for 2019.	The LIRR project team will participate in monthly planning meetings and will be refining placeholders on the plan as the D-B project schedule is developed.	Pre-award through NOA & submission of detailed contract schedule.
Delays in Testing and Startup	LIRR Department of Program Management Procedure 645 for Commissioning, Maintenance and Acceptance Plan (CAMP) was issued as part of Design Build RFP and activities were included in technical proposal schedules.	CAMP to be prepared by contractor during design phase of the project. Commissioning agent required during construction phase of project (contractor responsibility).	Through design phase.



Summary of Major Cost Risks & Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Cost Risks			
Claims Allowances	Design-build project delivery method intended to minimize contractor claims. Owner's project requirements identified and vetted throughout preliminary design effort and approved through concurrence of senior management. Additional needs identified will require further justification and approval prior to being implemented into project.	Participation of key stakeholders throughout the project, beginning with preliminary design and continuing through project completion.	Project duration.
Additional Work Orders	Design will be developed based on a yard master plan. Throughout the design, additional work items beyond the project scope will be identified as "deferred work – to be performed by others." Additional work orders identified post award will be evaluated to ensure that they do not conflict with existing future work and that they are within the available budget prior to being incorporated as a contract modification.	Additional work orders falling within the "master-plan" will require available funding within the project contingency or in a future capital program.	Project Duration

MTA Capital Program Commitments & Completions

through November 30, 2017

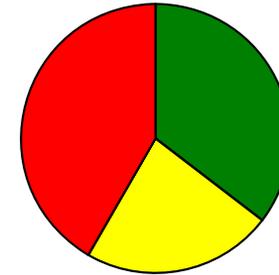
Capital Projects – Major Commitments – November 2017

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

Through November, agencies committed \$4.3 billion versus a \$6.9 billion YTD goal. Seventeen major commitments were made on time or early, eleven were delayed, but have now been committed and twenty other major commitments remain delayed. The over \$2 billion shortfall is mostly due to the delay of the R211 fleet award. All delays are explained on the following pages.

The MTA forecasts exceeding its \$7.3 billion commitment goal. This forecast is partly due to the LIRR's commitment for the Moynihan Train Hall, NYCT commitments for the Enhanced Station Initiative and the LIRR Expansion project. These commitments were not part of the original 2017 commitment goals.

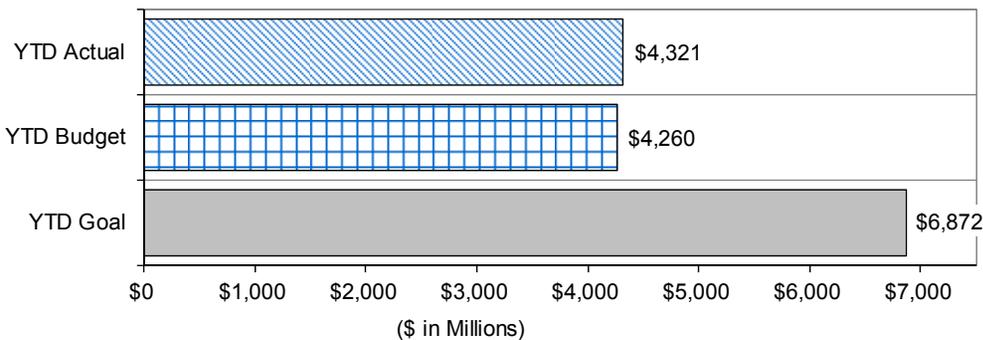
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	17	35%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	11	23%	↓ 1
RED = Commitments delayed beyond Goal (not yet achieved)	20	42%	↑ 5
Total	48	100%	↑ 4

Budget Analysis

2017 Annual Goal	\$7,280	(\$ in millions)
2017 Forecast	105%	of Annual Goal
Forecast left to Commit	43%	(\$3,315)



Year-to-Date Agency Breakdown

2017 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
4 GREEN, 7 YELLOW, 4 RED	—	—	+1 RED
Long Island Rail Road			
2 GREEN, 2 YELLOW, 6 RED	—	—	—
Metro-North Railroad			
2 GREEN, 2 YELLOW	—	—	+1 RED
Bridges and Tunnels			
8 GREEN, 1 YELLOW, 5 RED	—	—	+2 RED
Capital Construction Company			
2 GREEN	—	—	—
MTA Bus Company			
1 GREEN	—	-1 YELLOW	+1 RED
MTA Police Department			
1 GREEN, 1 YELLOW	—	—	—

Capital Projects – Major Commitments – November 2017 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
20 All-Agency Red Commitments (5 new this month)				LIRR (cont.)			
NYCT				Shops & Yards			
<i>Signals & Communications</i>				Diesel Locomotive Shop			
ISIM-B Module 3: Rail Traffic Systems	Construction Award	Aug- 17 \$91.7M	Post 2017 \$91.0M	Construction Award	Sep- 17 \$97.9M	Dec- 17 \$97.9M	
Project award extended pending revised specifications based on oral presentations during procurement.				Delay in RFP process- vendor now selected and going before October Board for approval. Award anticipated in December due to prolonged delayed by the legal department.			
<i>Subway Cars</i>				New Mid- Suffolk Electric Yard			
Purchase 525 R211 Cars & 10 Open Gangway	Construction Award	Jun- 17 \$1534.5M	Post 2017 \$1998.5M	Construction Award	Sep- 17 \$111.7M	Dec- 17 \$111.7M	
Award of the contact is moved to January because proposals are still under review. Project Cost reflects Capital Program budget revision.				RFP due date was delayed to late September. The Technical Group continues to evaluate proposals.			
<i>Passenger Stations</i>				Track			
Access Improvements: Grand Central: Phase 2	Construction Award	Jul- 17 \$66.7M	Post 2017 \$66.7M	JCI Phase II Design	Design Award	Sep- 17 \$28.0M	Dec- 17 \$28.0M
Procurement will be progressed through multiple phases reflecting the various activities in the project. The last expected awarded will be in 2019.				Delay in vendor negotiations due to completion of MTA Audit. Negotiations scheduled and the award is anticipated by year end.			
<i>Sandy</i>				<i>Rolling Stock</i>			
Sandy Mitigation: Upgrade Emergency Booth Comm System (New Item)	Construction Award	Nov- 17 \$67.1M	Post 2017 \$71.1M	M-9 Procurement	Construction Award	Oct- 17 \$199.7M	Dec- 17 \$199.7M
Project award extended to March 2018 due to protracted RFP procurement process. Project cost increased reflecting latest estimates.				Negotiations with the vendor are taking longer than expected.			
LIRR				MTA CC			
<i>Communications and Signals</i>				<i>East Side Access</i>			
Positive Train Control	Force Account	Feb- 17 \$49.1M	Dec- 17 \$49.1M	48th Street Entrance	Construction Award	Jun- 17 \$36.0M	Post 2017 \$36.0M
Bid Opening in November 2017 with expected award to be December 2017. The overall PTC beneficial use date is unaffected and remains December 2018.				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>Stations</i>				Systems Package 2 : Installation of Signals			
Murray Hill Station Elevators	Construction Award	May- 17 \$12.6M	Dec- 17 \$12.6M	Construction Award	Jun- 17 \$44.9M	Dec- 17 \$44.9M	
Reflects the delay in the time frame for legal to complete their review of contractual documents.				Additional time required for extended review process.			
				MTA Bus Company			
				Security: JFK & Spring Creek (New Item)			
				Construction Award	Sep- 17 \$9.2M	Dec- 17 \$8.5M	
				This award remains uncommitted because the proposed vendor/contractor background investigation is taking longer than anticipated.			

Capital Projects – Major Commitments – November 2017 – Schedule Variances

Project	Commitment	Goal	Forecast
B&T			
<i>Miscellaneous</i>			
Install Electronic Monitoring & Detection Systems (Bronx Whitestone)	Construction Award	Jul- 17 \$23.0M	Dec- 17 \$23.0M
Additional time is required to respond to questions from interested Design/Build teams and modify the scope.			
Install Electronic Monitoring & Detection Systems (Robert F. Kennedy)	Construction Award	Jul- 17 \$34.3M	Dec- 17 \$34.3M
Additional time is required to respond to questions from interested Design/Build teams and modify the scope.			
Electrical/Mechanical Rehab of HR Lift Span (New Item)	Construction Award	Nov- 17 \$17.0M	Post 2017 \$17.0M
Design/Build teams requested additional time to review RFP documents.			
<i>Structures</i>			
Interim Repairs - FDR Ramp	Construction Award	Sep- 17 \$20.0M	Dec- 17 \$20.0M
The design package took longer than anticipated which pushed the construction forecast start date out by two months.			
Main Cable & Suspender Rope Testing - Ph. 1 (New Item)	Construction Award	Nov- 17 \$33.7M	Dec- 17 \$33.7M
Commitment delayed due to the review of the contract's advertisement.			
MNR			
<i>Stations</i>			
GCT PA Head End and VIS Systems	Construction Award	Jul- 17 \$32.6M	Dec- 17 \$32.6M
Due to a protracted procurement the Design/Build award is forecasted for December 2017.			
<i>Sandy</i>			
Power and Signal Mitigation (New Item)	Construction Award	Nov- 17 \$20.6M	Dec- 17 \$20.6M
Delay due to the incorporation of updated Metro- North quality management specifications during the final design phase.			

Capital Projects – Major Commitments – November 2017 – Schedule Variances

Project	Commitment	Goal	Actual
11 All-Agency Yellow Commitments (0 new this month)			
NYCT			
<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.			
Mainline Track & Switch Program (6 Projects)- 3rd Qtr	Construction Award	Aug- 17 \$37.9M	Oct-2017 (A) \$37.9M
Construction start delayed due to track access availability and the usage of manpower to complete prioritized track work in preparation for the Canarsie Tube closure.			
<i>Signals & Communications</i>			
B- Division Beacon Train Arrival System, Phase 2	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>			
New Substation & 2 CBHs - Maspeth Av- Humboldt St / CNR	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.			
New Substation: Harrison Pl/ Canarsie	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.			
<i>Fare Media</i>			
New Fare Payment System	Construction Award	Jun- 17 \$525.9M	Oct-2017 (A) \$615.5M
Procurement action approved by the MTA Board in October. The award schedule was delayed due to scope addition to incorporating a full NFPS treatment for the Long Island Rail Road and Metro- North Railroad. The cost increased due to the higher than budget bid.			

Project	Commitment	Goal	Actual
LIRR			
<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.			
MTA PD			
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&T			
<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.			

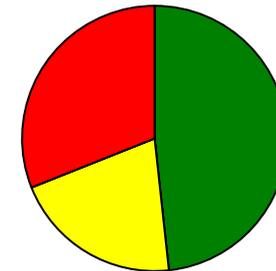
Capital Projects – Major Completions – November 2017

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

Through November, agencies have completed \$2.8 billion versus a \$4.7 billion YTD goal. Fourteen major completions were achieved on time or early. Six major completion were delayed, but have now been completed, and nine major completions remain delayed. The nearly \$2 billion shortfall is mostly due to the delay of Sandy and East Side Access projects as well as the delay of CBTC Flushing completion. All delays are explained on the following pages.

By year-end the MTA forecasts achieving 84% of its overall \$5.0 billion completions goal.

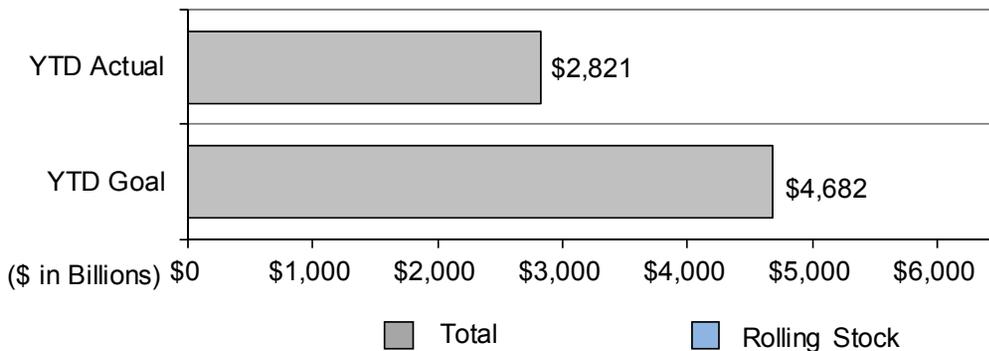
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	14	48%	↑ 2
YELLOW = Completions delayed beyond Goal (already achieved)	6	21%	↑ 2
RED = Completions delayed beyond Goal (not yet achieved)	9	31%	↑ 2
Total	29	100%	↑ 6

Budget Analysis

2017 Annual Goal \$4,970 (\$ in millions)
 2017 Forecast 84% of Annual Goal
 Forecast left to Complete 32% (\$1,355)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – November 2017 – Schedule Variances

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
9 All-Agency Red Completions (4 new this month)							
NYCT				MNR			
<i>Sandy</i>				<i>Sandy</i>			
Sandy: Joralemon Tube	Construction	Jun- 17 \$113.8M	Dec- 17 \$121.3M	Power Infrastructure Restoration - Substations	Construction	Aug- 17 \$43.8M	Post 2017 \$44.4M
Completion delayed due to lack of available weeknight GOs. Remaining GOs are scheduled in early December. Cost increase due to increase scope changes, extension of time, availability of GOs.				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.			
<i>Passenger Stations</i>				<i>Power</i>			
Station Renewal: 7 Stations / New Lots	Construction	Jun- 17 \$80.7M	Dec- 17 \$97.6M	Substation Bridge 23 - Construction	Construction	Oct- 17 \$41.7M	Post 2017 \$41.7M
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.				In order to mitigate risks associated with the final cutover of substation, unforeseen operational issues were identified which required elements of the work to be altered. The forecasted completion is now October 2018.			
<i>Bus Replacement</i>				MTA CC			
Purchase 139 Articulated Buses (New Item)	Fleet Purchase	Nov- 17 \$120.3M	Dec- 17 \$120.2M	<i>East Side Access</i>			
Delay due to timing of delivery. All but 8 buses were delivered and accepted. The remaining buses are forecast to be accepted in December.				Manhattan Northern Structures	Construction	Jun- 17 \$361.6M	Dec- 17 \$361.6M
				Delay is due to slower than expected completion of contract work and administrative requirements.			
<i>Depots</i>							
Bus Command Center Construction (New Item)	Construction	Nov- 17 \$51.4M	Post 2017 \$51.4M				
Delay due to construction issues with an elevator and glass curtain wall.							
<i>Signals</i>							
CBTC Flushing Line (New Item)	Construction	Nov- 17 \$505.2M	Post 2017 \$563.6M				
Project delayed until 2nd Qtr 2018 due recently identified hardware and software issues. Mitigation efforts underway to resolve these issues. The higher forecast reflects additional budget added to the project for force account needs in the capital plan's July 2017 amendment.							
LIRR							
<i>Track</i>							
Massapequa Pocket Track (New Item)	Construction	Nov- 17 \$19.6M	Post 2017 \$19.6M				
The completion date has been pushed back to accommodate Con Edison's utility cut-over schedule.							

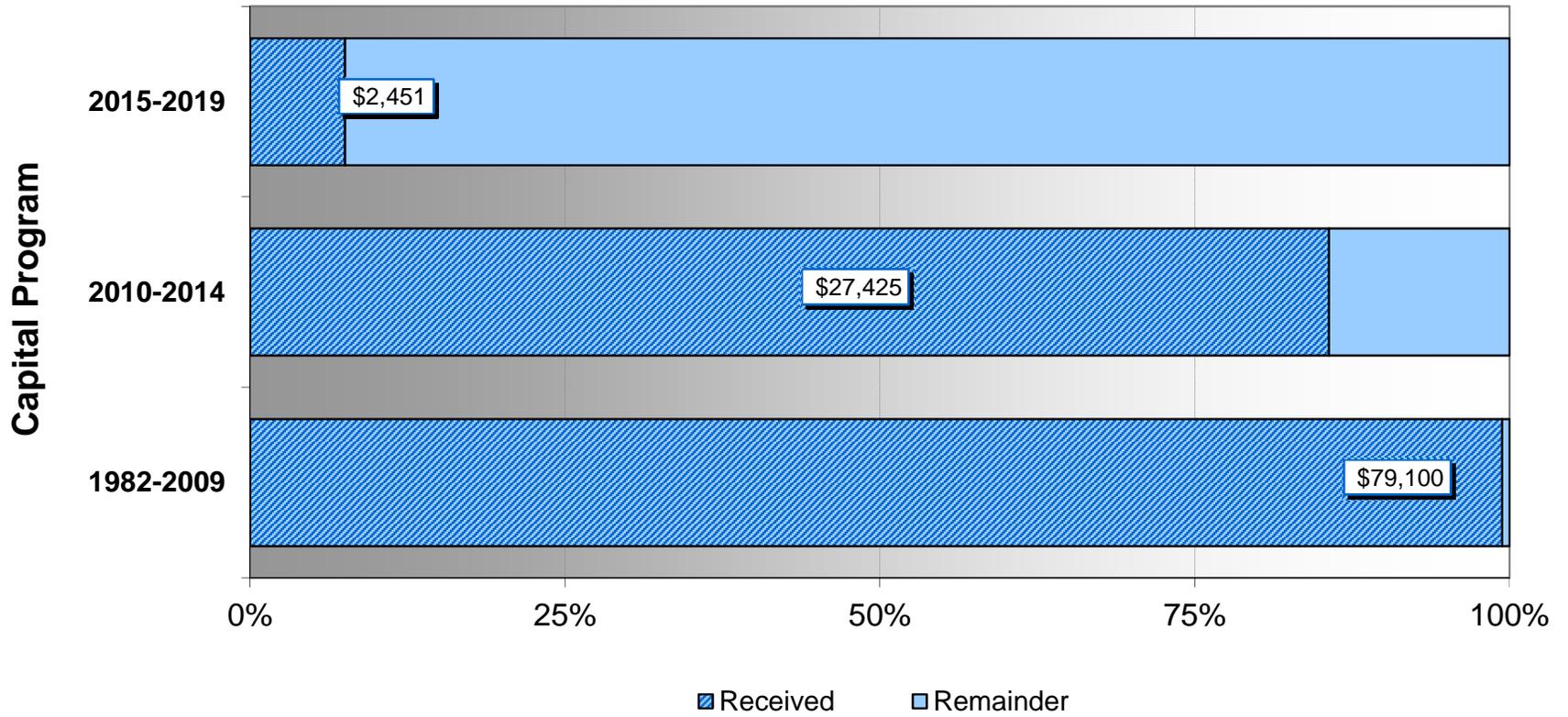
Capital Projects – Major Completions – November 2017 – Schedule Variances

Project	Completion	Goal	Actual
6 All-Agency Yellow Completions (2 new this month)			
NYCT			
<i>Sandy</i>			
Sandy: Cranberry Tube	Construction	May- 17 \$101.9M	Aug- 17 (A) \$102.9M
Delay due to issues encountered during signal testing which resulted in additional signal cut over work required.			
Sandy: 53rd St Tube (New Item)	Construction	Apr- 17 \$92.6M	Nov- 17 (A) \$92.6M
Delay due to the the removal of the underperforming subcontractor. In addition, ConEd's inspection schedule took longer than expected.			
<i>Bus Purchase</i>			
Purchase 138 Standard CNG Buses (New Item)	Fleet Purchase	Sep- 17 \$84.9M	Nov- 17 (A) \$84.9M
All but one of the buses was delivered and accepted by October with the remaining bus delivered in November.			
LIRR			
<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.			
<i>Sandy</i>			
Wreck Lead Bridge Systems Restoration	Construction	Apr- 17 \$14.9M	Sept- 17 (A) \$14.9M
Beneficial use has been delayed due to NYS Environmental Conservation requirement to use scow barges to store dredged material, which delayed the excavation work.			
MNR			
<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.			

Status of MTA Capital Program Funding

Capital Funding (November 30, 2017)

\$ in millions



Capital Funding Detail (November 30, 2017)

\$ in millions

	Funding Plan	Receipts		
	Current	Thru October	This month	Received to date
1992-1999 Program	18,099	18,099	-	18,099
2000-2004 Program	21,691	21,691	-	21,691
2005-2009 Program	24,390	23,917	2.34	23,920

2010-2014 Program

	Funding Plan	Receipts		
	Current	Thru October	This month	Received to date
Federal Formula, Flexible, Misc	\$5,544	\$5,544	\$ -	\$5,544
Federal High Speed Rail	295	295	-	295
Federal Security	1,257			
Federal New Start	189	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	729	607	-	607
State Assistance	770	400	-	400
MTA Bus Federal and City Match	132	108	-	108
MTA Bonds (Payroll Mobility Tax)	11,772	10,840	835	11,675
Other (Including Operating to Capital)	1,743	1,479	0	1,479
B&T Bonds	2,018	1,916	366	2,282
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,343	4,727	-	4,727
PAYGO	235	81	-	81
<i>Sandy Recovery MTA Bonds</i>	758	-	2	2
<i>Sandy Recovery B&T Bonds</i>	230	89	35	124
Total	32,015	26,187	1,238	27,425

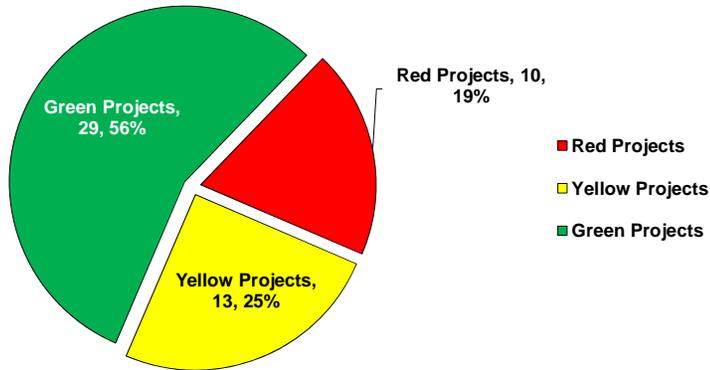
2015-2019 Program

	Funding Plan	Receipts		
	Current	Thru October	This month	Received to date
Federal Formula, Flexible, Misc	\$6,956	\$1,030	\$ -	\$1,030
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
State Assistance	8,466	65	-	65
City Capital Funds	2,492	120	94	214
MTA Bonds	7,558	12	-	12
Asset Sales/Leases	600	-	-	-
Pay-as-you-go (PAYGO)	2,270	1,094	-	1,094
Other	575	36	-	36
B&T Bonds & PAYGO	2,940	-	-	-
Total	32,457	2,357	94	2,451

3rd Quarter 2017 Traffic Light Report on MTA Core Capital Program Projects

A total of 282 Projects were Reviewed for the 3rd Quarter 2017

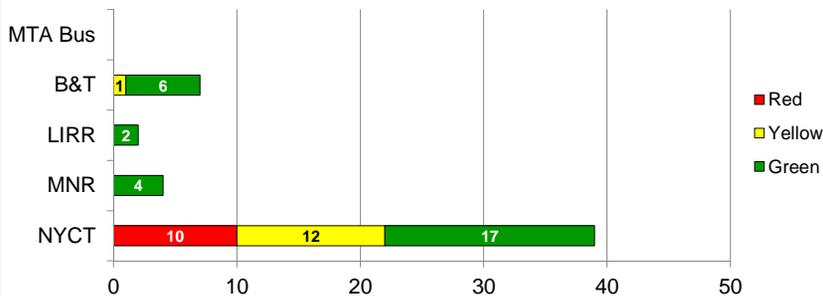
52 Projects in Design



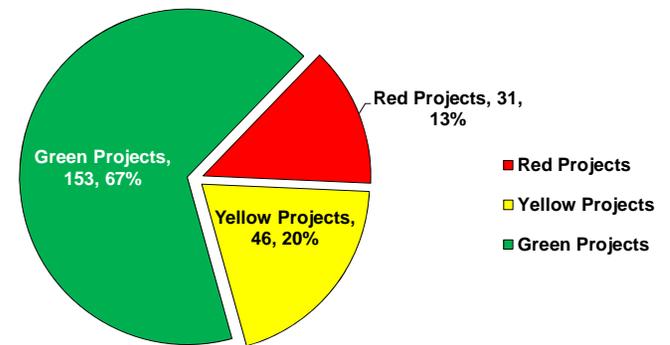
Projects in Design: 52 projects were reviewed in the design phase with 29 (56%) projects designated green, 13 (25%) yellow, and 10 (19%) red. This is a decrease of 1 red project since the 2nd quarter 2017. Of the 10 red projects, 7 (70%) were red for a schedule variance and 3 for a cost variance. For the 7 projects designated red for schedule, the variances ranged from 3 to 7 months and were due in part to increased scope, design changes, and reprioritization of in-house workforce.

Last Quarter: 52 projects were reviewed in the design phase with 32 (62%) projects designated green, 9 (17%) yellow, and 11 (21%) red.

52 Projects in Design



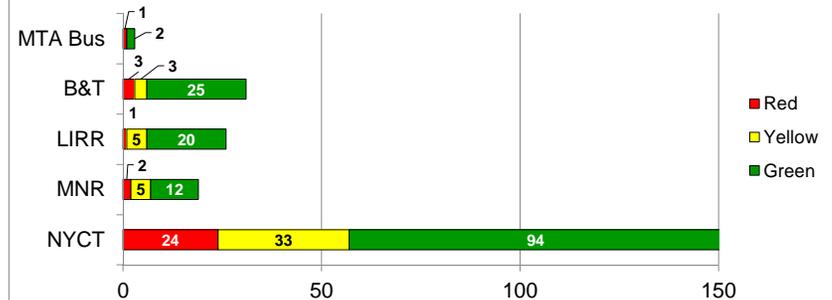
230 Projects in Construction



Projects in Construction: 230 projects were reviewed in the construction phase with 153 (67%) designated green, 46 (20%) yellow and 31 (13%) red. This is the same number of red projects as the 2nd quarter 2017. Of the 31 red projects, 19 (61%) were red for a schedule variance, 10 for a contingency variance, 1 for a cost variance, and 1 for both a contingency & schedule variance. For the 19 projects designated red for schedule, the variances ranged from 3 to 12 months. The schedule variances were due in part to a delay in the purchasing of necessary equipment, unforeseen field conditions, limited track access, reprioritization of in-house workforce, and added scope.

Last Quarter: 239 projects were reviewed in the construction phase with 156 (65%) designated green, 52 (22%) yellow and 31 (13%) red.

230 Projects in Construction



Terms and Definitions

3rd 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: 230

- 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 |

**3rd 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	100	.00	■	1.00	■	0	■	Y
PA/CIS Ph 3	05 - 09	Construction	\$105,779,067	80	.91	▼	.99	■	0	■	Y
Ulmer Park Depot Mezzanine Extension	05 - 09	Construction	\$7,754,011	12	.00	■	1.00	■	0	■	G
MetroCard-Electronic Components Replacement	10 - 14	Construction	\$16,340,035	58	.00	■	1.00	■	0	■	Y
Passenger Station LAN: 6 Stations	10 - 14	Construction	\$6,120,000	95	.00	■	1.00	■	0	■	G
Passenger Station LAN: 188 Stations	10 - 14	Construction	\$73,499,981	88	.00	■	1.00	■	0	■	G
Replace 7 Hydraulic Elevators:125, 51,B.Bridge LEX	10 - 14	Construction	\$29,347,472	90	.45	■	1.00	■	0	■	G
Station Renewal:Ozone Pk - Lefferts Blvd LIB	10 - 14	Construction	\$7,846,772	89	1.28	▲	1.00	■	2	▲	Y
Station Renewal: Avenue X CUL	10 - 14	Construction	\$19,807,394	91	.79	▲	1.01	■	0	■	Y
Station Renewal: Avenue U CUL	10 - 14	Construction	\$15,756,974	74	1.73	▲	.94	■	0	■	R
Station Renewal: Avenue P CUL	10 - 14	Construction	\$15,290,176	69	1.87	▲	1.00	■	0	■	R
Station Renewal: Bay Parkway CUL	10 - 14	Construction	\$14,149,652	70	1.47	▲	1.00	■	0	■	Y
Station Renewal: 18 Avenue CUL	10 - 14	Construction	\$20,236,403	62	2.63	▲	1.00	■	0	■	R
Station Renewal: Ditmas Avenue CUL	10 - 14	Construction	\$20,490,564	99	.87	■	.99	■	0	■	Y
Station Renewal: Avenue I CUL	10 - 14	Construction	\$17,265,685	69	1.48	▲	1.01	■	0	■	R
Station Renewal: Pennsylvania Ave NLT	10 - 14	Construction	\$20,782,293	95	.04	▼	1.00	▼	3	▲	R
Station Renewal: Rockaway Ave NLT	10 - 14	Construction	\$14,321,834	95	.16	▼	1.00	▼	3	▲	
Station Renewal: Saratoga Ave NLT	10 - 14	Construction	\$13,844,884	95	.03	■	1.00	▼	3	▲	
Station Renewal: Junius Street NLT	10 - 14	Construction	\$16,667,490	95	.05	▼	1.00	▼	3	▲	
Station Renewal: Sutter Ave NLT	10 - 14	Construction	\$14,837,296	95	.05	■	1.00	■	3	▲	
Station Renewal: Van Siclen Ave NLT	10 - 14	Construction	\$17,356,316	95	.10	▼	.99	▼	3	▲	
Components: 4 Stations JAM	10 - 14	Construction	\$82,176,200	24	.44	■	1.00	■	0	■	G
Components: Avenue N, Kings Hwy CUL	10 - 14	Construction	\$21,247,903	63	1.93	▲	1.00	■	0	■	R
Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	10 - 14	Construction	\$5,872,617	80	.00	■	1.00	■	12	▲	R
Components: Eastchester DYR	10 - 14	Construction	\$28,451,957	79	1.07	▼	1.03	■	0	■	Y

**3rd 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	14	.08	▲	1.00	■	0	■	G
Components: Ventilators Rehab. 8 Locs Ph 7	10 - 14	Construction	\$7,322,388	76	.00	■	1.00	■	0	■	G
Station Ventilators: Ph 8 - 3 Locs SE Brklyn	10 - 14	Construction	\$6,454,000	83	.00	■	1.00	■	0	■	Y
Station Ventilators Ph 10 - 4 locs N Bklyn	10 - 14	Construction	\$5,408,636	9	.00	■	1.06	■	0	■	G
ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	10 - 14	Construction	\$21,152,002	89	1.15	▲	.99	■	2	▲	R
Grand Central - Access Improvement	10 - 14	Construction	\$26,243,265	100	1.23	▼	1.12	▲	0	■	Y
Tunnel Lighting:Roosevelt Av-36 St QBL	10 - 14	Construction	\$52,192,907	57	.00	■	1.00	■	0	■	Y
New Vent Plant: 46 St Queens Boulevard Line	10 - 14	Construction	\$82,338,068	92	.61	▲	1.00	■	0	■	Y
Replace Ventilation Controls at 22 Locations	10 - 14	Construction	\$16,199,489	65	.00	■	.99	■	0	■	G
Pumps at 2 Locations - Manhattan Midtown	10 - 14	Construction	\$13,316,433	90	.19	■	1.00	■	0	■	Y
Demolish Abandoned Structures	10 - 14	Construction	\$15,150,000	44	.00	■	1.00	■	0	■	Y
Structural Repairs: 39 St - 60 St 4AV Ph1	10 - 14	Construction	\$31,263,719	5	.00	■	1.00	■	0	■	G
QBL Interlockings: 71st and Union	10 - 14	Construction	\$297,834,663	82	1.23	■	.99	■	0	■	Y
Signal Modernization 2 Interlockings-Dyre Ave Line	10 - 14	Construction	\$237,154,978	94	1.00	▲	1.00	■	0	■	Y
Interlocking Modernization: 34 St - 6th Av Line	10 - 14	Construction	\$180,165,294	69	.61	▲	1.00	■	0	■	G
Interlocking Modernization:W. 4 St - 6th Ave Line	10 - 14	Construction	\$173,936,863	52	.30	▲	.99	■	0	■	G
Fiber Optic Cable Replacement Phase 1	10 - 14	Construction	\$11,987,526	70	.00	■	1.00	▼	0	■	G
Public Address/Customer Info Screen at 45 Stations	10 - 14	Construction	\$64,342,713	72	.00	■	.97	■	0	■	G
Communication Room Upgrade/Expansion Phase 1	10 - 14	Construction	\$15,974,354	34	-1.33	▼	.92	■	0	■	G
Portable Radio Unit Replacement	10 - 14	Construction	\$6,719,210	80	.00	■	1.00	■	6	▲	R
ISIM - B Module 1	10 - 14	Construction	\$59,160,238	29	.29	▼	1.00	■	0	■	G
ISIM - B Module 2	10 - 14	Construction	\$69,737,992	8	.00	■	1.04	■	0	■	G
Underground Substation Hatchways Ph 3	10 - 14	Construction	\$11,182,822	100	.00	■	.99	■	-4	▼	G
Replace Negative Cables 59 St-36 St - 4th Av Line	10 - 14	Construction	\$5,216,543	24	.00	■	1.04	■	0	■	G
Rehab Circuit Breaker House #275 Clark St.Line	10 - 14	Construction	\$9,653,611	10	.00	■	.99	■	0	■	G

**3rd 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											
Replace Bus Radio System	10 - 14	Construction	\$200,764,084	15	.04	■	1.00	■	0	■	G
Manhattanville Comprehensive Facade Repairs	10 - 14	Construction	\$23,116,512	84	.63	▼	1.00	■	1	▲	Y
Bus Command Center Building	10 - 14	Construction	\$52,038,207	65	.79	▼	1.00	■	0	■	Y
Purchase 65 Non Revenue Vehicles	10 - 14	Construction	\$11,222,176	97	.00	■	1.00	■	0	■	Y
Purchase 3 Vacuum Trains	10 - 14	Construction	\$34,704,131	36	.00	■	.99	■	0	■	G
NYCT-Wide Storage Area Network/Disaster Recovery	10 - 14	Construction	\$22,533,371	85	.00	■	1.00	■	2	▲	Y
Sprinkler Alarm Systems at 11 Employee Facilities	10 - 14	Construction	\$26,162,899	97	.98	▲	.99	■	0	■	G
Fire Alarm 207 St Overhaul Shop	10 - 14	Construction	\$12,783,298	94	.36	■	.99	■	0	■	G
Groundwater, Soil Remediation	10 - 14	Construction	\$6,479,193	93	.84	■	.99	■	0	■	G
In-house:Employee Facility Rehab:207 St- 8th Av Ln	10 - 14	Construction	\$6,650,000	99	.00	■	1.00	■	3	▲	Y
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	76	.65	■	1.04	■	0	■	Y
ISIM B: Module 5A Station Network Infrastructure	10 - 14	Design	\$20,000,000	98	.00	■	1.00	▼	3	▲	R
Purchase 138 CNG Standard Buses	15 - 19	Construction	\$94,296,001	79	.00	■	1.00	■	1	▲	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	\$161,041,149		.00	■	1.00	■	0	■	G
367 Standard Diesel and 10 Hybrid-Electric Buses	15 - 19	Construction	\$235,733,576		.00	■	1.00	■	0	■	G
AFC Low Turnstile Procurement	15 - 19	Construction	\$11,640,000	55	.00	■	1.00	▲	0	■	G
Platform Components: 2 Locs 4AV **	15 - 19	Construction	\$11,499,532	21	.32	▲	1.00	▼	0	■	G
Station Components: Vents 138 St PEL	15 - 19	Construction	\$5,131,762	97	.00	■	1.00	■	0	■	G
ADA: Bedford Av CNR	15 - 19	Construction	\$72,476,170	0	.00	■	.70	▼	0	■	G
ADA: 1 Av CNR	15 - 19	Construction	\$37,725,644	3	.00	■	.96	▲	0	■	G
ADA: Court Square XTN (Stairs Phase)	15 - 19	Construction	\$13,088,889	23	.00	■	1.00	■	0	■	G
Station Signage Improvements	15 - 19	Construction	\$10,225,624	3	.00	■	.94	■	0	■	G
2015 Water Condition Remedy	15 - 19	Construction	\$8,861,053	57	.00	■	1.08	■	0	■	G

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NYCT - New York City Transit Program											
New Street Stairs: 2 Locs CNR	15 - 19	Construction	\$7,205,736	3	.00	■	1.00	▲	0	■	G
2017 Mainline Track Replacement	15 - 19	Construction	\$4,935,446	50	.00	■	.84	▼	0	■	G
2015 CWR: Queens Blvd	15 - 19	Construction	\$19,614,891	99	.00	■	.98	▼	2	▲	G
2016 CWR: Queens Blvd	15 - 19	Construction	\$27,075,646	85	.00	■	.98	▲	2	▲	Y
2016 Track Force Account	15 - 19	Construction	\$35,000,000	100	.00	■	1.00	■	0	■	G
2017 Track Force Account	15 - 19	Construction	\$35,000,000	0	.00	■	1.00	■	0	■	G
2015 Mainline Track Repl: Queens Blvd	15 - 19	Construction	\$74,094,814	100	.00	■	.94	■	0	■	Y
2015 Mainline Track Repl: Flushing	15 - 19	Construction	\$36,894,697	97	.00	■	1.37	▲	5	▲	R
2015 Mainline Track Repl: 8th Avenue	15 - 19	Construction	\$57,888,736	100	.00	■	.95	■	0	■	Y
2015 Mainline Track Repl: Jerome	15 - 19	Construction	\$6,381,546	16	.00	■	1.00	■	0	■	G
2015 CWR: 8th Avenue	15 - 19	Construction	\$44,515,446	98	.00	■	1.00	■	2	▲	G
2016 Mainline Track Repl: Jamaica	15 - 19	Construction	\$19,792,042	91	.00	■	1.05	▲	5	▲	R
2016 Mainline Track Repl: Queens Blvd	15 - 19	Construction	\$42,584,630	60	.00	■	.91	■	3	▲	R
2016 Mainline Track Repl: Dyre	15 - 19	Construction	\$12,456,949	60	.00	■	.90	■	3	▲	R
2016 CWR: 8th Avenue	15 - 19	Construction	\$49,890,804	80	.00	■	.81	▼	4	▲	R
2016 Mainline Track Repl: Pelham	15 - 19	Construction	\$10,685,000	100	.00	■	1.50	▲	2	▲	Y
2016 Mainline Track Repl: White Plains Rd	15 - 19	Construction	\$16,934,054	100	.00	■	2.67	▲	2	▲	Y
2016 Mainline Track Repl: Bushwick Cut	15 - 19	Construction	\$10,193,327	34	.00	■	1.00	■	0	■	G
2016 Mainline Track Repl: Canarsie Tube	15 - 19	Construction	\$64,831,698	2	.00	■	1.29	▲	0	■	G
2015 Mainline Track Repl: Broadway-7th Avenue	15 - 19	Construction	\$14,399,527	98	.00	■	1.00	■	2	▲	Y
2016 Mainline Track Repl: Flushing	15 - 19	Construction	\$692,304	0	.00	■	.08	▼	5	▲	R
2016 Mainline Track Repl: 8th Avenue	15 - 19	Construction	\$49,524,465	54	.00	■	.88	■	3	▲	R
2016 Mainline Track Repl: Jerome	15 - 19	Construction	\$17,893,683	0	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Brighton	15 - 19	Construction	\$7,462,508	94	.00	■	1.09	▲	0	■	G
2017 Mainline Track Repl: Broadway	15 - 19	Construction	\$5,485,059	85	.00	■	1.00	■	0	■	G

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NYCT - New York City Transit Program											
2017 Mainline Track Repl: Canarsie	15 - 19	Construction	\$11,614,440	95	.00	■	.86	▲	0	■	G
2017 Mainline Track Repl: Crosstown	15 - 19	Construction	\$19,233,105	49	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Eastern Parkway	15 - 19	Construction	\$23,609,619	9	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Jerome	15 - 19	Construction	\$23,849,946	15	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Lexington	15 - 19	Construction	\$9,345,501	25	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Pelham	15 - 19	Construction	\$8,375,570	26	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: 7th Avenue	15 - 19	Construction	\$5,628,276	30	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Broadway-7th Ave	15 - 19	Construction	\$13,315,873	100	.00	■	1.50	▲	0	■	Y
2017 Mainline Track Repl: Concourse	15 - 19	Construction	\$24,102,364	45	.00	■	.88	▼	0	■	G
2017 Mainline Track Repl: Flushing	15 - 19	Construction	\$28,684,236	36	.00	■	1.00	■	0	■	G
2017 Mainline Track Repl: Myrtle	15 - 19	Construction	\$18,288,378	95	.00	■	1.27	▲	0	■	R
2017 Mainline Track Repl: White Plains Road	15 - 19	Construction	\$7,974,254	0	.00	■	1.00	■	0	■	G
2017 Mainline Switch Replacement	15 - 19	Construction	\$9,050,328	25	.00	■	.92	▲	0	■	G
2015 Mainline Switch Repl: Dyre	15 - 19	Construction	\$7,557,188	86	.00	■	1.00	■	0	■	G
2016 Mainline Switch Repl: Queens Blvd	15 - 19	Construction	\$13,395,225	89	.00	■	.72	▼	4	▲	R
2017 Mainline Switch Repl: Astoria	15 - 19	Construction	\$15,482,361	73	.00	■	1.00	■	0	■	G
2017 Mainline Switch Repl: 7th Avenue	15 - 19	Construction	\$10,137,042	94	.00	■	1.03	■	0	■	G
2017 Mainline Switch Repl: Broadway-7th Avenue	15 - 19	Construction	\$9,319,919	85	.00	■	1.00	■	0	■	G
2017 Mainline Switch Repl: Lenox-White Plains Rd	15 - 19	Construction	\$11,126,894	56	.00	■	1.00	■	0	■	G
Replace Vent Plant Motor Control Sys Var Locs **	15 - 19	Construction	\$11,233,771	0	.00	■	1.00	▲	0	■	G
Struct Replacement: Bridge over Atlantic RR MYT	15 - 19	Construction	\$22,151,409	95	.00	■	1.00	■	0	■	G
Struct Replacement: Viaduct and Deck MYT	15 - 19	Construction	\$135,360,387	46	.08	▲	1.03	■	0	■	G
Struct Rehab: 4AV - Ph2	15 - 19	Construction	\$58,224,176	0	.00	■	1.00	■	0	■	G
Rehab Emergency Exits (ICC) - 2 Locs	15 - 19	Construction	\$6,955,400	82	.00	■	1.00	■	0	■	G
Interlocking Modernization: Kings Highway CUL	15 - 19	Construction	\$178,714,574	8	.00	■	.99	■	0	■	G

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NYCT - New York City Transit Program											
Signal Control Line Modifications, Ph6	15 - 19	Construction	\$33,011,628	37	.00	■	1.00	■	0	■	Y
AC to DC Line Relay Upgrade BCT	15 - 19	Construction	\$25,168,851	2	.00	■	1.00	■	0	■	G
Signal Key-By Modifications, Ph4	15 - 19	Construction	\$18,429,499	28	.00	■	1.00	■	0	■	G
Upgrade Async Network to SONET, Rings A and C	15 - 19	Construction	\$31,358,792	0	.00	■	1.00	▲	0	■	G
PBX Upgrade	15 - 19	Construction	\$41,507,342	7	.00	■	1.00	■	0	■	G
Copper Cable Upgrade/Replacement Ph4	15 - 19	Construction	\$12,198,140	93	.00	■	1.00	■	0	■	G
Help Point: 60 Stations Reserve	15 - 19	Construction	\$32,064,700	33	.00	■	.68	▼	0	■	Y
Substation Roof & Enclosure: 1 Substation	15 - 19	Construction	\$8,563,946	15	.00	■	1.07	■	0	■	G
Install Low-Resistance Contact Rail - CNR Tube	15 - 19	Construction	\$28,661,710	3	.00	■	1.08	▲	0	■	G
New Substation: 14 St-Avenue B CNR	15 - 19	Construction	\$75,145,432	3	.00	■	1.31	▲	0	■	G
Rehab CBH # 210 - 239 St WPR	15 - 19	Construction	\$22,603,333	17	.00	■	1.00	■	0	■	G
Rehab CBH # 86 - Wilson Av CNR	15 - 19	Construction	\$5,936,938	1	.00	■	1.00	▼	0	■	G
Rehab CBH # 85 - Myrtle Av CNR	15 - 19	Construction	\$13,851,613	3	.00	■	1.04	▲	0	■	G
Replace Negative Cables 4AV Ph 2	15 - 19	Construction	\$16,068,510	24	.00	■	1.00	■	0	■	G
Yard Lighting: 207th St Yard	15 - 19	Construction	\$24,991,485	8	.58	▲	1.00	■	0	■	G
Struc. Remed. at E 180 St Maint. Fac. & Ret Wall	15 - 19	Construction	\$5,169,164	5	.00	■	1.03	■	0	■	G
Select Bus Service 2015-19	15 - 19	Construction	\$24,000,000	40	.00	■	1.00	■	0	■	G
Storage Tanks: Jackie Gleason and Castleton Depots	15 - 19	Construction	\$9,330,816	5	.00	■	1.00	■	0	■	G
Purchase 202 Non-Revenue Vehicles **	15 - 19	Construction	\$33,772,829	2	.00	■	.99	■	0	■	G
Enterprise Asset Management (EAM)	15 - 19	Construction	\$41,000,000	0	.00	■	1.00	■	0	■	G
Emp Fac Component Repairs: 10 Locs / Manhattan **	15 - 19	Construction	\$10,245,942	92	.00	■	1.05	■	7	▲	R
RCC and PCC Power Upgrade	15 - 19	Construction	\$55,470,962	5	.00	■	1.00	■	0	■	G
Replace 12 Traction Elevators BW7	15 - 19	Design	\$91,891,505	95	.00	■	1.00	■	0	■	G
Replace 2 Escalators: Grand Central-42 St LEX **	15 - 19	Design	\$14,422,393	100	.00	■	.75	▼	2	▲	Y
Escalator Relocation: Jay St-MetroTech FUL	15 - 19	Design	\$15,000,000	100	.00	■	1.00	■	3	▲	Y

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NYCT - New York City Transit Program											
Water Remediation - Renewal: Borough Hall LEX	15 - 19	Design	\$36,583,597	60	.00	■	.84	■	5	▲	R
Renewal: 138 St-Grand Concourse JER	15 - 19	Design	\$21,963,291	50	.00	■	1.00	■	1	▲	G
Renewal: Astoria Blvd AST	15 - 19	Design	\$43,016,265	80	.00	■	1.00	■	2	▲	Y
Platform Components: Bedford-Nostrand XTN **	15 - 19	Design	\$11,836,634	80	.00	■	1.36	▲	1	▲	R
Platform Components: 6 Locs CNR **	15 - 19	Design	\$27,363,695	80	.00	■	1.01	■	0	■	G
Subway Street Stairs: 9 Locs / Var 2018 [SBDP] **	15 - 19	Design	\$7,469,592	60	.00	■	1.00	■	0	■	G
Platform Components: 3 Locs NOS **	15 - 19	Design	\$15,547,693	70	.00	■	1.12	■	0	■	G
ADA: Astoria Blvd AST	15 - 19	Design	\$34,691,534	80	.00	■	1.00	■	2	▲	Y
ADA: Eastern Pkwy-Bklyn Museum EPK	15 - 19	Design	\$41,742,349	75	.00	■	.98	■	1	▲	G
ADA: Times Square Complex, Ph 3 - Shuttle	15 - 19	Design	\$244,500,000	90	.00	■	1.01	■	0	■	G
ADA: Greenpoint Av XTN	15 - 19	Design	\$44,871,331	80	.00	■	1.30	▼	1	▲	Y
ADA: 59 St 4AV	15 - 19	Design	\$48,599,405	60	.00	■	1.00	■	0	■	Y
ADA: Rockaway Parkway CNR	15 - 19	Design	\$10,860,472	70	.00	■	.95	▼	0	■	Y
Reconstruction: Times Sq Complex, Ph3 - Shuttle	15 - 19	Design	\$30,500,000	90	.00	■	1.01	■	0	■	G
Replace Supervisory Vent Controls - Var Locs **	15 - 19	Design	\$35,226,078	75	.00	■	1.00	■	0	■	G
Rehab Forsyth St Vent Plant **	15 - 19	Design	\$99,655,033	60	.00	■	.99	■	0	■	G
Overcoat: East New York Leads & Loops	15 - 19	Design	\$57,800,354	90	.00	■	2.07	▲	3	▲	R
Interlocking Modernization: Ditmas CUL	15 - 19	Design	\$140,155,586	75	.00	■	1.01	■	3	▲	R
Signal Room Fire Suppression, Phase 2	15 - 19	Design	\$18,261,168	60	.00	■	1.16	■	0	■	R
Interlocking Modernization: Ave X CUL	15 - 19	Design	\$146,012,751	75	.00	■	1.01	■	2	▲	G
UHF T-Band Radio System Replacement	15 - 19	Design	\$35,211,548	45	.00	■	1.00	■	7	▲	R
Replace HT Switchgear - Various Locs	15 - 19	Design	\$53,100,000	55	.00	■	.95	■	1	▲	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	55	.00	■	.96	■	0	■	G
207 St Maint. and OH Shop Roof & Component Repl	15 - 19	Design	\$59,251,928	70	.00	■	.86	▼	0	■	G

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NYCT - New York City Transit Program											
Heavy Shop Equipment	15 - 19	Design	\$10,000,000	49	.00	■	1.00	■	0	■	Y
Roof, HVAC: Queens Village Depot	15 - 19	Design	\$35,675,871	83	.00	■	1.24	▲	3	▲	R
Portable Lift Replacement	15 - 19	Design	\$7,534,000	80	.00	■	.97	▲	3	▲	Y
Purchase 27 Refuse Flats **	15 - 19	Design	\$24,854,608	98	.00	■	1.00	■	0	■	Y
Purchase 12 3-Ton Crane Cars **	15 - 19	Design	\$28,780,641	46	.00	■	1.00	■	0	■	G
Purchase Locomotives **	15 - 19	Design	\$130,472,053	85	.00	■	1.00	■	0	■	G
Livingston Plaza Electrical, Mechanical, Generator	15 - 19	Design	\$66,396,495	92	.00	■	1.00	■	0	■	Y
EDR Rprs: DO #20 - Briarwood-Van Wyck	15 - 19	Design	\$6,576,040	80	.00	■	1.01	▼	2	▲	G
New Substation: Prince's Bay	10 - 14	Construction	\$25,219,589	99	.07	■	1.00	■	2	▲	Y
New Power Substation: Tottenville	15 - 19	Construction	\$27,523,205	15	.70	▲	.99	■	0	■	G
New Power Substation: New Dorp	15 - 19	Construction	\$24,334,417		.00	■	1.00	▲	0	■	G
New Power Substation: Clifton	15 - 19	Construction	\$31,251,479		.00	■	1.00	▼	0	■	G
Relocate HQ to Clifton Shop	15 - 19	Construction	\$10,095,947	80	.00	■	1.00	■	0	■	G
UHF T-Band Radio System Replacement, SIR	15 - 19	Design	\$26,041,154	50	.00	■	1.01	■	7	▲	R
Rehabilitation of Amboy Rd Bridge	15 - 19	Design	\$7,597,134	95	.00	■	1.29	▲	1	▲	R
LIRR - Long Island Rail Road Program											
New Elevators - Flushing - Main St	05 - 09	Construction	\$24,619,074	60	.46	▲	1.00	■	0	■	G
MLC-Hicksville North Siding	05 - 09	Construction	\$50,621,405	28	1.25	▼	1.00	■	0	■	G
MLC-Hicksville Station Improvements	05 - 09	Construction	\$70,570,083	50	.00	■	1.00	■	0	■	Y
Wantagh Station Platform Replacement	10 - 14	Construction	\$23,164,779	37	1.95	■	1.03	■	6	▲	R
Construction Equipment	10 - 14	Construction	\$7,000,000	100	.00	■	1.00	■	-5	▼	G
Speonk to Montauk Signalization	10 - 14	Construction	\$79,056,032	91	.72	▲	1.00	■	0	■	G
Centralized Train Control - Movement Bureau	10 - 14	Construction	\$17,963,091	57	1.00	■	1.00	▼	0	■	Y
Replacement of Port Washington Substation	10 - 14	Construction	\$26,093,392	42	.00	■	.99	■	0	■	G
Replacement of Richmond Hill Substation	10 - 14	Construction	\$16,617,791	8	.00	■	1.00	■	0	■	Y
Nostrand Ave. Station Rehabilitation	15 - 19	Construction	\$28,158,681	2	.00	■	1.00	▼	0	■	Y

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LIRR - Long Island Rail Road Program											
GCT/ESA UNIFIED TRASH FACILITY	15 - 19	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
MOYNIHAN TRAIN HALL	15 - 19	Construction	\$100,000,000	77	.00	■	1.00	■	0	■	G
2017 ANNUAL TRACK PROGRAM	15 - 19	Construction	\$75,047,314	55	.44	▲	1.00	▼	0	■	Y
Retaining Walls / Right of Way Projects	15 - 19	Construction	\$12,000,000	37	.00	■	1.00	■	0	■	G
Amtrak Territory Investments	15 - 19	Construction	\$57,500,000	59	.00	■	1.00	■	0	■	G
BRIDGE PROGRAM - STRUCTURAL RENEWALS	15 - 19	Construction	\$18,290,000	4	.00	■	.72	▼	-6	▼	G
Main Line Bridge Component Renewals	15 - 19	Construction	\$20,300,000	57	.00	■	1.01	■	-8	▼	G
Bridge Waterproofing	15 - 19	Construction	\$13,340,000	4	.00	■	1.00	■	0	■	G
North Main Street & Accabonac Road	15 - 19	Construction	\$15,080,494	2	.00	■	1.00	■	0	■	G
Comm. Pole Line	15 - 19	Construction	\$7,700,000	25	.00	■	1.00	■	0	■	G
Signal Normal Replacement Program	15 - 19	Construction	\$40,000,000	16	.00	■	1.00	■	0	■	G
Substation Replacements	15 - 19	Construction	\$75,584,853	9	.00	■	.93	▼	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	14	.00	■	1.00	■	0	■	G
3rd Rail -Composite Rail	15 - 19	Construction	\$12,000,000	5	.00	■	1.00	■	0	■	G
Atlantic Avenue Tunnel Lighting	15 - 19	Construction	\$12,045,000	7	.00	■	1.00	■	0	■	G
PENN STATION COMPLEX IMPROVEMENTS	15 - 19	Design	\$11,058,500	75	.00	■	1.00	■	0	■	G
Removal of Montauk Cut-Off Viaduct	15 - 19	Design	\$5,700,000	98	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Program											
GCT Leaks Remediation	10 - 14	Construction	\$18,846,909	90	1.82	▼	1.01	■	5	▲	Y
GCT Utilities	10 - 14	Construction	\$31,683,800	68	.50	▼	.95	■	0	■	Y
Station Building Renewal / Net Lease	10 - 14	Construction	\$8,643,598	92	1.16	▼	1.00	■	3	▲	R
Turnouts: Mainline / High Speed	10 - 14	Construction	\$58,304,194	90	.00	■	.95	■	0	■	Y
Drainage and Undercutting	10 - 14	Construction	\$9,201,023	97	-1.06	■	.89	■	0	■	G
Overhead Bridge Program - East of Hudson	10 - 14	Construction	\$31,264,630	20	.00	▼	1.65	■	0	■	G
West of Hudson Signal Improvements	10 - 14	Construction	\$64,418,723	26	.00	■	.95	■	0	■	G

**3rd 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
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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
MNR - Metro-North Railroad Program											
Substation Bridge 23 - Construction	10 - 14	Construction	\$41,496,040	87	.00	■	.99	■	0	■	Y
Harlem & Hudson Lines Power Improvements	10 - 14	Construction	\$34,897,963	70	2.16	▼	1.03	▼	8	▲	R
Customer Communication / Connectivity Improvements	10 - 14	Design	\$16,043,199	75	.09	■	.97	■	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	68	.00	■	.99	■	0	■	Y
2016 Cyclical Track Program	15 - 19	Construction	\$23,505,350	23	.00	■	.99	■	0	■	G
Rock Slope Remediation	15 - 19	Construction	\$15,818,206	10	.00	■	.80	■	0	■	G
Turnouts - Mainline/High Speed	15 - 19	Construction	\$51,321,034	25	.00	■	.99	■	24	▲	G
Systemwide Drainage	15 - 19	Construction	\$2,637,408	97	.00	■	.32	▲	0	■	G
Purchase MoW Equipment	15 - 19	Construction	\$22,000,000	20	.00	■	1.00	■	0	■	G
Overhead Bridge Program - E of H	15 - 19	Construction	\$60,914,982	5	.00	■	1.17	▼	0	■	G
Replace Timbers - Undergrade Bridges	15 - 19	Construction	\$5,000,000	53	.00	■	1.00	■	0	■	G
Rock Slope Remediation	15 - 19	Construction	\$11,671,123	12	.00	■	.99	▲	0	■	G
West of Hudson Track Improvements	15 - 19	Construction	\$9,467,128	25	.00	■	.94	▼	0	■	G
Rebuild Retaining Walls	15 - 19	Design	\$7,450,999	50	.00	■	.99	■	0	■	G
Harlem and Hudson Power Improvements	15 - 19	Design	\$18,635,405	95	.00	■	1.04	■	2	▲	G
B&T - Bridges and Tunnels Program											
Rehab. Walls, Roadway, Firelines, Ceiling Repair	10 - 14	Construction	\$62,407,861	82	1.25	▲	.95	■	0	■	R
Miscellaneous Structural Rehab	10 - 14	Construction	\$29,229,193	67	.11	■	1.04	■	0	■	G
Entrance and Exit Plazas Structural Rehabilitation	10 - 14	Construction	\$15,449,526	96	.53	▼	.93	■	-12	▼	G
Tunnel Wall and Ceiling Repairs and Leak Control	10 - 14	Construction	\$56,949,124	65	1.14	▼	.90	■	0	■	Y
Miscellaneous Rehab - Manhattan Approach Ramps	10 - 14	Construction	\$97,733,975	86	1.00	▲	.94	■	-2	▼	G
Replacement Brooklyn Plaza Structural Slab	10 - 14	Construction	\$19,831,673	87	.22	▲	1.06	■	0	■	G
Interim Repairs - Toll Plaza Deck	10 - 14	Construction	\$45,962,500	90	.66	▲	.98	■	0	■	Y
Programmable Logic Controller & Mechanical Rehab.	10 - 14	Construction	\$9,722,516	63	1.54	▼	.95	■	0	■	R
Mechanical Systems Rehab	10 - 14	Construction	\$37,653,544	85	1.11	▲	.96	■	0	■	R

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B&T - Bridges and Tunnels Program											
Tunnel Ventilation Building Electrical Upgrade	10 - 14	Construction	\$55,136,973	77	.64	▲	.98	■	0	■	Y
Zone and Spot Painting of Roadway Structures	10 - 14	Construction	\$26,271,467	67	.00	■	.95	■	0	■	G
Paint - Plaza and Approach Ramps	10 - 14	Construction	\$21,758,541	55	.00	▼	1.09	■	0	■	G
Suspended Span Replacement - Phase A	10 - 14	Design	\$21,212,102	96	2.54	▼	.98	■	0	■	Y
Miscellaneous Structural Rehabilitation	15 - 19	Construction	\$19,457,891	78	.17	▼	.96	■	0	■	G
Cable & Suspender Rope Investigation/Testing	15 - 19	Construction	\$10,109,780	78	.00	■	.96	■	0	■	G
Agency-Wide: Planning/Strategic Initiatives	15 - 19	Construction	\$13,987,916		.00	■	1.00	▲	0	■	G
Replace Toll Equipment & New Toll Initiatives	15 - 19	Construction	\$90,273,227	61	.00	■	.97	■	0	■	G
Open Road Tolling Initiative at BWB	15 - 19	Construction	\$44,695,280	95	.06	▼	1.00	■	0	■	G
Open Road Tolling Initiative at CBB	15 - 19	Construction	\$16,421,724	62	.00	■	.90	▲	0	■	G
Open Road Tolling Initiative at HLCT	15 - 19	Construction	\$24,422,781	80	.00	■	.97	■	0	■	G
Toll Plazas & Southbound Approach Reconstruction	15 - 19	Construction	\$91,028,737	6	.00	■	.89	■	0	■	G
Open Road Tolling Initiative at MPP	15 - 19	Construction	\$16,800,683	62	.00	■	.91	▲	0	■	G
Open Road Tolling Initiative at QMT	15 - 19	Construction	\$25,941,846	92	.00	■	.72	▼	0	■	G
Open Road Tolling Initiative RFK Bridge	15 - 19	Construction	\$65,946,799	60	.00	■	.66	▼	18	▲	G
Open Road Tolling Initiative at TNB	15 - 19	Construction	\$49,845,391	95	.00	▼	.98	■	0	■	G
Open Road Tolling Initiative at VNB	15 - 19	Construction	\$67,168,993	95	.00	■	.99	▲	0	■	G
Replacement of Facility Lighting System	15 - 19	Construction	\$13,256,217	6	2.41	▲	.94	■	0	■	G
Install Fire Standpipe/Upgrade Protection System	15 - 19	Construction	\$21,647,510	7	.00	■	.95	■	0	■	G
Anchorage Dehumidification	15 - 19	Construction	\$43,867,335	60	.06	▼	1.00	▲	0	■	G
Operations Command Center Rehab/Replacement	15 - 19	Construction	\$24,779,137	75	.47	▲	.94	■	0	■	G
Paint Tower Interior Base Cells and Struts	15 - 19	Construction	\$31,596,972	78	.36	▼	.95	■	0	■	G
Anchorage Dehumidification - Painting	15 - 19	Construction	\$7,844,820	60	.00	■	.95	■	0	■	G
Structural Rehabilitation	15 - 19	Design	\$23,686,921	70	.00	■	1.00	■	0	■	G
Approach Viaduct Seismic Retrofit/Structural Rehab	15 - 19	Design	\$162,181,726	38	.00	■	.99	■	0	■	G

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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
B&T - Bridges and Tunnels Program											
Anchorage & Piers Rehabilitation and Sealing	15 - 19	Design	\$48,868,216	89	.32	■	.99	■	0	■	G
Brooklyn Approach Reconstruction	15 - 19	Design	\$31,130,375	35	.00	■	.99	■	0	■	G
Reconstruction of VN Approach Ramps - Phase1	15 - 19	Design	\$285,484,881	30	.00	■	.99	■	0	■	G
Replacement of HHB Overcoat System	15 - 19	Design	\$20,636,784	70	.00	■	1.00	■	0	■	G
MTA Bus Program											
Construct Bus Command Center - MTA Bus	10 - 14	Construction	\$17,119,402	65	1.48	▼	1.00	■	0	■	R
Bus Radio System	10 - 14	Construction	\$27,959,363	9	.06	■	1.00	■	0	■	G
Bus Radio System - MTA Bus Share	15 - 19	Construction	\$34,500,000	11	.00	■	1.00	■	0	■	G

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Station Renewal and Component Repair on the Culver Line	Current Budget: \$90.3M
	Project EAC: \$89.8M
	Substantial Completion Date at Award: Jan 2018
Project No: T6041239, T6041240, T6041242, T6041244, & T6041281	Current Substantial Completion Date: Apr 2018
Project Phase: Construction	Phase Complete: 74%, 69%, 62%, 69%, & 63%

Project Description
<p>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;</p> <ul style="list-style-type: none"> • Station Renewal: Avenue X • Station Renewal: Avenue U* • Station Renewal: Avenue P* • Station Renewal: Bay Parkway • Station Renewal: 18 Avenue* • Station Renewal: Ditmas Ave • Station Renewal: Avenue I* • Components Avenue N, Kings Hwy*
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Third Quarter 2017, the Contingency expenditures exceeded completion progress for five of the eight station ACEP's (indicated by bold text and asterisk above) in the project due to several Additional Work Orders (AWO's) including mezzanine beam repairs, addressing in part, top flange repairs, bottom flange repairs, splice angles, and splice plates.</p>
What is Being Done
<p>Contingency: AWO's are being negotiated and a budget modification has been approved for the additional work. Further delay to the completion of the overall project is possible.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The 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>

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Station Renewal on the New Lots Line	Current Budget: \$97.9M
	Project EAC: \$97.8M
	Substantial Completion Date at Award: Apr 2017
Project No: T6041245, T6041246, T6041247, T6041248, T6041249, & T6041250	Current Substantial Completion Date: Nov 2017
Project Phase: Construction	Phase Complete: 95%

Project Description

The project consists of renewal work at six stations and component work at one station (on the New Lots Line in Brooklyn. This project will eliminate all deficient conditions rated 3 or worse at these stations as rated by the Station Condition Survey. The scope of work will include repair or replacement of the platform edges, columns, windscreens, railings, lighting, selected stairs and mezzanines, if deemed necessary at the following stations on the New Lots line:

- Station Renewal: Pennsylvania Avenue
- Station Renewal: Saratoga Avenue
- Station Renewal: Van Siclen Avenue
- Station Renewal: Rockaway Avenue
- Station Renewal: Junius Street
- Station Renewal: Sutter Avenue
- Components: New Lots Avenue (Not included in the Traffic Light Report due to the project budget not meeting the minimum dollar threshold)

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion slipped by three months from August 2017 to November 2017. This delay was due to the unavailability of General Orders (GOs) to perform the required platform and mezzanine steel repair work.

What is Being Done

Schedule: The required GOs were scheduled subsequent to the reporting period and GO related work was done by the end of October 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The 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.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Station Ventilators: Phase 6 – 5 Locations / Upper Manhattan & Bronx	Current Budget: \$5.9M
	Project EAC: \$5.9M
	Substantial Completion Date at Award: Dec 2015
Project No: T6041295	Current Substantial Completion Date: Nov 2018
Project Phase: Construction	Phase Complete: 80%

Project Description

The objective of this multi-phase project is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT’s asset condition survey. Phase 6 will rehabilitate ventilators at five locations:

- 116th Street / 8th Avenue Line
- Bedford Park Boulevard / Concourse Line
- Fordham Road / Concourse Line
- 174-175th Streets / Concourse Line
- 155th Street / Concourse Line

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion date slipped 12 months from November 2017 to November 2018. This delay was due to the reallocation of in-house resources to address higher priority vent locations. As a result, current vent phases were reprogrammed to a later date.

What is Being Done

Schedule: Currently, work is complete at all locations except for Bedford Park Boulevard where work commenced in July 2017 and is expected to be completed by November 2018.

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: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: ADA Accessibility at Ozone Park and Lefferts Blvd Stations - Liberty Line	Current Budget: \$21.2M
	Project EAC: \$21.2M
	Substantial Completion Date at Award: Apr 2016
Project No: T6041312	Current Substantial Completion Date: Nov 2017
Project Phase: Construction	Phase Complete: 89%

Project Description
<p>This American with Disabilities Act (ADA) project will provide full accessibility to the station, which has been identified as an ADA Key Station. It is being done in conjunction with the station renewal at this station.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Third Quarter of 2017, the expenditures on contingency exceeded the overall project percent complete due to changes in design standards and field conditions which resulted in the issuance of 13 Additional Work Orders (AWOs) including the re-design of platform stair enclosures due to field condition/interference. In general, these AWO's are related to design modifications, adverse field conditions and change in the design standards.</p>
What is Being Done
<p>Contingency: An extension of time for these AWO's are under review. Subsequent to the reporting period, the forecast for Substantial Completion is December 2017.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The 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>

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Rapid Transit Operations (RTO) Portable Radio Unit Replacement	Current Budget: \$6.7M
	Project EAC: \$6.7M
	Substantial Completion Date at Award: Mar 2011
Project No: T6080606	Current Substantial Completion Date: Mar 2018
Project Phase: Construction	Phase Complete: 80%

Project Description

This project will replace approximately 8000 portable radios with accessories and ancillary equipment system- wide for use with the NYCT subway radio system. It will provide identification of the radio operator and display their name on a display at the Rail Control Center (RCC) dispatcher’s desk by decoding the Automatic Number Identification feature. To accomplish this, design effort is needed to modify both the hardware interface and the software decoding system.

In 2012, the project was expanded to include the reprogramming of all Rapid Transit Operations (RTO) radios to comply with the Federal Communications Commission (FCC) mandate and also to provide the new radios with the capability to operate in the wide band mode. NYCT is in the process of reprogramming the nearly 9000 RTO radios to comply with the FCC mandate and operate in the wide band mode, as permitted by FCC waiver, until the installation is complete.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion date slipped six months, from September 2017 to March 2018 due to delays in the procurement process to purchase the necessary equipment.

What is Being Done

Schedule: NYCT is investigating ways to expedite and streamline the procurement process and the project is proceeding.

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: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: ISIM B-Division: Module 5 Station Network Infrastructure	Current Budget: \$20.0M
	Project EAC: \$20.0M
	Original Design Completion Date: Jul 2017
Project No: T6080660	Current Design Completion Date: Nov 2017
Project Phase: Design	Phase Complete: 98%

Project Description

This project will provide consistent and timely information about the current state of B Division service to staff and customers, moving the organization toward centralized monitoring. The successful delivery of integrated service information and management will lead to improved service, safety and security. This project consists of Module 5A and Module 5B.

Module 5A: Involves the installation of data network equipment that communicates with the Rail Control Center (RCC) and remote locations in Division B.

Module 5B: Expands the Operating Theater for the installation of Large Scale Display and Work Stations provided under ISIM-B Module 3. The expansion work includes Architectural, Structural, Mechanical, Electrical, Fire detection and protection and Communication work.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Design Completion date slipped three months, from August 2017 to November 2017 due to the addition of the Module 5B work scope and a longer than expected Pre-legal specification review.

What is Being Done

Schedule: Subsequent to the reporting period, the Design was completed on November 9, 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this report.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: 2015 & 2016 Mainline Track Replacement – Flushing Line	Current Budget: \$26.9M & \$7.7M
	Project EAC: \$36.9M & \$0.7M
	Substantial Completion Date at Award: Mar 2017
Project No: T7050220 & T7050245	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 97% & 97%

Project Description

These Track Reconstruction projects include replacement of mainline track components on the Flushing Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. The locations addressed are determined by asset condition rating and the scope typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast.

Problem Since Last Quarterly Report

Index Trigger(s): Cost & Schedule

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) of the 2015 project exceeded the Current Budget by \$10M. This is because charges for the 2016 Flushing Line track replacement project were temporarily charged to the 2015 project while job numbers for the 2016 project were being issued.

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion dates of both the 2015 and 2016 projects slipped five months, from July 2017 to December 2017. This delay was due to 1) emphasis on installation of Type III Panels on the Flushing Line for the Year 2017 Track and Switch Program; and 2) track access constraints on the Flushing Line.

What is Being Done

Cost: Funds will be transferred from the Flushing Line 2015 contract to the 2016 project. Subsequent to this report, the EAC of the 2015 project was reduced by \$10M to reflect the reallocation of charges to the 2016 track replacement program for the 8th Avenue Line.

Schedule: The work is proceeding with completion expected in December 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: 2016 Mainline Track Replacement – Jamaica Line	Current Budget: \$18.7M
	Project EAC: \$19.8M
	Substantial Completion Date at Award: Jul 2017
Project No: T7050231	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 91%

Project Description

This Track Reconstruction project includes the replacement of mainline track components on the Jamaica Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. The locations addressed are determined by asset condition rating and the scope includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Substantial Completion date slipped five months, from July 2017 to December 2017. This delay was due to difficulties in obtaining General Orders for Type III panel installation. Also, additional track panels were added to the scope.

What is Being Done

Schedule: The work is proceeding with completion expected in December 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: 2016 Mainline Track Replacement – QBL, DYR, & 8th Ave Lines	Current Budget: \$46.8M, \$13.8M, \$55.8M
	Project EAC: \$42.6M, \$12.5M, \$59.6M
	Substantial Completion Date at Award: Jun 2017
Project No: T7050232, T7050233, & T7050246	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 60%, 60%, 54%

Project Description

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.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Substantial Completion dates, for all three projects, slipped three months, from September 2017 to December 2017. These delays were due to 1) limited track access in the 53rd Street Tube, Queens Boulevard Line; 2) the Dyre Avenue Line Signal Project is resulting in more limited track access to complete track panel installation on the Dyre Avenue Line; and 3) insufficient availability of 100 lb. L. B. Foster Plates and Resilient Fastener Plates on account of vendors not being able to regularly and consistently deliver the materials.

What is Being Done

Schedule: Track access issues are continuing to be addressed and efforts are being made to address the plate material delivery issues. Work is progressing with completion expected in December 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: 2016 Continuous Welded Rail – 8th Avenue Line	Current Budget: \$61.5M
	Project EAC: \$49.9M
	Substantial Completion Date at Award: Aug 2017
Project No: T7050236	Current Substantial Completion Date: Dec 2017
Project Phase: Construction	Phase Complete: 80%

Project Description

This track reconstruction project will install 23,388 track feet of continuous welded rail (CWR) on the 8th Avenue line in order to reduce the number of broken rails in subway tracks and improve the condition of track plates and ties in subway tunnels. Work will include surface preparation and replacement of obsolete plates, spikes, and jointed rails with new welded rails along with any associated cable and signal work.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Substantial Completion date slipped four months, from August 2017 to December 2017 due to a reallocation of resources to address other high priority track projects.

What is Being Done

Schedule: The work is proceeding with completion expected in December 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Project Name: 2017 Mainline Track Replacement – Myrtle Line	Current Budget: \$14.3M
	Project EAC: \$18.3M
	Substantial Completion Date at Award: May 2018
Project No: T7050267	Current Substantial Completion Date: May 2018
Project Phase: Construction	Phase Complete: 95%

Project Description

This Track Reconstruction involves the replacement of mainline track components on the Myrtle Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. Locations addressed are determined by asset condition rating and the scope includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$4.0 million due to an increase in scope in order to install additional track panels prior to the Canarsie Tube Shutdown.

What is Being Done

Cost: Funding for the increase in scope is expected to come from within the overall 2015-19 Track and Switch Program.

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: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: 2016 Mainline Switch Replacement – Queens Boulevard Line	Current Budget: \$18.4M
	Project EAC: \$13.4M
	Substantial Completion Date at Award: May 2017
Project No: T7050316	Current Substantial Completion Date: Oct 2017
Project Phase: Construction	Phase Complete: 89%

Project Description

This track switch replacement project consists of the replacement of various switch components on the Queens Boulevard Line, including turnouts, track switches, switch valves, connecting rails, ties, ballast, cables and any associated signal and equipment work. Locations were determined based on the latest switch condition survey at the time of the 2016 Mainline Track Program development.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Substantial Completion date slipped four months, from July 2017 to November 2017. The delay was due to a reprioritization of 2017 track and switch work ahead of this project.

What is Being Done

Schedule: Subsequent to the reporting period, Substantial Completion was achieved October 10, 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Consolidated Employee Facilities Component Repairs – 10 Locations Manhattan	Current Budget: \$9.7M
	Project EAC: \$10.0M
	Substantial Completion Date at Award: Mar 2017
Project No: T7160704	Current Substantial Completion Date: Mar 2018
Project Phase: Construction	Phase Complete: 92%

Project Description	
<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>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Third Quarter of 2017, the forecasted Substantial Completion date slipped seven months from August 2017 to March 2018, due to HVAC installation issues at the 148th Street location. Rooms were added to the scope, requiring larger AC units than the ones originally proposed. NYCT is currently in the process of preparing specifications and drawings for the new units, which will then be used for the bid documents. After the procurement process is complete, Infrastructure Capital Construction (ICC) will need to install, test and inspect the units. The estimated timeline for the entire process is approximately one year.</p> <p>Subsequent to the reporting period the forecast Substantial Completion date has slipped to December 2018.</p>	
What is Being Done	
<p>Schedule: NYCT anticipates completing the required specifications and drawings in eight weeks (December 31, 2017); the procurement process will likely take four to six months (June 30, 2018); installation, testing and inspections should be completed in approximately five to six months (December 31, 2018).</p> <p>The impact to the project budget is currently being assessed.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>	

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Station Renewal - Water Remediation: Borough Hall – Lexington Ave Line	Current Budget: \$43.4M
	Project EAC: \$36.6M
	Original Design Completion Date: Jul 2016
Project No: T7041201	Current Design Completion Date: Apr 2018
Project Phase: Design	Phase Complete: 60%

Project Description

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 the repair of structural deficiencies and improvements to architectural treatments, with a focus on remediation of water leaks. Excavation for waterproofing repairs requires a traffic diversion and the relocation of bus stops that serve multiple routes and the replacement of undermined utilities.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Design Completion date slipped five months from November 2017 to April 2018 due to a potential increase to the scope of work related to the replacement of a deteriorated steel girder. The complexity of street excavation, roof demolition, and the 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 still being evaluated by the consultant. Some of the test pits did not yield the information being sought by the Consultant to proceed with design.

What is Being Done

Schedule: 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 both the street traffic and on the subways. Coordination between in-house design disciplines and Operations Planning is still ongoing to finalize the additional scope of work.

The impact to the budget is currently being evaluated.

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: An Agency evaluation is not required for this project.



MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Platform Components: Bedford-Nostrand Avenues/Crosstown Line	Current Budget: \$8.7M
	Project EAC: \$11.8M
	Original Design Completion Date: Aug 2017
Project No: T7041235	Current Design Completion Date: Nov 2017
Project Phase: Design	Phase Complete: 80%

Project Description

This project will repair station components at the Bedford-Nostrand Avenues Station on the Crosstown Line in Brooklyn. Work will include replacement of platform edges and provide for new rubbing board and tactile warning strips and replace side platform slab concrete topping.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) of the project exceeded the Current Budget by \$3.2M. This is because the original scope of work included component work at two stations -Fulton Street and Bedford – Nostrand Avenue on the Crosstown Line. When the work at Fulton Street was removed from the project, the current budget was reduced.

What is Being Done

Cost: Currently, the project is in Final Design. Repair quantities are being re-assessed and the final design estimate is being developed. The EAC shall be updated accordingly upon design completion.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and actions taken by the Agency.

All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Overcoat Painting and Steel Repair at East New York Leads and Loops	Current Budget: \$27.9M
	Project EAC: \$57.8M
	Original Design Completion Date: Mar 2017
Project No: T7070315	Current Design Completion Date: Oct 2017
Project Phase: Design	Phase Complete: 90%

Project Description
This project will involve overcoat painting and priority steel repairs at East New York Leads and Loops on the elevated Jamaica and Canarsie Lines in Brooklyn.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the Third Quarter 2017, the forecasted Design Completion slipped three months, from July 2017 to October 2017, due to the reallocation of resources to address high priority structural steel repair and overcoat painting projects.
What is Being Done
Schedule: Subsequent to the reporting period, design was completed on October 12, 2017.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problem and actions taken by the Agency.
All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Ditmas Interlocking: CBTC Culver	Current Budget: \$138.0M
	Project EAC: \$140.2M
	Original Design Completion Date: Sep 2017
Project No: T7080307	Current Design Completion Date: Dec 2017
Project Phase: Design	Phase Complete 75%

Project Description

This project will modernize the Ditmas Ave Interlocking on the Culver Line in the borough of Brooklyn.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Design Completion date slipped three months, from September 2017 to December 2017 as the Communication Based Train Control (CBTC) portion of the design has not been completed yet.

What is Being Done

Schedule: A separate consultant is to design the CBTC portion of the project. This consultant is expected to begin design in December 2017. Therefore, the design completion date will be extended beyond December 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The 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.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Signal Room Fire Suppression, Phase 2	Current Budget: \$15.6M
	Project EAC: \$18.3M
	Original Design Completion Date: Jun 2017
Project No: T7080325	Current Design Completion Date: Nov 2017
Project Phase: Design	Phase Complete: 60%

Project Description

This project will furnish and install a complete fire detection, fire alarm and fire suppression system, including all required testing and training in 4 signal relay rooms, one tower and signal support rooms at four locations; Van Wyck Blvd., Nostrand Ave., Court Street (Museum) and the 239th St Yard. The goal of this project is to protect critical signal equipment in the event of a fire.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$2.7M. The increase was due to the existing condition of signal system air line compressor equipment in one of the relay rooms. The continued operation of the compressors prompted the relocation. A new room to house the air line compressor equipment is now included in the project.

What is Being Done

Cost: This project is in final design review and the budget is now being re-assessed.

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: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: UHF T-Band Radio System Replacement –NYCT and Staten Island Railway (SIR)	Current Budget; \$34.9M & \$25.7M
	Project EAC: \$35.2M & \$26.0M
	Original Design Completion Date: Nov 2017
Project No: T7080607 & S7070104	Current Design Completion Date: Jul 2018
Project Phase: Design	Phase Complete: 45% & 50%

Project Description

This project will replace the NYCT and Staten Island Railroad’s (SIR) UHF T-Band radio system in order for NYCT to comply with the Federal Communications Commission’s FCC 2021 mandate to vacate these channels. The project will construct an above ground 800 MHz system. All UHF users will migrate to the new above ground 800 MHz system. This project will be installed at existing UHF radios sites. The new 800 MHz radio system will provide NYCT with a city wide wireless communications infrastructure that will allow for maintenance, emergency response and service restoration communication.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Design Completion date slipped seven months, from December 2017 to July 2018. The master plan design anticipated that the radio equipment locations would be located in existing facilities. Once preliminary engineering started and the consultant modelled the radio system, it was discovered that many of the locations had to be located in new facilities to attain adequate radio coverage. The design for the new locations will require additional design services and civil/structural testing.

What is Being Done

Schedule: Additional scope of work and an in-house estimate has been sent to Procurement to expedite the issuing of a contract modification for the Design Consultant. At the time of this report, negotiations regarding this work are underway. Further schedule and cost impacts to the project as a result of the negotiations are still being evaluated.

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.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Queens Village Depot HVAC Replacement	Current Budget: \$28.7M
	Project EAC: \$35.7M
	Original Design Completion Date: Apr 2016
Project No: T7120303	Current Design Completion Date: Apr 2018
Project Phase: Design	Phase Complete: 83%

Project Description

This project shall provide all labor, materials, tools and equipment necessary for a new HVAC system at the Queens Village Bus Depot.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Design Completion date slipped three months, from January 2018 to April 2018 due to design changes to the emergency power system.

What is Being Done

Schedule: The project is being designed by the New York Power Authority (NYPA). Design is progressing and NYPA is incorporating the Department of Buses (DOB) design comments. NYPA & DOB are currently determining if the emergency power system upgrade is economically feasible.

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: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: SIR - Rehabilitation of Amboy Road Bridge	Current Budget: \$5.9M
	Project EAC: \$7.6M
	Original Design Completion Date: Jun 2016
Project No: S7070110	Current Design Completion Date: Oct 2017
Project Phase: Design	Phase Complete: 95%

Project Description

This project will rehabilitate Amboy Road (Pleasant Plains) Bridge of the Staten Island Railway, Borough of Staten Island. The project will address structural deficiencies, including replacement and repairs of steel members, damaged or missing rivets, abutment and wing wall repairs, concrete surfaces, column bases, waterproofing, drainage improvements and track work.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$1.79M. The increase was due to the need for additional steel repairs, updated costs for composite ties and increased wage rates.

What is Being Done

Cost: Any potential shortfall will be addressed at project award.

Subsequent to the reporting period, design completion was achieved.

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: An Agency ACE evaluation is not required for this report.

MTA Agency: Long Island Rail Road	Status as of September 30, 2017
Project Name: Wantagh Station Platform Replacement	Current Budget: \$22.5M
	Project EAC: \$23.2M
	Substantial Completion Date at Award: Mar 2018
Project No: L60204UC	Current Substantial Completion Date: Sep 2018
Project Phase: Construction	Phase Complete: 37%

Project Description

This project will rehabilitate the elevated center island platform at Wantagh Station on the Babylon Branch. The scope of work includes the replacement of the platform, canopy, stairs and escalator: and installation of an Automated Snow and Ice Melt System and a new elevator between the station and platform level.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion dated slipped six months, from March 2018 to September 2018, for the following reasons: 1) original subcontractor appointed to complete the Automated Snow and Ice Melt System installation defaulting on their contractual obligation; 2) LIRR’s annual track program planned State of Good Repair work which impacted the Third Party Contractor’s ability to obtain needed track outages to complete the station replacement work.

What is Being Done

Schedule: As of this time, a new subcontractor was hired to continue with the installation of the Automated Snow and Ice Melt System. The track outage availability issues has been resolved and no further delays are anticipated. Work is progressing as scheduled.

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.

MTA Agency: Metro-North Railroad	Status as of September 30, 2017
Project Name: Station Building Renewal/Net Lease: Port Chester Station Elevator	Current Budget: \$8.6M
	Project EAC: \$8.6M
	Substantial Completion Date at Award: Jul 2017
Project No: M6020204	Current Substantial Completion Date: Oct 2017
Project Phase: Construction	Phase Complete: 92%

Project Description

This project includes three different contracts:

- Port Chester and Hartsdale Roof Replacement; (completed)
- Hartsdale Exterior and Window Replacement; (completed)
- Port Chester Station Elevator, nearing completion.

The third contract's scope of work consists of the replacement of existing stairs, installation of a new elevator and Americans with Disabilities Act (ADA) ramp at the Port Chester station on the New Haven Line.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion date slipped three months from July 2017 to October 2017 due in part to modifications to the elevator components. These modifications were required because of a discrepancy between the elevator entrance & existing sidewalk elevation/grade. The additional modifications were needed to meet ADA requirements.

What is Being Done

Schedule: The elevator entrance grade elevation issues have been resolved. All modifications to the elevator components were fabricated, delivered and installed. The elevator's sidewalk level entrance has been constructed and the elevator inspections and testing is in progress. The project Substantial Completion is forecasted to be achieved in November 2017.

IEC Comment

Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.

All Agency Contractor Evaluation: The 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.



MTA Agency: Metro-North Railroad	Status as of September 30, 2017
Project Name: Harlem & Hudson Lines Power Improvements	Current Budget: \$43.7M
	Project EAC: \$41.1M
	Substantial Completion Date at Award: Aug 2016
Project No: M6050103	Current Substantial Completion Date: Oct 2018
Project Phase: Construction	Phase Complete: 70%

Project Description

The project involves the construction of a new 86th St. Substation. The existing Substation is rated at 3.3 Megawatt (MW) and is fed from a single Con-Ed source. The new substation will provide 6.6 MW of power and utilize two independent feeds from Con-Ed improving the system’s operational redundancy. The project also involves the replacement of existing Negative Return Reactors at the 110th St. Substation with larger capacity units.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter 2017, the forecasted Substantial Completion date slipped eight months from February 2018 to October 2018. This slip was due in part to:

- Delay in East Platform/Existing Traction Power Substation turnover to the Contractor
- Delay in completion of the Asbestos Removal and Lead Paint Mitigation
- Delay due to various unforeseen conditions that impacted construction
- Lack of flagging and force account support due to other priority projects
- Contractor work cancellations

Subsequent to the reporting period, further internal discussions and forecasting by the Contractor have pushed out the project Substantial Completion date to January 2019.

What is Being Done

Schedule: To mitigate the negative schedule impact to the project, the following actions have been, or are in the process of being taken:

- Implement onsite meetings with the Contractor and the Engineer of Record to reduce the time required to resolve unforeseen field conditions which impact construction.
- Issue 30 day delay impact letters to the Contractor and request mitigation plans for all construction tasks with over 30 day delays.
- Work closely with the Force Account department to improve coordination for better support.

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.

MTA Agency: Bridges and Tunnels	Status as of September 30, 2017
Project Name: Rehabilitation of Tunnel Walls, Roadway Drainage and Firelines at the Hugh Carey Tunnel	Current Budget: \$65.6M
	Project EAC: \$62.4M
	Substantial Completion Date at Award: Jun 2019
Project No: D601BB28	Current Substantial Completion Date: Mar 2018
Project Phase: Construction	Phase Complete: 82%

Project Description

This project includes the replacement of the fireline, leak and crack repairs on the tunnel walls and ceiling, installation of safety lighting along the roadway and replacement of ceiling hangers.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Third Quarter of 2017, the rate of contingency expenditures exceeded the project’s overall percent complete causing a contingency index of 1.25. The depletion of Contingency was primarily due to a change order which was initiated in order to add a Heat Trace Panel and Supervisory Control and Data Acquisition (SCADA) System Integration at the Governor’s Island Ventilation building. Two other minor change orders also contributed to the Contingency Index, they are: Exhaust Air Duct Flange Repairs to both tubes and additional labor for the Fire Standpipe Overrun Roadway/Buildings.

What is Being Done

Contingency: Change orders were funded utilizing the Willingness to Assume Risk (WAR) contingency under this task because of anticipated underruns on unit price items that will be reconciled at a later date. It was determined that the contract WAR amount for this task is adequate, and the budgeted Project Contingency is sufficient to complete construction and that no additional funding is forecasted at this time.

The project management team is closely monitoring the work and will continue to mitigate cost and schedule issues while delivering a quality product and value to the MTA and its customers.

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.

MTA Agency: Bridges and Tunnels	Status as of September 30, 2017
Project Name: Programmable Logic Controller and Mechanical Rehabilitation at the Marine Parkway Bridge	Current Budget: \$10.2M
	Project EAC: \$9.8M
	Substantial Completion Date at Award: Feb 2018
Project No: D604MP03 (MP-03 Phase 1)	Current Substantial Completion Date: Feb 2018
Project Phase: Construction	Phase Complete: 63%

Project Description

This is a Design/Build contract for the core capital portion of project MP-03, involving the replacement of electrical and mechanical equipment at the Marine Parkway and Cross Bay Bridges. The contractual services include the following: new pre-engineered substation enclosures; new electrical equipment consisting of new switchgear and transformers; a new emergency generator and; new heating equipment.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Third Quarter of 2017, the rate of contingency expenditures exceeded the overall percent complete causing a contingency index of 1.55. This was primarily due to the relocation of Con Edison’s 5kV feeders Property Line Box/Duct Bank, and the redesign for relocation of the 5kV Marine Parkway Bridge Substation. There was no impact to the schedule.

What is Being Done

Contingency: It is anticipated that the budgeted Project Contingency is sufficient to complete Construction and that no additional funding is forecasted at this time.

The project management team is closely monitoring the work and will continue to mitigate cost and schedule issues while delivering a quality product and value to the MTA and its customers.

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.

MTA Agency: Bridges and Tunnels	Status as of September 30, 2017
Project Name: Mechanical Systems Rehabilitation at the Marine Parkway Bridge	Current Budget: \$38.8M
	Project EAC: \$37.7M
	Substantial Completion Date at Award: Dec 2018
Project No: D604MPXA (MP-03 Phase 2)	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 85%

Project Description

This project will address the need for replacement of electrical and mechanical equipment at the Marine Parkway Bridge. These services include the following: new programmable logic controller, motors, machinery gear boxes, droop cables, CCTV and fire alarm systems.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Third Quarter of 2017, the rate of contingency expenditures exceeded the overall percent complete causing a Contingency Index of 1.12, due to required additional scope items, which includes: Abatement work for the bridge tower machinery rooms, 12” water main piping rerouting, heat tracing, required backflow preventers, gate valves, Furnish/deliver two 750 KVA transformers for the bridge lift span, and Furnish/install keeper plates for lift span counterweight shoe brackets. There was no impact to the schedule.

What is Being Done

Contingency: It is anticipated that the budgeted Project Contingency is sufficient to complete Construction and that no additional funding is forecasted at this time.

The project management team is closely monitoring the work and will continue to mitigate cost and schedule issues while delivering a quality product and value to the MTA and its customers.

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.

MTA Agency: MTA Bus	Status as of September 30, 2017
Project Name: Bus Command Center	Current Budget: \$17.1M
	Project EAC: \$17.1M
	Substantial Completion Date at Award: Jun 2017
Project No: U6030225	Current Substantial Completion Date: Nov 2017
Project Phase: Construction	Phase Complete: 65%

Project Description

This project will construct a new Bus Command Center facility for NYCT, DOB and MTA Bus Company which will comply with the NY State building code requirements and will be energy efficient. The new Bus Command Center will house modern digital radio communications system equipment in order to provide data communications and enhanced voice communications.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Third Quarter 2017, the project had a contingency index of 1.48 which is largely due to Additional Work Orders (AWO). These AWOs were for design enhancements and structural changes, due to the complexity of the edifice.

What is Being Done

Contingency: Additional funding is not anticipated due to projected savings in other tasks within the project.

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

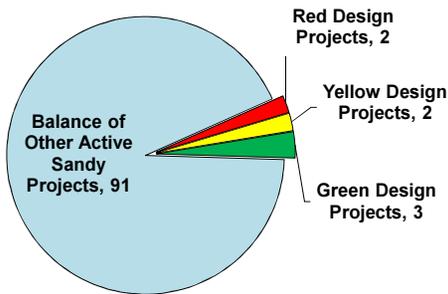
All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

3rd Quarter 2017 Traffic Light Report on MTA SANDY Program

A total of 98 Active Sandy Projects were Reviewed for the 3rd Quarter 2017

The 98 active projects include 7 projects in Design, 18 in Post-Design to Construction Award, 73 in Construction

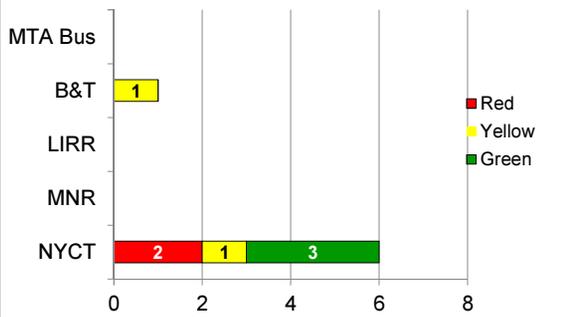
7 of 98 Projects in Design



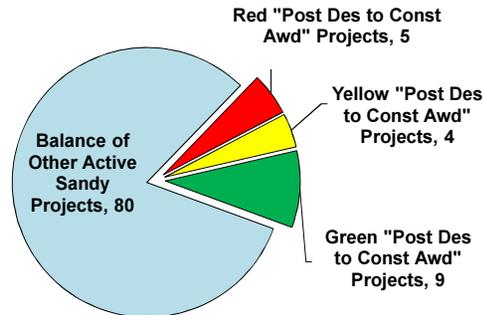
Summary of Projects in Design: 7 projects were reviewed in the design phase this quarter with 3 (42%) designated Green, 2 (29%) Yellow and 2 (29%) were Red. Of the 2 projects designated Red in the Design phase, 1 was for Schedule and the other was for both Cost and Schedule. The schedule variances were each for three months and were due to additional time needed to address CPM comments.

Last Quarter: 5 projects were reviewed in the design phase with 2 (40%) designated green and 3 (60%) designated yellow.

7 Projects in Design



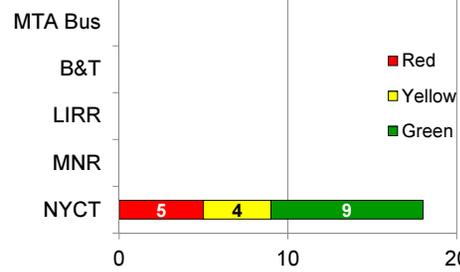
18 of 98 Projects in Post-Design to Construction Award



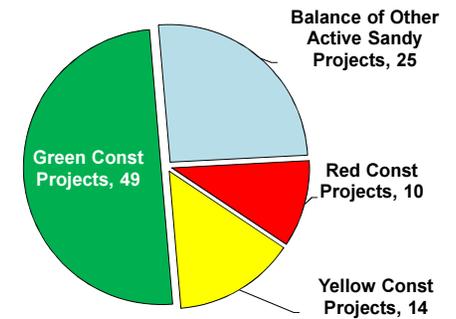
Summary of Projects in Post-Design to Construction Award: 18 projects were reviewed in this phase with 9 (50%) designated green, 4 (22%) Yellow and 5 (28%) were Red. All 5 Red projects in this phase this quarter were Red for a schedule variance of three months. The schedule variances were due to an extension of time for response to bidders' questions and combination of projects.

Last Quarter: 8 projects were reviewed in this phase with 2 (25%) designated green, 3 (38%) Yellow and 3 (38%) were Red.

18 Projects in Post-Design to Construction Award



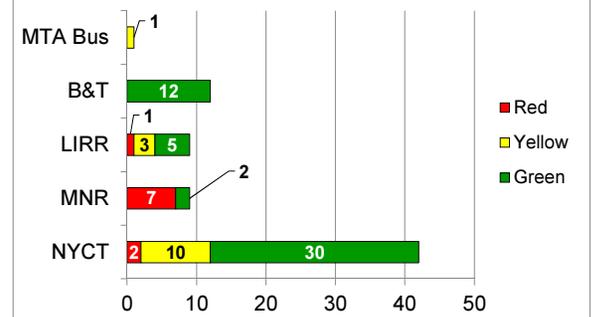
73 of 98 Projects in Construction



Summary of Projects in Construction: 73 projects were reviewed in this phase with 49 (67%) designated green, 14 (19%) yellow and 10 (14%) were Red. Of the 10 projects which were designated Red, 6 were for a schedule variance, 2 for cost, 1 for contingency and 1 for both contingency and schedule variances. The schedule variances were due to part to a delay in permitting and fabrication issues.

Last Quarter: 79 projects were reviewed in this phase with 49 (62%) designated green, 12 (15%) yellow and 18 (23%) were Red.

73 Projects in Construction



MTA Sandy Recovery Projects Terms and Definitions

3rd 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: 7

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

Projects in Post Design to Construction Award Phase: 18

	Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.
	Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.
	Yellow: Previously indicated as red with no new substantial change since last Traffic Light Report.

Projects in Construction: 73

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

Projects in Planning:

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

3rd Quarter 2017 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Cranberry Tube Rehab												
ET060230	Recovery: 2 Pump Rooms (Cranberry Tube)	Construction	Recovery	\$11,001,874	98	-.05	▼	.88	▼	0	─	Y
ET060231	Recovery: 2 Fan Plants (Cranberry Tube)	Construction	Recovery	\$15,616,778	96	.19	▼	.93	▼	0	─	Y
ET080214	Recovery: Signals (Cranberry Tube)	Construction	Recovery	\$15,038,416	96	.27	▲	.83	▼	0	─	Y
ET090220	Recovery: Power and Communication Cables (Cranberry Tube)	Construction	Recovery	\$55,941,612	97	.21	▼	1.02	─	0	─	Y
53rd St Tube Rehab												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$11,206,095	97	.30	─	.93	▼	3	▲	Y
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$9,164,141	100	.00	─	.88	▼	3	▲	Y
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$52,851,665	96	.22	▲	1.00	─	3	▲	Y
ET090226	Recovery: 2 Circuit Breaker Houses (53 Street Tube)	Construction	Recovery	\$7,692,179	99	.74	─	1.20	▲	3	▲	R
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$17,815,722	99	.16	▼	.88	▼	3	▲	Y
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,900,951	3	.00	─	1.00	─	0	─	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,306,612	0	.00	─	1.00	▲	0	─	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$49,331,538	6	.00	─	1.00	─	0	─	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$18,011,168	6	.00	─	1.00	▼	0	─	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$35,695,374	0	.00	─	1.00	─	0	─	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,935,323	2	.00	─	.99	▲	0	─	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$341,876,324	5	.00	─	1.07	─	0	─	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$102,174,607	1	.00	─	.54	─	0	─	G

3rd Quarter 2017 Traffic Light Report
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NYCT - New York City Transit Sandy Program												
Clark Tube												
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	6	.00	■	1.00	■	0	■	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	17	.00	■	1.00	■	0	■	G
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	36	.00	■	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	24	.00	■	1.00	■	0	■	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	28	.00	■	1.00	■	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	19	.10	▲	1.00	■	0	■	G
Joralemon Tube												
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$45,780,109	93	.21	■	1.02	■	2	▲	G
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$6,022,610	78	1.08	▼	.72	▼	2	▲	Y
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,145,171	74	.51	▲	.91	▼	2	▲	G
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$68,024,151	91	.12	▼	1.12	▲	2	▲	R
Rutgers Tube												
ET060232	Recovery: 2 Pump Rooms (Rutgers Tube)	Post Des to Const Awd	Recovery	\$5,309,274	100	.00	■	.79	▲	0	■	G
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	\$8,028,914	100	.00	■	.80	▲	0	■	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,489,112	100	.00	■	.80	▲	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$36,438,646	100	.00	■	.66	▼	0	■	G
207th St Yard												
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Design	Mitigation	\$175,888,773	45	.00	■	1.01	▼	12	▲	Y

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
207th St Yard												
ET100219	Recovery: Yard Track (207 Street Yard)	Post Des to Const Awd	Recovery	\$72,321,509	93	.00	■	1.00	▲	3	▲	
ET100220	Recovery: Yard Switches (207 Street Yard)	Post Des to Const Awd	Recovery	\$59,199,256	93	.00	■	1.00	▲	3	▲	R
ET100210	Recovery: Power Cable at 207 Street Yard	Post Des to Const Awd	Recovery	\$38,050,845	100	.00	■	1.11	▼	3	▲	
ET100218	Recovery: 207 Street Yard Signal System	Post Des to Const Awd	Recovery	\$326,073,117	100	.00	■	1.00	▲	1	▲	Y
ET100312	Mitigation: 207th Street Yard Portal	Post Des to Const Awd	Mitigation	\$2,493,809	100	.00	■	.10	▼	0	■	G
Coney Island Yard Flood Mitigation												
ET100211	Recovery: Power Cable at Coney Island Yard	Post Des to Const Awd	Recovery	\$221,645,862	10	.00	■	1.11	▼	3	▲	R
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Post Des to Const Awd	Mitigation	\$457,915,318	100	.00	■	.88	▼	3	▲	
All Other NYCT Projects												
ET060308	Mitigation: Hatch Replacement and Installation of Mechanical Closure Devices at Various Fan Plants (SBFP)	Construction	Mitigation	\$4,736,962	100	.44	▲	.91	▼	0	■	G
ET040314	Mitigation: Stairwell Protection (Flexgates)	Construction	Mitigation	\$19,041,534	99	.87	■	1.01	■	0	■	G
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,436,603	45	-.19	▲	1.00	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,632,247	18	1.34	▲	.99	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$45,924,466	12	.00	■	1.00	■	0	■	G
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Construction	Mitigation	\$5,031,262	0	.00	■	1.00	■	0	■	G

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NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$68,399,431	3	.00	■	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,748,327	3	.00	■	1.00	■	0	■	G
ET060228	Recovery: Tunnel Lighting (200th to 207th Street / 8th Avenue)	Construction	Recovery	\$20,096,629	94	.07	■	1.06	■	2	▲	Y
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,556,510	21	.65	▼	1.00	■	0	■	G
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction	Mitigation	\$7,028,122	25	.00	■	1.02	■	0	■	G
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$28,770,656	23	.09	▼	1.04	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$33,044,714	9	1.20	▲	1.00	■	0	■	G
ET040323	Mitigation: Upgrade Backup Command Center	Design	Mitigation	\$10,886,387	90	.00	■	1.00	■	2	▲	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	78	.00	■	1.15	▼	3	▲	R
ET120307	Mitigation: Various Bus Depots	Design	Mitigation	\$59,572,819	93	.00	■	1.07	▲	3	▲	R
ET160310	Mitigation: Consolidated Revenue Facility	Design	Mitigation	\$12,072,690	90	.00	■	1.05	▼	0	■	G
ET160312	Mitigation: Tiffany Central Warehouse	Design	Mitigation	\$12,400,881	90	.00	■	1.06	▼	0	■	G
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Post Des to Const Awd	Mitigation	\$74,918,344	50	.00	■	1.00	■	0	■	G
ET060325	Mitigation: 2 Fan Plants	Post Des to Const Awd	Mitigation	\$20,829,556	99	.00	■	1.00	▼	1	▲	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Post Des to Const Awd	Mitigation	\$41,187,736	100	.00	■	1.00	▼	0	■	G
ET080207	Recovery: 207 Street and 200 Street Interlockings on the 8th Avenue Line	Post Des to Const Awd	Recovery	\$43,238,549	100	.00	■	1.00	■	1	▲	G

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NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET100209	Recovery: Power Cable at 148 Street Yard	Post Des to Const Awd	Recovery	\$18,624,981	40	.00	■	1.03	■	0	■	Y
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Post Des to Const Awd	Mitigation	\$117,373,169	99	.00	■	1.12	■	0	■	Y
ET100311	Mitigation: 148th Street Yard Portal	Post Des to Const Awd	Mitigation	\$7,611,446	100	.00	■	1.12	■	0	■	Y
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	0	.00	■	.99	■	0	■	G
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$170,467,803	1	.00	■	1.01	■	0	■	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,000,000	0	.00	■	1.00	■	0	■	Y
EL0303ZR	Gateway 11th Ave Extension	Construction	Mitigation	\$5,500,000	0	.00	■	1.00	■	0	■	G
EL0402ZB	Wreck Lead Bridge Systems Restoration	Construction	Recovery	\$14,669,812	96	.56	▲	.98	■	0	■	Y
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	95	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$64,910,327	36	.00	▼	.94	▼	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	41	.00	■	1.00	■	0	■	G
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$4,500,000	59	1.60	▼	.24	▼	0	■	R
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$51,378,558	65	.04	■	1.02	■	0	■	G
EL0702ZM	First Avenue Substation Restoration	Construction	Recovery	\$8,429,861	59	.00	■	1.00	■	0	■	Y
MNR - Metro-North Railroad Sandy Program												
Hudson Line Power and C&S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,642,151	57	1.06	■	.95	■	3	▲	R
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$32,370,843	0	.00	■	.92	■	3	▲	

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Sandy Program												
Hudson Line Power and C&S Restoration												
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$49,968,066	57	.00	■	.99	■	3	▲	R
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	57	.00	■	1.00	■	3	▲	
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$90,299,496	57	1.48	▲	1.01	■	3	▲	
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$72,285,477	0	.00	■	.99	▲	3	▲	
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,909,913	83	.92	■	.92	■	5	▲	
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$6,963,784	77	.00	■	.87	■	0	■	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,136,302	5	.00	■	.85	■	0	■	G
B&T - Bridges and Tunnels Sandy Program												
Queens Midtown Tunnel Rehab												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$137,158,668	65	.06	■	.94	■	0	■	G
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$28,133,489	37	.00	■	.96	■	0	■	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$95,966,422	65	.00	■	.90	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$10,382,793	65	.06	■	.96	■	0	■	G
All Other Projects												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$7,531,863	63	.00	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$12,783,404	63	.98	▲	.94	■	0	■	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,298,253	89	.00	■	.95	■	2	▲	Y

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B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$143,767,170	81	.00	■	.94	■	0	■	G
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$35,018,130	37	.00	■	.96	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$7,152,978	81	.00	■	.95	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$124,888,522	81	.05	▲	.90	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$14,990,443	81	.12	■	.90	■	0	■	G
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Construction	Mitigation	\$30,636,620	37	.00	■	.98	■	0	■	G
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	55	.44	▼	1.00	■	0	■	Y

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Sandy Mitigation: Power Cabling & Long-Term Perimeter Protection - Coney Island Yard	Current Budget: \$198.3M & \$516.0M
	Project EAC: \$221.6M & \$457.9M
	Original Award Date: Nov 2016
Project No: ET100211 & ET100307	Current Award Date: Mar 2017
Project Phase: Post-Design to Construction Award	Phase Complete 100%

Project Description
<p>This contract will build a new cable bridge, install new traction power and communication cables, and construct long-term flood mitigation measures at the Coney Island Yard that were damaged due to Superstorm Sandy. Mitigation work will include construction of a perimeter protection wall, flood gates and installation of a water detention and a pumping system to improve yard drainage.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Third Quarter 2017, the forecasted Construction Award date slipped three months, from December 2017 to March 2018, to allow the prospective bidders enough time to review the contract documents and prepare their bid proposal.</p>
What is Being Done
<p>Schedule: The Agency is responding to bidders' questions as expeditiously as possible.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Sandy Repairs: Circuit Breaker Houses #565 & 603 – 53rd Street Tube	Current Budget: \$6.4M
	Project EAC: \$7.7M
	Substantial Completion Date at Award: Feb 2017
Project No: ET090226	Current Substantial Completion Date: Oct 2017
Project Phase: Construction	Phase Complete: 99%

Project Description

This project provides for the rehabilitation of two circuit breaker houses and associated breakers, cables and appurtenances, located between Queens and Manhattan, within the 53rd Street Tube. This project is part of a larger ongoing project to rehabilitate the 53rd Street Tube.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule & Cost

Schedule: During the Third Quarter of 2017, the forecasted Substantial Completion date slipped three months, from July 2017 to October 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 inspections. In addition, the integration of the new equipment, including High Tension (HT) switchgears and transformers to existing rectifiers brought in another element of delay.

Cost: During the Third Quarter of 2017 the Estimate at Completion (EAC) exceeded the Current Budget by \$1.3M due to the Circuit Breaker House, one of the sub-projects, being overcharged, which is reflected in the EAC increased that occurred during the period. This contract consist of five sub-projects.

Subsequent to the reporting quarter, the forecasted Substantial Completion date is now November 2017.

What is Being Done

Schedule: Both the contractor and NYCT’s Contract Compliance office have been working to integrate the HT switchgears and transformers to the existing rectifiers. Various relay protection devices had to be rewired and the power bus had to be field altered.

Cost: The charges are being reallocated to the appropriate sub-project and the EAC will be adjusted to reflect the reallocation. A Budget Modification Staff Summary Sheet has been prepared to have funds transferred from within the contract.

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.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Sandy Repairs: Communication and Power Cables & Ducts – Joralemon Tube	Current Budget: \$60.6M
	Project EAC: \$68.0M
	Substantial Completion Date at Award: Apr 2017
Project No: ET090221	Current Substantial Completion Date: Oct 2017
Project Phase: Construction	Phase Complete 96%

Project Description

This project will replace Communication and Power Cables in the Joralemon Tube. This project is part of a larger ongoing contract to rehabilitate the Tube following damage due to flooding from Superstorm Sandy.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$7.4M due to additional design work, the need for more flagging occasions to complete the work and additional funds to support the closeout of the project. Additionally, an error in the allocation of charges between the various Joralemon Tube projects occurred, resulting in this project being overcharged.

What is Being Done

Cost: The charges are being reallocated to the appropriate sub-project and the EAC will be updated to reflect the reallocation. A Budget Modification Staff Summary Sheet has been prepared to cover the existing overruns and to have funds transferred from within the contract.

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



MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Sandy Resiliency: Conversion of 2 Pump Trains	Current Budget: \$16.6M
	Project EAC: \$19.1M
	Original Design Completion Date: Mar 2017
Project No: ET060317	Current Design Completion Date: Dec 2017
Project Phase: Design	Phase Complete 80%

Project Description

This project will convert two R110A cars into dedicated pump cars and two R110A's into generator cars. The work includes the installation of pumps, diesel engine, generator, pipes, manifolds, hoses, lights, ventilation and heating equipment.

Problem Since Last Quarterly Report

Index Trigger(s): Cost and Schedule

Cost: During the Third Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$2.5 million due to persistent variables in the final design estimate in relation to the previously approved design funding, which was focused on converting R110A cars into dedicated pump trains.

Schedule: During the Third Quarter 2017, the forecasted Design Completion date slipped three months, from September 2017 to December 2017, due to the lengthy process to develop all the Contract Documents and the Federal terms and conditions.

What is Being Done

Cost: The project is in procurement; any cost overruns will be addressed by a budget modification staff summary prior to award.

Schedule: Procurement is in the process of preparing all the Contract Documents and the procurement process is proceeding.

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: An Agency ACE evaluation is not required for this project.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Sandy Mitigation: Various Depots	Current Budget; \$55.2M
	Project EAC: \$59.5M
	Original Design Completion Date: Mar 2017
Project No: ET120307	Current Design Completion Date: Nov 2017
Project Phase: Design	Phase Complete: 93%

Project Description

This project addresses flood mitigation at three bus depot facilities that experienced flooding during Super Storm Sandy: (1) MJ Quill, (2) Castleton and (3) Casey Stengel depots at the following locations;

- MJ Quill: 525 11th Avenue, Manhattan, New York
- Castleton: 1390 Castleton Avenue, Staten Island, New York
- Casey Stengel: 123-53 Willets Point Boulevard, Flushing, New York

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Third Quarter of 2017, the forecasted Design Completion date slipped three months, from July 2017 to October 2017 due to the consultant needing additional time with their sub-contractors to address Capital Program Management (CPM) comments and revised drawings.

What is Being Done

Schedule: The Design Manager’s office has been working closely with the consultant to resolve the remaining technical comments. Subsequent to the reporting period, design completion was achieved on November 30.

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.

MTA Agency: New York City Transit	Status as of September 30, 2017
Project Name: Sandy Repairs: Power Cabling, Track and Switches – 207th Street Yard	Current Budget: \$34.2M & \$72.3M & \$59.2M
	Project EAC: \$38.1M & \$72.3M & \$59.2M
	Original Award Date: Mar 2018
Project No: ET100210, ET100219, & ET100220	Current Award Date: Jun 2018
Project Phase: Post-Design to Construction Award	Phase Complete 100%

Project Description
This contract will replace power cable and track and switches at the 207 th Street Yard in Manhattan that were damaged due to Superstorm Sandy.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the Third Quarter 2017, the forecasted Construction Award date slipped three months from March 2018 to June 2018 due to the combining of the flood protection and resiliency projects with signal modernization contracts for the 207 th Street Yard and main line, which resulted in overall costs exceeding the overall budget. As a result, the advertisement was delayed.
What is Being Done
Schedule: The bid and support costs are being scrutinized to determine if project costs can be reduced. Once the cost reduction analysis is complete, a decision regarding advertisement will be made.
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: An Agency ACE evaluation is not required for this project.

MTA Agency: Long Island Rail Road	Status as of September 30, 2017
Project Name: Long Island City Yard Restoration	Current Budget: \$18.1M
	Project EAC: \$4.5M
	Substantial Completion Date at Award: Jan 2019
Project No: EL0602ZL	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 16%

Project Description

This project will repair damage that occurred as a result of Superstorm Sandy at the Long Island City Yard in Queens, NY. Work will include reconstruction of Tracks 9 through 12, including: Restoration of third rail systems; switch replacements; remediation; perimeter flood protection walls and gates; construction of car cleaning platforms, underground utilities; storm water detention and management system with flap valves, sumps, pumps, and chambers; raised track profiles to raise elevation; traction power systems and the removal of petroleum contaminated soil.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Third Quarter 2017, the rate of contingency expenditures exceeded the overall project percent complete causing a contingency index of 5.9 due to the following Additional Work Order (AWO).

- AWO No. 13: Involves changes associated with combining two previous construction packages 3A and 3B into one construction package 3A for Tracks 9 through 12, which involves the removal, remediation and replacement of Tracks 9 through 12; in addition to the installation of a third rail fueling safety interlock and fuel line replacement on Tracks 7 and 8 which meets operational needs - \$307K.

What is Being Done

Contingency: Funding is currently being reallocated within tasks to meet overall project needs with no additional impact to the project budget anticipated.

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.

MTA Agency: Metro-North Railroad	Status as of September 30, 2017
Project Name: Sandy Power, Communications and Signal Infrastructure Restoration (Phases I & II)	Current Budget: \$301.9M
	Project EAC: \$298.3M
	Substantial Completion Date at Award: Jun 2017, Jul 2020
Project No: EM040205, EM040206, EM040301, EM040302, EM050206, EM050207	Current Substantial Completion Date: Mar 2019, Mar 2021
Project Phase: Construction	Phase Complete: 57%, 0%, 26%, 31%, 57%, & 0%

Project Description
<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 (located in the Bronx) to CP19 (Greystone).</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule and Contingency
<p>Schedule: During the Third Quarter 2017, the project’s Substantial Completion date for Phase I slipped 3 months from December 2018 to March 2019. This was due to a delay in getting the required permitting from the Army Corp of Engineers in order to commence with platform installations south of Croton Bridge causeway. With the Phase I slip, and with the contract language indicating that Phase I shall be complete prior to work commencing on Phase II, Phase II’s forecasted project completion is now March 2021.</p> <p>Contingency: During the Third Quarter 2017, project EM050206 had a contingency index of 1.48 due to quantity adjustments of Medium voltage signal power exposed raceway and stainless steel cable trough. This is the result of unforeseen field conditions along the right of way which required Communication & Signal infrastructure routing to be changed during the Design-Builder’s design.</p>
What is Being Done
<p>Schedule: MNR continues to identify means to enhance productivity with the Design-Builder on design requirements where appropriate. This includes trough size at interlocking locations, material type for exposed system installations and potential conduit/trough re-use at distinct locations. MNR is also looking for opportunities to mitigate the schedule delays.</p> <p>Contingency: A quantity adjustment has been executed while MNR is investigating the final true-value for completion of Phase I. The quantity adjustment was within the overall project budget. Additional change orders will be required for the original bid items. Funding to be evaluated as required.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The 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>

MTA Agency: Metro-North Railroad	Status as of September 30, 2017
Project Name: Sandy Recovery - Power Infrastructure Restoration Substations	Current Budget: \$44.4M
	Project EAC: \$40.9M
	Substantial Completion Date at Award: Feb 2017
Project No: EM050208	Current Substantial Completion Date: Mar 2018
Project Phase: Construction	Phase Complete: 83%

Project Description	
<p>This project will replace three Hudson Line substations damaged by Superstorm Sandy. While the three substations were repaired after Sandy and returned to service, their useful lives were reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. Resiliency will be incorporated by raising the new substations to Above Base Flood Elevation (ABFE) +4 feet. The Base Flood Elevation is the regulatory height requirement in relation to the mean sea level that has a one percent chance or greater of flooding in a given year as determined by the Federal Emergency Management Agency (FEMA). In addition, there is a fourth substation in Brewster New York that is funded via another project, (M6050103) but is also a part of this contract's work scope.</p>	
Problem Since Last Quarterly Report	
Index Trigger (s): Schedule	
<p>Schedule: During the Third Quarter 2017, the forecasted Substantial Completion date slipped five months from October 2017 to March 2018, due to the following unforeseen delays:</p> <ul style="list-style-type: none"> • Longer than expected substation fabrication and delivery. • Unanticipated test failures of Supervisory Control and Data Acquisition (SCADA) relay switches and cast coil 4MVA rectifier transformers • Longer than expected testing and commissioning of the DC substation integrated components (DC breakers/rectifiers/AC switchgears/SCADA). <p>Subsequent to the reporting period, further internal discussions and forecasting by the contractor and Metro-North user group have pushed out the Substantial Completion date for the three substations to June 2018 due to Con Ed coordination (inspection/acceptance). However, the overall project completion will be achieved in January 2019, when the fourth substation in Brewster, New York is slated for Substantial Completion.</p>	
What is Being Done	
<p>Schedule: Construction is continuing at all three substations with component testing, switchgear wiring and terminations ongoing. The Project is working to bring the substations on-line in a phased sequential approach in the second quarter of 2018.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The 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 (3rd Quarter 2017 Traffic Light Report – Period Ending September 30, 2017)

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

- **Capital Construction**
 - East Side Access & Regional Investments
- **Signals & Communications**
 - Positive Train Control
 - CBTC- Flushing Line
 - CBTC Queens Blvd. West - Phase I
 - B Division- Beacon Train Arrival System
 - Integrated Service Information & Management (ISIM B-Div.)
 - Replace Bus Radio System
 - Construct Bus Operations Command Center
- **Subway Car, Bus and Rolling Stock Procurement**
 - New Subway Car Procurement
 - New Bus Procurement
 - CRR Rolling Stock Procurement
- **Passenger Stations Program**
 - Sea Beach Line –Renewal 9 Stations
- **Shops and Yards**
 - Harmon Shop Replacement Phase V, Stage 1
 - New Mid Suffolk Electric Yard
- **Line Structures and Track**
 - Jamaica Capacity Improvements - Phase I
 - Main Line Double Track – Phase I and II, Farmingdale to Ronkonkoma
- **Bridges & Tunnels**
 - RFK Bridge Bronx Toll Plaza Reconstruction

Sandy Program

- Hugh L. Carey Tunnel Restoration
- Queens Midtown Tunnel Rehabilitation
- Hudson Line, Phase I & II - Power and C&S Infrastructure Restoration
- Canarsie Tube Restoration and Resiliency



Projects in CPOC's Risk-Based Monitoring Program (3rd Quarter 2017 Traffic Light Report – Period Ending September 30, 2017)

- Reconstruct Clifton Repair Shop
- Coney Island Yard Long Term Perimeter Protection
- 148th Street Yard Long Term Perimeter Protection

2015-2019 Capital Program

- **Capital Construction**
 - Second Avenue Subway - Phase II
 - East Side Access & Regional Investments
 - Cortlandt Street Station #1 Line
 - Penn Station Access
- **Signals and Communications**
 - Positive Train Control
 - CBTC Queens Blvd. West - Phase II
 - Beacon Train Arrival System - B Division
 - Integrated Service Information & Mgmt. (ISIM B-Div.)
 - Replace Bus Radio System
 - Customer Service Initiative - GCT PA & VIS System
- **Subway Car, Bus and Rolling Stock Procurement**
 - New Subway Car Procurement
 - New Bus Procurement
 - CRR Rolling Stock Procurement
- **Passenger Stations Program**
 - Enhanced Stations Initiative
 - New Fare Payment System - Phase II
- **Shops and Yards**
 - Harmon Shop Replacement - Phase V, Stage 2
 - Morris Park Diesel Locomotive Shop
- **Line Structures and Track**
 - Myrtle Avenue Viaduct Replacement
 - Main Line Double Track – Phase I and II, Farmingdale to Ronkonkoma
 - LIRR Expansion Project – Floral Park to Hicksville
- **Bridges and Tunnels**
 - Throgs Neck Bridge Replacement of Suspended Span Deck

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 3rd 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
MTA B&T	RK-75	Demolition of Occupied Spaces Beneath the Manhattan Plaza at the RFK Bridge	\$15,377,685	\$0	\$413,083	2.69%	1	7/10/2017	Five contract items increased as required by actual field conditions. Addition of a generator installation.
MTA B&T	15-OPR-2948	Install Emergency Lighting and Equipment in Authority-owned Vehicles and provide Whelen Engineering Equipment	\$214,722	\$245,000	\$245,000	114.10%	2	7/17/2017	Additional emergency lighting purchases are required to out-fit approved additions to the Patrol Law Enforcement Inventory.
MTA B&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	\$55,836,224	\$260,328	0.09%	17	8/1/2017	Provide all labor, material and equipment deemed necessary to furnish new clock face interior mechanism for the Manhattan Blower Building (MBB) and remove/re-install additional granite stone at the HCT Manhattan Plaza retaining wall in the area of the Open Road Tolling Gantries.
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK	\$213,400,794	\$27,673,311	\$605,484	0.28%	11	8/7/2017	Acceleration of contract items (floor beam stability, temporary lighting and power for shielding, steel fabrication, trucking, Stage 2 demo), ORT modifications per revised design, modification of Milestone II, and deletion of quantities per current anticipated needs
MTA B&T	MP-03/MP-16	Electrical and Mechanical Rehabilitation, Friction Mitigation, Misc. Steel Repairs, Painting and Fire Standpipe Installation at the Marine Park- Gil Hodges Memorial Bridge	\$98,500,000	\$22,986,215	\$587,704	0.60%	7	8/30/2017	Additional work including but not limited to: additional excavation and sheeting; core drilling through concrete exterior tie beams; installation of piping sleeves to route the 12" water main; back fill; trenching; installation of conduit, wiring and heat tracing systems.
MTA B&T	PO 3000002305	Repair, Replacement and Testing of Petroleum Tanks and Associated Piping at Various Authority Locations	\$518,180	\$0	\$100,000	19.30%	1	9/6/2017	Upgrade fuel dispensers and associated equipment at the Hugh L. Carey Tunnel
MTA B&T	QM-30	Facility Wide Electrical Upgrade and Vent Buildings Switch Gear and MCC Replacement at the Queens Midtown Tunnel.	\$38,808,536	\$4,102,893	\$444,038	1.14%	15	9/27/2017	Provide all labor, material and equipment deemed necessary for contract changes associated with modifications to the Service Building emergency generator.
MTA B&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	\$56,096,552	\$623,792	0.22%	18	10/12/2017	Provide all labor, material and equipment deemed necessary to route Governors Island Ventilation Building (GIVB) pump feeder cable through existing transite ducts and remove/completely replace the existing GIVB heat trace panel.
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$14,193,431	\$385,000	0.09%	62	9/13/2017	MNR Reframe Existing Escalators ES-01 & ES-02
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$3,008,229	\$327,000	0.32%	26	8/4/2017	Smoke Exhaust Fans/ Variable Frequency Drives
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$3,008,229	\$415,690	0.41%	64	7/28/2017	Mechanical Changes
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$3,008,229	\$747,800	0.74%	72	9/1/2017	Change in Scope: Bulletin 2: Architectural Changes
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$6,246,371	\$297,500	0.29%	92	8/17/2017	114 Liberty Street Transformer Vault

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 3rd Quarter 2017
(FOR INFORMATION ONLY)**

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	C-26008	Second Avenue Subway - 86th Street Station - Station Cavern Mining and Heavy Civil/Structural in the Borough of Manhattan	\$301,860,000	\$23,844,336	\$350,560	0.12%	132	8/23/2017	Global Settlement and Reconciliation of Remaining Work
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$28,721,748	\$315,000	0.12%	239	7/26/2017	Trim High Bench on Tracks
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$37,397,504	\$379,000	0.15%	170	9/15/2017	Platform Service Carrier Modification
LIRR	6075	Design of JCI Phase I	\$8,574,971	\$5,423,651	\$528,124	6.16%	16	9/15/2017	Additional Force Account CPS
LIRR	6075	Design of JCI Phase I	\$8,574,971	\$5,423,651	\$623,215	7.27%	17	9/15/2017	Additional 3rd Party CPS
LIRR	6075	Design of JCI Phase I	\$8,574,971	\$5,423,651	\$468,253	5.46%	18	9/15/2017	Additional 3rd Party Signal Vendor CPS
LIRR	6229	Design/Build Services for the Mainline Second Track Ronkonkoma Branch Phase II	\$56,015,000	\$3,749,887	\$386,985	0.69%	3	7/13/2017	Furnish 2 Additional #10 Turnouts
LIRR	6229	Design/Build Services for the Mainline Second Track Ronkonkoma Branch Phase II	\$56,015,000	\$3,749,887	\$566,102	1.01%	4	7/13/2017	Additional Switch Machines and Accessories
MNR	1000039881	Design Build Power/C&S Infrastructure Improvements CP-5 to CP-35	\$192,420,000	\$8,087,671	\$717,014	4.20%	12	8/21/2017	Supply and direct Bury 8-4" PVC C&s Conduits
NYCT	A-86071	Consulting Services for the New Fare Payment System (NFPS)	\$4,498,136	\$670,000	\$650,000	14.45%	4	8/30/2017	Additional Consulting Support Services for NFPS
NYCT	C-34914	Shop Repairs at Pitkin Shop and DC Power Upgrade at Concourse Shop in the Boroughs of Brooklyn and the Bronx	\$14,328,282	\$627,115	\$397,000	2.80%	5	9/15/2017	Repairs to the South Roof at the Pitkin Shop and Extend the Contract
NYCT	A-36916/C-34920	Component Repairs at Dyre Avenue, Dyre Avenue Line	\$16,224,000	\$950,606	\$340,000	2.10%	6	8/1/2017	Replacement of Thru Span Floor Beams and Stringers
NYCT	S-32773	Signal System Modernization of the Dyre Avenue Line	\$125,336,268	\$1,379,402	\$365,000	0.29%	15	7/12/2017	Cable Tray at Gun Hill Road Station
NYCT	A-36308	Stations Renewal at Five Locations, Liberty Avenue, Borough of Queens	\$39,339,000	\$216,160	\$461,450	1.17%	21	9/14/2017	Additional Steel Repairs at 80th Street and 111th Street Stations Platform
NYCT	A-36007/08/09/10/16	Renewal of Five Stations: Buhre Avenue, Middletown Road, Zerega Avenue, Castle Hill Avenue and Pelham Bay Park Stations, Pelham Line, Borough of the Bronx	\$62,677,179	\$2,440,170	\$461,070	0.74%	58	9/18/2017	Removal of Additional Rivets of Buhre Avenue, Middletown Road, Zerega Avenue and Castle Hill Avenue Stations
NYCT	W-32686R1	VHF Radio System Upgrade in the Boroughs of Brooklyn, Manhattan, Queens, and the Bronx	\$105,001,093	\$2,502,857	\$440,000	0.42%	64	7/26/2017	New VHF Radio Equipment
NYCT	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,584,886	\$110,384,965	\$598,438	0.18%	120	9/6/2017	Re-entry at Emergency Doors in Second Avenue Subway Stations
NYCT	S-32723	Signal System Modernization, CBTC Flushing Line	\$343,518,371	\$4,023,842	\$540,750	0.16%	63	5/5/2017***	Communication Cable Between Willets Point and Main Street

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

** Including any exercised options

*** This item was inadvertently omitted from the 2nd Quarter 2017 Report