



**Metropolitan Transportation Authority**

# Capital Program Oversight Committee Meeting

## March 2018

---

### 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, 3/19/2018  
2:00 - 3:30 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES FEBRUARY 20, 2018**

*- Minutes from February '18 - Page 3*

## **3. COMMITTEE WORK PLAN**

*- 2018 - 2019 CPOC Committee Work Plan - Page 6*

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

- Update on Second Avenue Subway Phase II - Page 8*
- Update on Penn Station Access - Page 18*
- Update on LIRR Expansion - Page 22*
- Progress Report on Cortlandt Street #1 Line - Page 26*
- IEC's Project Review on Cortlandt Street #1 Line - Page 39*

## **5. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 45*

## **6. QUARTERLY TRAFFIC LIGHT REPORTS**

*- Fourth Quarter 2017 Core & Sandy Traffic Light Reports - Page 52*

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

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

## **8. EXECUTIVE SESSION**

Date of next meeting: Monday, April 23, 2018 at 1:30 PM

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**February 20, 2018**  
**New York, New York**  
**1:30 P.M.**

MTA CPOC members present:

Hon. Joseph Lhota  
Hon. Andrew Albert  
Hon. Susan Metzger  
Hon. John Molloy  
Hon. Mitchell Pally  
Hon. Peter Ward  
Hon. Carl Weisbrod  
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Norman Brown  
Hon. Fernando Ferrer  
Hon. Ira Greenberg  
Hon. Lawrence Schwartz  
Hon. Polly Trottenberg  
Hon. James Vitiello  
Hon. Neal Zuckerman

MTA Board member present:

Hon. Charles Moerdler

MTA staff present:

Naeem Din  
Michael Garner  
Veronique Hakim  
Donald Spero  
Michael Wetherell

B&T staff present:

Joe Keane

LIRR staff present:

Debbie Chin

MNR staff present:

Anthony Forcina

Independent Engineering Consultant staff present:

Mark Cosmedy  
Joe DeVito  
Nabil Ghaly  
Calvin Gordon

\* \* \*

Chairman Lhota called the February 20, 2018 meeting of the Capital Program Oversight Committee to order at 2:15 P.M.

### **Public Comments Period**

There were two public speakers in the public comments portion of the meeting: Murray Bodin and Kevin Zeng.

### **Meeting Minutes**

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on January 22, 2018.

### **Committee Work Plan**

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

### **LIRR and MNR Positive Train Control (PTC) Update**

Ms. Chin provided an update on the Positive Train Control (PTC) initiative, including that the schedule indicates PTC to be operating on all lines by December 31, 2018; with respect to budget, Ms. Chin reported that while the project budget remains \$968M, LIRR estimates that it will need an additional \$40 million to complete the project. As reported to the LIRR/MNR Committee earlier in the day, Ms. Chin reviewed a number of charts and graphs that indicate the following: the safety layers of LIRR/MNR's PTC System; project progress using a dashboard format; and hardware installation projections at both railroads. Ms. Chin then cited recent project progress, including current schedule for Final Design Review, which was previously targeted for December 2017, but is now slated for March 2018. She then highlighted the following: LIRR/MNR common schedule for software/system development and testing; schedules for line segment revenue service at each railroad; project risks and mitigations; and finally, a month-by-month PTC timeline and look-ahead, from the present to December 2018. In its Project Review, the IEC concurred with the agency regarding budget and, while the IEC reported that the Railroads are forecasting all lines in Revenue Service Demonstration (RSD) by December 2018, the IEC noted the following in its Schedule Review: the System Integrator (SI) has slipped FDR completion to March 2018 (as cited by Ms. Chin); the Railroads' mitigation is to focus first on priority items that have potential impact on software development; and the SI has progressed FAT activities for office software. The IEC then continued with the following schedule-related comments: a number of test variances remain, which need to be addressed; achieving the December 2018 date remains challenging given that the time allocated to remaining activities has been further compressed and the current schedule is highly dependent on the SI successfully completing the system integrated testing -- while resolving the identified test variances. Among its Observations, the IEC offered the following: recent Factory Acceptance Test (FAT) results continue to point to deficiencies in requirements traceability, test readiness review and test case coverage; while the SI completed field data base verification for the pilot lines, more work is needed to verify field data for remaining segments, and resolve technical issues; the start of formal pilot testing was delayed by one month to March 2018; multiple Revenue Service Demonstrations (RSDs) are required within short periods of time, which will be challenging to achieve due to the magnitude of work and potential constraints on resources and track access. The IEC completed its review by citing the following Project Risks: limited time available to finalize FAT activities for subsystems that have unresolved open items; limited time available to address test variances associated with non-core requirements; progressing multiple system development activities and testing in parallel to support both Railroads continues to stretch Railroad and SI resources, and a shortage of experienced technical resources is adding more risk to the schedule; additional test coverage is necessary in areas related to human factors, stress performance, and failover management; the limitation of an integrated system factory testing environment will force dependence on field testing, which could delay detection and mitigation of potential variances; and finally, severe schedule constraints for the development of LIRR's Roadway Worker Protection System. 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.

## **B&T Capital Program Update**

Mr. Keane provided a status report on the 2010-2014 and 2015-2019 Capital/Sandy Programs, Major Construction Completions, Design-Build Projects, Small Business Mentoring Program and Discretionary Architecture and Engineering Program, as well as updates on the Tunnel Program, the Verrazano-Narrows Bridge Program, the Robert F. Kennedy Bridge Program, the Henry Hudson Bridge Program, and Open Road Tolling. In its Project Reviews of the Hugh L. Carey Tunnel Restoration (BB-28/28S, BB-54), and the Queens Midtown Tunnel Restoration (QM-40/40S and QM-18 Projects), the IEC stated that the contractors' schedules for all the projects depict substantial completion dates as planned, and the IEC concurred with the Agency that the construction budget for each of the projects is sufficient. Among its Observations on these projects, the IEC cited the value of partnering and involvement by senior-level management in achieving project milestones. In addition, the IEC noted that the permanent lane closure work on the Verrazano-Narrows Bridge VN-80B project was completed approximately 13 months ahead of schedule. With respect to the Robert F. Kennedy Bridge RK 65-A project, the IEC agreed with the agency that the project is ahead of the baseline schedule due to the project team having mitigated several potential impacts to the schedule. The IEC then cited the following top remaining risks on the project: delay in approval of design submittals; unknown steel condition; and weather delays. Further details of these presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

## **Update on Minority, Women, Disadvantaged and Service Disabled Veteran-Owned Business Participation Programs**

Mr. Garner opened the presentation by citing current shortfalls in project awards in the Small Business Mentoring Programs; he then stated that he will be meeting with Agency presidents with respect to these issues. Mr. Din then provided an update on MWDBE/SDVOB Participation Rates for the period covering January–December 2017: the MTA anticipates achieving a 16% participation rate against its 17% federal goal; against its 15% MBE and 15% WBE goals, the MTA anticipates achieving 13% and 10% participation rates, respectively; and against its 6% SDVOB goal, anticipates a participation rate of 0%. In response to a question by Commissioner Pally, Mr. Garner cited success in the Small Business Mentor Program as being fundamental to the MTA's ability to achieve overall participation goals. Further details of the presentation, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

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

Ms. Hakim noted that the MTA has very aggressive goals in 2018 for both commitments and completions and that she has asked Agency presidents to monitor progress in these areas very carefully, which will then be reported to CPOC throughout the year. With respect to January performance, Ms. Hakim noted that there were zero major commitments and zero major completions scheduled for the month, and that by year end, the MTA forecasts meeting all of its commitment and completions goals.

## **Adjournment**

Upon motion duly made and seconded, Chairman Lhota adjourned the February 20, 2018 meeting of the MTA Capital Program Oversight Committee at 3:45 PM.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## **2018-2019 CPOC Committee Work Plan**

---

I. Recurring Agenda Items

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

II. Specific Agenda Items

**April**

NYCT Capital Program Update

- Signals and Train Control Division
- Systems and Security Division

MTACC Update on East Side Access

**May**

LIRR Capital Program Update

- Jamaica Capacity Improvements
- Main Line Double Track
- Mid Suffolk Electric Yard
- Morris Park Locomotive Shop and Employee Facility

MNR Capital Program Update

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

NYCT, LIRR, MNR Update on New Fare Payment System

**June**

Quarterly MTACC Capital Program Update

- Cortlandt Street Station
- East Side Access
- Second Avenue Subway
- Penn Station Access
- LIRR Expansion Project

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

**November**

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

**December**

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

**January**

NYCT Capital Program Update

**February**

B&T Capital Program Update  
Update on Minority, Women and Disadvantaged Business Participation

# MTACC Report to CPOC Second Avenue Subway Phase 2

March 19, 2018





# Project Alignment & Highlights



- ✓ *Expected to add 100,000 riders to existing Phase 1 service*
- ✓ *3 new stations:*
  - *2 cut & cover – 106<sup>th</sup> & 116<sup>th</sup> Streets*
  - *1 mined – 125<sup>th</sup> Street*
- ✓ *Use of existing tunnels built in 1970's*

## Project Priorities

- ▣ *Cost containment*
- ▣ *Avoid scope changes*
- ▣ *Incorporate lessons learned as design progresses*
- ▣ *Remain on schedule*



## Design Process

- Design process is on schedule for extended preliminary design to be completed by 3<sup>rd</sup> quarter of 2018
- Design process contains cost containment efforts and lessons learned to:
  - *Reevaluate design standards/criteria*
  - *Maximize design-build & alternate project delivery*
  - *Peer reviews with national/international industry experts*
  - *Early utilities work to eliminate risks during station and tunnel construction*



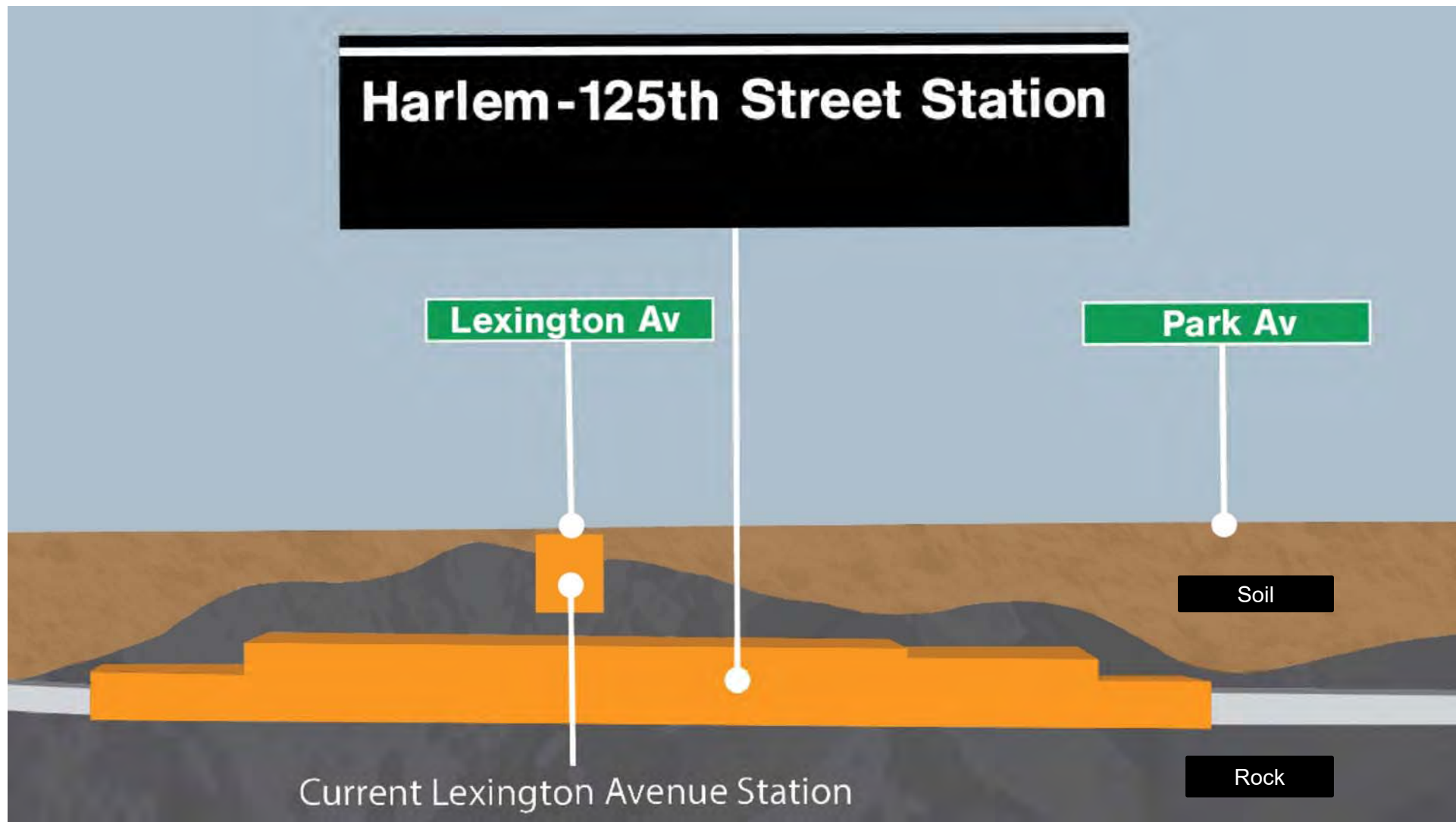
## Cost Containment and Lessons learned: design process

- Examples of design elements under deliberation to reduce costs:
  - *Use 100% outside air in lieu of return air from station*
  - *Revise code path to eliminate code conflicts and uncertainty of code requirements*
  - *Eliminating medium voltage facility power distribution & replacing it with 480V Spot network system*



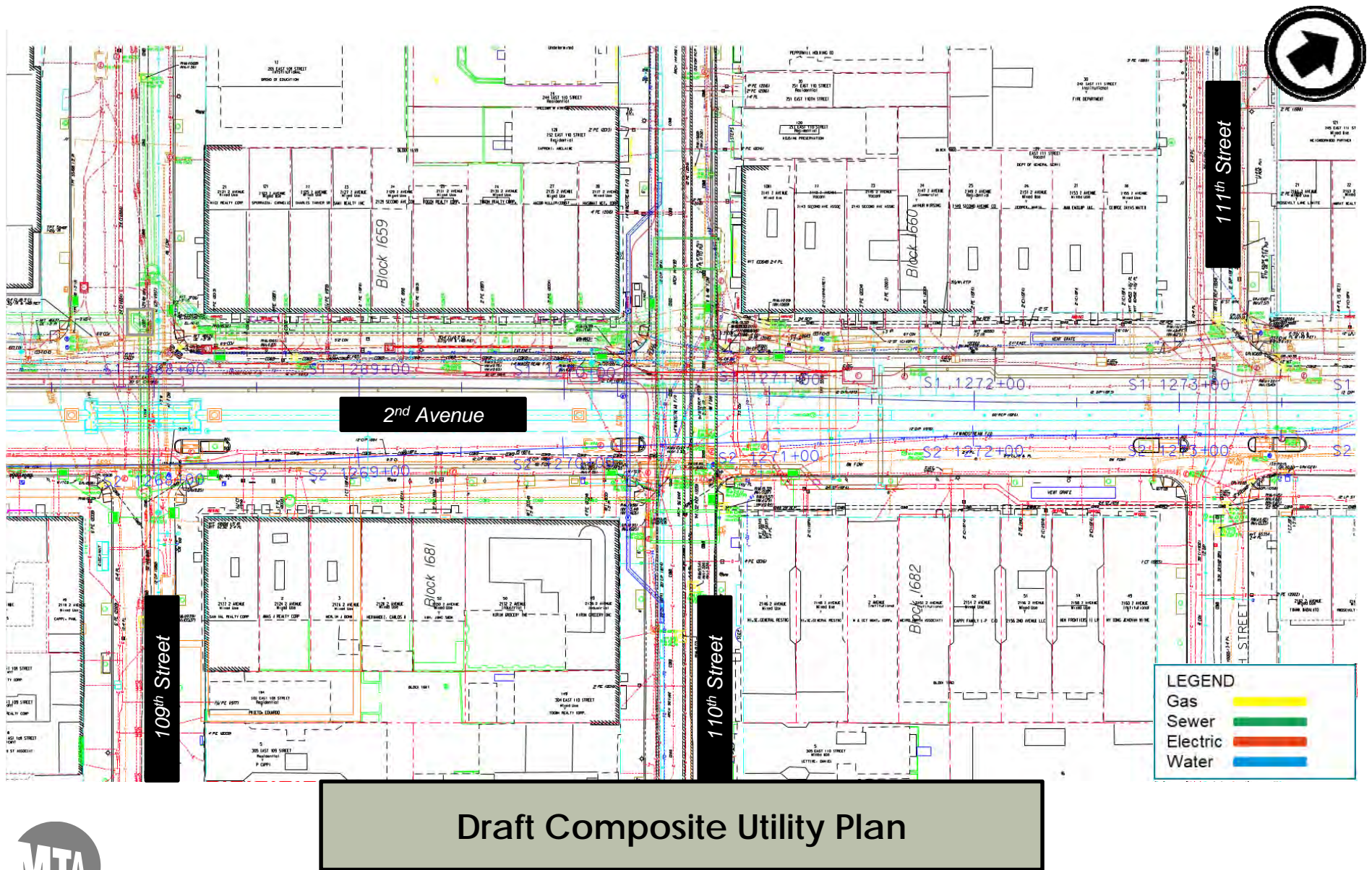


Cost Containment and Lessons learned: Extensive field investigation program for Optimized Construction Methodology





# Lessons learned: Extensive field investigation program



## Design Process: Station Layouts/Egress Capacity

- During design process much of the decisions are based on code/safety requirements:
  - *Forecast passenger loads - ingress, egress and transfer*
  - *Platform width and circulation elements (stairs and escalators) for normal operation*
  - *Adequate public and back-of-house spaces*
  - *Adequate circulation elements (emergency openings, stairs, escalators) and emergency ventilation to maintain a safe egress path during evacuation*
  - *Coordinated fire life safety notification devices (fire alarm, customer information sign, PA announcement, emergency light)*





# SAS Phase Environmental Document

- Submit Environmental Re-evaluation Document to update FEIS
  - *Submitted document to FTA on November 15, 2017*
  - *Program Office continues to address FTA comments*
  - *Need NEPA determination by summer of 2018 to support New Starts Funding Application*
  - *Presentation of SAS Phase 2 design to elected officials/community is ongoing*
  - *Community Outreach efforts are on schedule to support design, NEPA and New Starts efforts*



# MTACC Report to CPOC Penn Station Access

March 19, 2018





# MTACC/Amtrak Partnering

- Agreements
  - Memorandum of Understanding (MOU) to establish MNR operations on Amtrak Hell Gate Line
- Risks
  - Complex work sequencing
    - East Side Access
    - East River Tunnels
  - Resource constraints
- Amtrak
  - Pelham Bay Bridge
  - CP 216 New Rochelle Flyover



# Next Steps: 2Q - 2018

- Project Planning
  - Continue Federal Environmental Review documentation development: FONSI at end of 2018
  - Continue meeting with City and State to discuss potential TOD and Value Capture
  - Agreements
    - Execute project MOU with Amtrak
    - Initiate CSX discussions
    - Draft Design Phase agreement
- Engineering
  - Award General Engineering Consultant Contract: Summer 2018



# MTACC Report to CPOC Long Island Railroad Expansion Project

March 19, 2018

- **Award Date:**  
December 2017
- **Contract Type:**  
Design-Build
- **Project Budget Contained In:**  
Approved 2015-2019 Capital Plan: \$2,050M  
Future 2020-2024 Capital Plan: \$538M

## DESIGN BUILDER:

### LEAD CONTRACTOR FIRMS

**3rd TRACK CONSTRUCTORS**  
Picone | Dragados USA | CCA Civil | Halmar

### LEAD DESIGNER



### LEAD OUTREACH

RUBENSTEIN

DECEMBER  
2017



PROJECT  
AWARD

Q4  
2018



BEGIN  
HEAVY  
CONSTRUCTION

Q4  
2022



END  
HEAVY  
CONSTRUCTION

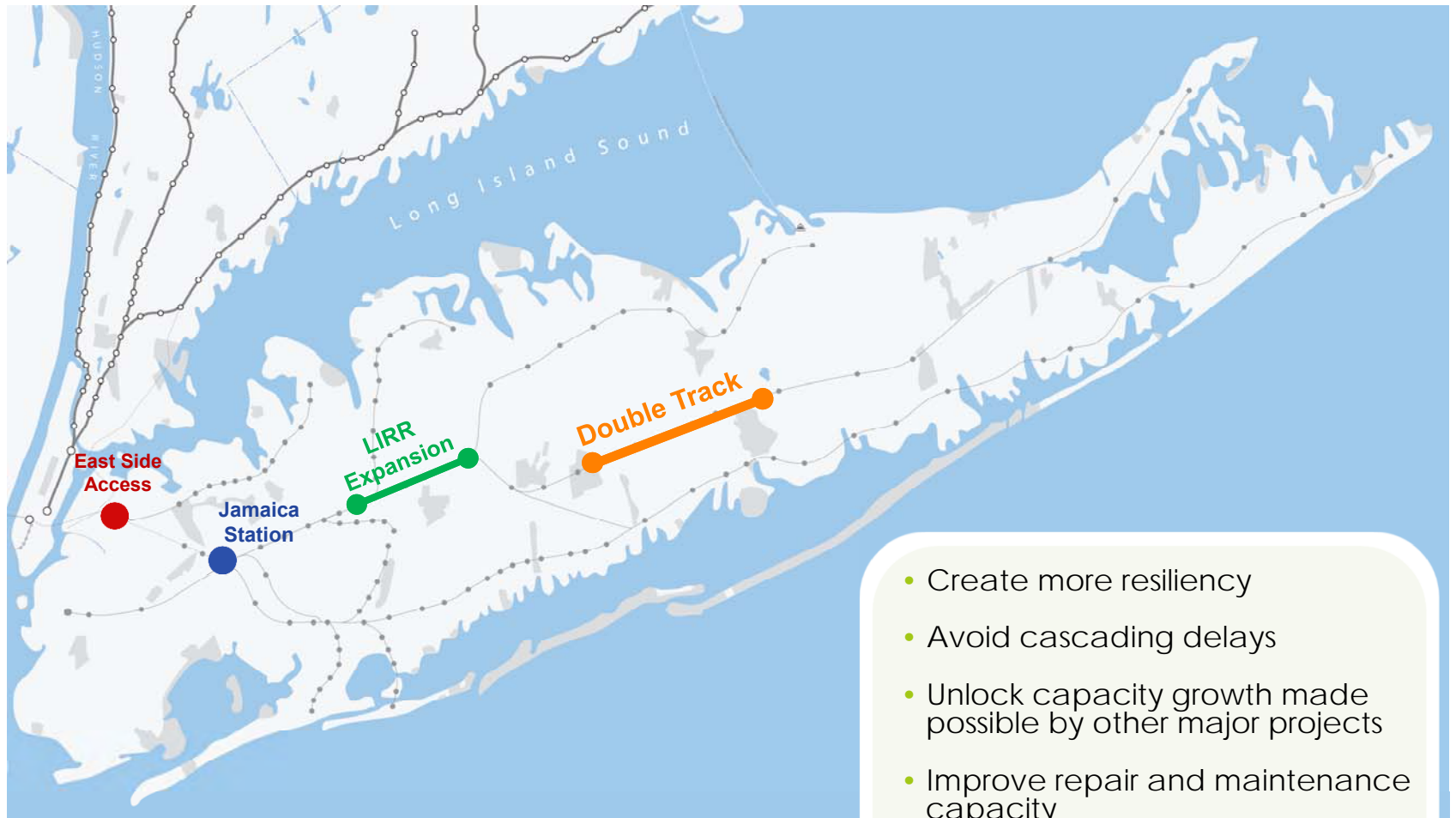
MID - 2023



SUBSTANTIAL  
COMPLETION



# Project Overview

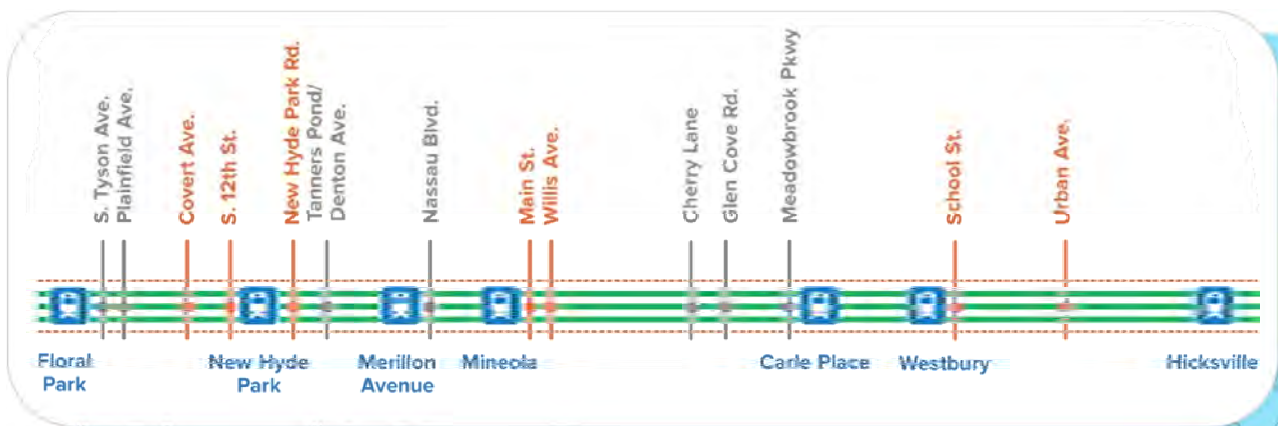


- Create more resiliency
- Avoid cascading delays
- Unlock capacity growth made possible by other major projects
- Improve repair and maintenance capacity
- Enable Reverse Commute at Peak Hours



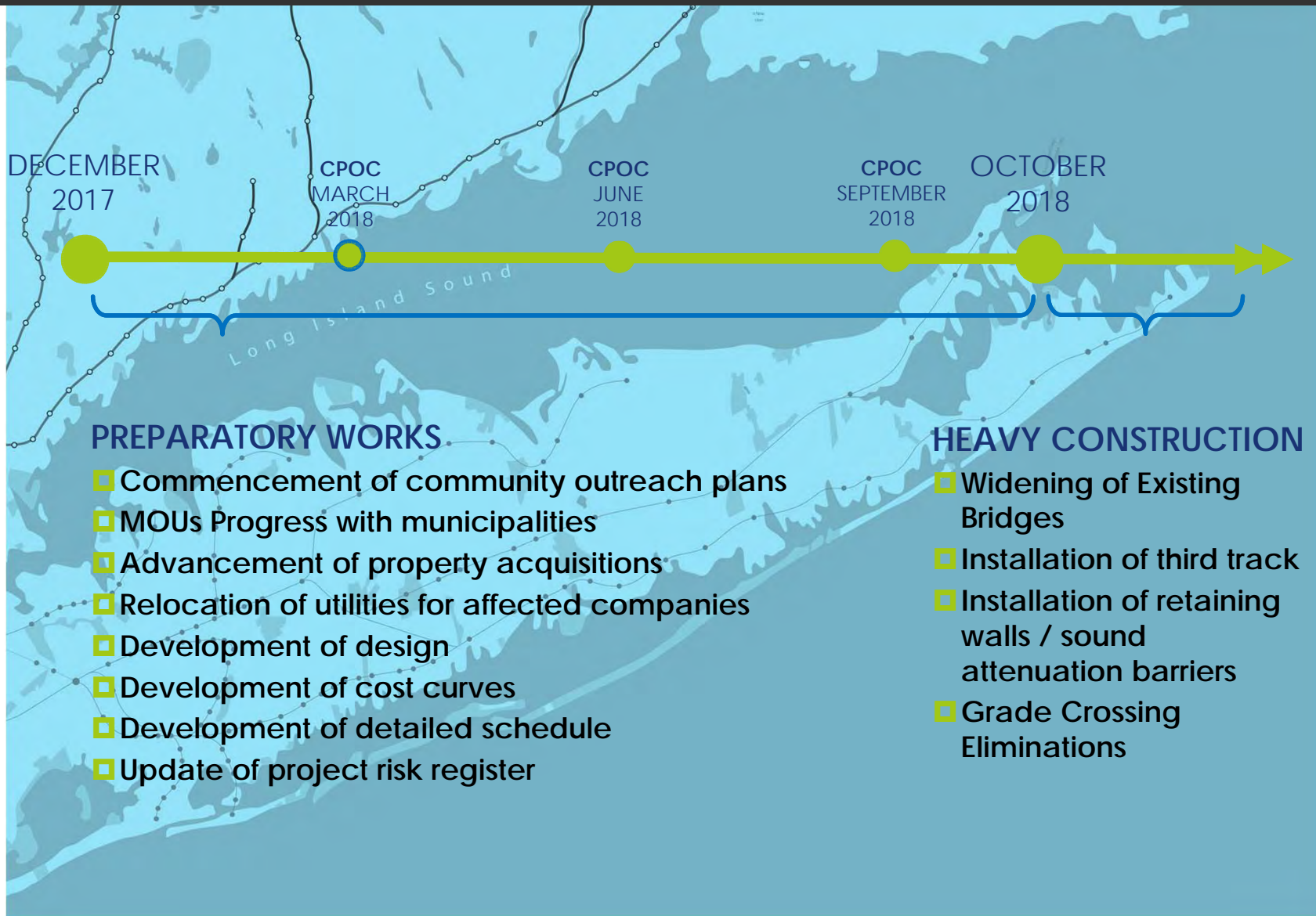


# Project Overview: Project Components





# Project Look Ahead



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

March 19, 2018





# Project Overview

## Overall Status

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

## Highlights

Significant increase in activity at all levels:

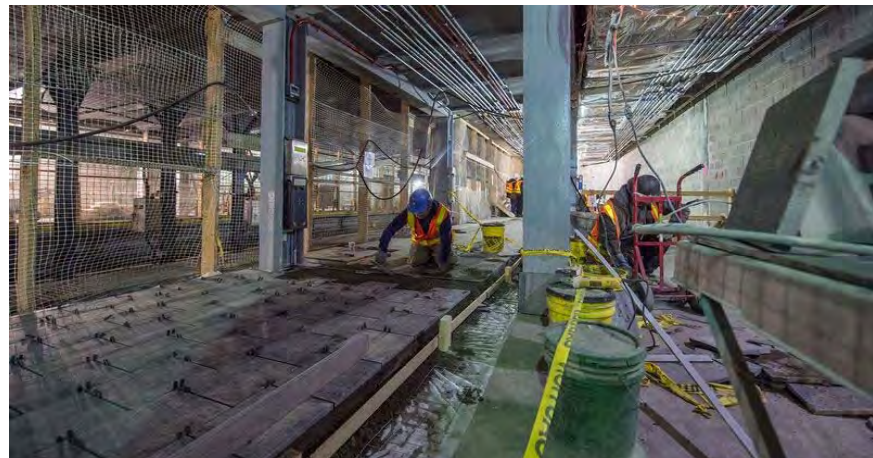
- ▣ Platform Level
- ▣ Mezzanine Level
- ▣ Fan Plant
- ▣ Street Level



# Project Overview

## Highlights – Platform Level

- Completed installation of granite floor tile and manhole installation
- Completed installation of electrical power and communication conduit at Northbound and Southbound platforms
- Began pulling electrical power and communication wiring
- Began installation of marble wall tiles





# Project Overview

## Highlights – Mezzanine Level



- Completed installation of elevators #1 and #2
- Continued electrical power and communication conduit and wiring
- Completed rough in plumbing
- Installed stairs from mezzanine to platform level

# Project Overview

## Highlights – Fan Plants

- Installed Smoke exhaust Fans in each Fan Plant
- Completed wiring from Con Edison service to Normal Electrical Distribution Room
- Continued installation of Electrical Distribution in South Fan Plant
- Energized new electrical switchgear



# Project Overview

## Highlights – Street Level

- Con Edison completed installation of new transformers
- Con Edison completed cabling from service manhole to Reserve Property Line Box
- Con Edison installing cabling from new transformer vault to Normal Property Line Box
- Reserve electrical power from Con Edison has been energized

## This Quarter





# Project Overview

## 90 Day Look Ahead

Communication system installation and testing is critical to timely completion of the project

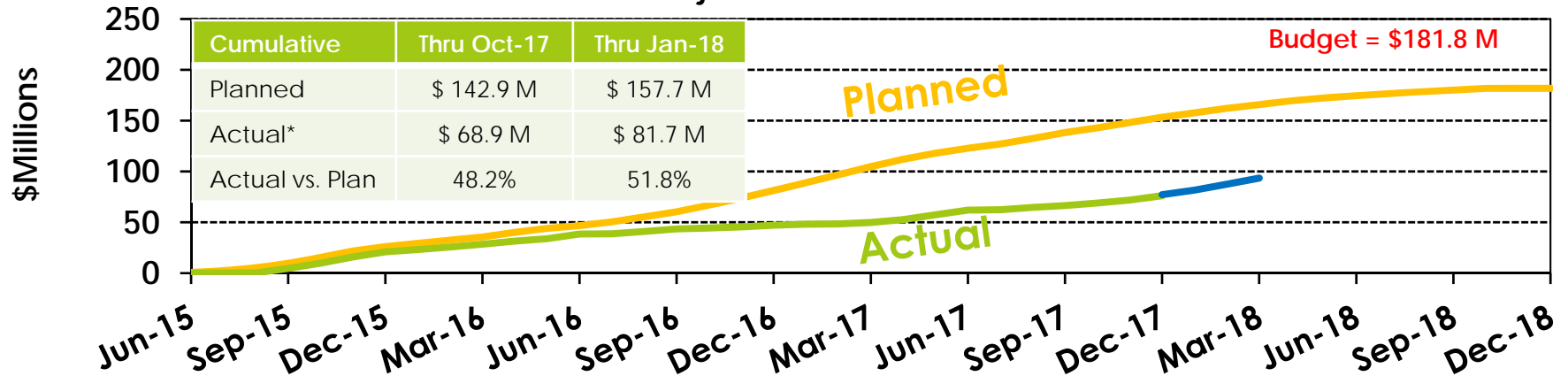
- ▣ Continue installation of communication and power wiring at all levels
- ▣ Continue installation of communication equipment within rooms
- ▣ Begin field testing and commissioning activities



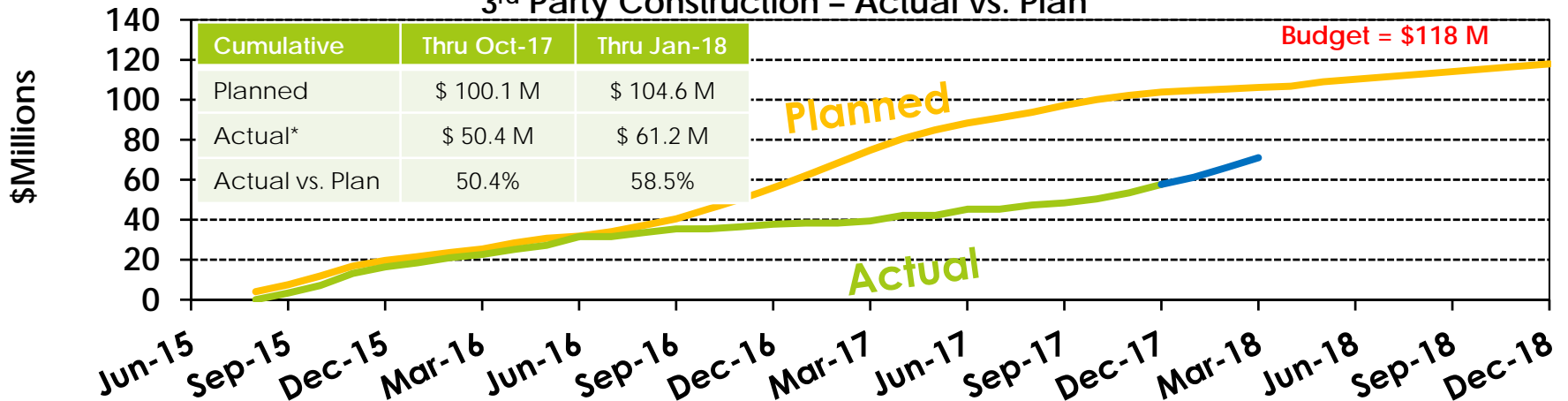


# Cost & Schedule Performance

Total Project – Actual vs. Plan



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

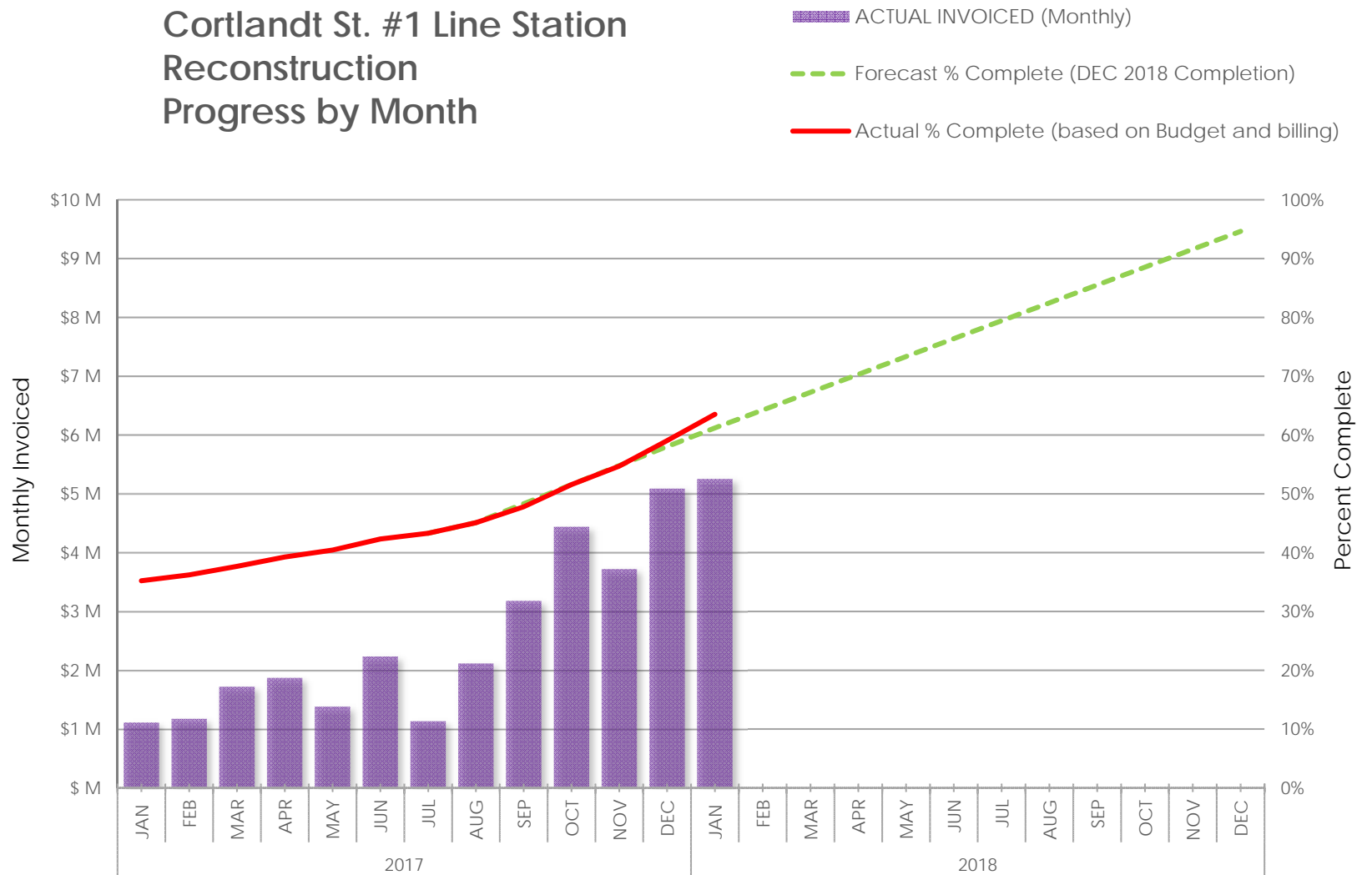


\*Actual represents expended; does not include retainage.



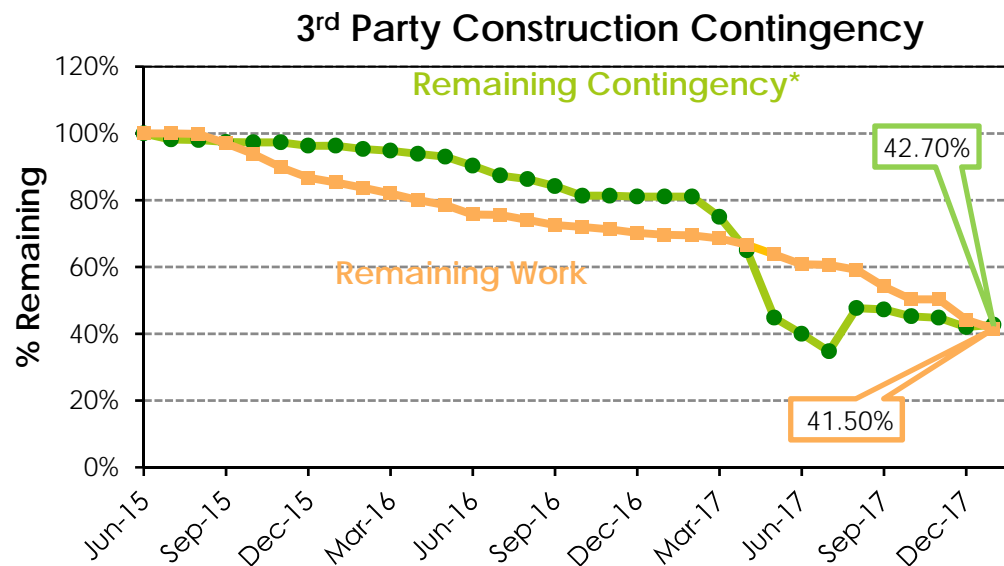
# Performance

## Cortlandt St. #1 Line Station Reconstruction Progress by Month




# Cost & Schedule Contingency Status




- 2015 schedule contingency: 181 days (6 months)
- Current schedule contingency has been exhausted.
- Current schedule submitted by contractor shows Revenue Service in October 2018 and Substantial Completion in December 2018. This schedule is being used by the contractor and monitored by MTACC.
- Original Budget contingency was established at \$16.5 million for 3<sup>rd</sup> Party Construction
- Current remaining contingency is \$7.05 million, a decrease of \$0.45 million since the last report.
- May 2017 Capital Plan Amendment was approved, which added \$23.4M to risk reserve.



# Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 <b>Green</b>	Relocation of PANYNJ Interferences within MTA Allocated Space	Various	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>PANYNJ has installed various PANYNJ and Retail Tenant utilities within MTA allocated spaces.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Some of PANYNJ utilities interfere with the construction of the station rooms and installation of systems such as conduit, piping and ductwork. This could impact schedule if relocation is not completed prior to critical path activities.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>PANYNJ has issued a notice to proceed to an on-call utility contractor and is in process of relocating remaining interferences. MTACC staff has been working with PANYNJ to schedule and coordinate around the Cortlandt Street contractor.</li> </ul>

## Legend




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



# Critical Milestones and Issues


Status	Activity	Date Needed	Issues
 <b>Red</b>	<b>Construction of West Bathtub Vehicle Access (WBVA) Foundation by PANYNJ for Installation of Vesey Street Entrances</b>	<b>June 2018</b>	<p><u><b>Issue:</b></u></p> <ul style="list-style-type: none"> <li>Delays by The Port Authority of New York and New Jersey (PANYNJ) in building the West Bathtub Vehicle Access (WBVA) foundation could prevent the Vesey street stair and street elevator on the north end from being constructed on time.</li> </ul> <p><u><b>Impact:</b></u></p> <ul style="list-style-type: none"> <li>If full access, including completion of the foundation and below-grade structure of the WBVA, is not provided by PANYNJ by June of 2018, the elevator access to street will be delayed.</li> </ul> <p><u><b>Mitigation:</b></u></p> <ul style="list-style-type: none"> <li>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.</li> </ul>

## Legend




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



# Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Yellow	Contractor Coordination and Execution of the Remaining Work	Through Project Completion	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Contractor prosecution of the work has not proceeded in accordance with the critical path of the project.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Delays in submitting acceptable submittals and completing various scheduled scopes of work will continue to impact the Project's completion date. Progress has been a fraction of what has been planned but has increased in the past 4 months.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>MTACC continues to work with the 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.</li> </ul>

## Legend

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



# March 2018 CPOC IEC Project Review

## Cortlandt Street #1 Line Station Reconstruction

1

March 19, 2018



# Budget Review

## ■ Budget

- There have been no changes to the project budget since last report.
  - Risks to the project budget remain low.
  - With 41% of third party work remaining, 42% of third party contingency remains.
  - Impact costs are under negotiation.





# Schedule Review

## ■ Productivity:

- The contractor has achieved a rate of productivity required to meet December 2018 substantial completion.
- The increased productivity was sustained in each of the most recent 4 months of billing.

## ■ Major risks to the project schedule:

- Completion of the Testing & Commissioning program and obtaining full systems acceptance;
- Completion of the elevator at the Vesey Street entrance.



# Risks to Schedule

## ■ Testing and Commissioning Program:

- Contractor delays in submitting acceptable submittals may impact Level 4-6 testing;
- Con Edison delays in completing their permanent power connection may impact Level 4-6 testing.
- Delay in obtaining full systems acceptance may impact the station opening date.



# Risks to Schedule

- **Entrance at Vesey Street (WTC Performing Arts Center):**
  - The elevator at this entrance is critical.
  - Ongoing Port Authority work has delayed MTA access to commence work in this area.
  - If the Port Authority meets their latest date of June 2018 to complete their predecessor work, resequencing of activities and agreement by the contractor will be required to meet the scheduled completion date.
  - The Agency is implementing strategies to mitigate this delay.
  - Delays by the Port Authority continue to pose the highest risk to the Agency's ability to complete the station reconstruction.



# IEC Observations

- In order to achieve December 2018 substantial completion:
  - The contractor must sustain the current level of productivity and coordinate and execute the remaining work in accordance to the schedule;
  - Issues related to completion of the Vesey Street entrance must be resolved by MTACC, the Port Authority and the contractor.
- The IEC supports the timely implementation of a station turnover task force to prepare for the anticipated countdown to service for the Cortlandt Street #1 Line station.



---

# **MTA Capital Program Commitments & Completions**

## **through February 28, 2018**



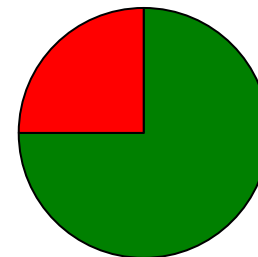
## Capital Projects – Major Commitments – February 2018

In 2018, agencies plan for a goal of \$7.3 billion in overall commitments with 43 major commitments planned.

Through February, agencies have committed \$930 million versus a \$727 million YTD goal. Three major commitments were made on time, and one remains delayed. The delay is explained on the following page. Delayed non-major commitments are all forecast to be committed later in the year.

By year end, the MTA forecasts meeting or exceeding its overall \$7.3 billion goal, partly due to the unplanned awards of ESI Packages #4 and #8.

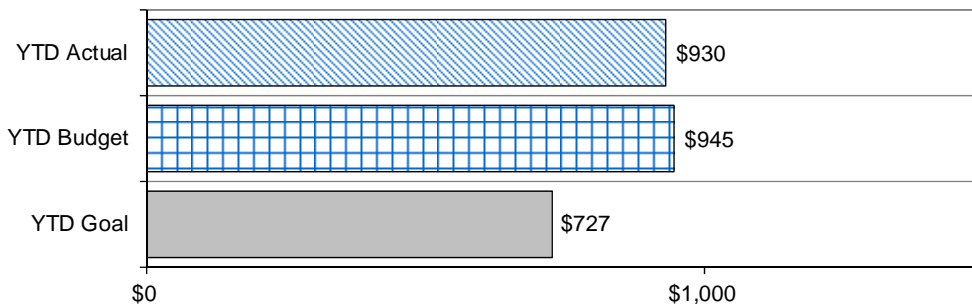
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast w within Goal	3	75%	↑ 3
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	0	-	-
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	1	25%	↑ 1
	4	100%	↑ 4

## Budget Analysis

2018 Annual Goal	\$7,337	(\$ in millions)
2018 Forecast	108%	of Annual Goal
Forecast left to Commit	88%	(\$6,983)



## Year-to-Date Agency Breakdown

2018 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	----	----	----
Long Island Rail Road	2	+	+
Metro-North Railroad	1	1	1
Bridges and Tunnels	----	----	----
Capital Construction Company	----	----	----
MTA Bus Company	----	----	----
MTA Police Department	----	----	----

## Capital Projects – Major Commitments – February 2018 – Schedule Variances

Project	Commitment	Goal	Forecast
<b>1 All-Agency Red Commitments (1 new this month)</b>			
<b>MNR</b>			
<i>Signals &amp; Communications</i>			
<b>Harlem Cable Installation (new item)</b>	Construction Award	Feb- 18	Mar- 18
		\$47.7M	\$47.7M
The delay in award was due to pre- award activities required to comply with the contract's diversity compliance goals			

### Capital Projects – Major Completions – February 2018

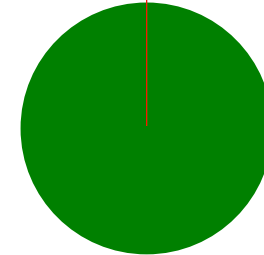
In 2018, agencies plan for a goal of \$6.3 billion\* in overall completions, with 39 major completions.

Through February, agencies have completed \$167 million versus a \$262 million YTD goal. There were no planned major completions through February.

By year end, the MTA forecasts meeting its overall \$6.3 billion completion goal.

\*Reflects post-January goal adjustments

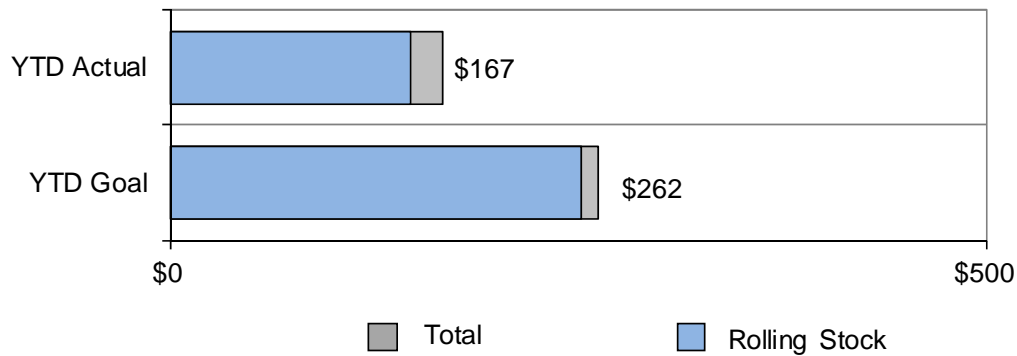
### Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	0	-	-
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	0	-	-
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	0	-	-
	0	0%	-

### Budget Analysis

2018 Annual Goal	\$6,309	(\$ in millions)
2018 Forecast	100%	of Annual Goal
Forecast left to Complete	97%	(\$6,147)



### Year-to-Date Agency Breakdown

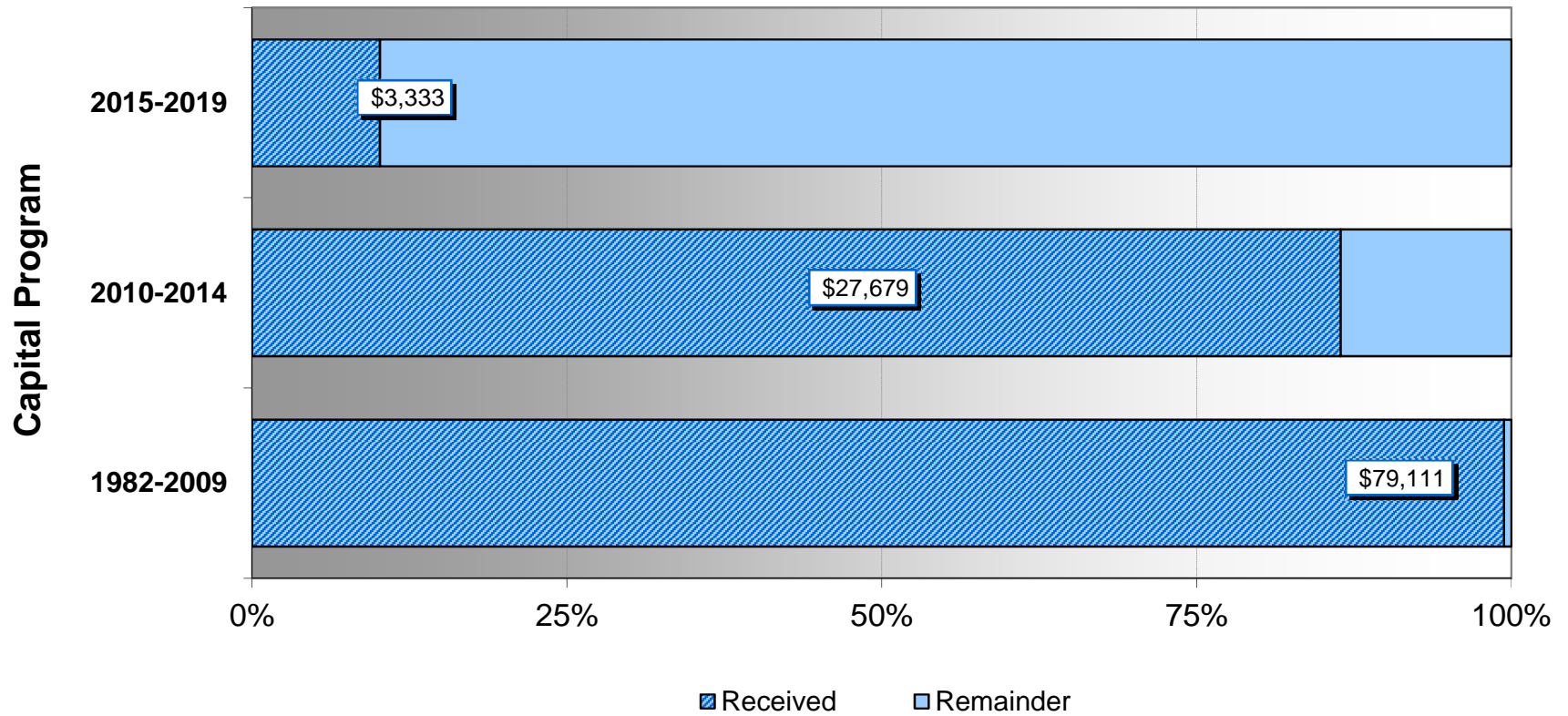
2018 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	----	----	----
Long Island Rail Road	----	----	----
Metro-North Railroad	----	----	----
Bridges and Tunnels	----	----	----
Capital Construction Company	----	----	----
MTA Bus Company	----	----	----
MTA Police Department	----	----	----

---

## Status of MTA Capital Program Funding

## Capital Funding (February 2018)

\$ in millions





## Capital Funding Detail (February 28, 2018)

\$ in millions

### 1992-1999 Program

### 2000-2004 Program

### 2005-2009 Program

Funding Plan	Receipts		
Current	January	This month	Received to date
18,099	18,099	-	18,099
21,691	21,691	-	21,691
24,390	23,926	4	23,930

### 2010-2014 Program

Federal Formula, Flexible, Misc

Federal High Speed Rail

Federal Security

Federal New Start

Federal RIFF Loan

City Capital Funds

State Assistance

MTA Bus Federal and City Match

MTA Bonds (Payroll Mobility Tax)

Other (Including Operating to Capital)

B&T Bonds

Hurricane Sandy Recovery

*Insurance Proceeds/Federal Reimbursement*

PAYGO

*Sandy Recovery MTA Bonds*

*Sandy Recovery B&T Bonds*

Funding Plan	Receipts		
Current	January	This month	Received to date
\$5,544	\$5,544	\$ -	\$5,544
295	295	-	295
1,257			
189	100	-	100
-	-	-	-
729	608	-	608
770	400	-	400
132	108	-	108
11,772	11,675	517	12,192
1,743	1,479	-	1,479
2,018	2,018	-	2,018
6,343	4,727	-	4,727
235	81	-	81
758	2	-	2
230	124	-	124
<b>Total 32,015</b>	<b>27,162</b>	<b>517</b>	<b>27,679</b>

### 2015-2019 Program

Federal Formula, Flexible, Misc

Federal Core Capacity

Federal New Start

State Assistance

City Capital Funds

MTA Bonds

Asset Sales/Leases

Pay-as-you-go (PAYGO)

Other

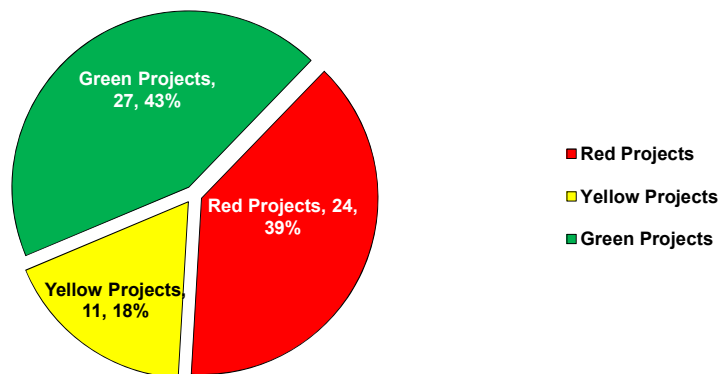
B&T Bonds & PAYGO

Funding Plan	Receipts		
Current	January	This month	Received to date
\$6,956	\$1,030	\$ -	\$1,030
100	-	-	-
500	-	-	-
8,466	65	-	65
2,492	271	-	271
7,907	12	-	12
600	-	-	-
2,270	1,655	-	1,655
575	36	-	36
2,940	264	-	264
<b>Total 32,806</b>	<b>3,333</b>	<b>-</b>	<b>3,333</b>

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

A total of 314 Projects were Reviewed for the 4th Quarter 2017

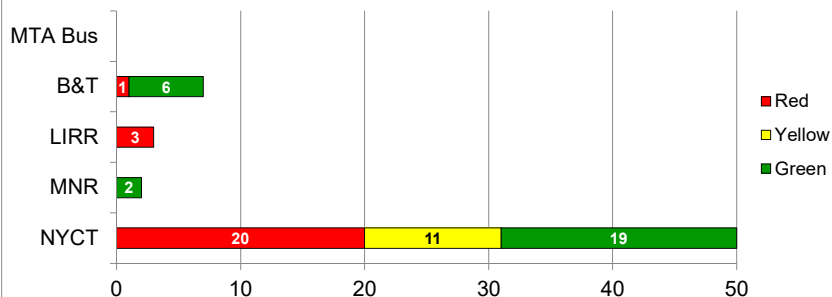
62 Projects in Design



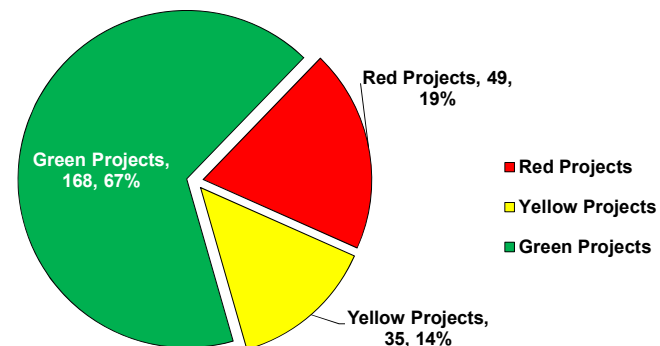
**Projects in Design:** 62 projects were reviewed in the design phase with 27 (43%) projects designated green, 11 (18%) yellow, and 24 (39%) red. This is an increase of 14 red projects since the 3<sup>rd</sup> quarter 2017. Of the 24 red projects, 23 (96%) were red for a schedule variance and 1 for a cost variance. For the 23 projects designated red for schedule, the variances ranged from 3 to 15 months and were due in part to increased scope, delay in design submissions, real estate, and coordination issues.

**Last Quarter:** 52 projects were reviewed in the design phase with 29 (56%) projects designated green, 13 (25%) yellow, and 10 (19%) red.

62 Projects in Design



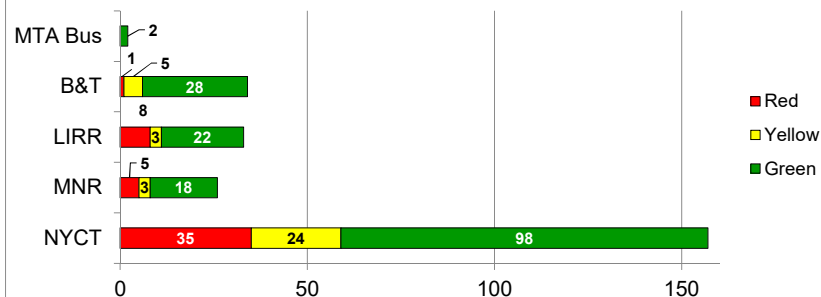
252 Projects in Construction



**Projects in Construction:** 225 projects were reviewed in the construction phase with 168 (67%) designated green, 35 (14%) yellow and 49 (19%) red. This is an increase of 18 red projects since the 3<sup>rd</sup> quarter 2017. Of the 49 red projects, 39 (80%) were red for a schedule variance, 7 for a cost variance, 2 for both a cost & schedule variance, and 1 for a contingency variance. For the 39 projects designated red for schedule, the variances ranged from 3 to 26 months. The schedule variances were due in part to availability of necessary materials, unforeseen field conditions, limited track access, reprioritization of in-house workforce, and added scope.

**Last Quarter:** 230 projects were reviewed in the construction phase with 153 (67%) designated green, 46 (20%) yellow and 31 (13%) red.

252 Projects in Construction







## Terms and Definitions

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





The following Terms and Definitions are used to identify a project's Traffic Light color designation using variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a "**red light project**" when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up variance 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: 62

-  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: 252

-  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          |



#### 4th 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

ACEP	Description	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											
T5080615	PA/CIS Ph 3	Construction	\$105,779,067	100	.87	■	.99	■	-3	▼	Y
T5160749	Ulmer Park Depot Mezzanine Extension	Construction	\$7,754,011	23	.00	■	1.00	■	0	■	G
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	58	.00	■	1.00	■	26	▲	R
T6040410	Passenger Station LAN: 6 Stations	Construction	\$6,120,001	100	.00	■	1.00	■	0	■	G
T6040411	Passenger Station LAN: 188 Stations	Construction	\$73,499,981	100	.00	■	1.00	■	0	■	G
T6040705	Replace 7 Hydraulic Elevators:125, 51,B.Bridge LEX	Construction	\$29,347,472	100	.73	▲	1.00	■	0	■	G
T6041232	Station Renewal:Ozone Pk - Lefferts Blvd LIB	Construction	\$8,601,310	96	1.15	▼	1.09	▲	2	▲	Y
T6041238	Station Renewal: Avenue X CUL	Construction	\$21,457,394	93	.83	■	.99	■	3	▲	R
T6041239	Station Renewal: Avenue U CUL	Construction	\$16,266,974	83	.69	▼	1.00	▲	3	▲	R
T6041240	Station Renewal: Avenue P CUL	Construction	\$15,124,576	74	.80	▼	1.00	■	3	▲	R
T6041241	Station Renewal: Bay Parkway CUL	Construction	\$15,695,252	76	.89	▼	1.00	■	3	▲	R
T6041242	Station Renewal: 18 Avenue CUL	Construction	\$25,817,701	76	.88	▼	1.00	■	3	▲	R
T6041243	Station Renewal: Ditmas Avenue CUL	Construction	\$19,725,690	99	.89	■	1.00	■	3	▲	R
T6041244	Station Renewal: Avenue I CUL	Construction	\$19,385,559	78	.78	▼	1.00	■	3	▲	R
T6041245	Station Renewal: Pennsylvania Ave NLT	Construction	\$20,782,293	100	.03	■	1.00	■	1	▲	Y
T6041246	Station Renewal: Rockaway Ave NLT	Construction	\$14,321,834	100	.15	■	1.00	■	1	▲	Y
T6041247	Station Renewal: Saratoga Ave NLT	Construction	\$13,844,884	100	.03	■	1.00	■	1	▲	Y
T6041248	Station Renewal: Junius Street NLT	Construction	\$16,667,490	100	.04	■	1.00	■	1	▲	Y
T6041249	Station Renewal: Sutter Ave NLT	Construction	\$14,837,296	100	.05	■	1.00	■	1	▲	Y
T6041250	Station Renewal: Van Siclen Ave NLT	Construction	\$17,356,316	100	.09	■	.99	■	1	▲	Y
T6041260	Components: 4 Stations JAM	Construction	\$82,201,200	33	.41	■	1.00	■	0	■	G
T6041281	Components: Avenue N, Kings Hwy CUL	Construction	\$24,117,903	73	.92	▼	1.00	■	3	▲	R
T6041295	Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	Construction	\$5,872,617	85	.00	■	1.00	■	0	■	Y
T60412A4	Components: Eastchester DYR	Construction	\$28,451,957	100	.80	▼	1.03	■	-1	▼	Y
T60412C4	Components: 3 Locs / 8th Avenue	Construction	\$29,003,129	25	.03	▼	1.00	■	7	▲	R





#### 4th 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

ACEP	Description	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											
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$7,322,388	68	.00	■	1.00	■	4	▲	R
T60412G5	Station Ventilators: Ph 8 - 3 Locs SE Brklyn	Construction	\$6,454,000	95	.00	■	1.00	■	0	■	G
T60412G9	Station Ventilators Ph 10 - 4 locs N Bklyn	Construction	\$5,408,636	30	.00	■	1.06	■	0	■	G
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	Construction	\$35,857,557	0	.00	■	1.00	■	0	■	G
T6041312	ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	Construction	\$23,806,002	96	1.08	▼	1.12	▲	2	▲	R
T6060203	Tunnel Lighting:Roosevelt Av-36 St QBL	Construction	\$52,192,907	65	.00	■	1.00	■	19	▲	R
T6060304	New Vent Plant: 46 St Queens Boulevard Line	Construction	\$82,338,068	95	.63	■	1.00	■	2	▲	Y
T6060305	Replace Ventilation Controls at 22 Locations	Construction	\$16,199,489	68	.00	■	.99	■	6	▲	R
T6060404	Pumps at 2 Locations - Manhattan Midtown	Construction	\$13,316,433	100	.00	▼	1.00	■	0	■	G
T6070306	Demolish Abandoned Structures	Construction	\$15,150,000	44	.00	■	1.00	■	12	▲	R
T6070316	Structural Repairs: 39 St - 60 St 4AV Ph1	Construction	\$31,200,170	7	.00	■	.99	■	0	■	G
T6080310	QBL Interlockings: 71st and Union	Construction	\$297,834,663	87	1.23	■	.99	■	0	■	Y
T6080313	Signal Modernization 2 Interlockings-Dyre Ave Line	Construction	\$234,889,475	100	.99	■	.99	■	1	▲	Y
T6080315	Interlocking Modernization: 34 St - 6th Av Line	Construction	\$180,165,294	76	.75	▲	1.00	■	0	■	G
T6080316	Interlocking Modernization:W. 4 St - 6th Ave Line	Construction	\$173,936,863	67	.31	■	.99	■	0	■	G
T6080601	Fiber Optic Cable Replacement Phase 1	Construction	\$11,987,526	100	.00	■	1.00	■	0	■	G
T6080604	Public Address/Customer Info Screen at 45 Stations	Construction	\$64,342,713	75	.00	■	.97	■	11	▲	R
T6080605	Communication Room Upgrade/Expansion Phase 1	Construction	\$15,974,354	38	6.00	▲	.90	■	6	▲	R
T6080606	Portable Radio Unit Replacement	Construction	\$6,719,210	80	.00	■	1.00	■	0	■	Y
T6080626	ISIM - B Module 1	Construction	\$59,160,238	36	.45	▲	1.00	■	0	■	G
T6080631	ISIM - B Module 2	Construction	\$69,737,992	25	.00	■	1.02	■	0	■	G
T6090408	Replace Negative Cables 59 St-36 St - 4th Av Line	Construction	\$5,216,543	41	.00	■	1.04	■	0	■	G
T6090409	Rehab Circuit Breaker House #275 Clark St.Line	Construction	\$9,653,611	16	.00	■	1.00	■	0	■	G
T6120422	Manhattanville Comprehensive Facade Repairs	Construction	\$23,116,512	100	.42	▼	1.00	■	0	■	Y
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	\$19,146,634	0	.00	■	1.00	▼	0	■	G

# 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
T6130206	Purchase 65 Non Revenue Vehicles	Construction	\$11,222,176	100	.00	■	1.00	■	-2	▼	Y
T6130207	Purchase 3 Vacuum Trains	Construction	\$34,704,131	39	.00	■	.99	■	0	■	G
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,533,371	85	.00	■	1.00	■	5	▲	R
T6160605	Sprinkler Alarm Systems at 11 Employee Facilities	Construction	\$26,162,899	97	.98	■	.99	■	0	■	G
T6160606	Fire Alarm 207 St Overhaul Shop	Construction	\$12,783,298	100	.41	■	.99	■	-2	▼	G
T6160607	Groundwater, Soil Remediation	Construction	\$6,479,193	94	1.06	▲	.99	■	4	▲	R
T6160713	In-house:Employee Facility Rehab:207 St- 8th Av Ln	Construction	\$6,650,000	99	.00	■	1.00	■	4	▲	R
T6160719	Facility Roof Repair/Replacement Phase 4	Construction	\$17,320,315	81	.25	▼	1.01	■	1	▲	Y
T7030202	Purchase 138 CNG Standard Buses	Construction	\$94,296,001	100	.00	■	1.00	■	1	▲	G
T7030213	Automatic Passenger Counting - Pilot & Ph1	Construction	\$5,590,885	1	.00	■	1.00	■	0	■	G
T7030214	Purchase 110 CNG Articulated Buses	Construction	\$107,618,077	1	.00	■	1.01	■	0	■	G
T7030218	251 Standard Diesel Buses	Construction	\$161,041,149	1	.00	■	1.00	■	0	■	G
T7030219	367 Standard Diesel and 10 Hybrid-Electric Buses	Construction	\$235,733,576	1	.00	■	1.00	■	0	■	G
T7040402	AFC Low Turnstile Procurement	Construction	\$11,640,000	59	.00	■	1.00	■	4	▲	R
T7041203	Renewal: Astoria-Ditmars Blvd AST	Construction	\$23,738,512	0	.00	■	1.00	▼	0	■	G
T7041222	Platform Components: 2 Locs 4AV **	Construction	\$11,370,749	60	.07	▼	1.00	■	2	▲	G
T70412C6	Station Components: Vents 138 St PEL	Construction	\$5,131,762	100	.00	■	1.00	■	2	▲	G
T7041301	ADA: Bedford Av CNR	Construction	\$72,476,170	2	4.03	▲	1.00	▲	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$32,143,866	0	.00	■	.99	▼	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$37,725,644	7	.00	■	1.00	■	0	■	G
T7041320	ADA: Court Square XTN (Stairs Phase)	Construction	\$13,088,889	48	.00	■	1.00	■	0	■	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$49,237,443	0	.00	■	1.00	▲	0	■	G
T7041401	Station Signage Improvements	Construction	\$10,225,624	3	.00	■	.94	■	0	■	G
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$69,729,000	24	.00	■	.92	▼	0	■	G
T7041403	Reopen Station Entrance: 8 Av / SEA	Construction	\$16,576,651	0	.00	■	1.01	▼	0	■	G



#### 4th 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

ACEP	Description	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											
T7041405	2015 Water Condition Remedy	Construction	\$8,861,053	62	.00	■	1.08	■	11	▲	R
T7041410	Church St Corridor Improvements	Construction	\$30,000,000	30	.00	■	1.00	■	0	■	G
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$7,205,736	7	.00	■	1.00	■	0	■	G
T7050203	2017 Mainline Track Replacement	Construction	\$4,935,446	60	.00	■	.84	■	0	■	G
T7050207	2015 CWR: Queens Blvd	Construction	\$20,280,222	100	.00	■	1.02	■	-1	▼	G
T7050208	2016 CWR: Queens Blvd	Construction	\$27,075,646	87	.00	■	.98	■	3	▲	R
T7050210	2018 Continuous Welded Rail	Construction	\$12,918,473	0	.00	■	1.00	▲	0	■	G
T7050214	2017 Track Force Account	Construction	\$35,000,000	30	.00	■	1.00	■	0	■	G
T7050220	2015 Mainline Track Repl: Flushing	Construction	\$27,395,243	98	.00	■	1.01	▼	2	▲	Y
T7050222	2015 Mainline Track Repl: Jerome	Construction	\$6,746,581	31	.00	■	1.05	▲	4	▲	R
T7050228	2015 CWR: 8th Avenue	Construction	\$44,515,446	100	.00	■	1.00	■	1	▲	G
T7050231	2016 Mainline Track Repl: Jamaica	Construction	\$21,545,042	95	.00	■	1.15	▲	3	▲	R
T7050232	2016 Mainline Track Repl: Queens Blvd	Construction	\$40,584,630	73	.00	■	.86	■	4	▲	R
T7050233	2016 Mainline Track Repl: Dyre	Construction	\$12,456,949	75	.00	■	.90	■	3	▲	R
T7050236	2016 CWR: 8th Avenue	Construction	\$49,890,804	88	.00	■	.81	■	3	▲	R
T7050239	2016 Mainline Track Repl: Bushwick Cut	Construction	\$10,193,327	60	.00	■	1.00	■	0	■	G
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$64,758,007	3	.00	■	1.00	▼	0	■	G
T7050242	2015 Mainline Track Repl: Broadway-7th Avenue	Construction	\$13,731,000	100	.00	■	.95	■	0	■	Y
T7050245	2016 Mainline Track Repl: Flushing	Construction	\$10,641,758	98	.00	■	1.37	▲	2	▲	Y
T7050246	2016 Mainline Track Repl: 8th Avenue	Construction	\$47,458,465	68	.00	■	.85	■	4	▲	R
T7050250	2016 Mainline Track Repl: Jerome	Construction	\$17,528,648	0	.00	■	.97	■	0	■	G
T7050251	2017 Mainline Track Repl: Brighton	Construction	\$10,532,508	97	.00	■	1.54	▲	0	■	G
T7050253	2017 Mainline Track Repl: Broadway	Construction	\$6,970,059	100	.00	■	1.27	▲	-2	▼	R
T7050255	2017 Mainline Track Repl: Canarsie	Construction	\$11,764,440	100	.00	■	.87	■	-3	▼	G
T7050256	2017 Mainline Track Repl: Crosstown	Construction	\$19,233,105	51	.00	■	1.00	■	0	■	G

# 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
T7050258	2017 Mainline Track Repl: Eastern Parkway	Construction	\$22,009,620	35	.00	■	.93	▼	0	■	G
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$23,849,946	18	.00	■	1.00	■	0	■	G
T7050260	2017 Mainline Track Repl: Lexington	Construction	\$9,345,501	25	.00	■	1.00	■	0	■	G
T7050261	2017 Mainline Track Repl: Pelham	Construction	\$8,375,570	28	.00	■	1.00	■	4	▲	R
T7050262	2017 Mainline Track Repl: 7th Avenue	Construction	\$5,628,276	32	.00	■	1.00	■	0	■	G
T7050264	2017 Mainline Track Repl: Concourse	Construction	\$24,102,364	66	.00	■	.88	■	0	■	G
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$28,684,236	40	.00	■	1.00	■	0	■	G
T7050267	2017 Mainline Track Repl: Myrtle	Construction	\$19,088,378	99	.00	■	1.33	▲	0	■	Y
T7050268	2017 Mainline Track Repl: White Plains Road	Construction	\$7,974,254	0	.00	■	1.00	■	2	▲	G
T7050303	2017 Mainline Switch Replacement	Construction	\$9,050,328	30	.00	■	1.04	▲	0	■	G
T7050311	2015 Mainline Switch Repl: Dyre	Construction	\$7,557,188	88	.00	■	1.00	■	3	▲	R
T7050316	2016 Mainline Switch Repl: Queens Blvd	Construction	\$12,075,225	100	.00	■	.65	▼	-1	▼	Y
T7050322	2017 Mainline Switch Repl: Astoria	Construction	\$17,682,360	78	.00	■	1.14	▲	0	■	R
T7050323	2017 Mainline Switch Repl: Eastern Parkway	Construction	\$5,244,147	92	.00	■	.95	■	0	■	G
T7050324	2017 Mainline Switch Repl: 7th Avenue	Construction	\$12,307,042	98	.00	■	1.25	▲	2	▲	R
T7050325	2017 Mainline Switch Repl: Broadway-7th Avenue	Construction	\$9,134,919	94	.00	■	.98	■	0	■	G
T7050326	2017 Mainline Switch Repl: Lenox-White Plains Rd	Construction	\$12,086,894	93	.00	■	1.08	▲	0	■	G
T7060502	Replace Vent Plant Motor Control Sys Var Locs **	Construction	\$11,233,771	1	.00	■	1.00	■	0	■	G
T7070302	Struct Replacement: Bridge over Atlantic RR MYT	Construction	\$22,151,409	95	.00	■	1.00	■	0	■	G
T7070304	Struct Replacement: Viaduct and Deck MYT	Construction	\$134,021,366	62	.09	■	1.02	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	3	.00	■	1.00	■	0	■	G
T7070312	Overcoat: 157 St Portal - 164 St JER	Construction	\$11,716,362	0	.00	■	1.00	■	0	■	G
T7070316	Overcoat: Broadway - End of Line MYR	Construction	\$45,724,147	0	.00	■	1.06	■	0	■	G
T7070321	Struct Rehab: 4AV - Ph2	Construction	\$57,879,076	7	.00	■	1.00	■	0	■	G
T7070330	Rehab Emergency Exits (ICC) - 2 Locs	Construction	\$6,955,400	99	.00	■	1.00	■	1	▲	G

# 4th 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

ACEP	Description	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											
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,283,254	20	.02	■	1.00	■	0	■	G
T7080319	Signal Control Line Modifications, Ph6	Construction	\$33,011,628	38	.00	■	1.00	■	7	▲	R
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	4	.00	■	1.00	■	0	■	G
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	31	.00	■	1.00	■	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$31,358,792	1	.00	■	1.00	■	0	■	G
T7080603	PBX Upgrade	Construction	\$41,507,342	9	.00	■	1.00	■	0	■	G
T7080605	Copper Cable Upgrade/Replacement Ph4	Construction	\$12,198,140	98	.00	■	1.00	■	1	▲	G
T7080620	Help Point: 60 Stations	Construction	\$32,064,700	44	.00	■	.84	▲	6	▲	G
T7090208	Substation Roof & Enclosure: 1 Substation	Construction	\$8,563,946	65	.91	▲	1.07	■	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	7	.00	■	.99	▼	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$123,519,317	0	.00	■	2.86	■	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$75,145,432	7	.00	■	.99	▼	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,494,716	1	.00	■	1.00	■	0	■	G
T7090223	New Substation: Harrison Pl CNR	Construction	\$58,204,402	3	.00	■	.98	■	0	■	G
T7090403	Rehab CBH # 210 - 239 St WPR	Construction	\$22,603,333	30	.04	■	1.00	■	0	■	G
T7090404	Rehab CBH # 86 - Wilson Av CNR	Construction	\$5,936,938	5	.00	■	1.00	■	0	■	G
T7090406	Rehab CBH # 85 - Myrtle Av CNR	Construction	\$13,851,613	15	.00	■	1.00	■	0	■	G
T7090417	Replace Negative Cables 4AV Ph 2	Construction	\$16,068,510	41	.00	■	1.00	■	0	■	G
T7100422	Yard Lighting: 207th St Yard	Construction	\$24,991,485	18	.22	▼	1.00	■	0	■	G
T7100429	Struc. Remed. at E 180 St Maint. Fac. & Ret Wall	Construction	\$5,169,164	35	.00	■	1.03	■	0	■	G
T7120302	Roof: Gun Hill Depot	Construction	\$12,271,034	0	.00	■	1.00	■	0	■	G
T7120403	Select Bus Service 2015-19	Construction	\$24,620,000	43	.00	■	1.02	■	0	■	G
T7120422	Storage Tanks: Jackie Gleason and Castleton Depots	Construction	\$9,344,316	10	.00	■	1.00	■	0	■	G
T7130212	Purchase 202 Non-Revenue Vehicles **	Construction	\$33,772,829	2	.00	■	.99	■	0	■	G
T7160408	Enterprise Asset Management (EAM)	Construction	\$41,000,000	0	.00	■	1.00	■	0	■	G



# 4th 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

ACEP	Description	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											
T7160704	Emp Fac Component Repairs: 10 Locs / Manhattan **	Construction	\$10,295,942	92	.00	■	1.05	■	9	▲	Y
T7160716	RCC and PCC Power Upgrade	Construction	\$55,470,962	6	.47	▲	1.00	■	0	■	G
T7040701	Replace 11 Hydraulic Elevators / Various	Design	\$48,702,478	40	.00	■	1.00	■	3	▲	R
T7040703	Replace 8 Traction Elevators / Various	Design	\$43,464,933	40	.00	■	1.01	■	4	▲	R
T7040704	Replace 6 Traction Elevators 8AV	Design	\$38,522,853	40	.00	■	.98	■	0	■	G
T7040706	Replace 2 Escalators: Grand Central-42 St LEX **	Design	\$14,422,393	99	.00	■	.75	■	2	▲	Y
T7040710	Escalator Relocation: Jay St-MetroTech FUL	Design	\$15,000,000	98	.00	■	1.00	■	3	▲	R
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$36,583,597	60	.00	■	.84	■	8	▲	R
T7041202	Renewal: 138 St-Grand Concourse JER	Design	\$21,963,291	75	.00	■	1.00	■	4	▲	R
T7041204	Renewal: Astoria Blvd AST	Design	\$43,016,265	80	.00	■	1.00	■	1	▲	Y
T7041235	Platform Components: Bedford-Nostrand XTN **	Design	\$11,836,634	85	.00	■	1.36	■	2	▲	Y
T7041251	Platform Components: 6 Locs CNR **	Design	\$27,478,095	95	.00	■	1.02	■	0	■	G
T7041257	Subway Street Stairs: 9 Locs / Var 2018 [SBDP] **	Design	\$7,469,592	60	.00	■	1.00	■	5	▲	R
T7041263	Platform Components: 3 Locs NOS **	Design	\$15,547,693	90	.00	■	1.12	■	2	▲	G
T7041302	ADA: Astoria Blvd AST	Design	\$34,691,534	80	.00	■	1.00	■	1	▲	Y
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Design	\$41,742,349	85	.00	■	.98	■	1	▲	G
T7041307	ADA: Times Square Complex, Ph 3 - Shuttle	Design	\$244,036,109	100	.00	■	1.01	■	2	▲	G
T7041308	ADA: Chambers St NAS	Design	\$38,248,482	50	.00	■	1.17	■	2	▲	R
T7041309	ADA: Greenpoint Av XTN	Design	\$44,946,610	90	.00	■	1.30	■	2	▲	Y
T7041310	ADA: 59 St 4AV	Design	\$48,649,605	70	.00	■	1.00	■	2	▲	Y
T7041311	ADA: Rockaway Parkway CNR	Design	\$10,860,472	70	.00	■	.95	■	2	▲	Y
T7041404	Reconstruction: Times Sq Complex, Ph3 - Shuttle	Design	\$30,914,002	100	.00	■	1.01	■	2	▲	G
T7050204	2018 Mainline Track Replacement	Design	\$7,617,790	30	.00	■	1.00	▼	0	■	G
T7050304	2018 Mainline Switch Replacement	Design	\$9,542,432	30	.00	■	1.00	■	0	■	G
T7060506	Rehab Forsyth St Vent Plant **	Design	\$99,655,033	85	.00	■	.99	■	4	▲	R

## 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
T7060507	Ventilation System Strategy Study	Design	\$5,000,000	48	.00	■	1.00	■	3	▲	R
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs [SBDP]	Design	\$9,400,000	36	.00	■	1.00	▼	2	▲	G
T7070320	Struct Repair: Ventilators Between Stations	Design	\$10,000,000	50	.00	■	1.00	▼	2	▲	G
T7080307	Interlocking Modernization: Ditmas CUL	Design	\$140,155,586	90	.00	■	1.01	■	4	▲	Y
T7080332	CBTC: CUL (Church Av to W8 St)	Design	\$166,708,695	32	.00	■	1.08	■	0	■	G
T7080333	Interlocking Modernization: Ave X CUL	Design	\$146,012,751	90	.00	■	1.01	■	4	▲	R
T7080607	UHF T-Band Radio System Replacement	Design	\$35,211,548	60	.00	■	1.00	■	2	▲	Y
T7080617	LiftNet Transition to Ethernet	Design	\$18,289,442	35	.00	■	1.02	■	2	▲	G
T7090204	Substation Roof & Enclosure: Wash Heights 8AV SBDP	Design	\$9,371,225	50	.00	■	1.04	■	5	▲	R
T7090206	Replace HT Switchgear - Various Locs	Design	\$51,216,040	57	.00	■	.92	■	0	■	G
T7090407	Rehab CBH # 5 - 53 St BWY	Design	\$17,673,211	50	.00	■	1.13	▲	2	▲	G
T7090411	Rehab Ducts: Stanton St. Substation	Design	\$12,445,469	60	.00	■	.88	■	9	▲	R
T7090412	Replace Negative Cables 4AV Ph 3	Design	\$30,788,617	52	.00	■	.92	■	0	■	G
T7090414	Repl Control & Bat Cables: Substation CZs	Design	\$28,400,750	57	.00	■	.94	■	1	▲	G
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL**	Design	\$25,172,268	60	.00	■	.97	■	3	▲	R
T7100402	207 St Maint. and OH Shop Roof & Component Repl	Design	\$59,251,928	90	.00	■	.86	■	0	■	G
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY**	Design	\$31,596,872	45	.00	■	1.02	■	1	▲	G
T7100405	DCE Shop Components Ph 4: 207 St Admin **	Design	\$12,719,313	40	.00	■	1.01	■	2	▲	G
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	\$65,665,406	40	.00	■	1.00	■	11	▲	R
T7100409	Heavy Shop Equipment	Design	\$10,000,000	49	.00	■	1.00	■	8	▲	R
T7120301	Artic Modification: ENY Depot	Design	\$43,231,151	40	.00	■	1.35	■	3	▲	R
T7120303	Roof, HVAC: Queens Village Depot	Design	\$16,901,193	83	.00	■	.99	▼	5	▲	R
T7120308	Paving: Manhattanville Depot [SBDP]	Design	\$5,566,029	60	.00	■	1.09	■	3	▲	R
T7130207	Purchase 27 Refuse Flats **	Design	\$24,854,608	99	.00	■	1.00	■	2	▲	Y
T7130208	Purchase 12 3-Ton Crane Cars **	Design	\$28,780,641	49	.00	■	1.00	■	9	▲	R

# 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Program</b>											
T7130211	Purchase Locomotives **	Design	\$130,472,053	88	.00	■	1.00	■	12	▲	R
S6070105	New Substation: Prince's Bay	Construction	\$25,219,589	100	.07	■	1.00	■	2	▲	Y
S7070105	New Power Substation: Tottenville	Construction	\$27,523,205	25	.23	▼	.99	■	0	■	G
S7070106	New Power Substation: New Dorp	Construction	\$24,334,417	2	.00	■	1.00	■	0	■	G
S7070107	New Power Substation: Clifton	Construction	\$31,251,479	2	.00	■	1.00	■	0	■	G
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,915,647	75	.00	■	.99	■	0	■	G
S7070104	UHF T-Band Radio System Replacement, SIR	Design	\$26,041,154	60	.00	■	1.01	■	2	▲	Y
<b>LIRR - Long Island Rail Road Program</b>											
L502042E	New Elevators - Flushing - Main St	Construction	\$24,619,074	71	.33	▼	1.00	■	3	▲	R
L50304TQ	MLC-Hicksville North Siding	Construction	\$50,621,405	39	.00	▼	1.00	■	0	■	G
L50304TR	MLC-Hicksville Station Improvements	Construction	\$70,570,083	66	.10	▲	1.00	■	0	■	Y
L60204UC	Wantagh Station Platform Replacement	Construction	\$23,425,478	51	1.95	■	1.00	■	0	■	R
L60502LC	Speonk to Montauk Signalization	Construction	\$79,056,032	98	.71	■	1.00	■	-1	▼	G
L60601YN	New Mid Suffolk Electric Yard	Construction	\$80,689,900	5	.00	■	1.00	▼	0	■	G
L60701AQ	Replacement of Port Washington Substation	Construction	\$26,159,452	52	.00	■	1.00	■	2	▲	G
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,617,791	8	.00	■	1.00	■	14	▲	R
L60502LF	Centralized Train Control - Movement Bureau	Design	\$17,900,000	57	1.75	■	1.00	■	0	■	R
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,117,819	1	.00	■	.76	▼	0	■	G
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$28,158,681	2	.72	▲	1.00	■	0	■	Y
L70204UW	GCT/ESA UNIFIED TRASH FACILITY	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
L70206VP	PENN STA ELEVATOR/ESCALATOR REPLACEMENT	Construction	\$13,941,500	0	.00	■	1.00	■	0	■	G
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$100,000,000	77	.00	■	1.00	■	0	■	G
L70301WC	2017 ANNUAL TRACK PROGRAM	Construction	\$74,999,999	97	.00	▼	1.00	■	0	■	Y
L70301WF	RIGHT OF WAY FENCING	Construction	\$5,200,000	87	.82	■	1.00	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$12,000,000	37	.00	■	1.20	▲	0	■	R
L70304WV	Amtrak Territory Investments	Construction	\$57,500,000	57	.00	■	1.00	■	0	■	G

# 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>LIRR - Long Island Rail Road Program</b>											
L70401BQ	BRIDGE PROGRAM - STRUCTURAL RENEWALS	Construction	\$18,290,000	4	.00	■	.86	▲	0	■	G
L70401BR	Main Line Bridge Component Renewals	Construction	\$20,300,000	90	.00	■	1.01	■	-4	▼	G
L70401BS	Bridge Waterproofing	Construction	\$13,340,000	7	.00	■	1.08	▲	0	■	G
L70401BT	Removal of Montauk Cut-Off Viaduct	Construction	\$5,700,000	30	.00	■	1.00	■	0	■	G
L70401BV	North Main Street & Accabonac Road	Construction	\$15,080,494	4	.00	■	1.00	■	0	■	G
L70501SE	Comm. Pole Line	Construction	\$7,700,000	26	.00	■	1.35	▲	0	■	R
L70501SJ	LIRR PUBLIC ADDRESS SYSTEM	Construction	\$5,000,000	0	.00	■	1.00	▼	0	■	G
L70502LJ	Signal Normal Replacement Program	Construction	\$40,000,000	17	.00	■	1.33	▲	0	■	R
L70502LP	LIGHTNING PROTECTION	Construction	\$5,000,000	1	.00	■	1.00	■	0	■	G
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	\$102,265,000	2	.00	■	1.00	■	0	■	G
L70701XA	Substation Replacements	Construction	\$81,000,000	9	.00	■	2.61	▲	6	▲	R
L70701XB	Substation Components	Construction	\$42,420,000	6	.00	■	1.00	■	14	▲	R
L70701XE	3rd Rail - Protection Board	Construction	\$8,800,000	19	.00	■	1.00	■	0	■	G
L70701XF	3rd Rail -Composite Rail	Construction	\$12,000,000	20	.00	■	1.00	■	0	■	G
L70701XP	Atlantic Avenue Tunnel Lighting	Construction	\$12,045,000	18	.00	■	1.00	■	0	■	G
L70701XR	New Substations	Construction	\$5,000,000	5	.00	■	1.00	■	0	■	G
L70206VR	PENN STATION COMPLEX IMPROVEMENTS	Design	\$11,058,500	75	.00	■	1.00	■	5	▲	R
L70701XK	Signal PowerMotor Generator Replacement	Design	\$6,400,000	85	.00	■	1.00	■	9	▲	R
<b>MNR - Metro-North Railroad Program</b>											
M6020105	GCT Leaks Remediation	Construction	\$18,130,578	91	1.56	▼	.97	■	2	▲	Y
M6020108	GCT Utilities	Construction	\$31,876,916	73	.46	■	.95	■	7	▲	R
M6020204	Station Building Renewal / Net Lease	Construction	\$8,608,272	100	1.00	▼	.99	■	1	▲	Y
M6020208	Customer Communication / Connectivity Improvements	Construction	\$16,819,045	0	.00	▼	.99	■	0	■	G
M6030102	Turnouts: Mainline / High Speed	Construction	\$58,304,194	92	.00	■	.96	■	6	▲	R
M6030108	Drainage and Undercutting	Construction	\$9,201,023	100	-1.00	▲	.89	■	0	■	G
M6030212	Overhead Bridge Program - East of Hudson	Construction	\$31,357,630	20	.00	■	1.65	■	0	■	G

# 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>MNR - Metro-North Railroad Program</b>											
M6040102	West of Hudson Signal Improvements	Construction	\$65,000,723	26	.00	■	.96	■	8	▲	R
M6050101	Substation Bridge 23 - Construction	Construction	\$41,871,040	88	.00	■	1.00	■	12	▲	R
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$34,897,963	70	2.16	■	1.03	■	3	▲	Y
M6030210	Replace / Repair Undergrade Bridges	Design	\$23,833,644	90	1.10	■	.95	■	0	■	G
M7020104	GCT Fire Protection	Construction	\$11,400,000	73	.00	■	.99	■	7	▲	R
M7020107	GCT PA Head End and VIS Systems	Construction	\$56,808,108	0	.00	■	.95	▼	0	■	G
M7020207	Customer Communication-Stations	Construction	\$78,382,100	1	.00	■	.96	▼	0	■	G
M7020210	Enhanced Station Initiative, 5 Stations - Initial	Construction	\$12,835,108	5	.00	▼	1.00	▼	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,815,481	0	.00	■	.95	■	0	■	G
M7030101	2016 Cyclical Track Program	Construction	\$23,505,350	42	.00	■	.99	■	0	■	G
M7030103	Rock Slope Remediation	Construction	\$15,628,056	23	.00	■	.83	■	0	■	G
M7030104	Turnouts - Mainline/High Speed	Construction	\$51,321,034	28	.00	■	.99	■	0	■	G
M7030108	Systemwide Drainage	Construction	\$2,637,408	100	.00	■	.32	■	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$22,000,000	20	.00	■	.99	■	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$62,469,373	5	.50	▲	1.20	■	0	■	G
M7030208	Replace Timbers - Undergrade Bridges	Construction	\$5,000,000	53	.00	■	1.00	■	0	■	G
M7030301	Rock Slope Remediation	Construction	\$13,701,615	41	.39	▲	.99	■	0	■	G
M7030302	West of Hudson Track Improvements	Construction	\$9,467,128	100	.00	■	.94	■	-2	▼	G
M7040101	Network Infrastructure Replacement	Construction	\$42,915,819	0	.00	■	.98	▼	0	■	G
M7050113	H&H Power (86th St / 110th St)	Construction	\$10,000,000	70	.00	■	1.00	■	0	■	G
M7030107	Rebuild Retaining Walls	Design	\$7,460,999	60	.00	■	.99	■	0	■	G
<b>B&amp;T - Bridges and Tunnels Program</b>											
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	Construction	\$62,407,861	82	1.18	▼	.95	■	0	■	Y
D601MPXB	Miscellaneous Structural Rehab	Construction	\$27,898,174	47	.35	▲	.98	▼	0	■	G
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	Construction	\$56,174,936	70	1.14	■	.89	■	0	■	Y
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	Construction	\$97,733,975	96	.90	▼	.94	■	0	■	G

# 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Program</b>											
D602BB54	Replacement Brooklyn Plaza Structural Slab	Construction	\$19,935,914	90	.21	■	1.06	■	-4	▼	G
D602RK75	Interim Repairs - Toll Plaza Deck	Construction	\$46,083,567	89	.65	■	.98	■	0	■	Y
D604MP03	Programmable Logic Controller & Mechanical Rehab.	Construction	\$9,641,698	73	1.33	▼	.94	■	0	■	Y
D604MPXA	Mechanical Systems Rehab	Construction	\$35,777,981	86	1.10	■	.86	▼	0	■	Y
D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	\$54,760,931	84	.57	▼	.97	■	3	▲	R
D607MPXC	Zone and Spot Painting of Roadway Structures	Construction	\$26,271,467	47	.00	■	.95	■	0	■	G
D607RK65	Paint - Plaza and Approach Ramps	Construction	\$21,758,541	64	.00	■	1.09	■	0	■	G
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	Design	\$5,150,074	30	.00	■	.96	■	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$19,457,891	88	.15	■	.96	■	0	■	G
D701BW84	Cable & Suspender Rope Investigation/Testing	Construction	\$10,109,780	88	.00	■	.96	■	0	■	G
D701RK22	Interim Repairs - FDR Ramp	Construction	\$18,971,945	0	.00	■	.96	■	0	■	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	\$30,498,086	0	.00	■	.97	■	0	■	G
D702AWX1	Replace Manhattan Plaza Pedestrian Bridge	Construction	\$13,374,255	98	.00	■	.95	▲	0	■	G
D703AW63	Replace Toll Equipment & New Toll Initiatives	Construction	\$91,504,942	95	.00	■	.99	■	0	■	G
D703BW63	Open Road Tolling Initiative at BWB	Construction	\$44,007,010	99	1.00	▲	.99	■	0	■	G
D703CB63	Open Road Tolling Initiative at CBB	Construction	\$16,421,724	63	.00	■	.90	■	0	■	G
D703HC63	Open Road Tolling Initiative at HLCT	Construction	\$24,464,748	80	.00	■	.97	■	0	■	G
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$91,161,530	8	.17	▲	.89	■	0	■	G
D703MP63	Open Road Tolling Initiative at MPP	Construction	\$16,800,683	63	.00	■	.91	■	0	■	G
D703QM63	Open Road Tolling Initiative at QMT	Construction	\$34,767,635	99	.35	▲	.97	▲	-9	▼	G
D703RK63	Open Road Tolling Initiative RFK Bridge	Construction	\$89,716,937	98	.00	■	.89	▲	0	■	G
D703TN63	Open Road Tolling Initiative at TNB	Construction	\$49,845,391	98	.00	■	.98	■	0	■	G
D703VN63	Open Road Tolling Initiative at VNB	Construction	\$67,168,993	95	.94	▲	.99	■	0	■	G
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	\$35,470,810	0	.00	■	.97	▼	0	■	G
D704HH13	Replacement of Facility Lighting System	Construction	\$12,332,592	8	7.70	▲	.87	▼	0	■	G





#### 4th 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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Program</b>											
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$21,647,510	8	.00	■	.95	■	0	■	G
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	\$48,330,581	0	.00	■	.92	▼	0	■	G
D704TN60	Anchorage Dehumidification	Construction	\$43,867,335	70	.05	■	1.00	■	0	■	G
D705AW66	Operations Command Center Rehab/Replacement	Construction	\$16,858,627	90	1.06	▲	.64	▼	0	■	G
D707BW84	Paint Tower Interior Base Cells and Struts	Construction	\$31,596,972	88	.32	■	.95	■	0	■	G
D707TN60	Anchorage Dehumidification - Painting	Construction	\$7,844,820	70	.00	■	.95	■	0	■	G
D701HH07	Structural Rehabilitation	Design	\$23,686,921	85	.00	■	1.00	■	0	■	G
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Design	\$156,953,279	44	.00	■	.96	■	0	■	G
D702VN11	Brooklyn Approach Reconstruction	Design	\$31,130,375	35	.00	■	.99	■	0	■	G
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Design	\$285,484,881	30	.00	■	.99	■	0	■	G
D703AW65	Toll Collection System Rehabilitation/Upgrades	Design	\$39,365,104	92	1.04	▼	.92	■	3	▲	R
D707HH30	Replacement of HHB Overcoat System	Design	\$20,636,784	85	.00	■	1.00	■	0	■	G
<b>MTA Bus Program</b>											
U6030226	Bus Radio System	Construction	\$27,959,363	12	.08	■	1.00	■	0	■	G
U7030211	Bus Radio System - MTA Bus Share	Construction	\$34,500,000	12	.00	■	1.00	■	0	■	G

## Summary of Core Traffic Light Report Design Exceptions (Fourth Quarter 2017 - As of December 31, 2017)

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation (ACE)
<b>NYCT - New York City Transit Program</b>							
T7040701	Replace 11 Hydraulic Elevators / Various Locations	3 month Schedule slip	\$48.7M	Sep 2018	The Final design date was revised to reflect the requests from the sponsor and to finalize design documentation.	Design is proceeding with completion expected in September.	An Agency ACE evaluation is not required for this project
T7040703	Replace 8 Traction Elevators / Various Locations	4 month Schedule slip	\$43.5M	Nov 2018	The Final design date was revised to reflect the requests from the sponsor and to finalize design documentation.	Design is proceeding with completion expected in November.	An Agency ACE evaluation is not required for this project
T7040710	Escalator Relocation: Jay St-MetroTech - Fulton Line	5 month Schedule slip	\$15M	Mar 2018	Final design was delayed due to a delay in design submissions from New York University.	NYCT is addressing comments and will resolve comments expeditiously to complete the final design. Subsequent to the reporting period, Design Completion was pushed out to March 2018.	An Agency ACE evaluation is not required for this project
T7041201	Water Remediation - Renewal: Borough Hall - Lexington Line	8 month Schedule slip	\$36.6M	Dec 2018	The delay was due to a potential increase to the scope of work related to replacement of a deteriorated steel girder. The complexity of street excavation, roof demolition, and impact on both the street traffic and subway are far more involved than previously assumed without the girder replacement option. Additional time is required to evaluate the impact on utilities, and coordinate with outside agencies.	Design is proceeding with efforts to sort out the details and achieve a resolution. The final scope of work is ongoing.	An Agency ACE evaluation is not required for this project
T7041202	Renewal: 138 St-Grand Concourse - Jerome Line	4 month Schedule slip	\$22M	Apr 2018	The final design date was updated for coordination with the Department of Parks and Recreation (DPR) and the Department of Transportation (DOT) for tree removal and street occupancy. A meeting with DPR is forecast for February 12, 2018 to resolve the issues.	The coordination meeting with Parks has been held. Final design is in progress.	An Agency ACE evaluation is not required for this project
T7041257	Subway Street Stairs: 9 Locks / Var 2018 [SBDP]	5 month Schedule slip	\$7.5M	Jun 2018	Scope issues and constructability issues have impacted the Final design schedule.	Design is proceeding with completion expected in June 2018.	An Agency ACE evaluation is not required for this project
T7041308	ADA: Chambers St - Nassau Line	EAC exceeds current budget by \$5.8M	\$38.2M	May 2018	The cost increase is a result from added scope including additional stairs in the mezzanine and reconfiguration of the employee facilities.	Final Design is proceeding with completion expected in May 2018.	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.
T7060506	Rehab Forsyth St Vent Plant	4 month Schedule slip	\$100M	May 2018	The delay is due to the users' request to expand the scope of work and connect the two existing fan plants #6365 and #6368 to Rail Control Center (RCC) thru fiber network in order to allow the fan plants to be controlled from RCC and coordination with NYC Department Of Transportation and Parks.	Design documents are being modified to incorporate Department Of Transportation / Parks requirements. Fiber connectivity to the two existing fan plants (beyond original scope) is being provided as per User request.	An Agency ACE evaluation is not required for this project
T7060507	Ventilation System Strategy Study	3 month Schedule slip	\$5M	Jul 2018	The delay is due to the need to allow sufficient time for NYCT to review and incorporate its comments before finalizing the consultant study.	Design completion is expected by July 2018.	An Agency ACE evaluation is not required for this project

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation (ACE)
<b>NYCT - New York City Transit Program</b>							
T7080333	Interlocking Modernization: Ave X Culver Line	4 month Schedule slip	\$146M	Apr 2018	The Avenue X Interlocking will be awarded as part of the Computer Based Train Control (CBTC) Culver project. The CBTC portion of the design required consultant expertise and is not yet complete. There was a delay in awarding the CBTC contract to the consultant, which contributed to the schedule slip.	The consultant is in the process of designing the CBTC element and design completion is anticipated by April 2018.	An Agency ACE evaluation is not required for this project
T7090204	Substation Roof & Enclosure: Wash Heights 8th AVE SBDP	5 month Schedule slip	\$9.4M	Aug 2018	The delay is due to the need to resolve real estate issues with residents in the immediate area of the work.	MTA Real Estate and the NYCT Law Department are addressing the issue.	An Agency ACE evaluation is not required for this project
T7090411	Rehab Ducts: Stanton St. Substation	9 month Schedule slip	\$12.4M	Jul 2018	The original scope entailed trenching E. Houston St. in two sections to repair collapsed ducts. However, subsequent to Preliminary Engineering design, NYCT was informed that the street demolition is prohibited until 2022. The design completion and construction dates were shifted due to this issue.	Design completion is expected by July 2018 with construction award deferred to 2022.	An Agency ACE evaluation is not required for this project
T7100401	DCE Shop Components Ph. 1: 180 St, CI, PEL	3 month Schedule slip	\$25.2M	Jul 2018	The delay is due to the issue of coordination of Heating Ventilation Air Conditioning (HVAC) work with the New York Power Authority.	Currently, the HVAC work will remain with NYCT and Final Design is continuing.	An Agency ACE evaluation is not required for this project
T7100406	Rehab Livonia Maintenance Shop, Ph. 1	11 month Schedule slip	\$65.7M	Jul 2018	The delay is due to the need to coordinate with the New York Power Authority on whether they will be responsible for portions of the scope of work.	NYCT is finalizing an Memorandum Of Understanding with the NYPA in an effort to progress the project.	An Agency ACE evaluation is not required for this project
T7100409	Heavy Shop Equipment	8 month Schedule slip	\$10M	Mar 2018	Following additional review, the project sponsor has modified and re-sequenced the purchases under this project impacting the design schedule.	The project is proceeding with design completion expected in March 2018.	An Agency ACE evaluation is not required for this project
T7120301	Artic Modification: East New York Depot	3 month Schedule slip	\$43M	Aug 2018	The delay was due to the decision to split the project into two contracts, resulting in a delay in design completion.	Design completion is expected by August 2018.	An Agency ACE evaluation is not required for this project
T7120303	Roof, HVAC: Queens Village Depot	5 month Schedule slip	\$16.9M	Sep 2018	During design, the project was split into two construction projects. The HVAC work is being handled by NYPA and the roof work is being handled by the Department Of Buildings - Facilities, which contributed to the procedural delays.	Design is proceeding with completion expected in September 2018.	An Agency ACE evaluation is not required for this project
T7120308	Paving: Manhattanville Depot [SBDP]	3 month Schedule slip	\$5.6M	Jul 2018	The delay is due to the complexity of the ramp paving work. The original contract was split into 2 separate contracts: A contract for paving the bus parking areas and a contract for paving 3 ramps	Design is proceeding with completion expected in July 2018.	An Agency ACE evaluation is not required for this project
T7130208	Purchase 12 3-Ton Crane Cars	9 month Schedule slip	\$28.8M	Mar 2019	NYCT has prioritized resources towards flatcar, locomotive, and vacuum train purchases, resulting in delays to the crane car schedule.	NYCT is reviewing and finalizing the crane car specifications and plans to advertise this contract in the third quarter of 2018.	An Agency ACE evaluation is not required for this project
T7130211	Purchase Locomotives	12 month Schedule slip	\$130.5M	Dec 2018	NY State emissions exposure requirements necessitated a change from a readily available diesel engine propulsion to a new hybrid battery/diesel engine propulsion system that doesn't exist in the transit industry. The change required modifications to the specifications, as well as a period of industry review & comment.	NYCT is finalizing the contract documents and plans to advertise this contract in March 2018.	An Agency ACE evaluation is not required for this project

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation (ACE)
<b>LIRR - Long Island Rail Road Program</b>							
L60502LF	Centralized Train Control - Movement Bureau	4 month Schedule slip	\$17.9M	Sep 2018	The Design Completion date was revised due to an extended design schedule which allocated additional time for the Phase II procurement process and legal review.	The revised 100% Design documents are being reviewed and the third party construction contract for Phase II is scheduled to be awarded September 2018.	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.
L70206VR	Penn Station Complex Improvements	5 month Schedule slip	\$11.1M	May 2018	The Design Completion date was revised due to the numerous and additional presentations by the design vendor to the Governor's office and MTAHQ on the various options for expanding the 33rd Street Pedestrian Corridor, as well as various architectural options.	The 30% design for the North expansion was completed in August 2017 and the 15% option was completed in October 2017. The designer has been tasked to provide further options.	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.
L70701XK	Signal Power Motor Generator Replacement	9 month Schedule slip	\$6.4M	Dec 2019	The Design Completion date was revised due to the ongoing development of equipment specifications for Third Party Construction.	Equipment Specifications were established and contracts went into procurement as of December 2017.	An Agency ACE evaluation is not required for this project
<b>B &amp; T - Bridges and Tunnels Program</b>							
D703AW65	Toll Collection System Rehabilitation/Upgrades	3 month Schedule slip	\$39.4M	Apr 2018	All facilities became operational with Open Road Tolling (ORT) systems as of September 2017, which was ahead of the original planned schedule. In the Fourth Quarter 2017, additional scope was added for post ORT work, which includes design for final civil roadway improvements, roadway profiling, drainage, roadway lighting and related work for the Throgs Neck Bridge and Bronx Whitestone Bridge.	The project management team is closely monitoring the work and will continue to mitigate schedule issues while delivering a quality product and value to the MTA and its customers.	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.

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

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Automated Fare Collection Replacement - Phase 2: Electronic Boards</b>	<b>Current Budget: \$16.3 M</b>
	<b>Project EAC: \$16.3 M</b>
	<b>Substantial Completion Date at Award: Jun 2016</b>
<b>Project No: T6040401</b>	<b>Current Substantial Completion Date: Mar 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 68%</b>

<b>Project Description</b>
<p>This project will replace the obsolete main electronic components of selected parts of the existing fare collection equipment system-wide. This work is being done in coordination with the New Fare Payment System project to preserve functionality in the existing equipment during the transition period.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger: Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion was adjusted by 26 months, from January 2018 to March 2020. This was due mainly to a scope addition incorporating, as part of this project, the purchase and delivery of 736 new ID-Tech PIN Pads and kits for MetroCard Express Machines to support the Automated Fare Collection (AFC) Maintenance's State Of Good Repair (SOGR) needs; this is because the existing MGR PIN Pads are obsolete and are no longer manufactured. The additional work is being performed as part of Task Order #123 under the AFC System Indefinite Quantities Contract.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The software and hardware are scheduled to arrive at the end of year 2018, followed by a period of installation and testing.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Station Renewal and Component Repair on the Culver Line</b>	<b>Current Budget: \$157.6M</b>
	<b>Project EAC: \$157.6M</b>
	<b>Substantial Completion Date at Award: Jan 2018</b>
<b>Project No: T6041238 – T6041244 &amp; T6041281</b>	<b>Current Substantial Completion Date: Jul 2018</b>
<b>Project Phase: Constructon</b>	<b>Phase Complete: 93%, 83%, 74%, 76%, 76%, 99, 78%, 73%</b>

<b>Project Description</b>
<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"> <li>• Station Renewal: Avenue X</li> <li>• Station Renewal: Avenue U</li> <li>• Station Renewal: Avenue P</li> <li>• Station Renewal: Bay Parkway</li> <li>• Station Renewal: 18<sup>th</sup> Avenue</li> <li>• Station Renewal: Ditmas Ave</li> <li>• Station Renewal: Avenue I</li> <li>• Components Avenue N, Kings Hwy</li> </ul>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months on all eight projects, from April 2018 to July 2018 due to Additional Work Orders (AWO's) including mezzanine beam repair work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Work is proceeding and a budget modification has been approved to address the shortfall.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Components: 3 Locations / 8<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$29.0M</b>
	<b>Project EAC: \$29.0M</b>
	<b>Substantial Completion Date at Award: Nov 2018</b>
<b>Project No: T60412C4</b>	<b>Current Substantial Completion Date: Jun 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 25%</b>

<b>Project Description</b>
<p>The purpose of this project is to eliminate deficient conditions rated 4.0 or worse as rated by the "Station Condition Survey" and existing field conditions at the 103<sup>rd</sup> Street, 145<sup>th</sup> Street and 168<sup>th</sup> Street Stations. Work will include repair or replacement of street stairs (treads, risers, walls, columns, railings, handrails, structure, etc.), platform floor cement topping, platform edge, platform columns, platform ceiling concrete, steel beam and wall tiles where specified and necessary.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped seven months, from November 2018 to June 2019. This was due to the cancellation of General Orders (GO's) on the 8<sup>th</sup> Avenue Line due to the reprioritization of various initiatives.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> NYCT is working to reschedule the required GO's needed to complete the work.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Station Ventilators: Phase 7 – 8 Locations / Lower Manhattan</b>	<b>Current Budget: \$7.3M</b>
	<b>Project EAC: \$7.3M</b>
	<b>Substantial Completion Date at Award: May 2016</b>
<b>Project No: T60412F2</b>	<b>Current Substantial Completion Date: Jun 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 68%</b>

### 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. Ventilators are pathways topped by grated openings at sidewalk level which provide an unimpeded airway down to the subway level, circulating air in and out of the subway system. Phase 7 will rehabilitate ventilators at eight locations:

- 8<sup>th</sup> Street - NYU / Broadway Line
- Canal Street / Broadway Line
- Whitehall Street / Broadway Line
- 14<sup>th</sup> Street / Broadway-7<sup>th</sup> Ave Line
- Houston Street / Broadway-7<sup>th</sup> Ave Line
- Spring Street / 8<sup>th</sup> Avenue Line
- Park Place / Clark St Line
- 33<sup>rd</sup> Street / Lexington Ave Line

### Problem Since Last Quarterly Report

#### Index Trigger(s): Schedule

**Schedule:** During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months, from March 2018 to June 2018. This delay was due to the partial collapse of the vent pans for batteries K and L at the 14<sup>th</sup> Street Station which will now need to be demolished and reconstructed.

### What is Being Done

**Schedule:** Currently, work is complete at four of the eight locations. Of the remaining four locations:

- Park Place: Work is 73% complete.
- 14<sup>th</sup> Street: Work is 76% complete.
- Canal Street: The contractor is currently installing Mechanical Closure Devices (MCD's) at this location. Once their work is complete, In-house forces will begin the rehabilitation of the vents.
- Whitehall Street: The contractor has completed installation of MCD's at this location. Infrastructure Capital Construction (ICC) has recently submitted a resurvey of the station and will begin rehabilitation of the vents shortly

### 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.

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: ADA Accessibility at Ozone Park and Lefferts Blvd Station - Liberty Line</b>	<b>Current Budget: \$21.2M</b>
	<b>Project EAC: \$23.8M</b>
	<b>Substantial Completion Date at Award: Apr 2016</b>
<b>Project No: T6041312</b>	<b>Current Substantial Completion Date: Jan 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>This American with Disabilities Act (ADA) project will provide full accessibility at the Ozone Park-Lefferts Blvd Station on the IND Liberty Line in the Borough of Queens, which has been identified as an ADA Key Station. It is being done in conjunction with the station renewal at this station. Work will include the installation of one three stop elevator from the street to above the mezzanine and to a new control area at platform level, as well as additional items related to ADA, such as warning strips and modifications of platforms.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Fourth Quarter 2017, the project EAC exceeded the current budget by \$2.6 million. This was due to additional funding needed for Additional Work Orders (AWO), TA Labor and Engineering Force Account (EFA). The AWO's included additional platform and elevator work. Some of this work required additional General Orders (GO's) which increased the need for TA Labor to complete the project. The project duration was extended as well resulting in a need in EFA.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification was approved to address the budget shortfall.</p> <p>Subsequent to the reporting period, the project achieved Substantial Completion in January 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Replacement of Tunnel Lighting – from 36<sup>th</sup> Street to Jackson-Roosevelt on the Queens Boulevard Line</b>	<b>Current Budget: \$52.1M</b>
	<b>Project EAC: \$52.2M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T6060203</b>	<b>Current Substantial Completion Date: Jan 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 65%</b>

<b>Project Description</b>
<p>This project will replace tunnel lighting in the tunnel segment from 36<sup>th</sup> Street Station to Roosevelt Avenue Station on the Queens Boulevard Line in Queens. The project will install compact fluorescent lighting at 20 foot intervals staggered on opposite walls along the tunnel and provide new lighting at track switch points and emergency exits in the segment.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Trigger: Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped 19 months, from June 2018 to January 2020, due to difficulties in obtaining track access.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is proceeding and in-house forces are expected to have the opportunity to piggyback on several upcoming General Orders (GO's) allowing them to recoup for lost time due to the past difficulties in obtaining track access.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance.</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Replace Ventilation Controls at 22 Locations</b>	<b>Current Budget: \$16.2M</b>
	<b>Project EAC: \$16.2M</b>
	<b>Substantial Completion Date at Award: Apr 2018</b>
<b>Project No: T6060305</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 68%</b>

<b>Project Description</b>
<p>This project will replace obsolete Programmable Logic Controllers (PLC's) based fan controls with new PLCs at 22 vent plants, located in the Boroughs of Brooklyn, Queens, and Manhattan. Work will include replacement of PLC control equipment hardware and software and providing communication between the vent plants and the Remote Operations Center.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p>Schedule: During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by six months, from April 2018 to October 2018. This delay was due to the following issues:</p> <ol style="list-style-type: none"> <li>1) The delay in obtaining approval of the Fire Watch request for one fan plant.</li> <li>2) A request that the electronic copy of the Operations and Maintenance (O&amp;M) manual be merged and updated with the existing portion of the manual.</li> </ol>
<b>What is Being Done</b>
<p><b>Schedule:</b> In order to meet the revised schedule, the following is being done:</p> <ol style="list-style-type: none"> <li>1) Two short fire watches are to be performed to install a temporary box so that the plant can be kept operational while the contractor is working. The contractor will also work around the clock to keep the fire watches to a minimum. The second fire watch is to be used to put the plant back to remote operations in accordance with the contract.</li> <li>2) The CM office has issued an Additional Work Order (AWO), directing the contractor to proceed with the O&amp;M manual work.</li> </ol>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Demolition of Abandoned Structures</b>	<b>Current Budget: \$15.2M</b>
	<b>Project EAC: \$15.2M</b>
	<b>Substantial Completion Date at Award: Dec 2014</b>
<b>Project No: T6070306</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 44%</b>

<b>Project Description</b>
<p>The objective of this project is to remediate and demolish 50 abandoned structures throughout the system that are in the worst condition. The scope of work includes environmental surveys/designs for the abatement and removal of asbestos, lead based paint, pigeon guano, PCB's, mercury and contaminated soil. The work is being done by NYCT's Environmental Engineering Division Indefinite Quantity (IQ) Hazardous Remediation Contractors.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped 12 months from December 2017 to December 2018 due to several factors: the IQ Asbestos Abatement Contractors were overwhelmed with asbestos abatement activities and there were many setbacks with the demolition of Substation (SS) #43 located at 151 East 139<sup>th</sup> Street, Bronx, NY. Issues impacting the schedule included; coordination with the Public School adjacent to the SS, DOT Permits, Parks Department permits and obtaining a signed letter of understanding from the owner of the abutting building on the west side, several instances of vandalism and significant manual demolition of the SS due to the adjacent occupied apartment building.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> There are 15 abandoned Circuit Breaker Houses that remain to be done. The project proposes to spread them out among the three asbestos abatement contractors to achieve a December 2018 Substantial Completion.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Public Address and Customer Information Screens - 45 Stations</b>	<b>Current Budget: \$66.0M</b>
	<b>Project EAC: \$64.3M</b>
	<b>Substantial Completion Date at Award: Nov 2014</b>
<b>Project No: T6080604</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
<p>This project will install Public Address and Customer Information Screens (PA/CIS) at 45 stations system-wide. These are the only remaining stations without any form of PA/CIS system. The systems to be installed under this project will feature audio and text-messaging capabilities, and will be connected to the NYCT communications network.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger (s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter of 2017, the forecast Substantial Completion date slipped by 11 months, from January 2018 to December 2018 because in-house work forces were reassigned to handle the new Beacon train arrival initiatives.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> In-house forces have been reassigned to complete remaining PA/CIS activities.</p>
<b>Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Communication Room Upgrade/Expansion - Phase 1</b>	<b>Current Budget: \$17.6M</b>
	<b>Project EAC: \$16.0M</b>
	<b>Substantial Completion Date at Award: Jan 2018</b>
<b>Project No: T6080605</b>	<b>Current Substantial Completion Date: Jul 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 38%</b>

<b>Project Description</b>
<p>This project is for the expansion of communication rooms and all related work in order to create an efficient and effective environment for cooling and the clean operation of all equipment contained therein. In particular, HVAC and air filtration systems may need enhancement, modification, and upgrade wherever such capabilities prove inadequate in existing facilities. The locations are 161<sup>st</sup> Street on the Jerome Line in the Bronx, 33<sup>rd</sup> Street, 59<sup>th</sup> Street, and 86<sup>th</sup> Street on the Lexington Line, 34<sup>th</sup> Street on the Bway/7<sup>th</sup> Avenue Line and Lexington Avenue on the 63<sup>rd</sup> Street Line in Manhattan, 33<sup>rd</sup> Street, 40<sup>th</sup> Street, 46<sup>th</sup> Street and Hunters Point on the Flushing Line in Queens, and Flatbush Avenue/Brooklyn College on the Nostrand Line in Brooklyn.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped six months from January 2018 to July 2018, due to Additional Work Order (AWO) #3 (Elevator Modernization and Maintenance Services at 130 Livingston Plaza). The work was provided to the contractor because they were already mobilized and working on another project at that location. The Extension of Time (EOT) also accounts for project delays resulting from the inability of NYCT to provide the necessary track outages until the First Quarter 2018.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The Construction Management office expects all remaining work will be completed by July 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: NYCT-Wide Storage Area Network/Disaster Recovery</b>	<b>Current Budget: \$22.4M</b>
	<b>Project EAC: \$22.5M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6160402</b>	<b>Current Substantial Completion Date: May 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This project will purchase and install servers and other related components at the Rail Control Center (RCC) and Livingston Backup Control Centers (LIVP BCC) to provide reliable services for RCC mission critical applications, sufficient storage spaces, backup services and true redundancy with bi-directions disaster recovery between the two sites (RCC and LIVP BCC).</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule:</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the Substantial Completion date slipped five months, from December 2017 to May 2018 due to power and network related issues as follows:</p> <ul style="list-style-type: none"> <li>At the RCC Server Room 2308: <ul style="list-style-type: none"> <li>• No electrical power and network availability was operational for most of the project (impacting HPE Storage/Blade servers, Oracle Servers, etc.)</li> </ul> </li> <li>At LIVP BCC: The project was waiting for network availability to complete the work.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b></p> <ul style="list-style-type: none"> <li>At the RCC Server Room 2308: <ul style="list-style-type: none"> <li>• October 2017: During the Fourth Quarter 2017, a Rack D13 with 10 standalone servers was powered on and connected to the network.</li> <li>• April 2018: The project is forecasting the Rack D14/D15 will be powered on (using existing power outlet) and connected to the network.</li> </ul> </li> <li>At the LIVP BUCC 4<sup>th</sup> Floor Data Center (Total 4 Racks) <ul style="list-style-type: none"> <li>• October 2017: During the Fourth Quarter 2017, three of the four racks were powered</li> <li>• April 2018: The project is forecasting that the Network cable installation will be done.</li> </ul> </li> </ul>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Groundwater and Soil Remediation</b>	<b>Current Budget: \$6.5M</b>
	<b>Project EAC: \$6.5M</b>
	<b>Substantial Completion Date at Award: Feb 2018</b>
<b>Project No: T6160607</b>	<b>Current Substantial Completion Date: Jun 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 94%</b>

<b>Project Description</b>
<p>The purpose of this project is for the remediation of soil and groundwater contamination. This is necessary to comply with environmental regulations governing cleanup of contamination due to leaks from petroleum storage tanks. Remediation, possibly including floating petroleum, soil and groundwater dissolved-phase contamination, will be performed at any number of sites depending on the results of the examinations and on New York State Department of Environmental Conservation (NYSDEC) requirements for remediation at the time the examinations are complete.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped four months, from February 2018 to June 2018. This is due to the need to extend Work Order No.5 (one of several work orders under the contract) to complete the required remediation work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Remediation work under this contract is proceeding with completion expected in June 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Rehabilitate Employee Facility at 207<sup>th</sup> Street / 8<sup>th</sup> Avenue Station</b>	<b>Current Budget: \$6.7M</b>
	<b>Project EAC: \$6.7M</b>
	<b>Substantial Completion Date at Award: Jul 2013</b>
<b>Project No: T6160713</b>	<b>Current Substantial Completion Date: Apr 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project involves the construction of a new employee facility, and the rehabilitation of existing employee facilities, on the mezzanine level and platform level of the 207<sup>th</sup> Street Station, 8<sup>th</sup> Avenue Line. The total area of rehabilitation and reconstruction is approximately 14,000 sq. ft. The project will provide offices, male/female locker rooms and toilets, workshop, storage rooms, wash-up areas, mechanical room, Electric Panel Room (EPR), heating ventilation, electrical system, air conditioning, lighting, plumbing, flooring and communication systems. The facilities from six operating divisions of NYCT, including Stations, Car Equipment, Track, Structures and Facilities, Rapid Transit Operations and Signals, will be rehabilitated.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped four months, from December 2017 to April 2018. The delay was due to punch list work on both the mezzanine and platform levels needing to be completed. This work included an unforeseen water leak that was discovered in one room, which has been difficult to resolve.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> A wrap-up contract will be developed to complete work on the platform level, which was deemed necessary after failed attempts to resolve the water leak so that this contract can close out.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Automated Fare Collection Low Turnstile Procurement</b>	<b>Current Budget: \$11.6M</b>
	<b>Project EAC: \$11.6M</b>
	<b>Substantial Completion Date at Award: Oct 2019</b>
<b>Project No: T7040402</b>	<b>Current Substantial Completion Date: Feb 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 59%</b>

<b>Project Description</b>
<p>The purpose of this procurement project is to ensure that New York City Transit has sufficient inventory of turnstiles and end cabinets to support current capital projects and operating initiatives through 2019. The current scope of the project calls for an increase from 176 to 352 turnstile units and from 35 to 70 end cabinets to support the current projected capital and operating needs through 2019 as laid out by the Department of Subways.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date was revised three months, from November 2019 to February 2020. This modification reflects the negotiated delivery schedule for the additional purchase of 176 turnstiles and 35 end cabinets, based upon the contract option - Task Order 128, which was awarded to the vendor on September 28, 2017.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The current delivery schedule will allow for Substantial Completion of the project by February 2020. A budget modification was approved to increase the project budget by \$5.8 million.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2015 Water Condition Remedy</b>	<b>Current Budget: \$8.1M</b>
	<b>Project EAC: \$8.9M</b>
	<b>Substantial Completion Date at Award: Dec 2017</b>
<b>Project No: T7041405</b>	<b>Current Substantial Completion Date: Nov 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 62%</b>

<b>Project Description</b>
<p>This project will remediate water condition problems at various stations located system wide. Work will include grouting injections into active leaks through concrete cracks, joint, or holes located in roofs, ceilings, sidewalls, floors, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by 11 months, from December 2017 to November 2018. This is due to a delay in award of the new Water Remediation Contract A-37658. Therefore, it was decided that the existing Water Remediation Contract A-37642 would be continued with no cost for 11 months until the new one, A-37658 is awarded.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The contract's duration has been extended until November 2018. It is expected that the new Water Remediation Contract A-37642 will be awarded by June 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2016 Continuous Welded Rail - Queens Blvd Line</b>	<b>Current Budget: \$27.4M</b>
	<b>Project EAC: \$27.1M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050208</b>	<b>Current Substantial Completion Date: Mar 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 87%</b>

<b>Project Description</b>
<p>The project will reduce the number of broken rails in the subway tracks and improve the condition of track plates and ties in subway tunnels, extending their useful life. Work includes surface preparation and the replacement of obsolete plates, spikes and jointed rails with new welded rails along with any associated cable and signal work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months, from December 2017 to March 2018 due to a repriorization of manpower to complete the work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Manpower has been reprioritized to take advantage of piggybacking opportunities with other track and switch program projects and work is proceeding with substantial completion anticipated in March 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2015 Mainline Track Replacement - Jerome</b>	<b>Current Budget: \$6.4M</b>
	<b>Project EAC: \$6.7M</b>
	<b>Substantial Completion Date at Award: May 2017</b>
<b>Project No: T7050222</b>	<b>Current Substantial Completion Date: Apr 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 31%</b>

<b>Project Description</b>
<p>This project will involve the reconstruction of segments of mainline track on the Jerome Line that have reached the end of their useful life. The track locations will be based upon the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by four months, from December 2017 to April 2018 due to limited track access on the Jerome Avenue Line to complete the work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is progressing with Substantial Completion expected in April 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement – Jamaica Line</b>	<b>Current Budget: \$18.7M</b>
	<b>Project EAC: \$21.5M</b>
	<b>Substantial Completion Date at Award: Jul 2017</b>
<b>Project No: T7050231</b>	<b>Current Substantial Completion Date: Mar 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>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.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule and Cost</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months, from December 2017 to March 2018. This delay was due to the reprioritization of work for the Capital Track and Switch Program.</p> <p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the current budget by \$2.8 million. This was due to the addition of five additional Type III Panels (195 Track Feet) to the project.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Manpower has been reprioritized to take advantage of piggybacking opportunities with other track and switch program projects and work is proceeding with substantial completion anticipated in March 2018.</p> <p><b>Cost:</b> The budget shortfall is expected to be funded by savings from within the Track and Switch program.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement – Queens Boulevard Line</b>	<b>Current Budget: \$46.8M</b>
	<b>Project EAC: \$40.6M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050232</b>	<b>Current Substantial Completion Date: Apr 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 73%</b>

<b>Project Description</b>
<p>This Mainline Track Replacement project involves the reconstruction of segments of mainline track on the Queens Boulevard Line that have reached the end of their useful life. The track locations are based upon the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by four months, from December 2017 to April 2018 due to limited track access in the 53<sup>rd</sup> Street Tube.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is progressing with Substantial Completion expected in April 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement – Dyre Avenue Line</b>	<b>Current Budget: \$13.8M</b>
	<b>Project EAC: \$12.5M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050233</b>	<b>Current Substantial Completion Date: Mar 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
<p>This Mainline Track Replacement project involves the reconstruction of segments of mainline track on the Dyre Avenue Line that have reached the end of their useful life. The track locations are based upon the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by three months, from December 2017 to March 2018 in an effort to coordinate the track work with the Dyre Avenue Line Signal Project due to extremely limited track access issues.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is progressing with Substantial Completion expected in March 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2016 Continuous Welded Rail – 8<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$61.5M</b>
	<b>Project EAC: \$49.9M</b>
	<b>Substantial Completion Date at Award: Aug 2017</b>
<b>Project No: T7050236</b>	<b>Current Substantial Completion Date: Mar 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 88%</b>

<b>Project Description</b>
<p>This track reconstruction project will install continuous welded rail (CWR) on the 8<sup>th</sup> 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.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months, from December 2017 to March 2018 due to manpower constraints to complete the work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Manpower has been reprioritized to take advantage of piggybacking opportunities with other track and switch program projects and work is proceeding with substantial completion anticipated in March 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2016 Mainline Track Replacement – 8<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$55.8M</b>
	<b>Project EAC: \$47.5M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050246</b>	<b>Current Substantial Completion Date: Apr 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 68%</b>

<b>Project Description</b>
<p>This Mainline Track Replacement project involves the reconstruction of segments of mainline track on the 8<sup>th</sup> Avenue Line that have reached the end of their useful life. The track locations are based upon the latest track condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by four months, from December 2017 to April 2018 due to a reprioritization of work within the Track &amp; Switch Program.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Manpower has been reprioritized to take advantage of piggybacking opportunities with other track and switch program projects and work is proceeding with substantial completion anticipated in April 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2017 Mainline Track Replacement - Broadway Line</b>	<b>Current Budget: \$5.5M</b>
	<b>Project EAC: \$7M</b>
	<b>Substantial Completion Date at Award: Feb 2018</b>
<b>Project No: T7050253</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 100%</b>

<b>Project Description</b>
<p>This project involves the reconstruction of segments of mainline track on the Broadway Line that have reached the end of their useful life. The track locations were based upon the latest condition survey. Work includes the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the current budget by \$1.5 million due to an increase in the scope of work from 912 Track Feet of Track Reconstruction Type I – II &amp; Type II Ekki Hilti to 1,974 Track Feet.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> This project achieved Substantial Completion in December 2017. The cost overrun will be balanced by savings in other Track Reconstruction Projects.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2017 Mainline Track Replacement - Pelham Line</b>	<b>Current Budget: \$8.4M</b>
	<b>Project EAC: \$8.4M</b>
	<b>Substantial Completion Date at Award: Feb 2018</b>
<b>Project No: T7050261</b>	<b>Current Substantial Completion Date: Jun 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 28%</b>

<b>Project Description</b>
<p>This project will involve the reconstruction of segments of mainline track on the Pelham Line that have reached the end of their useful life. The track locations will be based upon the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by four months, from February 2018 to June 2018 due to the insufficient availability of 100 Lbs. Resilient Fastener Plates and L.B. Foster Plates. The vendors supplying the materials were not able to regularly and consistently deliver the plates.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The material issues regarding the delivery and availability of plates has now been resolved and this project will resume in the first half of 2018 with Substantial Completion expected in June 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the materials issues presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE Evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2015 Mainline Switch Replacement on the Dyre Avenue Line</b>	<b>Current Budget: \$7.6M</b>
	<b>Project EAC: \$7.6M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050311</b>	<b>Current Substantial Completion Date: Mar 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 88%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the Dyre Avenue Line. Locations were determined based on the latest switch condition survey. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, ties, ballast, signal cables including positive and negative connections, and any associated signal and equipment work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion slipped three months from December 2017 to March 2018 in order to coordinate the track work with the Dyre Avenue Line Signal project.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is progressing with Substantial Completion expected in March 2018</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2017 Mainline Switch Replacement - Astoria Line</b>	<b>Current Budget: \$15.5M</b>
	<b>Project EAC: \$17.7M</b>
	<b>Substantial Completion Date at Award: Dec 2018</b>
<b>Project No: T7050322</b>	<b>Current Substantial Completion Date: Aug 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 78%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the Astoria Line by in-house forces. Locations were determined based on the latest condition survey. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable including positive and negative connections, and any associated signal and equipment work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the current budget by \$2.2 million due to higher than anticipated Bus Shuttle Operations costs.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The cost overrun of \$2.2M will be balanced by savings in other Track Reconstruction Projects.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the materials issues presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE Evaluation is not required for this project.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: 2017 Mainline Switch Replacement - Bway-7<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$9.8M</b>
	<b>Project EAC: \$12.3M</b>
	<b>Substantial Completion Date at Award: Nov 2017</b>
<b>Project No: T7050324</b>	<b>Current Substantial Completion Date: Jan 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the Bway-7<sup>th</sup> Ave Line by in-house forces. Locations were determined based upon the latest condition survey. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cables including positive and negative connections, and any associated signal and equipment work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the current budget by \$2.5 million due to a scope increase involving the installation of two Type II – II Switches and 1 Type I – II Switches.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The budget shortfall will be balanced by savings in other Track Reconstruction Projects. Subsequent to the reporting period, this project achieved Substantial Completion in January 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Modification to Signal Control Lines - Phase 6</b>	<b>Current Budget: \$33.0M</b>
	<b>Project EAC: \$33.0M</b>
	<b>Substantial Completion Date at Award: Dec 2017</b>
<b>Project No: T7080319</b>	<b>Current Substantial Completion Date: Jan 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 38%</b>

<b>Project Description</b>
<p>This project will upgrade signal locations systemwide, achieving compliance with the latest design standards. Work may include the extension of control and operation of wayside equipment, installation of grade timing and station timing, modification of signal control lines, or installation of new signal locations. The work will vary at each location depending on specific needs and/or conditions.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date for Part One slipped seven months, from June 2018 to January 2019, because signal modifications designs are being re-evaluated to include additional signal equipment installations to mitigate any impact to service; concerns have been raised about how the original designs would impact service.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The schedule will be revisited with a revised course of action in the third quarter of 2018, which will entail consensus of pertinent parties on design changes, approval of re-issued impact analyses for locations, final re-design, and installation of equipment.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: New Elevators – Flushing Main Street Station</b>	<b>Current Budget: \$24.6M</b>
	<b>Project EAC: \$24.6M</b>
	<b>Substantial Completion Date at Award: Mar 2018</b>
<b>Project No: L502042E</b>	<b>Current Substantial Completion Date: Jun 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 71%</b>

<b>Project Description</b>
<p>This project includes design and construction of two new elevators to provide American with Disabilities Act (ADA) accessibility from the street level to the platforms at the Flushing Main Street Station in Flushing, Queens. The scope includes: furnishing and installation of two hydraulic elevators and entry vestibules; elevator shafts, machine rooms, pits and associated equipment; site and platform improvements including new platform access stairs and canopies, platform extensions, railings, lighting, new shelter sheds, signage, new western entrance and plaza area, CCTV cameras and tactile warning strips.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months, from March 2018 to June 2018. This delay was due to:</p> <ol style="list-style-type: none"> <li>1) Design modifications performed due to the findings of the existing retaining wall and the decision to leave the existing basement walls in place</li> <li>2) Color changes to the Trespa Panels which delayed the delivery date</li> <li>3) The addition of WIFI, help points and access nodes to the scope of the project</li> </ol>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is proceeding with the completion expected in June 2018. The impact to the project budget is currently being assessed.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Wantagh Station Platform Replacement</b>	<b>Current Budget: \$23.2M</b>
	<b>Project EAC: \$23.4M</b>
	<b>Substantial Completion Date at Award: Mar 2018</b>
<b>Project No: L60204UC</b>	<b>Current Substantial Completion Date: Sep 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 51%</b>

<b>Project Description</b>
<p>This project will rehabilitate the existing elevated 12 car length center island platform at Wantagh Station on the Babylon Branch. Work includes replacement of the platform, canopy, stairs, and escalator; repair of the understructure; an Automated Snow and Ice Melt System (ASIMS); installation of a new elevator, providing access between the station and platform levels; lighting, communications systems, and signage.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Contingency</b></p> <p><b>Contingency:</b> During the Fourth Quarter 2017, the expenditures on contingency exceeded the overall project percent complete causing a contingency index of 1.95 due to the option for the construction of the full automated snow and ice melting systems being exercised.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> The installation of the ASIMS continues per plan. The installation of the ASIMS was a bid option to the original contract that was added to the project post bid as a change order. All required funding to complete this contract is secured and no additional funding is necessary.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Replacement of Richmond Hill Substation</b>	<b>Current Budget: \$16.6M</b>
	<b>Project EAC: 16.6M</b>
	<b>Substantial Completion Date at Award: May 2018</b>
<b>Project No: L60701AR</b>	<b>Current Substantial Completion Date: Feb 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 8%</b>

<b>Project Description</b>
<p>The Richmond Hill Substation has been in service for 40 years and is operating beyond its useful life and due for replacement. The scope of the Richmond Hill Substation project includes demolition of the existing substation and construction of a new substation in its footprint.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped 14 months from December 2018 to February 2020. This delay was due to the failure of the transformer at the adjacent Woodhaven Substation earlier in 2017. Richmond Hill Substation can't be decommissioned until a replacement transformer at Woodhaven Substation is installed.</p> <p>In addition, delays in the procurement process to award the construction contract further impacted the schedule.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> A new transformer at Woodhaven Substation was installed and validated in October 2017, thus allowing abatement work and demolition to commence at the Richmond Hill Substation. In addition, the third party construction contract was awarded in December 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>-MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Retaining walls / Right of way projects</b>	<b>Current Budget: \$10.0M</b>
	<b>Project EAC: \$12.0M</b>
	<b>Substantial Completion Date at Award: Dec 2019</b>
<b>Project No: L70301WH</b>	<b>Current Substantial Completion Date: Dec 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 37%</b>

<b>Project Description</b>
The project will improve the physical condition of the Right of Way (ROW) to ensure safe and efficient operation of the trains system-wide. The scope of work consists of construction / renewal of retaining walls, rehabilitation of culverts, and addressing areas with drainage and flooding conditions in order to ensure that track structures and other LIRR assets along the ROW are in a state of good repair.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) of the project exceeded the Current Budget by \$2M. This amount was cut from the project due to a re-allocation of funds within the Capital Program.
<b>What is Being Done</b>
<b>Cost:</b> The project management team, working with the project budget administrators, is re-assessing the scope and locations of the work to reduce the EAC in order to match the current budget of \$10M. After the scope has been updated, reassessment of the budget and schedule will be undertaken to determine if mitigation measures can be implemented.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.



<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Communication Pole Line</b>	<b>Current Budget: \$5.7M</b>
	<b>Project EAC: \$7.7M</b>
	<b>Substantial Completion Date at Award: Dec 2020</b>
<b>Project No: L70501SE</b>	<b>Current Substantial Completion Date: Dec 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 26%</b>

<b>Project Description</b>
<p>The project will replace line poles and applicable hardware at various locations along the Right of Way [ROW]. These poles carry cable lines providing services to the LIRR Communication System including fiber optic cable [data, telephone, CCTV], signal cabling, and supervisory and substation control lines. Work includes: Removal of select existing poles, ancillary hardware and deteriorated cable; replacement of anchors, insulators, brackets, ground rods/clamps, U-guards, pole mounted cable boxes, and associated hardware with new equipment.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$2M due to the reduction of scope and a decrease of reserve funds by \$2M as per the latest Amended Capital Program.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Subsequent to the reporting period the scope and budget are in the process of being re-assessed. The EAC and Current Budget of \$5.7M have been reconciled.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Signal Normal Replacement Program</b>	<b>Current Budget: \$30.0M</b>
	<b>Project EAC: \$40.0M</b>
	<b>Substantial Completion Date at Award: Jan 2021</b>
<b>Project No: L70502LJ</b>	<b>Current Substantial Completion Date: Jan 2021</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 17%</b>

<b>Project Description</b>
<p>This project will replace selected Signal System Equipment that has reached the end of its useful life system-wide. Equipment replacement includes track switches, signal cables, signal cases, signals and grade crossing gates.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) of the project exceeded the Current Budget by \$10.0M due to a reduction of funds as per the latest Amended Capital Program.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Subsequent to the reporting period the scope and budget are in the process of being re-assessed. The EAC was adjusted to match the Current Budget of \$30.0M.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Substation Replacements</b>	<b>Current Budget: \$31.0M</b>
	<b>Project EAC: \$81.0M</b>
	<b>Substantial Completion Date at Award: Sep 2021</b>
<b>Project No: L70701XA</b>	<b>Current Substantial Completion Date: Mar 2022</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 9%</b>

<b>Project Description</b>
<p>This project will replace up to 5 substations and 1 circuit breaker house [Meadowbrook, Bellmore, Ocean Ave, Rosedale, Murray Hill, and Queens Breaker House] that are operating beyond their useful lives and are in need of replacement.</p> <p>The work includes: Removal of existing switchgear, rectifiers, and transformers; demolition of existing buildings, and installation of new pre-fabricated modular substation buildings housing pre-installed AC switchgear, rectifiers, DC switchgear, control cabinets and associated equipment. New transformers will be installed outside the modular buildings.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost &amp; Schedule</b>
<p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$50.0M due to reallocation of funds within the Capital Program.</p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped six months from September 2021 to March 2022 due to re-allocation and re-scoping of the project causing delays in the procurement process.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The project scope and budget are now being re-assessed. The EAC and Current Budget will be reconciled once reassessment of the project has been completed.</p> <p><b>Schedule:</b> The project schedule is being re-evaluated based upon the revised scope of work and will be updated upon completion. LIRR will be looking for opportunities to improve the overall schedule.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Substation Components</b>	<b>Current Budget: \$42.4M</b>
	<b>Project EAC: \$42.4M</b>
	<b>Substantial Completion Date at Award: Dec 2020</b>
<b>Project No: L70701XB</b>	<b>Current Substantial Completion Date: Feb 2022</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 6%</b>

<b>Project Description</b>
<p>This project encompasses replacement and upgrade of multiple components at over 100 substation locations throughout the LIRR network to increase the useful life of the existing equipment and allow for a safe working environment for the performance of maintenance work.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped 14 months from December 2020 to February 2022 due to the disqualification of the low bidder for the Rectifier Transformers.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the rebid package was advertised in January 2018 with the anticipated award in the Second Quarter 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Grand Central Terminal Fire Suppression and Utility System Improvements</b>	<b>Current Budget: \$33.3M &amp; \$11.5M</b>
	<b>Project EAC: \$31.9M &amp; \$11.4M</b>
	<b>Substantial Completion Date at Award: Dec 2017</b>
<b>Project No: M6020108 &amp; M7020104</b>	<b>Current Substantial Completion Date: Jan 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 73%</b>

<b>Project Description</b>
<p>The project scope of improvements includes:</p> <ol style="list-style-type: none"> <li>1) Replacement of the Grand Central Terminal (GCT) domestic water services (located at 43<sup>rd</sup> St. and 49<sup>th</sup> St.) as well as the domestic water holding tank and pumping system. All domestic water services work was completed in 2015.</li> <li>2) Replacement of the GCT lower level standpipe (fire suppression water distribution system) and the 49<sup>th</sup> St. fire pump assembly.</li> </ol>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the scheduled Substantial Completion date for the fire suppression system replacement slipped seven months from June 2018 to January 2019. This was a result of progress being impacted by challenges in obtaining track outages necessary for the installation of fire suppression piping, heat tracing and heat trace conduits, and insulation. Additional schedule impacts were due to changes requested by the New York City Department of Environmental Protection (NYCDEP) for the new water service connection, and the installation of train shed Fire Department connections, which require coordination with neighboring property owners.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The schedule is reviewed monthly with the contractor's scheduler for opportunities to maximize efficiencies. Track outages are being reviewed and coordinated with the evolving needs of other projects taking place in GCT. The design consultant will retain an expeditor to streamline further reviews and satisfy technical requirements of the NYCDEP.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Turnouts - Mainline/High Speed</b>	<b>Current Budget: \$60.5M</b>
	<b>Project EAC: \$58.3M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: M6030102</b>	<b>Current Substantial Completion Date: Jun 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This project provides for the replacement of interlocking switches throughout the Metro-North Railroad (MNR) territory in New York State, as they reach the end of their useful life. The project maintains MNR's switches in a state of good repair ensuring that interlockings do not deteriorate. This project continues the rehabilitation program undertaken in previous Capital Programs.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date for the Control Point CP109 turnout work slipped six months, from December 2017 to June 2018, due to the Central Instrument Location (CIL) cabinet being improperly configured by the vendor for use on MNR territory.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> MNR forces are currently working with the vendor that supplied the CIL, to troubleshoot/solve the improperly configured hardware. Once the CIL is working as intended, it will be tested and put into service by June 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>



<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: West of Hudson Signal Improvements</b>	<b>Current Budget: \$67.6M</b>
	<b>Project EAC: \$65.0M</b>
	<b>Substantial Completion Date at Award: Apr 2018</b>
<b>Project No: M6040102</b>	<b>Current Substantial Completion Date: Oct 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 26%</b>

<b>Project Description</b>
<p>The project scope of work includes:</p> <ol style="list-style-type: none"> <li>1) Design, furnish and install signal infrastructure equipment including signal and communications houses and cases, snow melter equipment, power distribution and generator equipment, foundations, signals, cables and troughs, new electric services and communications circuits for five segments along the West of Hudson Port Jervis Line.</li> <li>2) Terminate new equipment, perform Federal Railroad Administration (FRA) testing and commission on line segments in stages with interfaces to existing signal equipment.</li> <li>3) Installation of Positive Train Control (PTC) equipment on the line segments ensuring interoperability with New Jersey Transit and the freight railroads.</li> </ol>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p>During the Fourth Quarter 2017, the scheduled Substantial Completion date slipped eight months from February 2020 to October 2020 due to various design issues encountered at the first segment for Control Point (CP) - Harriman. This resulted in extended redesign as well as a longer than expected procurement lead time.</p> <p>The work at CP-Harriman required decommissioning of the existing Vital Processor Interlocking (VPI) and installation of a new VPI, reusing the existing plug couplers. When the work commenced, many design discrepancies surfaced such that the existing plug couplers could not be used as a one to one plug and play. This required new plug couplers to be ordered as well as reconfiguration of wiring in order to be compatible with the new VPI.</p> <p>In addition, there were several discrepancies on the design circuit plans as well as the specified programmable Genrakode II Module that needed to be corrected.</p>
<b>What is Being Done</b>
<p>To mitigate negative schedule impact to the project, the following actions have been, or are in the process of being taken:</p> <ol style="list-style-type: none"> <li>1) In anticipation of similar design discrepancies surfacing at CP-Valley (Segment 2) as experienced at CP-Harriman (Segment 1), all replacement materials that were ordered for existing CP-Harriman have been duplicated and ordered for existing CP-Valley to expedite the upcoming work. The same design issues are not anticipated for the remaining segments west of CP-Valley as all equipment will be new and existing equipment will not have to be modified.</li> <li>2) Also, a dedicated crew of four people will be working at the remaining segments to get the locations ready ahead of time for the testing crew to expedite the schedule.</li> </ol>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Replace and Upgrade Bridge 23 Substation</b>	<b>Current Budget: \$63.2M</b>
	<b>Project EAC: \$62.6M</b>
	<b>Substantial Completion Date at Award: Jul 2014</b>
<b>Project No: M6050101</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 88%</b>

<b>Project Description</b>
<p>Metro-North Railroad (MNR) entered into a joint agreement with the New York Power Authority (NYPA) to design and construct a replacement of the existing Bridge 23 substation. The design scope includes a new breaker house at Pelham, new 27kv feeders, new switchgear at New Rochelle and a new signal power supply station (MA Set) at the C-14 substation. In addition, the existing Bridge 23 substation at Mount Vernon was reconfigured to better utilize the existing 138kv three phase supply.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped twelve months from October 2017 to October 2018. This is due to the complexity of the construction work requiring continued coordination of engineering design, manufacturer submittals and overall system integration while maintaining an active “supply” substation serving the New Haven Line. In addition, the slip was due to various unforeseen field conditions and manufacturer equipment fabrication delays.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> To mitigate the negative schedule impact to the project, the following actions have been, or are in the process of being taken:</p> <ul style="list-style-type: none"> <li>• MNR will continue to coordinate with NYPA in managing the equipment manufacturing process.</li> <li>• MNR will continue to provide force account support to mitigate further delay.</li> </ul>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Tunnel Ventilation Building Electrical Upgrade - Queens Midtown Tunnel</b>	<b>Current Budget: \$56.2M</b>
	<b>Project EAC: \$54.8M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: D604QM30</b>	<b>Current Substantial Completion Date: Jul 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 84%</b>

### Project Description

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

### Problem Since Last Quarterly Report

#### Index Trigger(s): Schedule

**Schedule:** During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped three months from April 2018 to July 2018, due to various amendments to the contract. The primary delay was caused by changing requirements from Con Edison during the relocation of the service entrance at D-Post pump room and Con Edison's request for new metering equipment at the Queens Service Building. The unexpected identification of asbestos containing material in the Manhattan Vent Building and the subsequent removal and disposal also contributed to the delay.

### What is Being Done

**Schedule:** The contractor has increased manpower to mitigate future delays and recoup the project schedule. Progress is being closely monitored using motor and switchgear status charts which are updated daily. Project team meetings are held in the field to quickly resolve project issues and to identify additional possible work areas/activities. Schedule is being compressed by replacing multiple sections of electrical equipment simultaneously in both vent buildings in lieu of the Contract specified one section at a time.

The equipment which requires a long lead time is currently on site. This should eliminate any delays associated with the installation of the New Fan Motors.

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

### IEC Comment

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

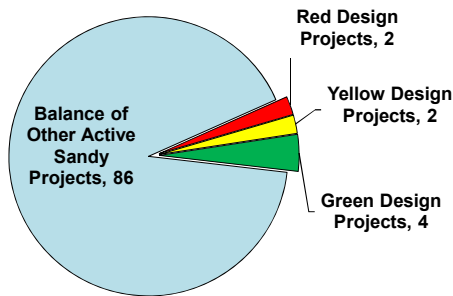
**All Agency Contractor Evaluation:** The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

### 4<sup>th</sup> Quarter 2017 Traffic Light Report on MTA SANDY Program

**A total of 94 Active Sandy Projects were Reviewed for the 4th Quarter 2017**

**The 94 active projects include 8 projects in Design, 21 in Post-Design to Construction Award, 65 in Construction**

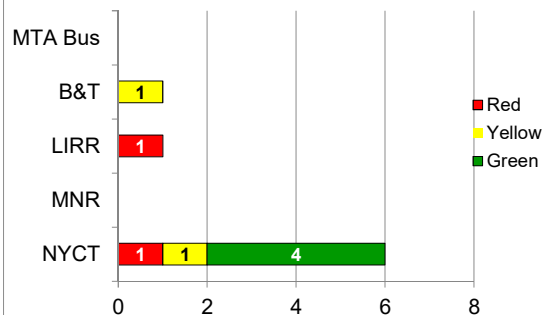
**8 of 94 Projects in Design**



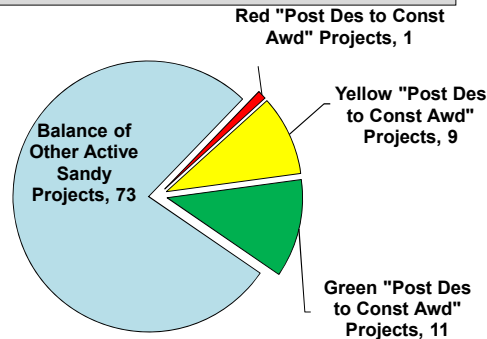
**Summary of Projects in Design:** 8 projects were reviewed in the design phase this quarter with 4 (50%) designated Green, 2 (25%) Yellow and 2 (25%) were Red. Both of the 2 projects designated Red in the Design phase were for schedule variances. The schedule variances were for seven and ten months and were due to reprioritization of the resources and delay in obtaining permits required.

**Last Quarter:** 7 projects were reviewed in the design phase this quarter with 3 (42%) designated Green, 2 (29%) Yellow and 2 (29%) were Red.

**8 Projects in Design**



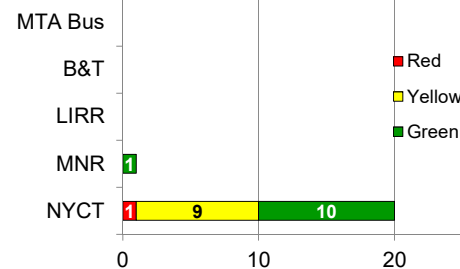
**21 of 94 Projects in Post-Design to Construction Award**



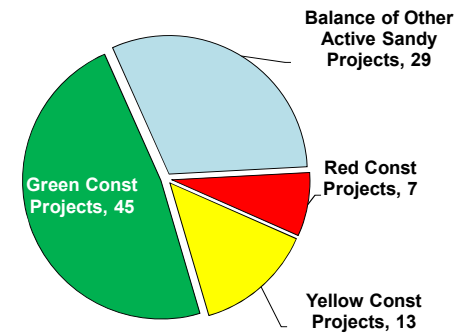
**Summary of Projects in Post-Design to Construction Award:** 21 projects were reviewed in this phase with 11 (52%) designated green, 9 (43%) Yellow and 1 (5%) was Red. The Red project in this phase this quarter was Red for a schedule variance of six months. The schedule variance was due to a complex and lengthy procurement process.

**Last Quarter:** 18 projects were reviewed in this phase with 9 (50%) designated green, 4 (22%) Yellow and 5 (28%) were Red.

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



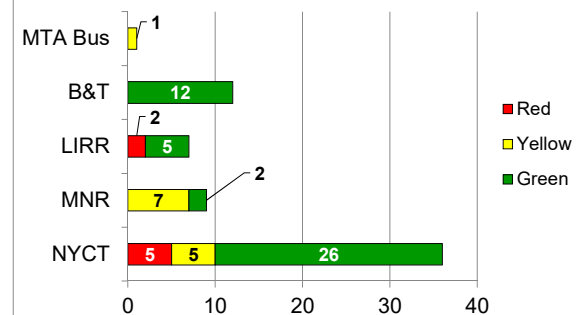
**65 of 94 Projects in Construction**



**Summary of Projects in Construction:** 65 projects were reviewed in this phase with 45 (69%) designated green, 13 (20%) yellow and 7 (11%) were Red. Of the 7 projects which were designated Red, 6 were for a schedule variance and 1 was for both cost and schedule variances. The schedule variances were due to the unavailability of weekend general orders required to complete the work.

**Last Quarter:** 73 projects were reviewed in this phase with 49 (67%) designated green, 14 (19%) yellow and 10 (14%) were Red.

**65 Projects in Construction**









## MTA Sandy Recovery Projects Terms and Definitions

### 4<sup>th</sup> Quarter 2017 Traffic Light Report




The following Terms and Definitions used to identify a project's Traffic Light color designation show variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a "**red light project**" when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up variance reports for all qualified red light projects. Included in these reports are 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: 8

-  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: 21

-  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: 65

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



**Projects in Planning:**

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

**Projects Completed:**

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

**Report Index Formulas and Criteria:**

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



# 4th Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>Coney Island Yard Flood Mitigation</b>												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Post Des to Const Awd	Mitigation	\$457,915,318	100	.00	—	.88	—	0	—	Y
<b>53rd St Tube Rehab</b>												
ET050212	Recovery: Mainline Track (53 Street Tube)	Construction	Recovery	\$10,367,630	99	.30	—	.86	▼	1	▲	Y
ET080215	Recovery: Signals (53 Street Tube)	Construction	Recovery	\$8,118,407	100	.00	—	.78	▼	1	▲	Y
ET090225	Recovery: Power and Communication Cables (53 Street Tube)	Construction	Recovery	\$52,478,037	100	.54	▲	1.00	—	1	▲	Y
ET090226	Recovery: 2 Circuit Breaker Houses (53 Street Tube)	Construction	Recovery	\$7,410,053	100	.73	—	1.16	—	1	▲	Y
ET090238	Recovery: Substation (53 Street Tube)	Construction	Recovery	\$16,528,529	100	.16	—	.82	▼	1	▲	Y
<b>All Other NYCT Projects</b>												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,835,502	14	.00	—	1.00	—	0	—	G
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,436,603	81	-.03	▲	1.00	—	0	—	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,632,247	30	.86	▼	.99	—	0	—	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	15	.77	▲	1.01	—	0	—	G
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Construction	Mitigation	\$5,191,552	0	.00	—	1.03	—	0	—	G
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$68,399,431	7	.00	—	1.00	—	0	—	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,748,327	10	.00	—	1.00	—	0	—	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,306,612	0	.00	—	1.00	—	0	—	G
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	37	.00	—	1.00	—	0	—	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$49,331,538	12	.00	—	1.00	—	0	—	G
ET060216	Recovery: Tunnel Lighting (Joralemon Tube)	Construction	Recovery	\$45,780,109	94	.21	—	1.02	—	2	▲	R
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$18,011,168	6	.00	—	1.00	—	0	—	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	23	.00	—	1.00	—	0	—	G

# 4th Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	46	.00	▬	1.00	▬	0	▬	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,584,785	26	.69	▬	1.00	▬	0	▬	G
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction	Mitigation	\$7,018,122	56	-1.52	▼	1.01	▬	5	▲	R
ET060313	Mitigation: 2 Pump Rooms (Joralemon Tube)	Construction	Mitigation	\$6,022,610	85	.74	▼	.72	▬	2	▲	R
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	27	.28	▲	1.05	▬	0	▬	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,602,129	21	.51	▼	1.04	▬	0	▬	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	30	.91	▲	1.00	▬	0	▬	G
ET060325	Mitigation: 1 Fan Plant	Construction	Mitigation	\$5,910,081	0	.00	▬	1.00	▬	0	▬	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$36,576,781	0	.00	▬	1.02	▬	0	▬	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	39	.00	▬	1.00	▬	0	▬	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,812,990	9	.00	▬	.99	▬	0	▬	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$316,549,305	4	.00	▬	.99	▼	0	▬	G
ET090218	Recovery: Substation (Joralemon Tube)	Construction	Recovery	\$5,145,171	80	.23	▼	.91	▬	2	▲	R
ET090221	Recovery: Power and Communication Cables (Joralemon Tube)	Construction	Recovery	\$67,969,607	93	.29	▲	1.12	▬	2	▲	R
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	44	.39	▲	1.00	▬	0	▬	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$102,174,607	4	.00	▬	1.00	▲	0	▬	G
ET040325	Mitigation: Internal Station Hardening	Design	Mitigation	\$19,254,022	50	.00	▬	1.00	▬	0	▬	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	82	.00	▬	1.15	▬	7	▲	R

# 4th Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET070209	Recovery: Wrap-up Rockaway Line	Design	Recovery	\$30,375,576	52	.00	—	1.01	—	0	—	G
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Design	Mitigation	\$7,357,043	40	.00	—	1.00	—	0	—	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Design	Mitigation	\$175,888,773	50	.00	—	1.01	—	0	—	Y
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Post Des to Const Awd	Mitigation	\$74,918,344	75	.00	—	1.00	—	6	▲	R
ET040323	Mitigation: Upgrade Backup Command Center	Post Des to Const Awd	Mitigation	\$9,845,806	95	.00	—	.90	▼	0	—	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,489,112	100	.00	—	.80	—	0	—	G
ET060232	Recovery: 2 Pump Rooms (Rutgers Tube)	Post Des to Const Awd	Recovery	\$5,309,274	100	.00	—	.79	—	0	—	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Post Des to Const Awd	Mitigation	\$24,962,842	100	.00	—	1.00	—	1	▲	G
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	\$8,028,914	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
ET100209	Recovery: Power Cable at 148 Street Yard	Post Des to Const Awd	Recovery	\$14,667,439	90	.00	—	1.01	—	1	▲	Y
ET100210	Recovery: Power Cable at 207 Street Yard	Post Des to Const Awd	Recovery	\$38,050,845	100	.00	—	1.11	—	0	—	Y

# 4th Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>All Other NYCT Projects</b>												
ET100211	Recovery: Power Cable at Coney Island Yard	Post Des to Const Awd	Recovery	\$221,645,862	100	.00	▬	1.11	▬	0	▬	Y
ET100218	Recovery: 207 Street Yard Signal System	Post Des to Const Awd	Recovery	\$326,073,117	100	.00	▬	1.00	▬	0	▬	Y
ET100219	Recovery: Yard Track (207 Street Yard)	Post Des to Const Awd	Recovery	\$72,321,509	100	.00	▬	1.00	▬	0	▬	Y
ET100220	Recovery: Yard Switches (207 Street Yard)	Post Des to Const Awd	Recovery	\$59,199,256	100	.00	▬	1.00	▬	0	▬	Y
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Post Des to Const Awd	Mitigation	\$77,964,002	100	.00	▬	1.00	▼	1	▲	Y
ET100311	Mitigation: 148th Street Yard Portal	Post Des to Const Awd	Mitigation	\$5,059,135	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
ET120307	Mitigation: Various Bus Depots	Post Des to Const Awd	Mitigation	\$59,701,758	95	.00	▬	1.13	▲	0	▬	G
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$12,064,258	100	.00	▬	1.05	▬	0	▬	G
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$12,387,657	100	.00	▬	1.06	▬	0	▬	G
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	\$167,732,374	3	.00	▬	1.00	▬	0	▬	G
ES070303	Mitigation: St. George Terminal Yard	Design	Mitigation	\$73,641,130	50	.00	▬	1.00	▬	0	▬	G

# 4th Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>LIRR - Long Island Rail Road Sandy Program</b>												
<b>All Other Projects</b>												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,000,000	0	.00	■	1.00	■	15	▲	R
EL0303ZR	Gateway 11th Ave Extension	Construction	Mitigation	\$5,500,000	0	.00	■	1.00	■	0	■	G
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	99	.00	■	1.00	■	0	■	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$68,666,958	43	.00	■	1.00	▲	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	43	.00	■	1.00	■	0	■	G
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$20,533,345	59	1.60	■	1.13	▲	23	▲	R
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$50,191,902	67	.04	■	1.00	■	0	■	G
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$108,009,472	1	.00	■	1.00	■	10	▲	R
<b>MNR - Metro-North Railroad Sandy Program</b>												
<b>Hudson Line Ph I Power and C&amp;S Restoration</b>												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$44,652,151	57	1.06	■	.95	■	0	■	Y
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$32,370,843	3	.00	■	.92	■	0	■	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$50,000,000	57	.00	■	1.00	■	0	■	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$31,000,000	57	.00	■	1.00	■	0	■	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$90,299,496	57	1.48	■	1.01	■	0	■	Y
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$72,285,477	3	.00	■	.99	■	0	■	Y
<b>All Other Projects</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$6,963,784	81	.00	■	.87	■	2	▲	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,136,302	35	.00	■	.85	■	0	■	G
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,909,913	86	.89	■	.92	■	6	▲	Y
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Post Des to Const Awd	Recovery	\$7,538,197	64	.00	■	.99	■	0	■	G



#### 4th Quarter 2017 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Hugh Carey Tunnel Restoration</b>												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$143,767,170	86	.00	■	.94	■	0	■	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$7,152,978	86	.00	■	.95	■	0	■	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$124,888,522	86	.14	▲	.90	■	0	■	G
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$14,976,452	86	.11	■	.90	■	0	■	G
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$35,094,168	59	.00	■	.96	■	0	■	G
<b>Queens Midtown Tunnel Rehab</b>												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$137,158,669	75	.05	■	.94	■	0	■	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$95,966,452	75	.00	■	.90	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$10,382,803	75	.05	■	.96	■	0	■	G
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$28,133,489	59	.00	■	.96	■	0	■	G
<b>All Other Projects</b>												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$7,531,863	73	.00	■	.89	■	2	▲	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$12,783,404	73	.85	▼	.94	■	2	▲	G
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Construction	Mitigation	\$30,482,590	59	.00	■	.98	■	0	■	G



## 4th Quarter 2017 Traffic Light Report

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

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

▼ = Index decrease: Trending indicates condition improving since last quarterly report

■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>All Other Projects</b>												
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,298,244	93	.00	■	.95	■	-2	▼	Y
<b>MTA Bus Program</b>												
<b>All Other Projects</b>												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	63	.38	▼	1.00	■	0	■	Y



**Summary of Sandy Traffic Light Report Design Exceptions**  
**(Fourth Quarter 2017 - As of December 31, 2017)**

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
<b>NYCT - New York City Transit Sandy Program</b>							
ET060317	Mitigation: Conversion of 2 Pump Trains	7 month Schedule slip	\$19.1M	Jul 2018	NYCT has prioritized resources towards flatcar, locomotive, and vacuum train purchases, resulting in delays to the crane car schedule.	The Request For Proposal (RFP) for this project is being advertised at this time. Proposals will be reviewed and evaluated and award is projected for third quarter 2018.	An Agency ACE evaluation is not required for this project
<b>LIRR - Long Island Rail Road Sandy Program</b>							
EL0603ZP	West Side Yard & East River Tunnel Mitigation	10 month Schedule slip	\$108.0M	Aug 2018	The design completion date was revised due to the delay in obtaining the Amtrak Permit to Enter and the Site Access Agreement that will allow the Queens soil borings work to commence, which is needed to complete the Queens Portal flood barrier design	Site Access Agreement is currently under review by LIRR Legal Department.	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.

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

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Sandy Recovery and Mitigation: Joralemon Tube</b>	<b>Current Budget: \$44.5M, \$8.3M, \$5.6M, \$60.6M</b>
	<b>Project EAC: \$45.8M, \$6M, \$5.1M, \$68.0M</b>
	<b>Substantial Completion Date at Award: Apr 2017</b>
<b>Project No: ET060216, ET060313, ET090218, ET090221</b>	<b>Current Substantial Completion Date: Dec 2017</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>The purpose of these projects is to restore damage done to the Joralemon Tube, located between Brooklyn and Manhattan that was caused by Superstorm Sandy. All tunnel lighting fixtures were replaced, including associated conduit, wires, junction boxes, fittings, straps, supports, etc. The Battery Park/State Street Substation work includes replacement of damaged battery cables, sealing of the area where ducts and cables enter the substation, the installation of check valves in drain lines, and the installation of watertight doors and hatch cover. Communication, antenna, control, negative and fiber optic cables were replaced. Mitigation measures were also applied to two pump rooms in order to minimize future damage during flood events, which included the installation of new pumps and the elevation of controls.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the Substantial Completion date slipped by two months, from October 2017 to December 2017. This was due to the unavailability of the weekend General Order's (GO) to complete the work. In total the project has slipped six months over the past three quarters.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Substantial Completion was declared on December 22, 2017.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Mitigation: Above-Grade Surface Protection at 6 Fan Plants</b>	<b>Current Budget: \$6.9M</b>
	<b>Project EAC: \$7.0M</b>
	<b>Substantial Completion Date at Award: Jan 2018</b>
<b>Project No: ET060306</b>	<b>Current Substantial Completion Date: Jun 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 40%</b>

<b>Project Description</b>
<p>This project will provide flood protection for six above grade fan plants through the installation of watertight doors, aluminum flood logs and panels, and prefabricated vent grate covers.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped by five months, from January 2018 to June 2018. This was due to several factors including: flood log mitigation systems for Fan Plants 6330, 7207 and 7204 are fabricated in Florida and were delayed due to the impact of Hurricane Irma; and installation of the flood log mitigation system at Fan Plant 6404 was delayed due to the lack of General Order (GO) availability.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The fabricator of the flood log system for fan plants 6404 and 7204 is back on line and is expediting production with an anticipated delivery in mid-April 2018. The flood log systems for Fan Plants 6330 and 7207 will be deleted. These flood log systems are near term mitigation solutions with the permanent mitigation hardening being provided under Contract E31683 and Contract E31682 respectively. Contract E31683 has mobilized at Fan Plant 6330 in April 2017 and Contract E31682 is scheduled to mobilize at Fan Plant 7207 in April 2018, rendering the near-term flood log mitigation under A36944 at these two fan plants unnecessary.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Sandy Mitigation - Upgrade Emergency Booth Communication System</b>	<b>Current Budget: \$74.7M</b>
	<b>Project EAC: \$75M</b>
	<b>Original Award Date: Nov 2017</b>
<b>Project No: ET040317</b>	<b>Current Award Date: May 2018</b>
<b>Project Phase: Post-Design to Construction Award</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
This project will replace the existing Emergency Booth Communication System/Mass Call system in all station agent booth locations, to a faster and more reliable communication system.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the Fourth Quarter 2017, the forecasted award date slipped by six months, from November 2017 to May 2018 due to a complex and lengthy procurement process.
<b>What is Being Done</b>
<b>Schedule:</b> Procurement activities are being finalized and Construction Award is expected in either April or May 2018.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Flood and Emergency Management Equipment Mitigation</b>	<b>Current Budget: \$20.0M</b>
	<b>Project EAC: \$20.0M</b>
	<b>Substantial Completion Date at Award: Jul 2018</b>
<b>Project No: EL0303ZH</b>	<b>Current Substantial Completion Date: Jul 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 21%</b>

<b>Project Description</b>
<p>This project is part of LIRR's efforts to prepare for future extreme weather events. Emergency Management Equipment will be purchased for system wide utilization but with particular emphasis in flood prone areas, including major yards and towers, which play a vital role in train operations.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date was revised 15 months from March 2019 to July 2020 due to the revised delivery schedule of the Mobile Substation. This was a consequence of the required Request For Expressions of Interest (RFEI) process, which resulted in a longer than expected fabrication and delivery schedule.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The project involves 30 scheduled procurements of which 18 have achieved Beneficial Use and 12 remain, including the procurement for the Mobile Substation. The procurement process is continuing and the Request for Proposal (RFP) documents for the Mobile Substation are currently under review with the Legal Department.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of December 31, 2017</b>
<b>Project Name: Long Island City Yard Restoration</b>	<b>Current Budget: \$18.1M</b>
	<b>Project EAC: \$20.5M</b>
	<b>Substantial Completion Date at Award: Jan 2019</b>
<b>Project No: EL0602ZL</b>	<b>Current Substantial Completion Date: Sep 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 16%</b>

<b>Project Description</b>
<p>This project will include Design and Construction for the 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 elevations; traction power systems; and [locally funded] removal of petroleum contaminated soil.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule &amp; Cost</b>
<p><b>Schedule:</b> During the Fourth Quarter 2017, the forecasted Substantial Completion date slipped from January 2019 to September 2020 due to the May to September work moratorium for soil remediation. This restricts the start of remediation work until after September 2018.</p> <p><b>Cost:</b> During the Fourth Quarter 2017, the Estimate at Completion (EAC) exceeded the Current Budget by \$2.4 million due in part to the addition of work transferred into the project and a reallocation of project funds.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the report quarter, the third Party Construction Contract was awarded in February 2018. Remediation work is scheduled to commence in September 2018.</p> <p><b>Cost:</b> The project Budget and EAC are currently being reassessed and will be updated accordingly upon completion.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

## Projects in CPOC's Risk-Based Monitoring Program

(4<sup>th</sup> Quarter 2017 Traffic Light Report – Period Ending December 31, 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.

Projects in CPOC's Risk-Based Monitoring Program			
Capital Program		Agency	Project
2010-14	2015-19		
Capital Construction			
	X	MTACC	Second Avenue Subway Phase 2
X	X	MTACC	East Side Access & Regional Investments
	X	MTACC	Cortlandt Street Station #1 Line
	X	MTACC	Penn Station Access
Signals and Communications			
X	X	LIRR/MNR	Positive Train Control
X		NYCT	Communications Based Train Control - Flushing Line
X		NYCT	Communications Based Train Control - Queens Blvd. West-Phase 1
	X	NYCT	Communications Based Train Control - Queens Blvd. West-Phase 2
X	X	NYCT	Beacon Train Arrival System- B Division
X	X	NYCT	Integrated Service Information and Management B Division
X	X	NYCT	Replace Bus Radio System
X		NYCT/MTA Bus	Construct Bus Operations Command Center
	X	MNR	Customer Service Initiative - Grand Central Terminal Public Address & Visual Information System
Subway Car, Bus and Rolling Stock Procurement			
X	X	NYCT	New Subway Car Procurement
X	X	NYCT	New Bus Procurement
X	X	LIRR/MNR	Commuter Rail Road Rolling Stock Procurement
Passenger Stations Program			
X		NYCT	Sea Beach Line - Renewal of 9 Stations





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

Capital Program		Agency	Project
2010-14	2015-19		
Passenger Stations Program			
	X	NYCT	ADA Reconstruction Times Square Station
	X	NYCT	Enhanced Station Initiative
	X	NYCT/CRR	New Fare Payment System - Phase 2
Shops and Yards			
X		MNR	Harmon Shop Replacement Phase V, Stage 1
	X	MNR	Harmon Shop Replacement Phase V, Stage 2
X		LIRR	New Mid Suffolk Electric Yard
	X	LIRR	Morris Park Diesel Locomotive Shop
Line Structures and Track			
	X	NYCT	Myrtle Avenue Viaduct Replacement
X		LIRR	Jamaica Capacity Improvements Phase 1
X	X	LIRR	Main Line Double Track - Farmingdale to Ronkonkoma
	X	LIRR	LIRR Expansion Project - Floral Park to Hicksville
Bridges and Tunnels			
X		B&T	RFK Bridge Bronx Toll Plaza Reconstruction
	X	B&T	Throgs Neck Bridge Replace Suspended Span Deck
Sandy Program			
Sandy Program		B&T	Hugh L. Carey Tunnel Restoration
Sandy Program		B&T	Queens Midtown Tunnel Rehabilitation
Sandy Program		MNR	Hudson Line Phase 1 & 2 Power and Communication & Signal Restoration
Sandy Program		NYCT	Canarsie Tube Restoration and Resiliency
Sandy Program		NYCT	Reconstruct Clifton Repair Shop
Sandy Program		NYCT	Coney Island Yard Long Term Perimeter Protection
Sandy Program		NYCT	207 <sup>th</sup> Street Yard Long Term Perimeter Protection

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th 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	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 and remove/completely replace the existing GIVB heat trace panel.
MTA B&T	03-TD-2664	Provide Comprehensive Maintenance of the Authority's PBX System	\$575,172	\$1,226,421	\$150,000	26.08%	26	11/20/2017	Acquisition and installation of a new PBX system for the new Command and Control Center.
MTA B&T	MP-03/MP-16	Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Park-Gil Hodges Memorial Bridge	\$98,500,000	\$23,575,919	\$410,954	0.42%	8	12/7/2017	Provide all labor, material and equipment and superintendence deemed necessary to replace the riser cable system for the north and south towers due to the deterioration of the existing cable.
LIRR	6229	D/B Services for Main Line Second Track Ronkonkoma Branch Phase II	\$55,015,000	\$9,099,664	\$721,982	1.31%	6	12/14/2017	Brentwood Freight Siding Track Bed
LIRR	6121	D/B Services for the Reconfiguration of Johnson Ave Yard	\$25,796,000	\$2,031,717	\$498,725	1.93%	6	10/4/2017	Utility System Modifications
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$17,197,728	\$265,000	0.06%	95	10/25/2017	335 Madison Avenue Wall Demolition
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$17,462,728	\$598,633	0.14%	105	12/18/2017	Elevator EL-13 Pit Elevation
MTACC	CS179	Systems Facilities Package No. 1	\$333,588,000	\$144,166,794	\$500,000	0.15%	64	11/22/2017	Specification Section 01835 - Interim Maintenance Equipment List Revision
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$29,248,148	\$296,000	0.11%	176	10/18/2017	Additional Power Panels and Data Cables in the Escalator/Elevator Machine Rooms at the 72nd, 86th, and 96th Street Stations
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$62,895,755	\$275,000	0.08%	302	12/22/2017	Pre-Revenue Miscellaneous Electrical Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$65,487,064	\$266,000	0.10%	254	11/21/2017	Sidewalk and Curb Tinting
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$63,023,304	\$468,500	0.18%	271	11/21/2017	DEP Water Main Design Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$64,419,856	\$272,500	0.11%	353	10/18/2017	Resolution of Claim: Conduit Changes at the Tunnel Ventilation Fan and Control Rooms at Ancillary 1 and 2

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th 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-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$10,640,626	\$330,000	0.16%	128	10/5/2017	Changes for Additional Water Utilities on Second Avenue
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$11,351,581	\$500,000	0.24%	162	10/2/2017	Additional Backup Cooling for Communication Rooms and Inergen-related Ductwork Changes
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$35,342,491	\$315,000	0.15%	163	10/16/2017	Architectural Finish Repair, Station Arch with Coffered Ribs CIP Concrete
NYCT	A-36622A	Enhanced Station Initiative Package 1 - Three Stations on Fourth Avenue Line	\$72,121,000	\$286,520	\$349,818	0.49%	1	12/7/2017	Furnish only LCD Customer Information Signs
NYCT	W-32785	Furnish and Install PACIS Systems at 21 Flushing IRT Stations, ISM B Module 2	\$31,768,000	\$441,500	\$490,000	1.54%	2	12/22/2017	Advanced Train Arrival Work for the Group B (10 stations)
NYCT	T-80276	St. George Interlocking in the Borough of Staten Island	\$79,449,000	\$4,006,190	\$430,000	0.54%	15	12/22/2017	Platform 5 Reconstruction
NYCT	S-32773	Signal System Modernization of the Dyre Avenue Line	\$125,336,268	\$1,934,347	\$640,000	0.51%	34	10/24/2017	Remove, Protect, and Reinstall Signal Equipment after Installation of New Track Panels
NYCT	A-46010/11/12/13/14/15/16/ A-36892	Renewal of Seven Stations and Component Repair of Kings Highway and Avenue N Stations - Culver Line in the Borough of Brooklyn	\$80,770,000	\$8,117,501	\$340,000	0.42%	86	12/18/2017	Replacement of Cross Braces and Gusset Plates Under Canopy Columns in Station Platforms
NYCT	A-37593	Rehabilitation of the South Ferry Terminal Complex in the Borough of Manhattan	\$193,800,000	\$11,946,293	\$545,000	0.28%	125	10/24/2017	Grouting of Leaks at Whitehall Concourse

No items for MNR

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

\*\* Including any exercised options