



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

June 2018

Committee Members

J. Lhota, Chair

F. Ferrer

A. Albert

N. Brown

I. Greenberg

S. Metzger

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, 6/18/2018
1:30 - 3:00 PM ET**

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES MAY 21, 2018

- Minutes from May '18 - Page 3

3. COMMITTEE WORK PLAN

- 2018 - 2019 CPOC Committee Work Plan - Page 6

4. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

- Update on Penn Station Access Project - Page 8*
- Update on Second Avenue Subway Phase II - Page 13*
- Progress Report on LIRR Expansion - Page 18*
- Progress Report on Cortlandt Street #1 Line - Page 28*
- IEC's Project Review on Cortlandt Street #1 Line - Page 40*

5. NYCT CAPITAL PROGRAM UPDATE

- Progress Report on New Fare Payment System - Page 46*
- IEC's Project Review on New Fare Payment System - Page 53*

6. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 56

7. QUARTERLY TRAFFIC LIGHT REPORTS

- First Quarter 2018 Core & Sandy Traffic Light Reports - Page 65

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

- CPOC Change Order Report - All Agencies - Page 113

Date of next meeting: Monday, July 23, 2018 at 2:00 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
May 21, 2018
New York, New York
2:00 P.M.

MTA CPOC members present:

Hon. Joseph Lhota
Hon. Andrew Albert
Hon. Norman Brown
Hon. Susan Metzger
Hon. John Molloy
Hon. Mitchell Pally
Hon. Carl Weisbrod

MTA CPOC members not present:

Hon. Fernando Ferrer
Hon. Ira Greenberg
Hon. Lawrence Schwartz
Hon. Polly Trottenberg
Hon. James Vitiello
Hon. Peter Ward
Hon. Carl Wortendyke
Hon. Neal Zuckerman

MTA staff present:

Veronique Hakim
Michael Jew-Geralds
Donald Spero

LIRR staff present:

Paul Dietlin

MNR staff present:

John Kennard

Independent Engineering Consultant staff present:

Chris Adams
Mark Cosmedy
Joe DeVito
Mohammad Mohammadinia

* * *

Chairman Lhota called the May 21, 2018 meeting of the Capital Program Oversight Committee to order at 1:30 P.M.

Public Comments Period

There were three public speakers in the public comments portion of the meeting: Jason Pineiro; Rachel Fauss; and Christopher D. Greif.

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on March 19, 2018.

Committee Work Plan

Mr. Spero announced that there was one change to the Work Plan: the briefing on New Fare Payment System was moved from May to June to enable the project to report on the Preliminary Design Review, the results of which are currently being finalized.

MNR Capital Program Update

Mr. Kennard cited MNR's 2018 Capital Program Goals and progress against these goals as of April 2018. He then provided details on the Harmon Shop Replacement Design-Build Phase V Project, the Customer Service Initiatives, Station Improvement Initiative, as well as the Superstorm Sandy Restoration/Resiliency Projects. In its IEC Project Review of the Harmon Consist Shop Replacement, Phase V, Stage 1, the IEC indicated that the project is within budget. With respect to schedule, the IEC is forecasting an overall 8-month delay to completion. Regarding Stage 2, the IEC indicated that the project is presently in procurement with a planned award in August 2018. In its Project Review of the Customer Service Initiatives (CSI), the IEC cited the following risks: significant change orders could affect the schedule and/or budget; and Metro-North may not have sufficient resources to resolve interface issues between the various contracts. The IEC then concluded its review of CSI with the following: upon receipt of an approved Integrated Project Schedule (IPS), the IEC will review the document to identify any additional risks. In its Project Review of the Hudson Line Sandy Restoration, the IEC forecast the Phase I delay to be approximately 22 months, with lower-than-estimated production rates to be the primary cause of the delay. In addition, the IEC indicated that the Phase I budget was increased due to change orders having depleted the contingency, as well as additional force account/flagging needs. 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.

LIRR Capital Program Update

Mr. Dietlin provided an overview of LIRR's 2017 and 2018 Capital Program Goals, including infrastructure commitment, start, completion and closeout goals. He then cited several active construction projects, including Main Line Double Track, the Morris Park Locomotive Shop, Mid-Suffolk Yard, and Jamaica Capacity Improvements (JCI). Commissioner Brown requested information regarding Brooklyn service related to JCI, which Ms. Hakim suggested would be provided as a follow-up item. In its Project Review of the Main Line Double Track, the IEC indicated that LIRR has requested a budget increase (which has been incorporated in the plan amendment) to cover owner-driven station enhancements at Wyandanch station, upgrades to the signal power along the Ronkonkoma branch, additional construction management services, and schedule acceleration costs. With respect to schedule, in the opinion of the IEC, the current project delays can be recovered, provided that the following conditions are met: mitigation steps are taken to re-sequence the critical path; change order to complete Segment 2 cable termination is progressed on time by the agency; adequacy of available Force Account labor; and adequacy of available track outages. In its Project Reviews of the Morris Park Locomotive Shop, Mid-Suffolk Yard, and JCI, the IEC indicated that the projects are all currently on budget and schedule. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments & Completions and Funding

Ms. Hakim reported that in 2018 agencies plan to commit a total of \$7.3 billion dollars, including 43 major commitments. Through April, the agencies made 12 major commitments, 7 were early or on time and 5 were delayed, but have now been achieved. Through April, the agencies have committed \$2.1 billion versus a \$2.6 billion year-to-date goal, but forecast meeting or exceeding these commitment goals by year end. In terms of completions, in 2018, agencies plan a total of \$6.3 billion, including 39 major completions. Through April, the MTA has achieved 2 major completions and while 2 others are delayed, they are expected to be achieved this year as are the balance of the completion goals.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the May 21, 2018 meeting of the MTA Capital Program Oversight Committee at 2:40 PM.

Respectfully submitted,
Michael Jew-Gerals
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

July

NYCT Capital Program Update

- Canarsie Tube Restoration
- Reconstruction of Clifton Shop
- Enhanced Stations Initiative

LIRR and MNR Update on Positive Train Control (PTC)

September

Quarterly MTACC Capital Program Update

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

Update on Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Program

Quarterly Change Order Report

Quarterly Traffic Light Reports

October

LIRR Capital Program Update

- Jamaica Capacity Improvements
- Mid Suffolk Yard
- Morris Park Locomotive Shop and Employee Facility

MNR Capital Program Update

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

LIRR and MNR Joint Update on Rolling Stock

LIRR and MNR Update on Positive Train Control (PTC)

Update on Capital Program Security Projects (in Executive Session)

November

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

December

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

January

NYCT Capital Program Update

February

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

March

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

April

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

May

LIRR Capital Program Update
MNR Capital Program Update
NYCT, LIRR, MNR Update on New Fare Payment System

June

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

MTACC Report to CPOC Penn Station Access

June 18, 2018



Penn Station Access – 2Q Accomplishments Engineering

- ▣ Competitive selection of General Engineering Consultant
- ▣ Track alignment agreement with MNR and Amtrak



Penn Station Access – 2Q Accomplishments Stakeholders

- Amtrak project commitment
 - Amtrak Resource Constraints
 - Amtrak Requests
 - East River Tunnels Schedule Coordination
- State and Local Project Support



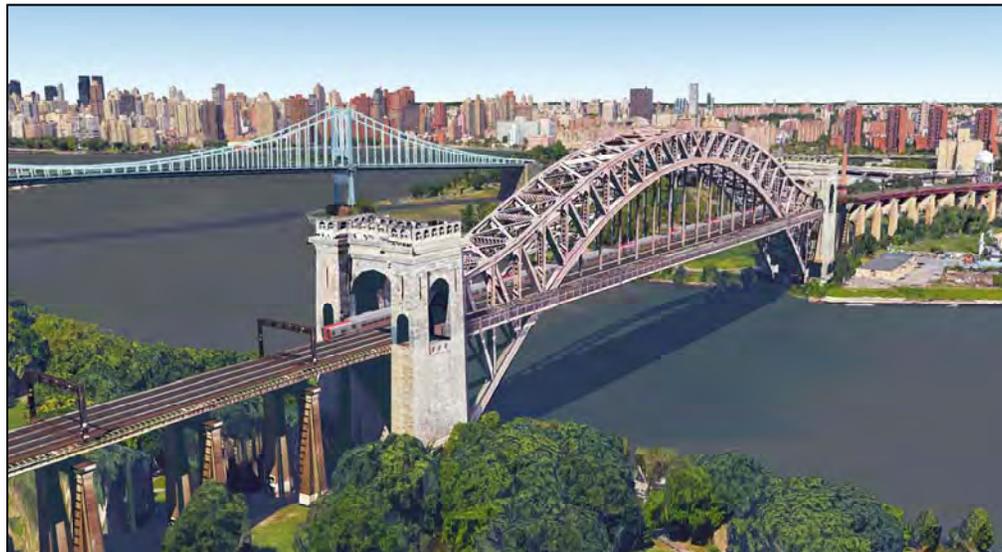
Penn Station Access – 2Q Accomplishments Environmental Assessment

- Environmental Assessment being drafted
- Meeting held to update FTA
- Coordination meeting held with City agencies regarding Value Creation and Station Planning.



Penn Station Access – 6 Month Look Ahead Next Steps

- Execute Amtrak MOU
- Execute General Engineering Consultant Contract
- Submit Draft Environmental Assessment
- Activate Preliminary Design
- Finalize Alignments with CSX



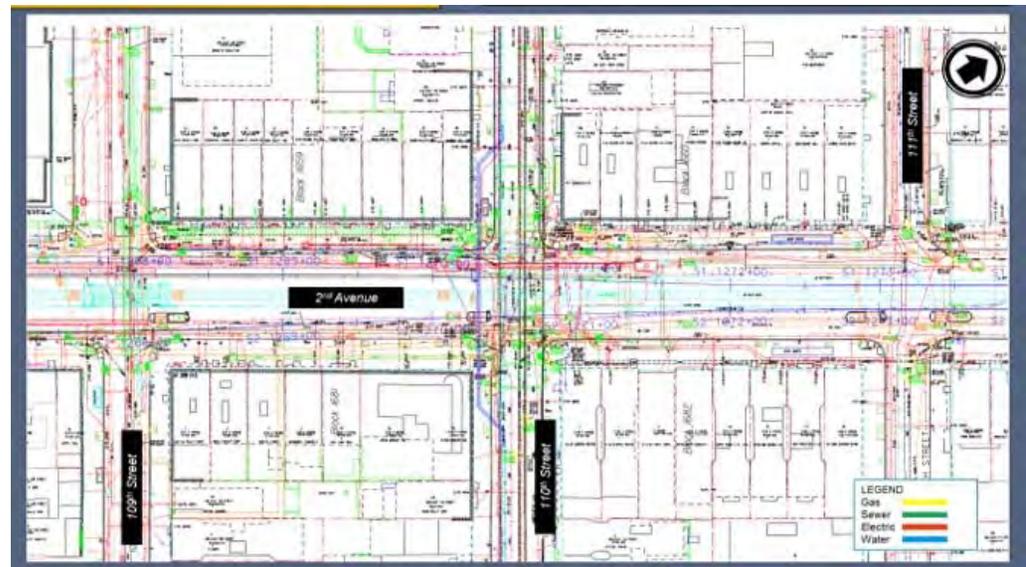
MTACC Report to CPOC Second Avenue Subway Phase 2

June 18, 2018



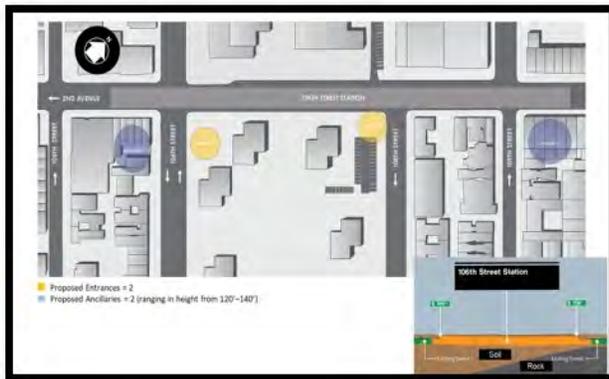
Design Process

- Extended preliminary design is on schedule to be completed by Q3 2018
- DB packages for Structural shell & TBM Tunneling on schedule to be completed by Q1 2019
- Advanced works package on schedule to be completed by Q1 2019
 - Advanced utilities
 - Additional scope items are being deliberated, for e.g. :
 - Selective building remediation/protection
 - Geotechnical instrumentation installation & baselining
 - Selective sidewalk encroachments etc.



Environmental Process

- Goal: NEPA finding by Fall 2018
- Progress to date:
 - ✓ Received FTA comments to re-submit documents as an Environmental Assessment: March 27th
 - ✓ Revised document submitted as EA to FTA on April 12th
 - ✓ Conducted Community outreach meetings (CB 10 & 11) in April
 - ✓ Awaiting FTA approval to publish: expected by end of June 2018



FTA New Starts/Federal Funding Process

- Continuing project development
- On schedule to submit all required documents by end of 2018 to enter engineering
- Goal: FFGA in 4th quarter of 2020



Public Outreach Update

- Over 60 meetings/presentations with: Elected officials, Community Boards 10 and 11, Civic Groups, Neighborhood/Retail Associations, and the public at large
- Over 4,000 visitors to the SAS Phase 2 Community Information Center
- Over 2,000 pieces of project literature distributed at “pop-up” Community Information Center events around the project alignment
- Distribution of multiple mailers to over 14,000 addresses in support of various project activities



A Modern LI

LIRR Expansion Project Floral Park to Hicksville

CPOC Quarterly Report June 2018

EXPANSION
PROJECT

HICKSVILLE

FLORAL
PARK

- **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 BUILD

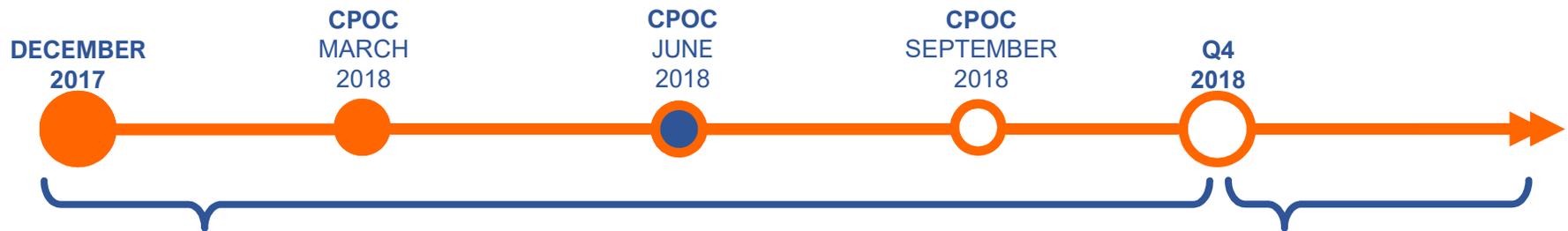
3rd TRACK CONSTRUCTORS
Picone | Dragados USA | CCA Civil | Halmar

LEAD OUTREACH
RUBENSTEIN

LEAD DESIGNER
Stantec



Project Recap



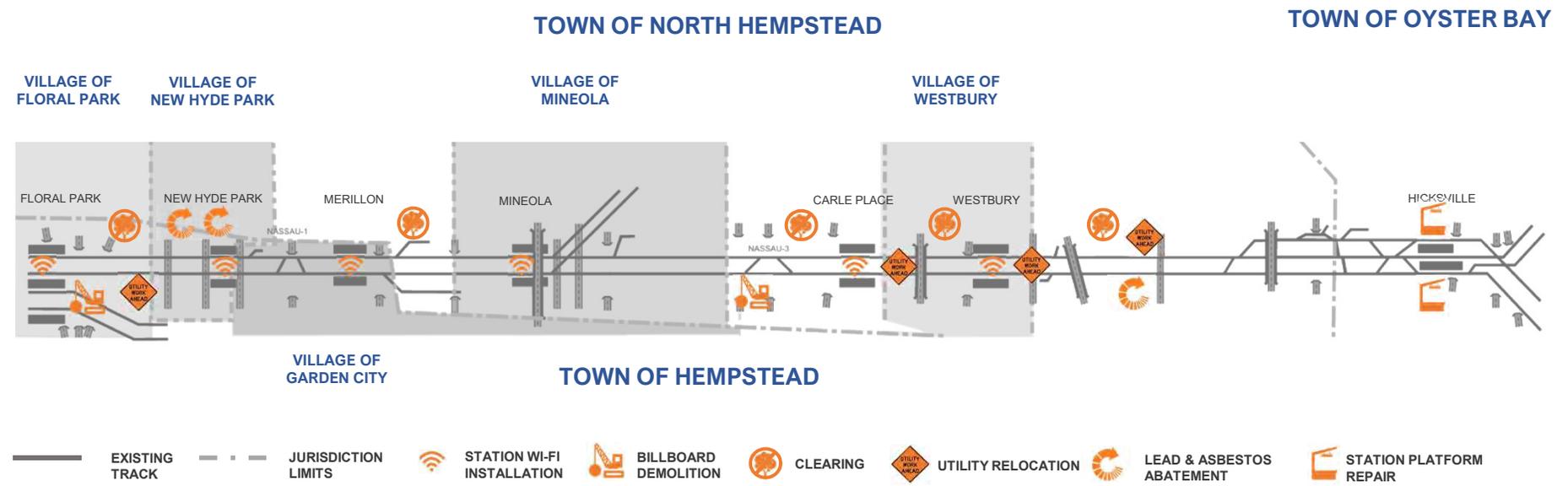
Preparatory Works

- Advance pre-construction activities
- Develop Integrated schedule
- Develop design
- Develop cost curves
- Update project risks
- Progress Improvement Agreements with municipalities
- Advance relocation of utilities for affected companies
- Commence community outreach plans
- Advance property acquisitions

Heavy Construction

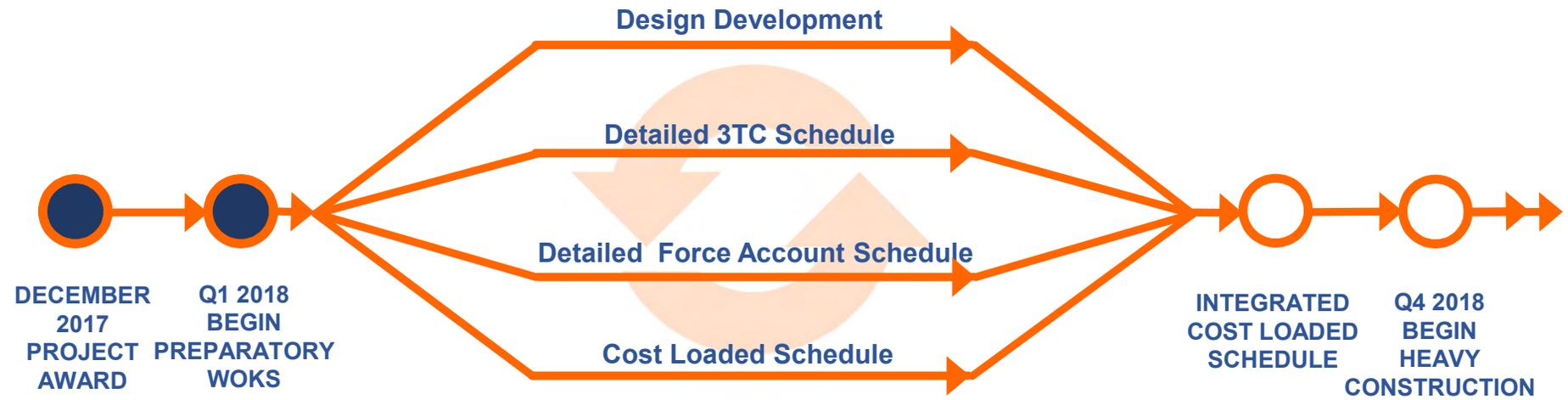
- Widen existing bridges
- Install third track
- Install retaining and sound attenuation walls
- Eliminate grade crossings

Pre-Construction Activities



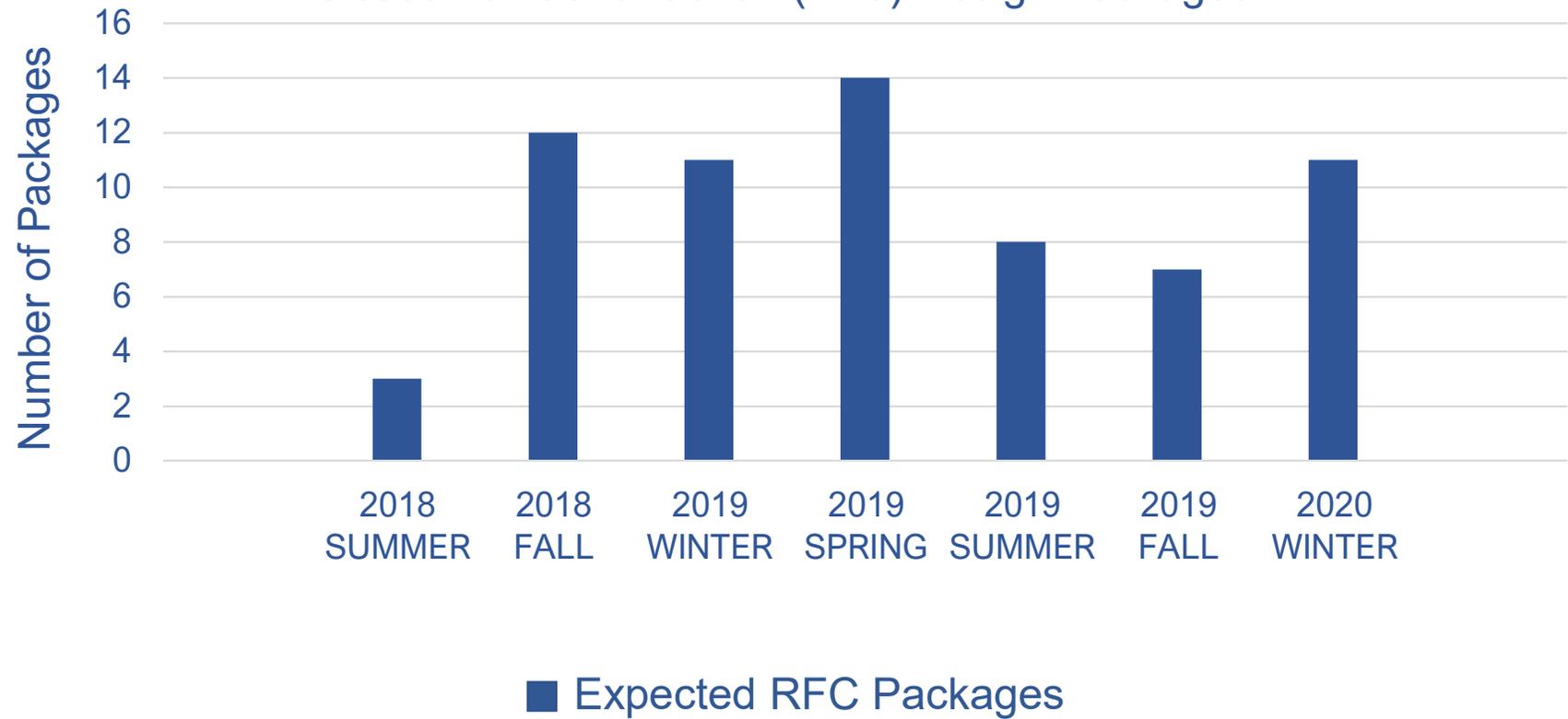
- EXISTING TRACK
- JURISDICTION LIMITS
- STATION WI-FI INSTALLATION
- BILLBOARD DEMOLITION
- CLEARING
- UTILITY RELOCATION
- LEAD & ASBESTOS ABATEMENT
- STATION PLATFORM REPAIR

Integrated Schedule



Design Development

Release For Construction (RFC) Design Packages



Project Risks

Six Major Risk Categories:

1. Environmental / Community
2. Project Management
3. External
4. Design
5. Construction
6. Acceptance / Commissioning / In Service

Top Project Management Risks

- Communication between team members
- Internal Stakeholder Deliverables (i.e. NYSDOT, LIRR & MTACC)
- Decision making process
- Accountability for change
- Leadership performance

Project Risks

Six Major Risk Categories:

1. Environmental / Community
2. Project Management
3. External
4. Design
5. Construction
6. Acceptance / Commissioning / In Service

Top External Risks

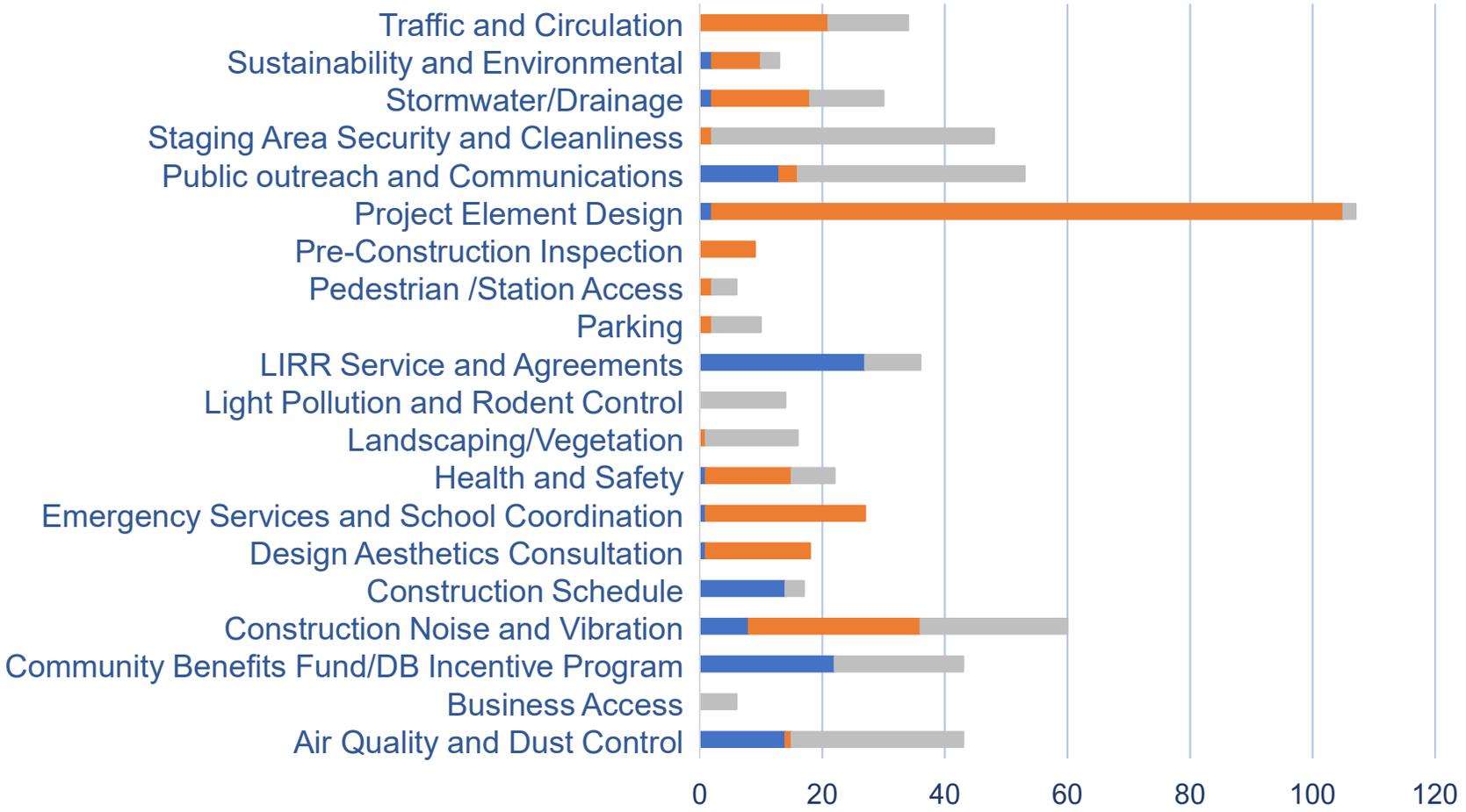
- Property Acquisitions and Transfers
- Utilities
- Villages
- Counties
- Civic Associations
- Water Districts
- Fire Departments
- Police
- Schools
- Parks

Fulfilling Our Commitments



Fulfilling Our Commitments

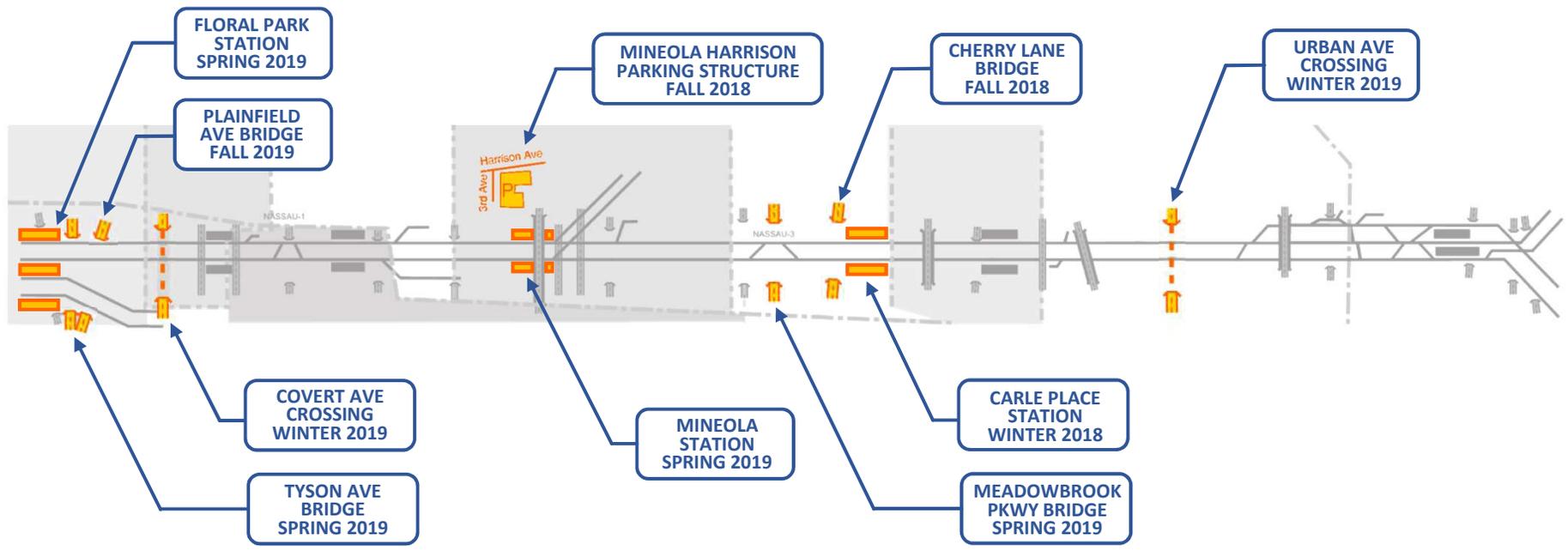
Community & Environmental Commitments



Number of Commitments

■ Commitments Currently Satisfied
 ■ To be Satisfied before Heavy Construction Start
 ■ To be Satisfied During Construction

Construction Look Ahead



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

June 18, 2018



Project Overview

Overall Status

Item	Comments
Schedule	Revenue Service Date will be October 2018 Substantial Completion Date is December 2018
Cost	Current Budget is \$181.8 million and contingency is adequate for project completion

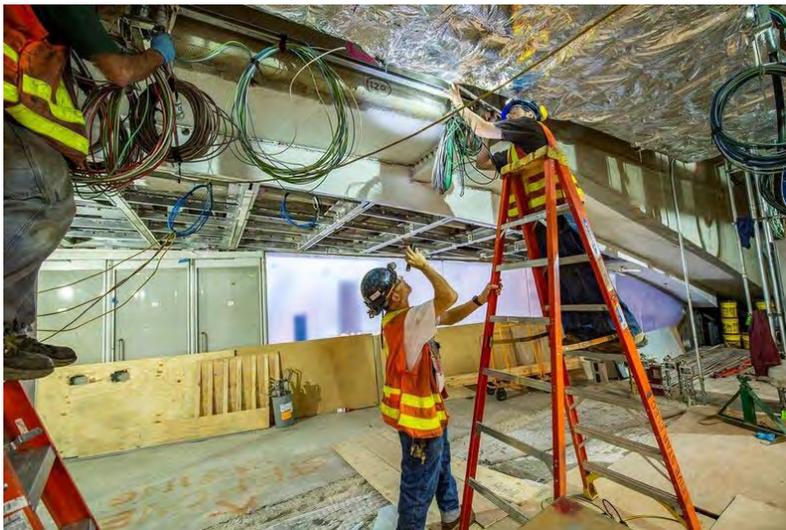


Project Overview – Status Platform



Highlights

- Continued architectural finishes (including marble wall tile, lighting soffits, and room finishes)
- Completed electrical power and communication wiring
- Progressed installation of fare control turnstiles
- Began testing of elevators and escalator



Project Overview – Status Mezzanine



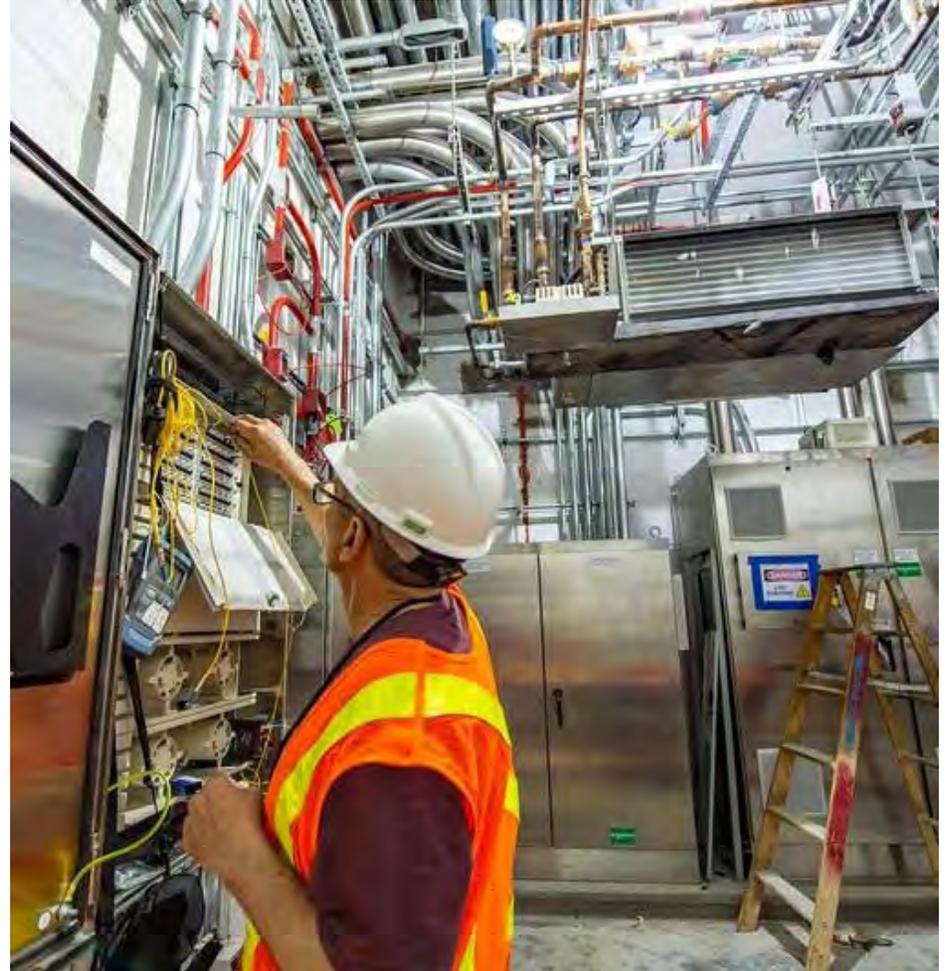
Highlights

- Continued architectural finishes (including marble wall tile, floor tile, and room finishes)
- Progressed installation of fare control turnstiles
- Advanced wiring of all communication cabinets
- Installed and tested battery UPS system for communication room

Project Overview – Status Fan Plants

Highlights

- Completed duct installation for smoke exhaust and air conditioning systems
- Completed chilled water installation
- Began testing of fan equipment



Project Overview – Street

Highlights

- Con Edison completed all new installations and disconnected existing service
- Former reserve and normal electrical distribution rooms have been demolished
- Waterproofing activity has begun in preparation for backfilling at north end adjacent to Performing Arts Center



Project Overview

90 Day Look Ahead

Communication system installation and testing remains the critical activity for timely completion of the project

- Complete installation of communication and power wiring at all levels
- Complete installation of communication devices for all systems
- Complete Level 4 and 5 field testing and commissioning activities



Critical Milestones and Issues

HVAC and Smoke Management Testing			
Status	Critical Milestone	Target Date	Potential Impact on Revenue Service Date
 Yellow	Smoke Mgmt Testing	8/31/2018	Duct installation on North end can be impacted by PANYNJ slab removal.
 Yellow	HVAC Testing	8/31/2018	Duct installation on North end can be impacted by PANYNJ slab removal.
 Green	Fire Life Safety Testing	8/31/2018	No impact to RSD.

Elevator and Escalator Testing			
Status	Critical Milestone	Target Date	Potential Impact on Revenue Service Date
 Red	Elevator #3 (ADA Elevator near Vesey Street)	9/15/2018	Alternative location for machine room identified. Potential impact to RSD.
 Green	Elevators #1 and #2	8/31/2018	No impact to RSD.
 Green	Escalator	8/31/2018	No impact to RSD.



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

Systems			
Status	Critical Milestone	Target Date	Potential Impacts
 Green	Power Plant	6/30/2018	Testing completed.
 Green	Network Systems	7/31/2018	No impact to RSD.
 Yellow	Radio System	9/15/2018	Design location of street antenna conflicts with security bollard design. Alternate location identified.
 Green	PA/CIS	8/30/2018	No impact to RSD.
 Green	CCTV	8/30/2018	Surveys ongoing. AFC in place.
 Green	Telephone Systems	9/21/2018	No impact to RSD.
 Green	HPI and Intercom	9/21/2018	No impact to RSD.
 Green	Agent Booth	9/21/2018	Minor coordination issues. No impact to RSD.



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
 Red	Installation of new ADA Elevator #3 (near Vesey Street)	June 2018 (for Go - No Go Decision to Relocate Machine Room)	<p><u>Issue:</u></p> <ul style="list-style-type: none"> ▣ Delays by The Port Authority of New York and New Jersey (PANYNJ) in building the West Bathtub Vehicle Access (WBVA) foundation would have prevented the Vesey street stair and ADA street elevator on the north end near Vesey Street from being constructed on time. <p><u>Impact:</u></p> <ul style="list-style-type: none"> ▣ If an alternate location for Elevator #3's machine room was not located, completion of Elevator #3 would not have been possible by station opening. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> ▣ MTACC has confirmed an alternative permanent location for the Elevator #3 machine room that negates dependency on Port Authority work. MTACC has negotiated and has given direction to proceed.

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 Productivity, Quality, and Adherence to Schedule	Through Project Completion	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Contractor prosecution of the work will continue to be a risk until the completion of the project. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Delays in submitting acceptable submittals, completing various scheduled scopes of work, testing, and commissioning will continue to be a risk to the Project's completion date. Progress has measuredly increased but will need to be maintained to complete the project by October 2018. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> MTACC continues to work with the contractor, NYCT and the designer of record to address critical submittals. Working groups consisting of NYCT, MTACC, the DOR, and the contractor are conducting weekly meetings to review all systems, address issues early, and speed up the approval process and future acceptance. A new schedule has been submitted by the contractor which has been reviewed by MTACC and found to be realistic and achievable. Work is being monitored against this new schedule.

Legend

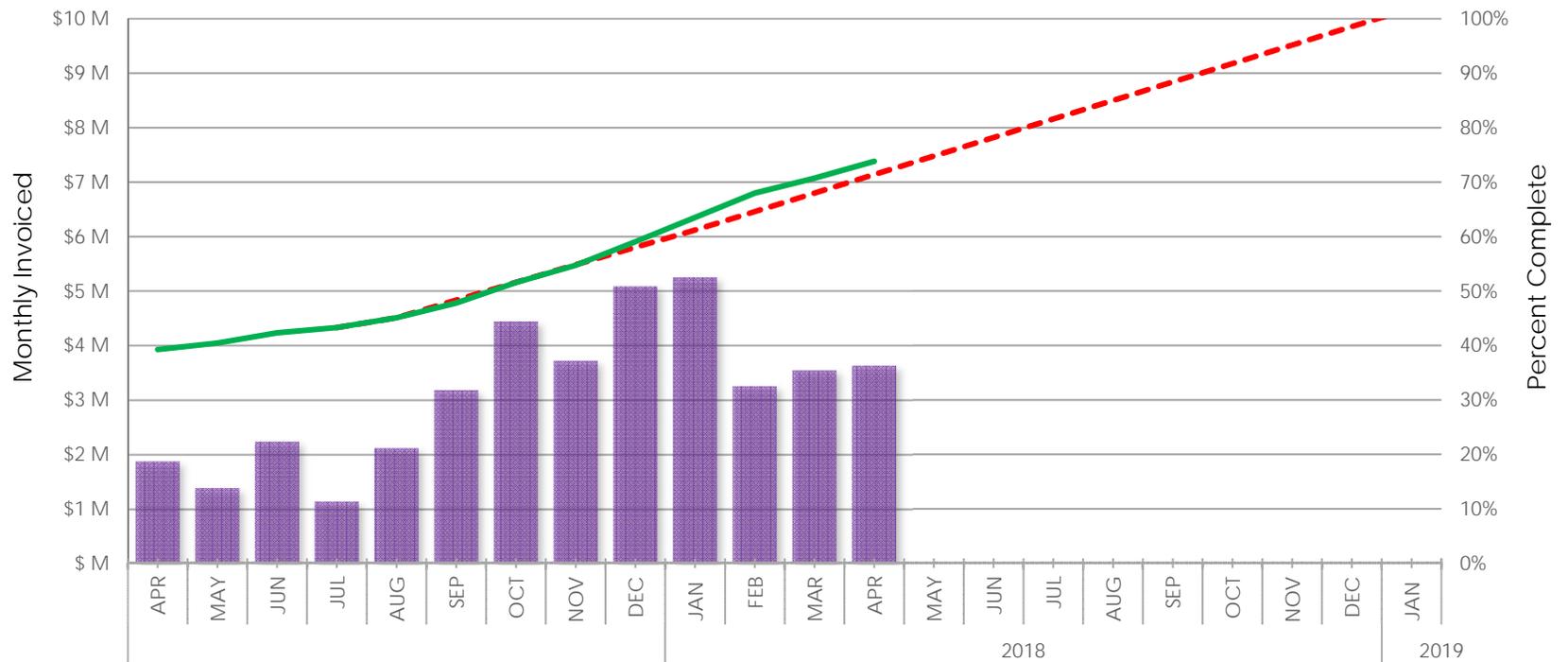
	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
	Green	No Near Term Impact for Design, Procurement & Construction. Successful management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



Performance

Cortlandt St. #1 Line Station Reconstruction
Progress by Month

- ACTUAL INVOICED (Monthly)
- Forecast % Complete (DEC 2018 Completion)
- Actual % Complete (based on Budget and billing)



June 2018 CPOC IEC Project Review

Cortlandt Street #1 Line Station Reconstruction

1

June 18, 2018



Cortlandt Street Station

Budget and Schedule

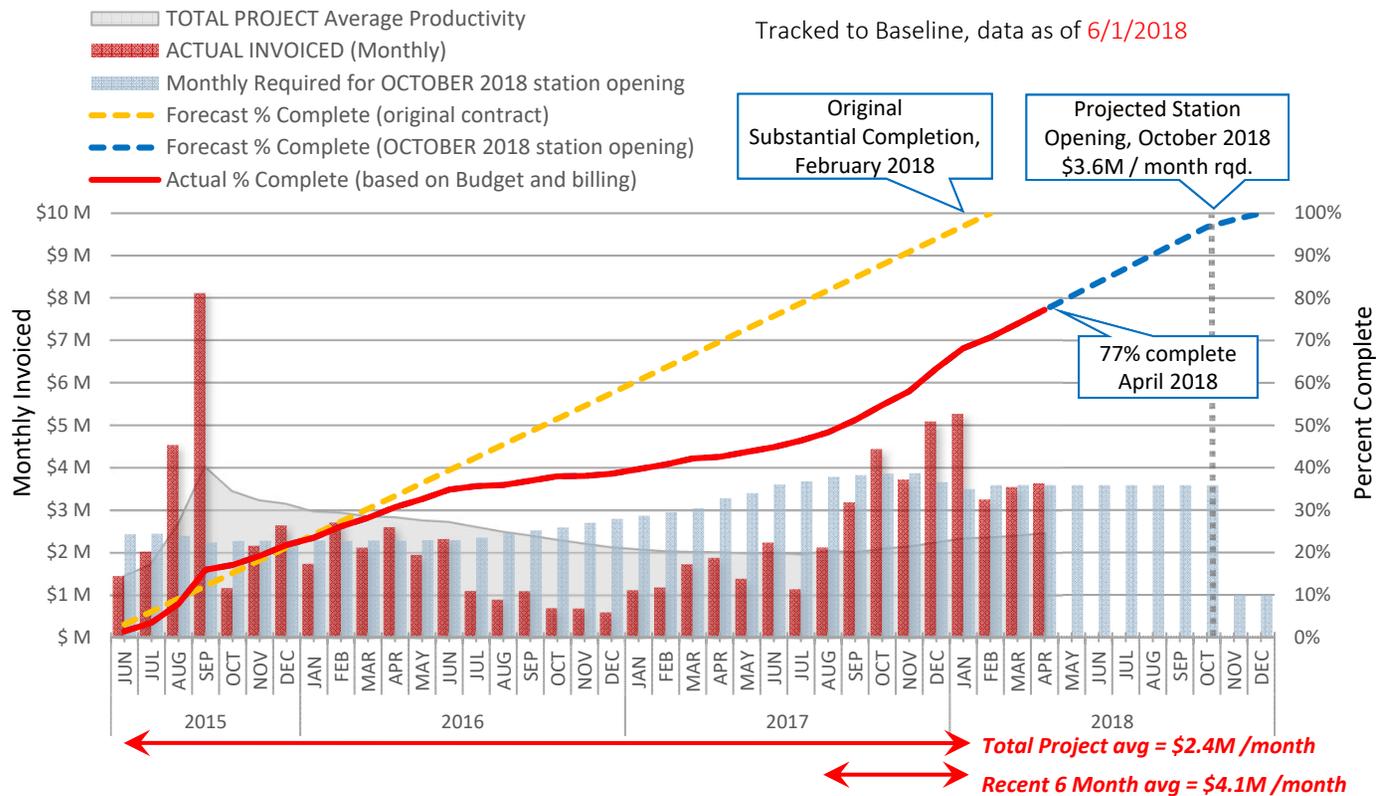
- Budget:
 - Risks to the project budget remain very low.
- Schedule:
 - The project team has a work plan in place that can achieve substantial completion in December 2018.



Cortlandt Street Station

Contractor productivity for the most recent 7 months of billing increased to a rate that, if sustained, can achieve December 2018 Substantial Completion

Cortlandt Street #1 Line Station Reconstruction - Progress by Month



Cortlandt Street Station

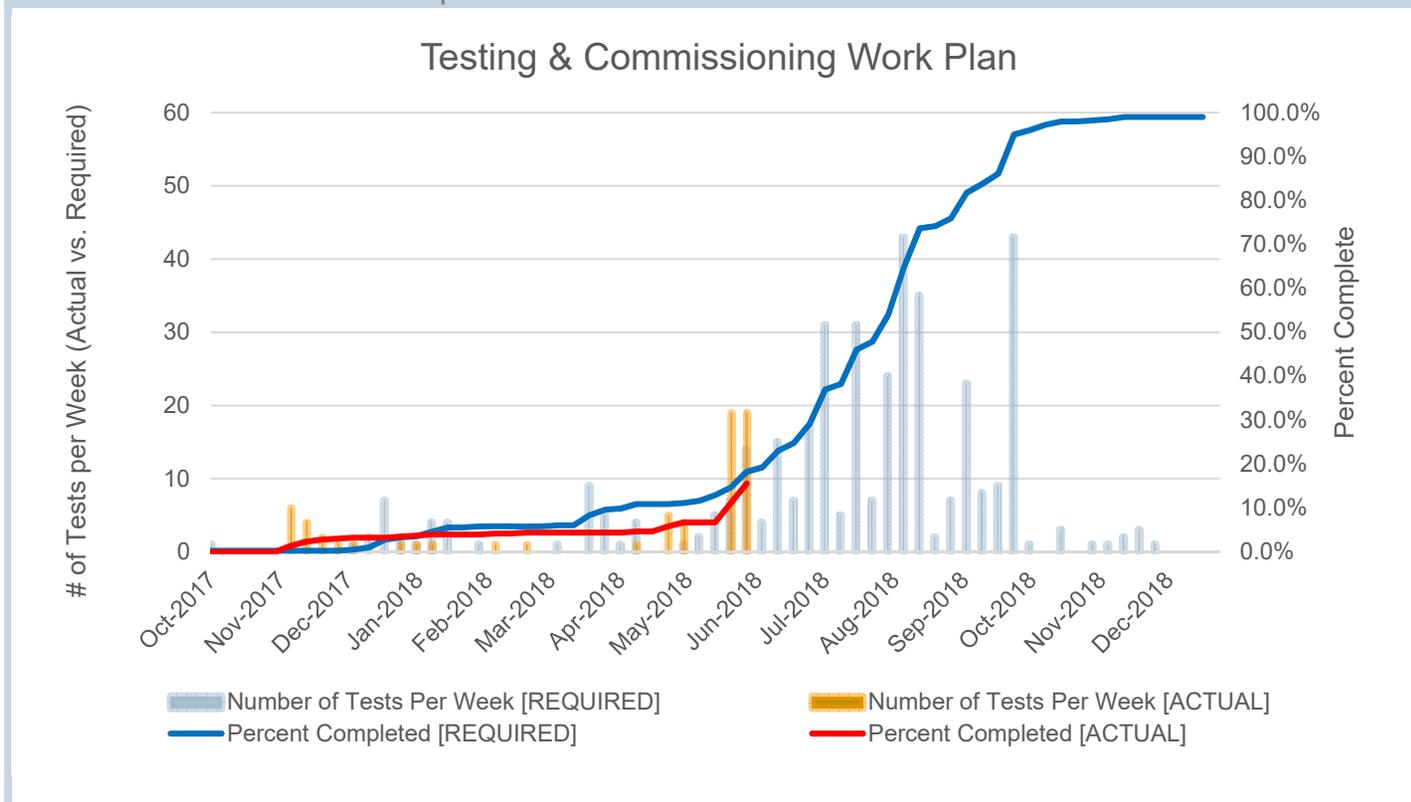
Risks to Revenue Service

- Completion of the station entrance at Vesey Street
 - The Port Authority has not completed their predecessor work in this area of the station as previously scheduled.
 - MTACC has developed a plan to complete the required components of this entrance within the space that is currently available to the MTA.
 - Elevator #3 at the Vesey Street entrance is required for code compliance.
 - The Area of Refuge at the Vesey Street Entrance is required by the Fire Department.



Cortlandt Street Station

Actual test completions are tracking close to plan.
A significant increase in the number of completed tests is required over the next 3 months



Cortlandt Street Station

Risks to Substantial Completion

- Potential obstacles to full systems acceptance:
 - Final integration and balancing of mechanical systems with the building management system (BMS)
 - Completion of the installation and testing of station communications systems;
 - Contractor execution of the required prerequisite activities prior to testing;
 - Quality of work – a tight testing and commissioning schedule requires Integrated Systems Testing with minimal failures.



New Fare Payment System

Capital Program Oversight Committee

June 18, 2018



Today's Presentation: Update on NFPS Plans and Progress

- Update to the Finance Committee Briefing of October 2017
- Discuss planned replacement for NYCT's MetroCard system and LIRR/MNR fare payment systems



New Fare Payment System Timeline Phased Approach

Customers begin using contactless open payment media

Contactless open payment available on all buses and subways

Upon completion, retire MetroCard & current LIRR/MNR systems

1 - Staged Initial Deployment

Initial launch at select subway stations/buses

Start acceptance of contactless open payments & new self-service options

18 months from NTP



May 2019

2 - Complete Contactless Open Payments Roll Out

Complete roll out of contactless open payments on Subway/Bus



35 months from NTP

Oct. 2020

3 - Expanded Payment Options Available

Introduce contactless MTA Transit card & eTix 2.0

Roll out new Retail Network

39 months from NTP



Feb. 2021

4 - In-System Sales

Deploy new vending machines across NYCT, MNR and LIRR

52 months from NTP



Mar. 2022

5 - Project Complete

Removal of legacy sales equipment

69 months from NTP

Jul. 2023



MTA New Fare Payment System Program Status

- **Contract:** Awarded to Cubic Transportation Systems – 11/01/2017
- **Schedule:** Multi-phased project covering 69 months – on schedule
- **Budget:** \$620M (\$34.5M in risk reserve) – on budget
- **% Complete:** 6%
- To date, all contractor tasks and milestones met
 - Conceptual Design Review – Dec 2017
 - Preliminary Design Review for Phase One – May 2018
- Phase One subway stations selected



MTA New Fare Payment System Program Status

- Received commitments from financial institutions to support contactless cards for transit in the NY metro region
- Business rules for Phase One completed
- Field surveys of NYC Transit subway stations underway
- Conduit installation work, based on surveys, is continuing
- Development of NFPS mobile app and website underway
- SBS Pilot: November 2019



MTA New Fare Payment System 6-Month Look Ahead

- Revise integrated Program Management Plan – June 2018
- Final Design Review (FDR) for Phase 1 – Jul 2018
- Finalize Phase One bus routes – Aug 2018
- Surveys of NYC Transit subway stations to be completed – Sept 2018
- Verification of Back-End System
 - Staging System – Aug 2018
 - Production System – Oct 2018
- Validators
 - Production starts – June 2018
 - Subway installations begin – Oct 2018
- System Integration Testing complete – Dec 2018



MTA New Fare Payment System Risks

- Reliance on new Bus Radio System
- Delay in Back-End Design/Software
- Change Order: NFPS for Paratransit
 - Cubic Proposal: Due June 2018
- Change Order: All-Door Boarding – NYCT’s Bus Action Plan
 - Scope of Work: Due June 2018



June 2018 CPOC IEC Project Review

New Fare Payment System

June 18, 2018



New Fare Payment System

Schedule and Budget

- Schedule:
 - Contractor schedule remains on target for each phase of the project through substantial completion
 - Contractor base schedule does not contain any float
- Budget:
 - No change orders have been issued and the project remains on budget
 - Paratransit will be funded separately; cost proposal is under development



New Fare Payment System

Risks

- Risk assessment process:
 - IEC conducted risk assessment workshops with the project team and stakeholders before the award
 - Major risks and risk mitigation strategies were identified, and are being monitored
 - Risks are periodically reviewed with the project team and updated
- Risks:
 - Risk of additional owner scope changes
 - Risk of delays due to dependencies on third party deliverables, other programs or MTA systems
 - Risk that all major credit card companies will not be mandating features in credit/debit cards required for contactless transit fare payment



MTA Capital Program Commitments & Completions

through May 31, 2018

Capital Projects – Major Commitments – May 2018

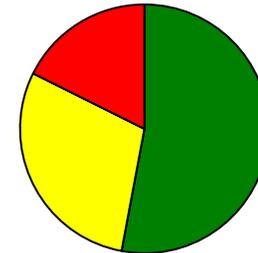
In 2018, agencies plan for a goal of \$7.3 billion in overall commitments with 43 major commitments planned.

Through May, agencies have committed \$2.4 billion versus a \$2.9 billion YTD goal. The shortfall was partly due to delays with MTA Bus Company’s procurement of 53 articulated buses (\$53M), Bus Digital Information Screens (\$12M), and NYCT’s ADA: Eastern Parkway Brooklyn Museum (\$39M). Delays with other non-major commitments contributed to the balance of the shortfall.

Nine major commitments were made on time or early, five were delayed but have now been committed, and three other major commitments remain delayed. The delays are explained on the following pages.

By year end, the MTA forecasts meeting or exceeding its overall \$7.3 billion goal.

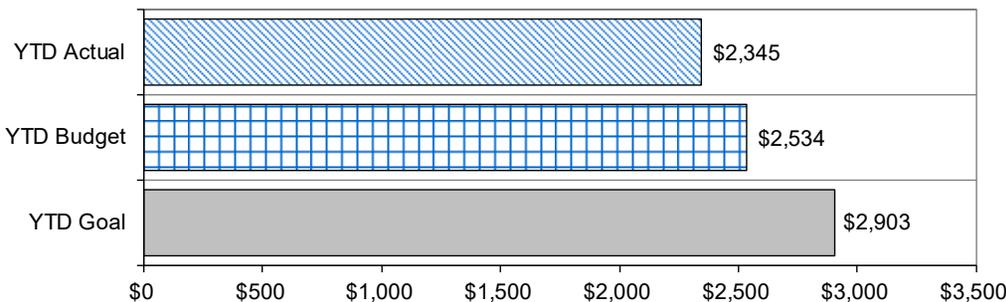
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w/in Goal	9	53%	↑ 2
YELLOW = Commitments delayed beyond Goal (already achieved)	5	29%	-
RED = Commitments delayed beyond Goal (not yet achieved)	3	18%	↑ 1
Total	17	100%	↑ 3

Budget Analysis

2018 Annual Goal	\$7,337	(\$ in millions)
2018 Forecast	108%	of Annual Goal
Forecast left to Commit	71%	(\$5,614)



Year-to-Date Agency Breakdown

2018 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
3 GREEN 3 YELLOW 1 RED	+1 GREEN	---	+1 RED
Long Island Rail Road			
4 GREEN	---	---	---
Metro-North Railroad			
2 GREEN 1 YELLOW	+1 GREEN	---	---
Bridges and Tunnels			
---	---	---	---
Capital Construction Company			
1 YELLOW	---	---	---
MTA Bus Company			
2 RED	---	---	---
MTA Police Department			
---	---	---	---

Capital Projects – Major Commitments – May 2018 – Schedule Variances

Project	Commitment	Goal	Forecast
---------	------------	------	----------

3 All-Agency Red Commitments (1 new this month)

NYCT

Passenger Stations

ADA: Eastern Parkway-Brooklyn Museum / EPK (New Item)	Construction Award	May- 18	Aug- 18
		\$39.3	\$47.1

Project award re- scheduled due to delay in advertisement. The cost increases were due to scope changes.

MTA Bus Company

Bus Company Projects

53 Articulated Buses	Fleet Procurement	Apr- 18	Jun- 18
		\$53.2	\$53.2

Award forecast revised, due to a pending audit for Buy America adherence.

Bus Digital Information Screens (DIS)	Construction Award	Apr- 18	Jun- 18
		\$11.7	\$11.7

Schedule pushed out 2 months, due to the Award process that is taking longer than anticipated.

Capital Projects – Major Commitments – May 2018 – Schedule Variances

Project	Commitment	Goal	Actual
---------	------------	------	--------

5 All-Agency Yellow Commitments (0 new this month)

MNR

Signals & Communications

Harlem Cable Installation	Construction Award	Feb- 18	Mar- 18 (A)
		\$47.7M	\$47.7M

The delay in award was due to pre-award activities required to comply with the contract's diversity compliance goals.

NYCT

Passenger Stations

ADA: Gun Hill Rd / Dyre	Construction Award	Mar- 18	Apr- 18 (A)
		\$37.8	\$52.0

Delayed due to final procurement activities. Project cost increased reflecting unfavorable bids received, as well as additional scope items.

ADA: Bedford Park Boulevard / Concourse	Construction Award	Mar- 18	Apr- 18 (A)
		\$37.8	\$29.7

Delayed due to several bid extensions and final procurement activities. Project cost reflects favorable bids received.

Replace 12 Traction Elevators / Broadway- 7th Avenue	Construction Award	Mar- 18	Apr- 18 (A)
		\$88.1	\$97.9

Delayed due to final procurement activities. Project cost increased due to scope changes and unfavorable bids.

MTACC

East Side Access

Harold Structures - Trackwork (CH057D)	Construction Award	Mar- 18	Apr- 18 (A)
		\$48.5	\$36.4

Award was delayed due to the contractor's delay in finalizing administrative elements required by procurement to award the contract. Award value reflects good bid savings.

Capital Projects – Major Completions – May 2018

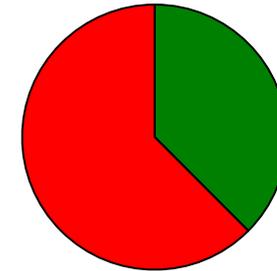
In 2018, agencies plan for a goal of \$6.3 billion in overall completions, with 39 major completions.

Through May, agencies have completed \$1.1 billion versus a \$1.7 billion YTD goal. The shortfall is mostly due to delays with NYCT completions including NYCT's 2 Interlockings: Union Turnpike & 71st Ave (\$298M), a Vent Plant: 46th Street - Northern Blvd/Queens Blvd line (\$81M), a signals contract for the LIRR's Main Line Double Track Phase 2 (\$30M) and the purchase of 92 articulated buses (\$82M), all of which are forecast for achievement by the third quarter of 2018.

Three major completions were made on time or early and five major completions remain delayed. The delays are explained on the following pages.

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

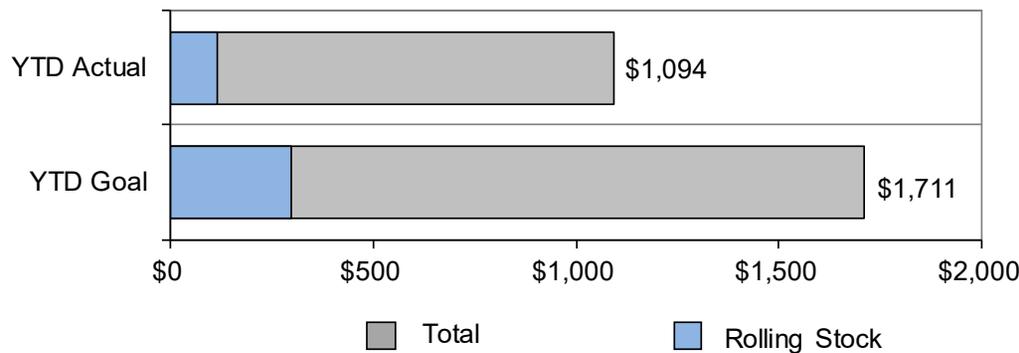
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	3	38%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	5	63%	↑ 3
Total	8	100%	↑ 4

Budget Analysis

2018 Annual Goal	\$6,299	(\$ in millions)
2018 Forecast	101%	of Annual Goal
Forecast left to Complete	83%	(\$5,275)



Year-to-Date Agency Breakdown

2018 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
3	----	----	+2 RED
Long Island Rail Road			
1	----	----	----
Metro-North Railroad			
	----	----	----
Bridges and Tunnels			
3	+1 GREEN	----	----
Capital Construction Company			
1	----	----	+1 RED
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

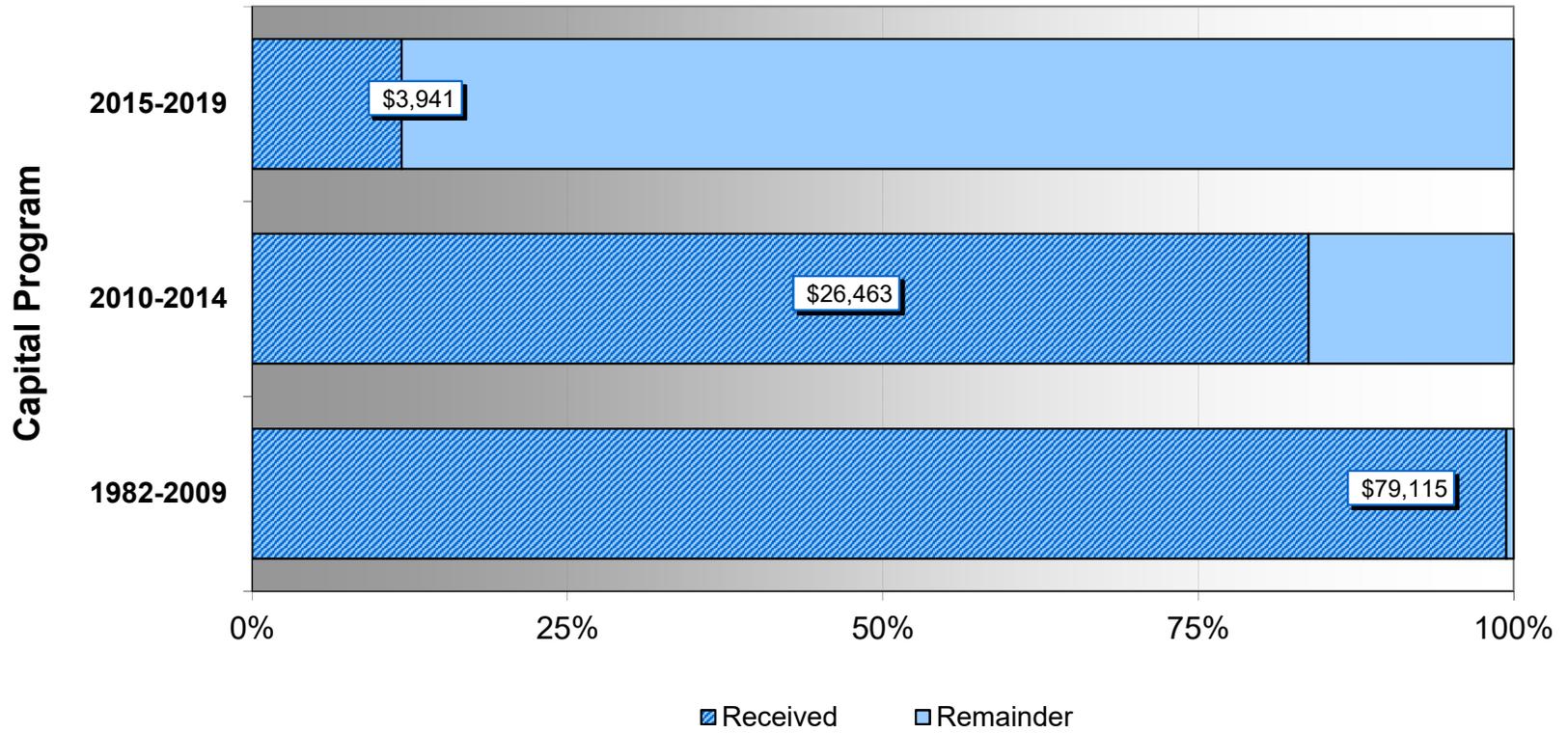
Capital Projects – Major Completions – May 2018 – Schedule Variances

Project	Completion	Goal	Forecast
5 All-Agency Red Completions (3 new this month)			
NYCT			
<i>Line Equipment</i>			
Vent Plant: 46th Street-Northern Blvd / Queens Blvd Line (New Item)	Construction	May- 18	Aug- 18
		\$80.9	\$78.9
Project completion schedule was extended by three months due to testing issues.			
<hr/>			
<i>Signals and Communications</i>			
2 Interlockings: Union Turnpike & 71 Av (New Item)	Construction	May- 18	Jun- 18
		\$297.8	\$306.0
Delay due to new scope added to the project. An additional work order was issued for the installation of a communication component.			
<hr/>			
<i>Buses</i>			
Purchase 92 Articulated Buses (Nova)	Fleet Procurement	Mar- 18	Jul- 18
		\$83.9	\$82.2
Deliveries will be completed in July 2018 including retrofit of the pilot bus. Additional technical requirements, processed post- award, have resulted in a longer turn- around time for Nova's overall production of each bus.			
<hr/>			
LIRR			
<i>Track Improvement</i>			
Main Line Double Track Ph 2	Construction	Apr- 18	Jun- 18
		\$30.0	\$30.0
Delay due to additional signal modifications required of the manufacturer.			
<hr/>			
MTA CC			
<i>East Side Access</i>			
Harold Tunnel A Cut and Cover Structures (CH061A) (New Item)	Construction	May- 18	Aug- 18
		\$42.0	\$42.0
Contractor productivity was slower than expected. Resource shortages have limited ability to mitigate delays.			

Status of MTA Capital Program Funding

Capital Funding (May 2018)

\$ in millions



Capital Funding Detail (May 31, 2018)

\$ in millions

	Funding Plan	Receipts		
	Current	April	This month	Received to date
1992-1999 Program	18,099	18,099	-	18,099
2000-2004 Program	21,691	21,691	-	21,691
2005-2009 Program	24,401	23,932	2	23,935

	Funding Plan	Receipts		
	Current	April	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,830	\$5,544	\$285	\$5,830
Federal High Speed Rail	295	295	-	295
Federal New Start*	1,257	-	-	-
Federal Security*	193	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	729	608	-	608
State Assistance	770	400	-	400
MTA Bus Federal and City Match	132	108	-	108
MTA Bonds (Payroll Mobility Tax)	11,487	10,980	-	10,980
Other (Including Operating to Capital)	1,319	1,480	(297)	1,183
B&T Bonds	2,025	2,021	4	2,025
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,343	4,727	-	4,727
<i>PAYGO</i>	235	81	-	81
<i>Sandy Recovery MTA Bonds</i>	758	2	-	2
<i>Sandy Recovery B&T Bonds</i>	230	124	-	124
Total	31,602	26,471	(8)	26,463

	Funding Plan	Receipts		
	Current	April	This month	Received to date
2015-2019 Program				
Federal Formula, Flexible, Misc	\$6,701	\$1,030	(\$120)	\$909
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
State Assistance	8,640	65	-	65
City Capital Funds	2,666	271	221	492
MTA Bonds	7,968	12	-	12
Asset Sales/Leases	1,018	-	297	297
Pay-as-you-go (PAYGO)	2,145	1,691	-	1,691
Other	595	-	-	-
B&T Bonds & PAYGO	2,936	479	(4)	475
Total	33,270	3,547	393	3,941

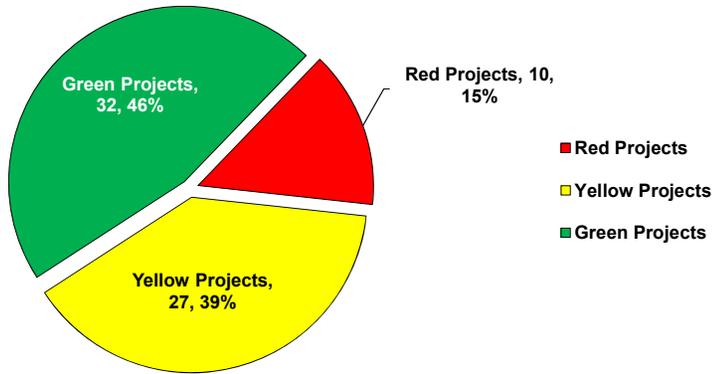
*Note: The labels for the 2010-2014 Federal New Start and Federal Security grant funds were previously misaligned against the plan amounts. They have been corrected for this reporting month.



1st Quarter 2018 Traffic Light Report on MTA Core Capital Program Projects

A total of 302 Projects were Reviewed for the 1st Quarter 2018

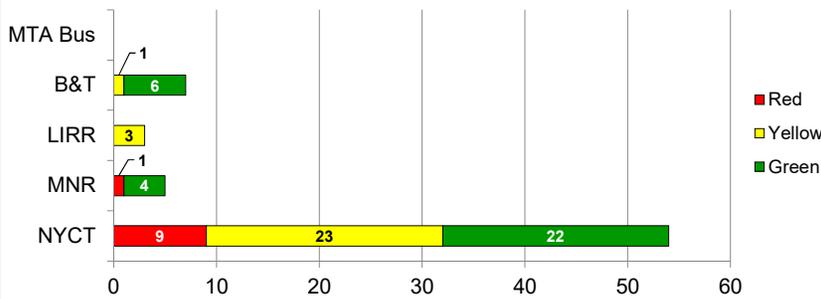
69 Projects in Design



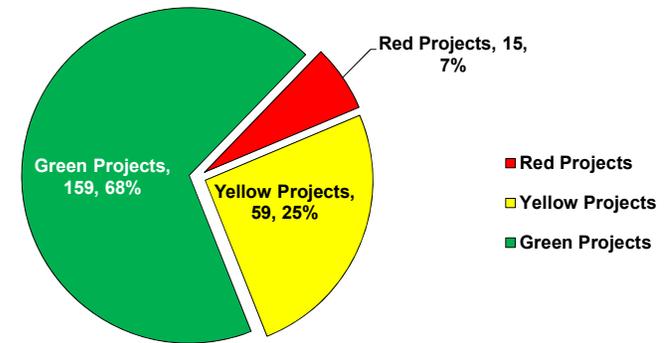
Projects in Design: 69 projects were reviewed in the design phase with 32 (46%) projects designated green, 27 (39%) yellow, and 10 (15%) red. This is an decrease of 14 red projects since the 4th quarter 2017. Of the 10 red projects, 6 (60%) were red for a cost variance, 2 for both cost and schedule variances, 1 for a schedule variance, and 1 for both contingency and schedule variances. For the 5 projects designated red for cost, the issues were due in part to increased scope and increased construction duration.

Last Quarter: 62 projects were reviewed in the design phase with 27 (43%) projects designated green, 11 (18%) yellow, and 24 (39%) red.

69 Projects in Design



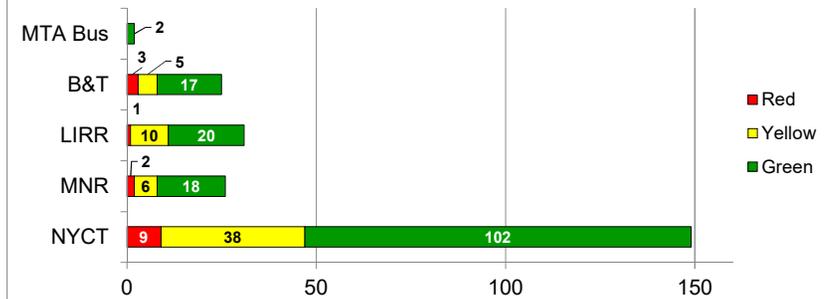
233 Projects in Construction



Projects in Construction: 233 projects were reviewed in the construction phase with 159 (68%) designated green, 59 (25%) yellow and 15 (7%) red. This is an decrease of 34 red projects since the 4th quarter 2017. Of the 15 red projects, 6 (40%) were red for a schedule variance, 6 for a cost variance, and 3 for a contingency variance. For the 6 projects designated red for schedule, the variances ranged from 3 to 10 months. The schedule variances were due in part to power and network related issues, limited track access, resequencing of Systems Acceptance Testing, reprioritization of in-house workforce, and added scope.

Last Quarter: 225 projects were reviewed in the construction phase with 168 (67%) designated green, 35 (14%) yellow and 49 (19%) red.

233 Projects in Construction



Terms and Definitions

1st Quarter 2018 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: 69

- 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: 233

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

Report Index Formulas and Criteria:

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



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

1st Quarter 2018 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											
T5160749	Ulmer Park Depot Mezzanine Extension	Construction	\$7,754,011	28	.00	■	1.00	■	0	■	G
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	59	.00	■	1.00	■	0	■	Y
T6041232	Station Renewal:Ozone Pk - Lefferts Blvd LIB	Construction	\$8,601,310	100	.92	▼	.99	▼	0	■	Y
T6041238	Station Renewal: Avenue X CUL	Construction	\$21,457,394	95	.82	■	.99	■	0	■	Y
T6041239	Station Renewal: Avenue U CUL	Construction	\$15,766,974	89	.79	▲	1.00	■	0	■	Y
T6041240	Station Renewal: Avenue P CUL	Construction	\$15,183,898	81	.79	■	1.00	■	0	■	Y
T6041241	Station Renewal: Bay Parkway CUL	Construction	\$15,635,930	80	.91	■	.99	■	0	■	Y
T6041242	Station Renewal: 18 Avenue CUL	Construction	\$25,817,701	83	.90	■	1.00	■	0	■	Y
T6041243	Station Renewal: Ditmas Avenue CUL	Construction	\$19,725,690	99	.90	■	1.00	■	0	■	Y
T6041244	Station Renewal: Avenue I CUL	Construction	\$20,385,559	86	.81	■	1.00	■	0	■	Y
T6041260	Components: 4 Stations JAM	Construction	\$82,176,200	40	.43	■	1.00	■	0	■	G
T6041281	Components: Avenue N, Kings Hwy CUL	Construction	\$23,617,903	78	1.00	▲	1.00	■	0	■	Y
T6041295	Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	Construction	\$5,872,617	88	.00	■	1.00	■	0	■	Y
T60412C4	Components: 3 Locs / 8th Avenue	Construction	\$29,003,129	38	.02	■	1.00	■	0	■	Y
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$7,322,388	79	.00	■	1.00	■	0	■	Y
T60412G5	Station Ventilators: Ph 8 - 3 Locs SE Brklyn	Construction	\$6,454,000	100	.00	■	1.00	■	-1	▼	G
T60412G9	Station Ventilators Ph 10 - 4 locs N Bklyn	Construction	\$5,408,636	38	.00	■	1.06	■	0	■	G
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	Construction	\$11,216,037	20	.00	■	1.01	▲	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	\$24,106,002	100	.96	▼	.99	▼	0	■	Y
T6060203	Tunnel Lighting:Roosevelt Av-36 St QBL	Construction	\$52,192,907	70	.00	■	1.00	■	0	■	Y
T6060304	New Vent Plant: 46 St Queens Boulevard Line	Construction	\$81,338,068	98	.64	■	1.00	■	0	■	Y
T6060305	Replace Ventilation Controls at 22 Locations	Construction	\$16,199,489	80	.63	▲	.99	■	0	■	Y
T6070306	Demolish Abandoned Structures	Construction	\$15,150,000	50	.00	■	1.00	■	0	■	Y
T6070316	Structural Repairs: 39 St - 60 St 4AV Ph1	Construction	\$31,200,170	7	.00	■	.99	■	0	■	G

**1st Quarter 2018 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											
T6080310	QBL Interlockings: 71st and Union	Construction	\$297,834,663	92	1.08	▼	.99	■	0	■	G
T6080315	Interlocking Modernization: 34 St - 6th Av Line	Construction	\$180,165,294	78	.92	▲	1.00	■	0	■	G
T6080316	Interlocking Modernization:W. 4 St - 6th Ave Line	Construction	\$173,926,572	76	.38	▲	.99	■	0	■	G
T6080601	Fiber Optic Cable Replacement Phase 1	Construction	\$11,987,526	36	.00	■	1.00	■	0	■	G
T6080604	Public Address/Customer Info Screen at 45 Stations	Construction	\$64,342,713	78	.00	■	.97	■	0	■	Y
T6080605	Communication Room Upgrade/Expansion Phase 1	Construction	\$15,974,354	46	5.12	▼	.90	■	1	▲	Y
T6080606	Portable Radio Unit Replacement	Construction	\$6,719,210	80	.00	■	1.00	■	9	▲	R
T6080626	ISIM - B Module 1	Construction	\$59,160,238	44	.38	▼	1.00	■	0	■	G
T6080631	ISIM - B Module 2	Construction	\$68,262,483	30	.00	■	1.00	■	0	■	G
T6090408	Replace Negative Cables 59 St-36 St - 4th Av Line	Construction	\$5,216,543	58	.00	■	1.04	■	0	■	G
T6090409	Rehab Circuit Breaker House #275 Clark St.Line	Construction	\$9,653,611	20	.49	▲	1.00	■	0	■	G
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	\$19,146,634	5	.00	■	1.00	■	0	■	G
T6130207	Purchase 3 Vacuum Trains	Construction	\$34,704,131	42	.00	■	.99	■	0	■	G
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,533,371	86	.00	■	1.00	■	7	▲	R
T6160605	Sprinkler Alarm Systems at 11 Employee Facilities	Construction	\$26,162,899	97	.98	■	.99	■	0	■	G
T6160607	Groundwater, Soil Remediation	Construction	\$5,738,227	95	.98	▼	1.00	■	2	▲	Y
T6160713	In-house:Employee Facility Rehab:207 St- 8th Av Ln	Construction	\$6,650,000	10	.00	■	1.00	■	0	■	Y
T6160719	Facility Roof Repair/Replacement Phase 4	Construction	\$17,320,315	86	.23	■	1.01	■	2	▲	Y
T6040706	Replace 2 Hydraulic Elevators at GCT LEX	Design	\$20,164,047	40	.00	■	1.45	■	0	■	R
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	■	1	▲	G
T7030221	108 Articulated Buses (New Flyer)	Construction	\$98,813,783	1	.00	■	1.00	■	0	■	G
T7040402	AFC Low Turnstile Procurement	Construction	\$11,640,000	62	.00	■	1.00	■	0	■	Y

**1st Quarter 2018 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											
T7040403	AFC Replacement, Phase 2: Electronic Boards	Construction	\$13,861,520	54	.00	■	1.00	■	0	■	G
T7041203	Renewal: Astoria-Ditmars Blvd AST	Construction	\$23,988,512	0	.00	■	1.01	■	0	■	G
T7041222	Platform Components: 2 Locs 4AV **	Construction	\$11,370,749	93	.05	■	1.00	■	0	■	G
T7041301	ADA: Bedford Av CNR	Construction	\$72,617,322	6	2.08	▼	1.00	■	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$32,219,266	0	.00	■	.99	■	0	■	G
T7041305	ADA: Gun Hill Road DYR	Construction	\$57,713,288	0	.00	■	1.00	▼	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$37,866,796	11	3.70	▲	1.00	■	0	■	G
T7041320	ADA: Court Square XTN (Stairs Phase)	Construction	\$13,088,889	74	.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	33	.00	■	.92	■	0	■	G
T7041403	Reopen Station Entrance: 8 Av / SEA	Construction	\$16,651,311	1	.00	■	1.01	■	0	■	G
T7041405	2015 Water Condition Remedy	Construction	\$8,861,053	89	.00	■	1.08	■	0	■	Y
T7041410	Church St Corridor Improvements	Construction	\$30,000,000	99	.00	■	1.00	■	-12	▼	G
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$7,205,736	11	42.80	▲	1.00	■	0	■	G
T7050203	2017 Mainline Track Replacement	Construction	\$4,935,446	60	.00	■	.84	■	0	■	G
T7050204	2018 Mainline Track Replacement	Construction	\$7,617,790	0	.00	■	1.00	■	0	■	G
T7050208	2016 CWR: Queens Blvd	Construction	\$26,410,316	93	.00	■	.96	■	2	▲	Y
T7050210	2018 Continuous Welded Rail	Construction	\$12,918,473	13	.00	■	1.00	■	0	■	G
T7050214	2017 Track Force Account	Construction	\$35,000,000	60	.00	■	1.00	■	0	■	G
T7050220	2015 Mainline Track Repl: Flushing	Construction	\$27,395,243	100	.00	■	1.01	■	0	■	Y
T7050222	2015 Mainline Track Repl: Jerome	Construction	\$10,846,581	95	.00	■	1.69	▲	0	■	R
T7050231	2016 Mainline Track Repl: Jamaica	Construction	\$23,590,042	98	.00	■	1.26	▲	2	▲	R
T7050232	2016 Mainline Track Repl: Queens Blvd	Construction	\$37,284,630	85	.00	■	.79	▼	0	■	Y
T7050233	2016 Mainline Track Repl: Dyre	Construction	\$12,456,949	76	.00	■	.90	■	2	▲	Y

**1st Quarter 2018 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											
T7050236	2016 CWR: 8th Avenue	Construction	\$49,890,804	92	.00	■	.81	■	2	▲	Y
T7050239	2016 Mainline Track Repl: Bushwick Cut	Construction	\$10,193,327	64	.59	▲	1.00	■	0	■	G
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$64,758,007	6	.00	■	1.00	■	0	■	G
T7050245	2016 Mainline Track Repl: Flushing	Construction	\$10,641,758	98	.00	■	1.37	■	2	▲	Y
T7050246	2016 Mainline Track Repl: 8th Avenue	Construction	\$46,196,465	73	.00	■	.82	■	1	▲	Y
T7050250	2016 Mainline Track Repl: Jerome	Construction	\$13,428,648	39	.00	■	.75	▼	0	■	G
T7050251	2017 Mainline Track Repl: Brighton	Construction	\$10,532,508	100	.00	■	1.54	■	-4	▼	G
T7050256	2017 Mainline Track Repl: Crosstown	Construction	\$19,233,105	51	.00	■	1.00	■	3	▲	R
T7050258	2017 Mainline Track Repl: Eastern Parkway	Construction	\$22,009,620	38	.00	■	.93	■	-7	▼	G
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$23,849,946	23	.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	■	0	■	Y
T7050262	2017 Mainline Track Repl: 7th Avenue	Construction	\$5,628,276	32	.00	■	1.00	■	0	■	G
T7050264	2017 Mainline Track Repl: Concourse	Construction	\$27,252,364	77	.00	■	1.00	▲	0	■	G
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$28,684,236	60	.00	■	1.00	■	0	■	G
T7050267	2017 Mainline Track Repl: Myrtle	Construction	\$19,088,378	100	.00	■	1.33	■	-4	▼	Y
T7050268	2017 Mainline Track Repl: White Plains Road	Construction	\$7,974,254	100	.00	■	1.00	■	0	■	G
T7050270	2018 Mainline Track Repl:Astoria	Construction	\$13,520,370	20	.00	■	1.00	■	0	■	G
T7050271	2018 Mainline Track Repl:Flushing	Construction	\$22,831,725	21	.00	■	1.00	■	0	■	G
T7050272	2018 Mainline Track Repl:Jamaica	Construction	\$32,670,164	8	.00	■	1.00	■	0	■	G
T7050275	2018 Mainline Track Repl: Pelham	Construction	\$9,115,175	0	.00	■	1.00	■	0	■	G
T7050276	2018 Mainline Track Repl: Eastern Parkway	Construction	\$11,288,807	0	.00	■	1.00	■	0	■	G
T7050277	2018 Mainline Track Repl:Broadway-7 Ave	Construction	\$9,733,963	0	.00	■	1.00	■	0	■	G
T7050279	2018 Mainline Track Repl:Concourse	Construction	\$13,092,700	0	.00	■	1.00	■	0	■	G
T7050303	2017 Mainline Switch Replacement	Construction	\$9,050,328	30	.00	■	1.04	■	0	■	G

**1st Quarter 2018 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											
T7050304	2018 Mainline Switch Replacement	Construction	\$9,542,432	30	.00	■	1.00	■	0	■	G
T7050311	2015 Mainline Switch Repl: Dyre	Construction	\$7,557,188	91	.00	■	1.00	■	2	▲	Y
T7050322	2017 Mainline Switch Repl: Astoria	Construction	\$17,682,360	93	.00	■	1.14	■	0	■	Y
T7050323	2017 Mainline Switch Repl: Eastern Parkway	Construction	\$6,839,147	97	.00	■	1.23	▲	0	■	R
T7050324	2017 Mainline Switch Repl: 7th Avenue	Construction	\$14,912,042	100	.00	■	1.52	▲	0	■	R
T7050325	2017 Mainline Switch Repl: Broadway-7th Avenue	Construction	\$9,319,919	95	.00	■	1.00	■	2	▲	G
T7050326	2017 Mainline Switch Repl: Lenox-White Plains Rd	Construction	\$12,270,894	100	.00	■	1.10	■	0	■	R
T7050327	2018 Mainline Switch Repl: Jamaica	Construction	\$17,972,609	10	.00	■	1.00	■	0	■	G
T7050328	2018 Mainline Switch Repl: Astoria	Construction	\$8,519,135	0	.00	■	1.00	■	0	■	G
T7050331	2018 Mainline Switch Repl: Lenox- White Plains Rd.	Construction	\$8,765,168	14	.00	■	1.00	■	0	■	G
T7060502	Replace Vent Plant Motor Control Sys Var Locs **	Construction	\$11,233,771	3	.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	\$128,766,473	75	.14	■	.98	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	19	.00	■	1.00	■	0	■	G
T7070312	Overcoat: 157 St Portal - 164 St JER	Construction	\$11,713,632	0	.00	■	.99	■	0	■	G
T7070316	Overcoat: Broadway - End of Line MYR	Construction	\$45,724,147	3	.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	100	.00	■	1.00	■	0	■	G
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,619,498	25	.10	▲	1.00	■	0	■	G
T7080319	Signal Control Line Modifications, Ph6	Construction	\$33,011,628	38	.00	■	1.00	■	0	■	Y
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	10	.00	■	1.00	■	0	■	G
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	35	.00	■	1.00	■	0	■	G
T7080337	Signals Improvements (SAP)	Construction	\$112,000,000	31	.00	■	1.00	▼	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$31,510,192	6	.00	■	1.00	■	0	■	G
T7080603	PBX Upgrade	Construction	\$41,507,342	10	.00	■	1.00	■	0	■	G

**1st Quarter 2018 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											
T7080605	Copper Cable Upgrade/Replacement Ph4	Construction	\$12,167,926	100	.00	■	1.00	■	0	■	G
T7080620	Help Point: 60 Stations	Construction	\$32,064,700	55	.00	■	.84	■	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	11	.04	■	.99	■	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$61,020,343	1	.00	■	1.41	▼	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$75,145,432	11	.00	■	.99	■	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,494,716	11	.72	▲	1.00	■	0	■	G
T7090223	New Substation: Harrison PI CNR	Construction	\$58,204,402	9	.00	■	.98	■	0	■	G
T7090403	Rehab CBH # 210 - 239 St WPR	Construction	\$22,603,333	55	.08	■	1.00	■	0	■	G
T7090404	Rehab CBH # 86 - Wilson Av CNR	Construction	\$5,936,938	14	.00	■	1.00	■	0	■	G
T7090406	Rehab CBH # 85 - Myrtle Av CNR	Construction	\$13,851,613	16	.00	■	1.00	■	0	■	G
T7090417	Replace Negative Cables 4AV Ph 2	Construction	\$16,068,510	58	1.74	▲	1.00	■	0	■	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,160,858	0	.00	■	1.00	▼	0	■	G
T7100422	Yard Lighting: 207th St Yard	Construction	\$24,991,485	30	.23	■	1.00	■	0	■	G
T7100429	Struc. Remed. at E 180 St Maint. Fac. & Ret Wall	Construction	\$5,169,164	70	.00	■	1.03	■	2	▲	G
T7120302	Roof: Gun Hill Depot	Construction	\$12,271,034	1	.00	■	1.00	■	0	■	G
T7120403	Select Bus Service 2015-19	Construction	\$24,000,000	56	.00	■	1.00	■	0	■	G
T7120412	Portable Lift Replacement	Construction	\$5,362,025	13	.00	■	1.00	■	0	■	G
T7120422	Storage Tanks: Jackie Gleason and Castleton Depots	Construction	\$9,344,316	15	.78	▲	1.00	■	3	▲	R
T7130212	Purchase 202 Non-Revenue Vehicles **	Construction	\$33,772,829	2	.00	■	.99	■	0	■	G
T7160704	Emp Fac Component Repairs: 10 Locs / Manhattan **	Construction	\$9,739,980	92	.00	■	1.00	▼	0	■	Y
T7160716	RCC and PCC Power Upgrade	Construction	\$55,470,962	8	3.57	▲	1.00	■	0	■	G
T7030205	Purchase 180 Diesel & 10 Hybrid Articulated Buses	Design	\$29,657,397	45	.00	■	2.22	▲	0	■	R
T7040701	Replace 11 Hydraulic Elevators / Various	Design	\$48,702,478	60	.00	■	1.05	▲	0	■	Y
T7040703	Replace 8 Traction Elevators / Various	Design	\$43,464,933	60	.00	■	1.07	▲	0	■	Y
T7040704	Replace 6 Traction Elevators 8AV	Design	\$38,522,853	70	.00	■	1.04	▲	0	■	G

**1st Quarter 2018 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											
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	Design	\$16,900,447	50	.00	■	1.46	■	0	■	R
T7040709	Replace 9 Escalators / Various **	Design	\$45,694,503	50	.00	■	.98	■	0	■	G
T7040710	Escalator Relocation: Jay St-MetroTech FUL	Design	\$15,000,000	98	.00	■	1.00	■	3	▲	Y
T7040711	Replace 2 Hydraulic Elevators: Franklin Av FRK	Design	\$10,144,200	50	.00	■	1.00	■	0	■	G
T7040714	Replace 1 Hydraulic Elevator: Grand Central FLS	Design	\$5,455,338	40	.00	■	.97	■	0	■	G
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$36,583,597	60	.00	■	.84	■	0	■	Y
T7041202	Renewal: 138 St-Grand Concourse JER	Design	\$21,963,291	80	.00	■	1.04	■	0	■	Y
T7041251	Platform Components: 6 Locs CNR **	Design	\$27,374,446	100	.00	■	1.05	■	2	▲	G
T7041257	Subway Street Stairs: 9 Locs / Var 2018 [SBDP] **	Design	\$7,469,592	60	.00	■	1.00	■	-1	▼	Y
T7041308	ADA: Chambers St NAS	Design	\$37,270,499	90	.00	■	1.22	■	-1	▼	Y
T7041310	ADA: 59 St 4AV	Design	\$48,649,605	75	.00	■	1.04	■	2	▲	Y
T7041311	ADA: Rockaway Parkway CNR	Design	\$10,860,472	80	.00	■	1.15	▲	0	■	Y
T7041407	Station Condition Survey Update	Design	\$8,920,914	80	.00	■	1.00	■	0	■	G
T7060506	Rehab Forsyth St Vent Plant **	Design	\$110,066,769	90	.00	■	1.15	▲	0	■	R
T7060507	Ventilation System Strategy Study	Design	\$5,000,000	90	.00	■	1.00	■	0	■	Y
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs [SBDP]	Design	\$9,497,000	60	.00	■	1.01	■	0	■	G
T7070320	Struct Repair: Ventilators Between Stations	Design	\$10,000,000	60	.00	■	1.00	■	0	■	G
T7080304	CBTC: 8AV (59 St - High St)	Design	\$419,800,629	65	.00	■	1.11	▼	0	■	G
T7080307	Interlocking Modernization: Ditmas CUL	Design	\$140,155,586	96	.00	■	1.04	■	0	■	Y
T7080332	CBTC: CUL (Church Av to W8 St)	Design	\$166,708,695	48	.00	■	1.10	■	0	■	G
T7080333	Interlocking Modernization: Ave X CUL	Design	\$146,012,751	96	.00	■	1.05	■	0	■	Y
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Design	\$256,752,053	85	.00	■	1.17	▲	0	■	R
T7080607	UHF T-Band Radio System Replacement	Design	\$35,564,929	68	.00	■	1.01	■	0	■	Y
T7080617	LiftNet Transition to Ethernet	Design	\$17,301,307	65	.00	■	.97	▼	0	■	G
T7090203	Substation Rowl & New Rectifier: Centrl SS 6AV	Design	\$40,297,325	50	.00	■	.79	■	0	■	G

**1st Quarter 2018 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											
T7090204	Substation Roof & Enclosure: Wash Heights 8AV SBDP	Design	\$9,323,028	50	.00	■	1.03	■	0	■	Y
T7090206	Replace HT Switchgear - Various Locs	Design	\$51,216,040	87	.00	■	.96	■	0	■	G
T7090219	New Substation: Canal St 8AV	Design	\$64,563,454	50	.00	■	.99	■	0	■	G
T7090220	New Substation: 34 St 8AV	Design	\$60,301,991	47	.00	■	1.00	■	0	■	G
T7090407	Rehab CBH # 5 - 53 St BWY	Design	\$17,218,351	80	.00	■	1.13	■	0	■	G
T7090411	Rehab Ducts: Stanton St. Substation	Design	\$12,445,469	60	.00	■	.90	■	0	■	Y
T7090412	Replace Negative Cables 4AV Ph 3	Design	\$30,788,617	65	.00	■	.93	■	0	■	G
T7090413	Upgrade SCADA System	Design	\$26,535,054	45	.00	■	.66	■	0	■	G
T7090414	Repl Control & Bat Cables: Substation CZs	Design	\$28,400,750	87	.00	■	.98	■	0	■	G
T7090415	Reconstruct CBH # 392 Flushing River Bridge FLS	Design	\$9,214,650	46	.00	■	1.08	■	0	■	G
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL**	Design	\$25,172,268	85	.00	■	.97	■	0	■	Y
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY**	Design	\$31,754,309	60	.00	■	1.02	■	0	■	G
T7100405	DCE Shop Components Ph 4: 207 St Admin **	Design	\$14,719,313	40	.00	■	1.17	▲	0	■	R
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	\$66,192,441	40	.00	■	1.00	■	0	■	Y
T7100409	Heavy Shop Equipment	Design	\$12,400,000	49	.00	■	1.24	▲	3	▲	R
T7120301	Artic Modification: ENY Depot	Design	\$43,231,151	40	.00	■	1.35	■	0	■	Y
T7120303	Roof, HVAC: Queens Village Depot	Design	\$16,901,193	83	.00	■	.99	■	0	■	Y
T7120308	Paving: Manhattanville Depot [SBDP]	Design	\$5,566,029	75	.00	■	1.09	■	0	■	Y
T7130207	Purchase 27 Refuse Flats **	Design	\$24,854,608	99	.00	■	1.00	■	5	▲	R
T7130208	Purchase 12 3-Ton Crane Cars **	Design	\$28,780,641	55	.00	■	1.00	■	0	■	Y
T7130211	Purchase Locomotives **	Design	\$130,472,053	90	.00	■	1.00	■	0	■	Y
S7070105	New Power Substation: Tottenville	Construction	\$27,523,205	36	.10	▼	.99	■	0	■	G
S7070106	New Power Substation: New Dorp	Construction	\$24,256,682	2	.00	■	1.00	■	0	■	G
S7070107	New Power Substation: Clifton	Construction	\$31,210,073	2	.00	■	1.00	■	0	■	G
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,095,947	13	.00	■	.94	■	0	■	G

**1st Quarter 2018 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											
S7070102	SIR Station Component Program	Design	\$9,087,244	40	.00	■	1.15	■	3	▲	R
S7070103	SIR Mainline Track Replacement	Design	\$16,393,450	60	.00	■	.45	■	0	■	G
S7070104	UHF T-Band Radio System Replacement, SIR	Design	\$26,664,401	68	.00	■	1.03	■	0	■	Y
LIRR - Long Island Rail Road Program											
L502042E	New Elevators - Flushing - Main St	Construction	\$24,619,074	86	.30	■	1.00	■	0	■	Y
L50304TQ	MLC-Hicksville North Siding	Construction	\$50,621,405	43	.00	■	1.00	■	0	■	G
L50304TR	MLC-Hicksville Station Improvements	Construction	\$70,570,083	78	.53	▲	1.00	■	0	■	Y
L60204UC	Wantagh Station Platform Replacement	Construction	\$23,625,478	64	1.26	▼	1.00	■	0	■	Y
L60701AQ	Replacement of Port Washington Substation	Construction	\$26,159,452	70	.02	■	1.00	■	0	■	G
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,617,791	8	.00	■	1.00	■	0	■	Y
L60502LF	Centralized Train Control - Movement Bureau	Design	\$17,900,000	57	.00	▼	1.00	■	-5	▼	Y
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$14,500,000	2	.00	■	1.00	▲	0	■	G
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$28,158,681	22	.52	▼	1.00	■	0	■	Y
L70204UW	GCT/ESA UNIFIED TRASH FACILITY	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
L70204V5	Enhanced Station Initiative: 8 Stations	Construction	\$109,292,500	0	.00	■	1.16	▲	0	■	G
L70206VP	PENN STA ELEVATOR/ESCALATOR REPLACEMENT	Construction	\$13,941,500	0	.00	■	1.00	■	0	■	G
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$114,974,570	77	.00	■	1.14	▲	0	■	R
L70301WD	2018 ANNUAL TRACK PROGRAM	Construction	\$64,000,000	0	.00	■	1.00	■	0	■	G
L70301WF	RIGHT OF WAY FENCING	Construction	\$5,200,000	64	1.00	▲	1.00	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$10,000,000	53	.00	■	1.00	▼	0	■	Y
L70304WV	Amtrak Territory Investments	Construction	\$57,500,000	59	.00	■	1.00	■	0	■	G
L70401BQ	BRIDGE PROGRAM - STRUCTURAL RENEWALS	Construction	\$18,290,000	38	.00	■	.86	■	0	■	G
L70401BS	Bridge Waterproofing	Construction	\$13,340,000	9	.00	■	1.08	■	0	■	G
L70401BT	Removal of Montauk Cut-Off Viaduct	Construction	\$5,700,000	66	.00	■	1.00	■	0	■	G
L70401BV	North Main Street & Accabonac Road	Construction	\$15,080,494	5	.00	■	1.00	■	0	■	G
L70501SE	Comm. Pole Line	Construction	\$5,700,000	29	.00	■	1.00	▼	0	■	Y

**1st Quarter 2018 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
LIRR - Long Island Rail Road Program											
L70501SJ	LIRR PUBLIC ADDRESS SYSTEM	Construction	\$5,000,000	1	.00	■	1.00	■	0	■	G
L70502LJ	Signal Normal Replacement Program	Construction	\$30,000,000	25	.00	■	1.00	▼	0	■	Y
L70502LP	LIGHTNING PROTECTION	Construction	\$5,000,000	5	.00	■	1.00	■	0	■	G
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	\$101,965,000	5	.00	■	.99	■	0	■	G
L70701XA	Substation Replacements	Construction	\$81,000,000	9	.00	■	2.61	■	0	■	Y
L70701XB	Substation Components	Construction	\$42,400,000	6	.00	■	1.00	■	0	■	Y
L70701XE	3rd Rail - Protection Board	Construction	\$8,800,000	19	.00	■	1.00	■	0	■	G
L70701XF	3rd Rail -Composite Rail	Construction	\$12,000,000	21	.00	■	1.00	■	0	■	G
L70701XP	Atlantic Avenue Tunnel Lighting	Construction	\$12,045,000	25	.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	82	.00	■	1.00	■	0	■	Y
L70701XK	Signal PowerMotor Generator Replacement	Design	\$6,400,000	10	.00	■	1.00	■	0	■	Y
MNR - Metro-North Railroad Program											
M6020105	GCT Leaks Remediation	Construction	\$19,340,173	92	1.55	■	1.04	▲	0	■	Y
M6020108	GCT Utilities	Construction	\$32,226,240	76	1.28	▲	.96	■	0	■	R
M6020208	Customer Communication / Connectivity Improvements	Construction	\$16,819,045	91	.00	■	.99	■	0	■	G
M6030102	Turnouts: Mainline / High Speed	Construction	\$58,304,194	95	.00	■	.96	■	0	■	Y
M6030212	Overhead Bridge Program - East of Hudson	Construction	\$30,957,630	20	.00	■	1.63	■	0	■	G
M6040102	West of Hudson Signal Improvements	Construction	\$65,000,723	26	.00	■	.96	■	0	■	Y
M6050101	Substation Bridge 23 - Construction	Construction	\$41,452,052	88	.00	■	.99	■	0	■	Y
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$34,278,606	71	2.13	■	1.01	■	2	▲	Y
M6030210	Replace / Repair Undergrade Bridges	Design	\$24,024,577	90	1.72	▲	.96	■	12	▲	R
M7020104	GCT Fire Protection	Construction	\$11,400,000	76	.00	■	.99	■	0	■	Y
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,183,108	11	.00	■	.96	■	-14	▼	G
M7020207	Customer Communication-Stations	Construction	\$78,157,100	2	.00	■	.96	■	-1	▼	G
M7020210	Enhanced Station Initiative, 5 Stations - Initial	Construction	\$13,600,108	5	.00	■	1.05	▲	0	■	G

**1st Quarter 2018 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
MNR - Metro-North Railroad Program											
M7020211	Customer Communication-Systems	Construction	\$12,815,481	0	.00	■	.95	■	0	■	G
M7020213	Enhanced Station Initiative, 5 Stations	Construction	\$116,267,408	5	.00	■	.94	■	0	■	G
M7030101	2016 Cyclical Track Program	Construction	\$23,205,350	82	.00	■	.99	■	0	■	G
M7030103	Rock Slope Remediation	Construction	\$15,669,856	23	.61	▲	.84	■	0	■	G
M7030104	Turnouts - Mainline/High Speed	Construction	\$51,321,034	28	.00	■	.99	■	11	▲	G
M7030105	GCT Turnouts/Switch Renewal	Construction	\$24,615,581	60	.00	■	.98	■	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$22,058,371	30	.00	■	1.00	■	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$50,956,399	12	.35	▼	.97	▼	0	■	G
M7030208	Replace Timbers - Undergrade Bridges	Construction	\$5,000,000	53	.00	■	1.00	■	9	▲	R
M7030301	Rock Slope Remediation	Construction	\$12,460,115	45	.39	■	.90	▼	0	■	G
M7040101	Network Infrastructure Replacement	Construction	\$42,915,819	0	.00	■	.98	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$84,298,010	0	.00	■	.96	■	0	■	G
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	\$38,098,610	0	.00	■	.94	■	0	■	G
M7050113	H&H Power (86th St / 110th St)	Construction	\$10,000,000	0	.00	■	1.00	■	2	▲	G
M7020106	GCT Elevator Imprvmnts-Final Phase	Design	\$7,082,809	35	.00	■	.98	■	0	■	G
M7020203	Upper Hudson Station Improvements	Design	\$17,463,542	2	.00	■	.99	■	0	■	G
M7020204	Harlem Line Station Improvements	Design	\$20,650,944	3	.00	■	.91	▼	0	■	G
M7030107	Rebuild Retaining Walls	Design	\$7,450,999	75	.00	■	.99	■	0	■	G
B&T - Bridges and Tunnels Program											
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	Construction	\$62,407,861	98	1.18	■	.95	■	0	■	Y
D601MPXB	Miscellaneous Structural Rehab	Construction	\$27,898,194	67	1.14	▲	.98	■	0	■	R
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	Construction	\$56,364,750	84	.97	▼	.89	■	0	■	Y
D602RK75	Interim Repairs - Toll Plaza Deck	Construction	\$46,049,493	90	3.86	▲	.98	■	0	■	R
D604MP03	Programmable Logic Controller & Mechanical Rehab.	Construction	\$9,682,282	77	1.26	▼	.95	■	2	▲	Y
D604MPXA	Mechanical Systems Rehab	Construction	\$35,777,981	85	1.08	■	.86	■	0	■	Y
D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	\$54,760,931	91	.62	■	.97	■	-1	▼	Y

**1st Quarter 2018 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&T - Bridges and Tunnels Program											
D607MPXC	Zone and Spot Painting of Roadway Structures	Construction	\$26,271,467	67	.00	■	.95	■	0	■	G
D607RK65	Paint - Plaza and Approach Ramps	Construction	\$21,758,541	74	.00	■	1.09	■	-8	▼	G
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	Design	\$5,150,074	35	.00	■	.96	■	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$19,457,891	91	.14	■	.96	■	0	■	G
D701BW84	Cable & Suspender Rope Investigation/Testing	Construction	\$10,109,780	91	.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
D703AW63	Replace Toll Equipment & New Toll Initiatives	Construction	\$91,513,626	61	.00	■	.99	■	10	▲	R
D703CB63	Open Road Tolling Initiative at CBB	Construction	\$16,299,759	70	.29	▲	.90	■	0	■	G
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$91,388,498	20	.90	▲	.90	■	0	■	G
D703MP63	Open Road Tolling Initiative at MPP	Construction	\$16,634,356	70	.30	▲	.90	■	0	■	G
D703RK63	Open Road Tolling Initiative RFK Bridge	Construction	\$96,343,409	99	.53	▲	.96	▲	0	■	G
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	\$35,470,810	5	.00	■	.97	■	0	■	G
D704HH13	Replacement of Facility Lighting System	Construction	\$12,421,146	20	.73	▼	.88	■	0	■	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$21,647,510	17	.00	■	.95	■	0	■	G
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	\$48,330,581	5	.00	■	.92	■	0	■	G
D704TN60	Anchorage Dehumidification	Construction	\$41,688,114	78	.04	■	.95	▼	0	■	G
D707BW84	Paint Tower Interior Base Cells and Struts	Construction	\$31,596,972	91	.31	■	.95	■	0	■	G
D707TN60	Anchorage Dehumidification - Painting	Construction	\$7,844,820	78	.00	■	.95	■	0	■	G
D701HH07	Structural Rehabilitation	Design	\$23,686,921	90	.00	■	1.00	■	0	■	G
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Design	\$161,999,939	60	.00	■	.99	■	0	■	G
D701VN32	Steel Repair & Concrete Rehabilitation	Design	\$33,814,328	30	.00	■	1.00	■	-5	▼	G
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Design	\$285,484,881	50	.00	■	.99	■	-33	▼	G
D703AW65	Toll Collection System Rehabilitation/Upgrades	Design	\$40,589,473	100	.96	▼	.95	■	1	▲	Y
D707HH30	Replacement of HHB Overcoat System	Design	\$20,636,784	90	.00	■	1.00	■	0	■	G



1st Quarter 2018 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
MTA Bus Program											
U6030226	Bus Radio System	Construction	\$27,959,363	12	.00	▼	1.00	■	0	■	
U7030211	Bus Radio System - MTA Bus Share	Construction	\$34,500,000	0	.00	■	1.00	■	0	■	

Summary of Core Traffic Light Report Design Exceptions
(First Quarter 2018 - As of March 31, 2018)

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
NYCT - New York City Transit Program							
T6040706	Replace 2 Hydraulic Elevators at GCT - Lexington Line	1.45 Cost index	\$20.1M	Sept 2018	The interim estimate was determined to be higher than the original budget due to additional communications and electrical work, and inflation because the original bid estimate for the elevators was prepared in 2009.	Capital Planning and Budget (CPB), CPM-Stations, and CPM-Program Services met and agreed that CPM-Program Services will compare the current cost estimates of station elevator and escalator replacement projects, in the 2015-2019 Capital Program, against historic cost experience for similar projects. The revised PE estimates will be submitted to CPB as soon as possible, reflecting any cost-saving identified by CPM-Program Services. Partial Final Design funding will be provided at that time.	An Agency ACE evaluation is not required for this project
T7030205	Purchase 180 Diesel & 10 Hybrid Articulated Buses (15 Articulated Electric Buses and Depot Chargers)	2.22 Cost index	\$29.6M	Dec 2018	This project was rescope to include 15 all-electric articulated buses (includes the deletion of 10 hybrids and the advance of 5 buses from project T70302160). Budget has not been adjusted to the new scope.	The budget will be adjusted to reflect the new scope, eliminating the overrun.	An Agency ACE evaluation is not required for this project
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	1.46 Cost index	\$16.9M	Dec 2018	The forecast construction cost increased due to additional communication work and an increase in the construction duration of 4 months.	The construction budget will be addressed upon completion of Final Design and a budget modification will be processed accordingly.	An Agency ACE evaluation is not required for this project
T7060506	Rehab Forsyth St Vent Plant	1.15 Cost index	\$110M	May 2018	The following factors have contributed to an increase in EAC and an increased project schedule from 38 to 45 months: The number of fans have been increased from two to three for greater redundancy. A consultant needs to be hired to monitor SOE work during construction as per current practice. The user has requested that two existing fan plants FP 6365 and 6368 be connected to the Rail Control Center (RCC) thru fiber network.	The contract documents have been revised and the additional work has been incorporated into the documents. We anticipate, based on past practices, that bids will come in lower than the engineers estimates. Any potential shortfall will be addressed through budget modification as required.	An Agency ACE evaluation is not required for this project
T7080335	Interlocking Modernization: 30th St & 42nd St / 8th AV	1.17 Cost index	\$256.7M	June 2018	The EAC reflects the approved Preliminary Engineering (PE) cost estimate of \$256.7M; the cost increase is due to cash flow issues between this project and Communication Based Train Control (CBTC) 8th Avenue, which is being designed and packaged with this project.	During final design the scope and estimate for the project will be re-assessed along with CBTC 8th Avenue and appropriate budgetary action will be taken prior to award.	An Agency ACE evaluation is not required for this project
T7100405	DCE Shop Components Phase 4: 207th St Admin	1.17 Cost index	\$14.7M	Oct 2018	The additional \$2.2 million was needed for window replacement and crack repairs.	Funding was approved and the issue has been resolved.	An Agency ACE evaluation is not required for this project
T7100409	Heavy Shop Equipment	1.24 Cost index and 3 month Schedule slip	\$12.4M	June 2018	The EAC increase was due to a re-prioritization of equipment purchases as per user request. This reprioritization required a change to the specifications and the advertisement package causing the schedule delay as well.	The budget is to be increased under the Program Revision and a request to advertise is being prepared.	An Agency ACE evaluation is not required for this project
T7130207	Purchase 27 Refuse Flats	5 month Schedule slip	\$24.8M	July 2018	Refuse cars were advertised simultaneously with the regular flat cars in August 2017, however regular flat cars were prioritized as they are more critical to meet NYCT's capital program and maintenance needs. This has delayed procurement for the refuse cars.	The contract negotiations to procure regular flat cars is nearing completion. Negotiations for the 27 new refuse flat cars will immediately follow the award of the contract to procure new flat cars.	An Agency ACE evaluation is not required for this project
S7070102	SIR Station Component Program	1.15 Cost index and 3 month Schedule slip	\$9M	Oct 2018	The scope of work was revised based on an updated station rating survey report, which revealed a greater number of defects than originally budgeted for.	The design is being revised accordingly and part of the work will be repackaged for Small Business Mentoring (SBMP) as a separate project. Due to the increase in scope, a budget shortfall is still probable at design completion. Staten Island Railroad (SIR) will assess the need for a budget modification staff summary or partial scope deferral when the final cost of the project is known.	An Agency ACE evaluation is not required for this project

Summary of Core Traffic Light Report Design Exceptions
 (First Quarter 2018 - As of March 31, 2018)

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
MNR - Metro-North Railroad Program							
M6030210	Replace / Repair Undergrade Bridges (East of Hudson)	1.72 Contingency Index & 12 month Schedule slip	\$24.0M	Mar 2019	Additional structural investigation work was requested due to unforeseen conditions and low load ratings discovered at the Park Avenue Viaduct and at other undergrade bridges. This change requires additional time and cost to the design consultant.	The design consultant has been granted a 12 month time extension. Associated costs are under evaluation. Funding for the additional third party work is available from within the general project contingency.	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.

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: Rapid Transit Operations (RTO) Portable Radio Unit Replacement	Current Budget: \$6.7M
	Project EAC: \$6.7M
	Substantial Completion Date at Award: Mar 2011
Project No: T6080606	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 80%

Project Description

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

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2018, the forecasted Substantial Completion date slipped nine months, from March 2018 to December 2018 due to the late mobilization of in-house work forces as a result of their lack of availability.

What is Being Done

Schedule: In-house forces are now available and construction is proceeding at the RCC and at field sites. Infrastructure construction at RCC is forecasted to be completed by the end of May 2018. Both the first field office pilot installation and the first pilot installation of radio and Unit ID system will be completed by the end of June 2018.

IEC Comment

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

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

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

Project Description

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).

Problem Since Last Quarterly Report

Index Trigger(s): Schedule:

Schedule: During the First Quarter 2018, the Substantial Completion date slipped from May 2018 to December 2018 due to power and network related issues:

At RCC Server Room 2308:

- The project was waiting for electrical power and network availability to complete the installation and setup of HPE Storage, Blade servers, Oracle Servers, etc.

At LIVP BCC:

- The project was waiting for network availability to complete the Storage Area Network and Server installation and setup.

What is Being Done

Schedule:

At RCC Server Room 2308:

- Rack D13 with 10 standalone servers are now powered on and connected to the network.
- Rack D14/D15 are now powered on and connected to the network.

At LIVP BCC Fourth Floor Data Center (Total 4 Racks)

- Three of the four racks are powered.
- The project forecasts network cable installation to be completed by June 2018.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: 2015 Mainline Track Replacement - Jerome Line	Current Budget: \$6.4M
	Project EAC: \$10.8M
	Substantial Completion Date at Award: May 2017
Project No: T7050222	Current Substantial Completion Date: Apr 2018
Project Phase: Construction	Phase Complete: 95%

Project Description

This project involves the reconstruction of segments of mainline track on the Jerome 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.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the First Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$4.4 million. The two year, 2015 – 2016 Track and Switch Program for the Jerome Line track reconstruction work is separated into two contracts: The 2015 Contract # M44117 and the 2016 Contract # M44139. The EAC increase was triggered under Contract #M44117.

The total scope of work for both contracts is 6,038 track feet of track reconstruction and a majority of the work, 4,368 track feet of track reconstruction, has been completed under Contract # M44117.

What is Being Done

Cost: The additional expenses which triggered this quarter’s EAC increase will be transferred from the 2015 Contract # M44117 to the 2016 Contract # M44139 to eliminate the overall project overrun incurred under Contract #M44117. Once this transfer occurs, the overall two year, 2015-2016 Jerome Line Track Reconstruction Project will reflect that it is on budget.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: 2016 Mainline Track Replacement – Jamaica Line	Current Budget: \$18.7M
	Project EAC: \$23.6M
	Substantial Completion Date at Award: Jul 2017
Project No: T7050231	Current Substantial Completion Date: May 2018
Project Phase: Construction	Phase Complete: 98%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the First Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$4.9 million. This was due in part to additional costs incurred for additional work involving third rail protection boards and cable work and an increase in the scope of track reconstruction.

What is Being Done

Cost: The funding for the budget shortfall will come from savings from within the Track program. Subsequent to the reporting period, this project was completed in April 2018.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: 2017 Mainline Track Replacement – Crosstown Line	Current Budget: \$19.2M
	Project EAC: \$19.2M
	Substantial Completion Date at Award: Sep 2017
Project No: T7050256	Current Substantial Completion Date: Jun 2018
Project Phase: Construction	Phase Complete:

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2018, the forecasted Substantial Completion Date slipped three months, from March 2018 to June 2018. This was due to the unavailability of track access for the installation of Type II Ekki Hilti embedded in mortar at S/O Nassau Avenue to N/E Broadway on Track E-2 on the Crosstown Line.

What is Being Done

Schedule: The track access issues have been mitigated and the work has resumed and completion is expected in June 2018.

IEC Comment

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

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



MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: 2017 Mainline Switch Replacement - Eastern Parkway Line	Current Budget: \$5.5M
	Project EAC: \$6.8M
	Substantial Completion Date at Award: Apr 2018
Project No: T7050323	Current Substantial Completion Date: Apr 2018
Project Phase: Construction	Phase Complete: 97%

Project Description

This project involves the replacement of three mainline switches on the Eastern Parkway Line and will be done by in-house forces. Locations were determined based upon the latest condition survey. Work will include, as required, the 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.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the First Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$1.3 million. This was due to increased labor expenses incurred for girder work which entailed the relocation of girders so that the newly installed switches would function properly. The switch rods would have hit the girders if the girders were not relocated.

What is Being Done

Cost: The funding for the budget shortfall will come from savings from within the Track program.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: 2017 Mainline Switch Replacement - Seventh Avenue Line	Current Budget: \$9.8M
	Project EAC: \$14.9M
	Substantial Completion Date at Award: Nov 2017
Project No: T7050324	Current Substantial Completion Date: Jan 2018
Project Phase: Construction	Phase Complete: 100%

Project Description
<p>This project involves the replacement of three mainline switches on the Seventh Avenue Line and will be done by in-house forces. Locations were determined based upon the latest condition survey. Work will include, as required, the 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>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the First Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$5.1 million. This was due to an increase in scope which included Type II - II Switches, a Type I - II Switch, Type II Ekki Hilti embedded in mortar at N/O 34th Street, track reconstruction work involving the installation of resilient fasteners and abrasion pads at S/O Times Square, and Switch Chipping Type II - II.</p>
What is Being Done
<p>Cost: The funding for the budget shortfall will come from savings from within the Track program. Substantial Completion was achieved in January 2018.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the materials issues presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE Evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: 2017 Mainline Switch Replacement - Lenox-White Plains Road Line	Current Budget: \$11.1M
	Project EAC: \$12.2M
	Substantial Completion Date at Award: Feb 2018
Project No: T7050326	Current Substantial Completion Date: Feb 2018
Project Phase: Construction	Phase Complete: 100%

Project Description

This project involves the replacement of eight mainline switches on the Lenox-White Plains Road Line and is undertaken by in-house forces. Locations were determined based upon the latest condition survey. Work includes, as required, the 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.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the First Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$1.1 million. This was due to bus shuttle costs incurred by this switch project, which were not budgeted for because the initial service plan did not require a bus operation. The finalized service plan for the installation of switches in this project required buses.

What is Being Done

Cost: The funding for the budget shortfall will come from savings from within the Track program. This project was completed subsequent to the reporting period in February 2018.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: Storage Tanks Components at Jackie Gleason and Castleton Depots	Current Budget: \$9.3M
	Project EAC: \$9.3M
	Substantial Completion Date at Award: Sep 2018
Project No: T7120422	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 15%

Project Description
<p>This project will rehabilitate the existing diesel storage tanks, various components and dispensing equipment located at Castleton’s Bus Depot in the Borough of Staten Island and at the Jackie Gleason Bus Depot in the Borough of Brooklyn. The storage tanks and components are in poor condition and beyond their useful life expectancy. In addition, the project will incorporate new regulatory and code requirements.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the First Quarter 2018, the forecasted Substantial Completion Date slipped three months, from September 2018 to December 2018. This was due to revisions in the scope of work at Castleton Bus Depot in an effort to avoid major service disruptions during construction. The revised scope uses two existing underground 15,000-gallon boiler fuel oil tanks located outside in the parking area in lieu of rehabilitating the 10 existing underground diesel tanks located inside the depot.</p>
What is Being Done
<p>Schedule: The revised scope requirements incorporate the time required to prepare new amplified design drawings and to negotiate two Additional Work Orders (AWOs) associated with this change in scope. The need for an extension of time (EOT) beyond December 2018 to complete the AWOs is possible depending on progress, but cannot be confirmed until next quarter.</p> <ul style="list-style-type: none"> • AWO #3 was issued to the contractor to clean, re-line and re-certify the two existing 15,000 gallon heating oil storage tanks. • AWO #2 will revise the diesel fuel piping and distribution. Negotiations for AWO #2 will occur shortly.
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of March 31, 2018
Project Name: Moynihan Train Hall	Current Budget: \$100.0M
	Project EAC: \$114.9M
	Substantial Completion Date at Award: Dec 2021
Project No: L70206VS	Current Substantial Completion Date: Dec 2021
Project Phase: Construction	Phase Complete: 77%

Project Description
The Moynihan Train Hall (MTH) project will convert Back of House (BOH) areas of the Farley Post Office into a world class Train Hall with a vaulted glass ceiling for Amtrak and the Long Island Rail Road. The project will also include additional platform, west end concourse and street level pedestrian access into the building.
Problem Since Last Quarterly Report
Index Trigger(s): Cost
Cost: During the First Quarter 2018, the project’s Estimate at Completion (EAC) exceeded the current budget by \$14.9 million. This was due to additional funding needed for: 1) The MTH Space Fit-Out Design and Construction activities, and 2) additional project management support including LIRR Force Account design review, track outage support and project management services.
What is Being Done
Cost: Funding for the increase is expected to come from within the MTA’s overall 2015-2019 Capital Program.
IEC Comment
Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance during this reporting period.

MTA Agency: Metro-North Railroad	Status as of March 31, 2018
Project Name: Grand Central Terminal Utilities	Current Budget: \$33.3M
	Project EAC: \$32.2M
	Substantial Completion Date at Award: Dec 2017
Project No: M6020108	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 76%

Project Description

The project scope of improvements includes:

- 1) Replacement of the Grand Central Terminal (GCT) domestic water services (located at 43rd St. and 49th St.) as well as the domestic water holding tank and pumping system. All domestic water services work was completed in 2015.
- 2) Replacement of the GCT lower level standpipe (fire suppression water distribution system) and the 49th St. fire pump assembly.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the First Quarter 2018, the GCT Utilities project had a High Contingency Index of 1.28 due to multiple change orders as a result of the following unforeseen conditions:

- Costs for removal of blast netting previously installed by the East Side Access (ESA) project.
- Costs for relocation of fire stand pipe due to ESA footprint which differed from contract drawings.
- Costs associated with the installation of low smoke zero halogen cable required by the Metro-North Power Department but not included in the contract drawings.
- Costs associated with differing site conditions than what was shown on the contract drawings.
- Impact of challenges in obtaining track outages necessary for the installation of fire suppression piping, heat tracing and heat trace conduits, and insulation.

What is Being Done

Contingency: Multiple change orders have been executed. Funding was provided from within the existing project budget.

IEC Comment

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

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

MTA Agency: Metro-North Railroad	Status as of March 31, 2018
Project Name: Replace Timbers – Undergrade Bridges	Current Budget: \$5.0M
	Project EAC: \$5.0M
	Substantial Completion Date at Award: Mar 2018
Project No: M7030208	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 53%

Project Description

The purpose of this project is to install bridge timbers on open deck bridges that are at the end of their useful life and requiring replacement. Bridge timbers have a useful life between 20-25 years but can be less due to certain track, bridge or material conditions. Timber deteriorations and/or failure to hold gage can lead to local speed restrictions thus reducing on-time performance for the trains.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2018, the forecasted Substantial Completion date for MNR’s force account 2017 timbers replacement program slipped nine months, from March 2018 to December 2018. This was due to an insufficient amount of track outages to complete the work, particularly on the New Haven Line, because of other higher priority/conflicting work.

What is Being Done

Schedule: MNR will continue to seek opportunities to mitigate schedule delays by obtaining additional track outages through participation in track outage meetings to avail of other on-going project track outages that may be occurring in the same area. For example, outages to replace timbers on the New Haven Line 20.37 Tracks 1&2 (Mamaroneck Ave) will be piggybacked with the upcoming undercutting job scheduled for the summer/fall of 2018. This will maximize efficiencies and mitigate any further schedule impact.

IEC Comment

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

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

MTA Agency: Bridges and Tunnels	Status as of March 31, 2018
Project Name: Miscellaneous Structural Rehabilitation	Current Budget: \$28.5M
	Project EAC: \$27.9M
	Substantial Completion Date at Award: Dec 2018
Project No: D601MP16	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 67%

Project Description	
<p>The project work involves miscellaneous structural repairs at the Marine Parkway Bridge, including: steel repairs identified in the Biennial Inspections and installation of a fire suppression system.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Contingency	
<p>Contingency: During the First Quarter of 2018, the rate of contingency expenditures exceeded the overall percent complete resulting in a Contingency Index of 1.14. This slight increase is mainly due to the need to perform critical structural steel repairs that were found during the Biennial Inspection.</p>	
What is Being Done	
<p>Contingency: The project management team is closely monitoring the work and will continue to mitigate all cost and schedule issues while delivering a quality product and value to the MTA and its customers. The critical steel repairs found during the Biennial Inspection are being addressed under this project and the overall project is currently on schedule.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>	

MTA Agency: Bridges and Tunnels	Status as of March 31, 2018
Project Name: Interim Repairs – Toll Plaza Deck at the RFK Bridge	Current Budget: \$52.9M
	Project EAC: \$52.8M
	Substantial Completion Date at Award: Apr 2018
Project No: D602RK75	Proposed Substantial Completion Date: Nov 2018
Project Phase: Construction	Phase Complete: 90%

Project Description
<p>Phase II of the project involves the demolition of occupied spaces beneath the Manhattan plaza at the Robert F. Kennedy bridge. The scope of work includes: complete interior demolition of the building located beneath the Manhattan Plaza, necessary relocations of the fire pump room and utilities from the demolition area; a new fire detection system, associated electrical modifications, and hazardous material abatements.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the First Quarter 2018, the rate of contingency expenditures exceeded the overall percent completion progress, resulting in a Contingency Index of 3.86. This was primarily due to new work items which were required after actual field conditions were encountered, resulting in additional costs to the project beyond the original contingency allocation. Additional asbestos abatement was required for areas which were inaccessible and not shown on as-built drawings and their condition was unknown when the contract specifications were developed.</p> <p>In addition, during permitting, the Department of Environmental Protection (DEP) has required adjustments to the original utility plans and water main relocations. The project has also upgraded an ATS panel and added new splice boxes and conduit, required to integrate with the new generator.</p>
What is Being Done
<p>Contingency: The project team is closely monitoring the work and will continue to mitigate all cost and schedule issues while delivering a quality product and value to the MTA and its customers. Additional funds were set aside under the project contingency during the 2017 budget update to cover the additional costs for the remaining work. It is anticipated that the project will be completed per the revised completion date and within budget.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of March 31, 2018
Project Name: Replacement of Toll Equipment and New Toll Initiatives	Current Budget: \$94.9M
	Project EAC: \$91.5M
	Substantial Completion Date at Award: Feb 2018
Project No: D703AW63	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 61%

Project Description

This project includes Transcore's Open Road Tolling (ORT) implementation at all B&T facilities with the exception of the Henry Hudson Bridge. The work includes the design, equipment purchase, and installation of equipment and software integration required to implement an ORT system (including roadway sensors, cameras (license plate images), software requirement and testing of the system). This work is being completed in an accelerated manner.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: The original contract for the project was crafted for the Henry Hudson installation alone and the specifications called for the immediate commencement of full Systems Acceptance Testing (SAT) following go-live at that facility. The same contract specifications were used to provide ORT systems installation at B&T's other 8 facilities when the accelerated Authority-wide schedule was adopted in late of 2016. During the initial installations, it became apparent to the project team that it was not feasible to perform a full SAT in parallel with design, construction, and installation, due to the compressed nature of the ORT schedule. In order to meet the accelerated deadline for the go-live dates, full SAT was not performed concurrently and was rescheduled to begin after all installations were completed. This has triggered the current schedule slippage.

What is Being Done

Schedule: The installation, initial testing and commissioning associated with the Go-Live tasks were completed ahead of schedule in September 2017, achieving beneficial use. SAT at the facilities is currently in progress. B&T does not anticipate that any additional costs will be incurred because of the delay. The Project Management team is closely monitoring the work and will continue to mitigate any schedule impacts to ensure full SAT is completed as planned by the end of 2018.

IEC Comment

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

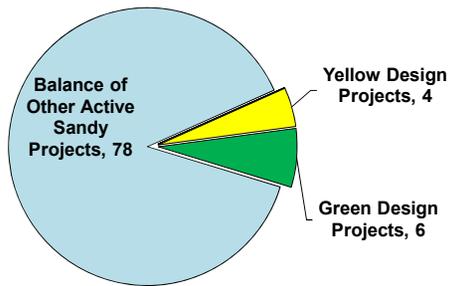
All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

1st Quarter 2018 Traffic Light Report on MTA SANDY Program

A total of 88 Active Sandy Projects were Reviewed for the 1st Quarter 2018

The 88 active projects include 10 projects in Design, 19 in Post-Design to Construction Award, 59 in Construction

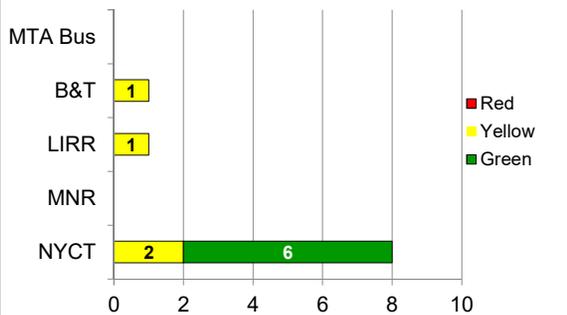
10 of 88 Projects in Design



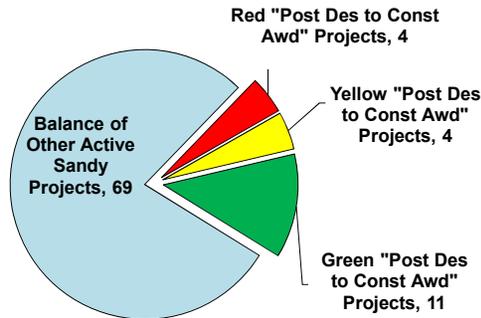
Summary of Projects in Design: 10 projects were reviewed in the design phase this quarter with 6 (60%) designated Green and 4 (40%) Yellow. There were no deficient variances for projects currently in the Design Phase.

Last Quarter: 8 projects were reviewed in the design phase this quarter with 4 (50%) designated Green, 2 (25%) Yellow and 2 (25%) were Red.

10 Projects in Design



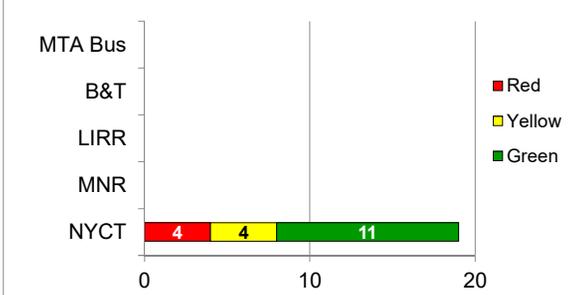
19 of 88 Projects in Post-Design to Construction Award



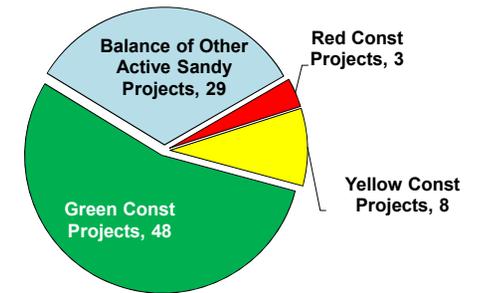
Summary of Projects in Post-Design to Construction Award: 19 projects were reviewed in this phase with 11 (58%) designated green, 4 (21%) Yellow and 4 (21%) were Red. Of the 4 projects designated Red this quarter, all had either 3 or 6 month schedule variances. The schedule variances were due in part to delayed approvals from the Department of Environmental Protection and delays in obtaining a property easement

Last Quarter: 21 projects were reviewed in this phase with 11 (52%) designated green, 9 (43%) Yellow and 1 (5%) was Red.

19 Projects in Post-Design to Construction Award



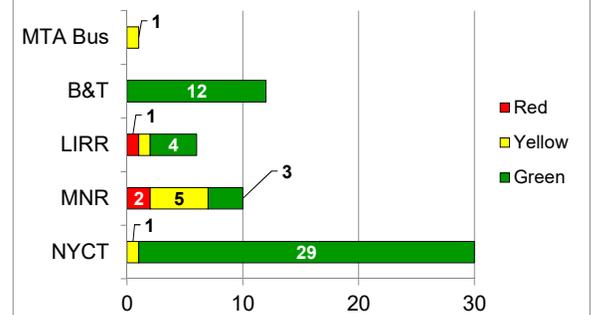
59 of 88 Projects in Construction



Summary of Projects in Construction: 59 projects were reviewed in this phase with 48 (81%) designated green, 8 (14%) yellow and 3 (5%) were Red. Of the 3 projects which were designated Red, 2(67%) were for a contingency variance and 1 was for a schedule variance. The contingency variances were due in part unforeseen field conditions and added scope.

Last Quarter: 65 projects were reviewed in this phase with 45 (69%) designated green, 13 (20%) yellow and 7 (11%) were Red.

59 Projects in Construction



MTA Sandy Recovery Projects Terms and Definitions

1st Quarter 2018 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: 10

	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: 19

	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: 59

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

Projects in Planning:

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

Projects Completed:

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

Report Index Formulas and Criteria:
--

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

1st Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Coney Island Yard Flood Mitigation												
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$350,779,875	0	.00	■	1.00	▲	0	■	G
All Other NYCT Projects												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,835,502	35	.00	■	1.00	■	0	■	G
ET040318	Mitigation: Coastal Storm Mechanical Closure Devices	Construction	Mitigation	\$10,436,603	96	.13	▲	1.00	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,632,247	49	.41	▼	.99	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	20	.58	▼	1.00	■	0	■	G
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Construction	Mitigation	\$5,191,552	0	.00	■	1.00	■	0	■	G
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$68,399,431	8	.00	■	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,578,496	14	.00	■	1.00	■	0	■	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,306,612	6	.00	■	1.00	■	0	■	G
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	60	.19	▲	1.00	■	0	■	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$49,331,538	17	.00	■	1.00	■	0	■	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$18,011,167	7	.00	■	1.00	■	0	■	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	28	.00	■	1.00	■	0	■	G
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	50	.00	■	1.00	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,439,194	41	.43	▼	1.00	■	0	■	G
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction	Mitigation	\$7,611,349	56	.00	▲	1.10	▲	0	■	Y
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	42	.18	▼	1.00	▼	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,602,129	26	.44	▼	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	70	.47	▼	1.00	■	0	■	G

1st Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET060325	Mitigation: 1 Fan Plant	Construction	Mitigation	\$5,910,081	0	.00	■	1.00	■	0	■	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Construction	Mitigation	\$24,685,789	0	.00	■	.99	■	0	■	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$35,695,374	0	.00	■	1.00	■	0	■	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	63	.00	■	1.00	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,812,990	24	.00	■	.99	■	0	■	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$318,135,885	6	.00	■	1.00	■	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	58	.31	▼	1.00	■	0	■	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$102,174,607	7	.00	■	1.00	■	0	■	G
ET100211	Recovery: Power Cable at Coney Island Yard	Construction	Recovery	\$165,224,820	0	.00	■	1.00	▼	0	■	G
ET040325	Mitigation: Internal Station Hardening	Design	Mitigation	\$19,254,022	99	.00	■	1.00	■	2	▲	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	84	.00	■	1.15	■	0	■	Y
ET070209	Recovery: Wrap-up Rockaway Line	Design	Recovery	\$30,000,000	55	.00	■	1.00	■	0	■	G
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Design	Mitigation	\$7,357,043	60	.00	■	1.12	▲	0	■	G
ET070308	Mitigation: Steinway Portal	Design	Mitigation	\$15,064,993	30	.00	■	1.00	■	0	■	G
ET090310	Mitigation: Back-up Power Control Center	Design	Mitigation	\$10,828,850	45	.00	■	1.05	■	0	■	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Design	Mitigation	\$202,821,354	43	.00	■	1.16	▲	0	■	Y
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Post Des to Const Awd	Mitigation	\$78,513,109	96	.00	■	1.05	■	0	■	Y

1st Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040323	Mitigation: Upgrade Backup Command Center	Post Des to Const Awd	Mitigation	\$9,792,086	98	.00	■	.89	■	2	▲	G
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$8,093,094	100	.00	■	1.00	▲	0	■	G
ET060232	Recovery: 2 Pump Rooms (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,682,531	100	.00	■	1.00	▲	0	■	G
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	\$9,964,848	100	.00	■	1.00	▲	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$55,678,402	100	.00	■	1.01	▲	0	■	G
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	\$32,582,812	100	.00	■	1.03	■	0	■	G
ET100209	Recovery: Power Cable at 148 Street Yard	Post Des to Const Awd	Recovery	\$14,488,539	95	.00	■	1.00	■	3	▲	R
ET100210	Recovery: Power Cable at 207 Street Yard	Post Des to Const Awd	Recovery	\$33,820,640	100	.00	■	.98	▼	0	■	Y
ET100218	Recovery: 207 Street Yard Signal System	Post Des to Const Awd	Recovery	\$332,478,797	100	.00	■	1.02	■	0	■	G
ET100219	Recovery: Yard Track (207 Street Yard)	Post Des to Const Awd	Recovery	\$72,113,499	100	.00	■	.99	■	0	■	Y
ET100220	Recovery: Yard Switches (207 Street Yard)	Post Des to Const Awd	Recovery	\$59,448,294	100	.00	■	1.00	■	0	■	Y
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Post Des to Const Awd	Mitigation	\$78,012,673	100	.00	■	1.00	■	3	▲	R

1st Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET100311	Mitigation: 148th Street Yard Portal	Post Des to Const Awd	Mitigation	\$5,059,135	100	.00	■	1.00	■	3	▲	R
ET100312	Mitigation: 207th Street Yard Portal	Post Des to Const Awd	Mitigation	\$28,452,054	100	.00	■	1.23	▲	0	■	G
ET120307	Mitigation: Various Bus Depots	Post Des to Const Awd	Mitigation	\$59,701,758	95	.00	■	1.10	■	6	▲	R
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
ET160316	Mitigation Reserve	Post Des to Const Awd	Mitigation	\$83,719,535	0	.00	■	.30	▼	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	\$162,798,627	4	.00	■	.97	■	0	■	G
ES070303	Mitigation: St. George Terminal Yard	Design	Mitigation	\$73,641,130	99	.00	■	1.00	■	1	▲	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,000,000	0	.00	■	1.00	■	3	▲	R
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	99	.00	■	1.00	■	2	▲	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$68,666,958	59	.04	■	1.00	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,300,000	44	.00	■	1.05	▲	0	■	G
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$26,687,825	92	1.10	▼	1.09	■	0	■	Y
EL0702ZE	Long Beach Branch Substation Replacement.	Construction	Recovery	\$50,191,902	90	.03	■	1.00	■	0	■	G
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$108,009,472	2	.00	■	1.00	■	0	■	Y

1st Quarter 2018 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
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph I Power and C&S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$49,953,217	59	2.18	▲	1.07	▲	0	▬	R
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	58	.00	▬	1.00	▬	0	▬	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$33,275,430	58	.00	▬	1.07	▲	0	▬	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$96,866,097	59	2.62	▲	1.08	▲	0	▬	R
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$72,285,477	3	.00	▬	.99	▬	0	▬	Y
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$6,963,784	92	.00	▬	.87	▬	0	▬	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,136,302	46	.00	▬	.85	▬	0	▬	G
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$40,909,913	86	.89	▬	.92	▬	0	▬	Y
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,609,126	0	.00	▬	.99	▬	0	▬	G
B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010228	Restoration of Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$143,773,317	99	.00	▬	.94	▬	0	▬	G
ED020202	Restore Hugh Carey Tunnel roadway after Super Storm Sandy	Construction	Recovery	\$7,211,535	99	1.07	▲	.96	▬	0	▬	G
ED040243	Restore Hugh Carey Tunnel utilities damaged by Super Storm Sandy	Construction	Recovery	\$124,951,522	99	.12	▬	.90	▬	0	▬	G

1st Quarter 2018 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&T - Bridges and Tunnels Sandy Program												
Queens Midtown Tunnel Rehab												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$139,468,669	84	.05	■	.95	■	0	■	G
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$101,007,976	84	.00	■	.95	■	0	■	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$10,382,803	84	.05	■	.96	■	0	■	G
All Other Projects												
ED050202	Environmental clean-up at the Hugh Carey Tunnel after Super Storm Sandy	Construction	Recovery	\$15,155,303	99	.10	■	.91	■	0	■	G
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$35,060,693	66	.00	■	.96	■	0	■	G
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$28,098,514	66	.00	■	.96	■	0	■	G
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$7,531,863	90	.00	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$12,783,404	90	.69	▼	.94	■	0	■	G
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Construction	Mitigation	\$30,468,241	66	.00	■	.98	■	0	■	G
ED010324	Master Plan and resiliency needs for Marine Parkway and Cross Bay Bridges	Design	Mitigation	\$9,516,499	99	.00	■	.98	■	0	■	Y
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	79	.45	▲	1.00	■	0	■	Y

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: Sandy Mitigation - Power Cabling Replacement, Portal & Long-Term Perimeter Protection – 148th Street Yard	Current Budget: \$14.4M, \$77.9M, & \$5.0M
	Project EAC: \$14.6M, \$77.9M, & \$5.0M
	Original Award Date: Nov 2015
Project No: ET100209, ET100309, & ET100311	Current Award Date: Apr 2018
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will address damage at the 148th Street Yard caused by Superstorm Sandy and institute long-term measures to protect assets from damage from a future storm surge event. Work includes the construction of a floodwall at the north and south end of the site, installation of watertight driveway gates, installation of steel stop logs at the tunnel portal, and replacement of power cables.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the First Quarter 2018, the forecasted Award date slipped three months, from January 2018 to April 2018, due to a delay in obtaining a real estate property easement resolution with an apartment complex, Esplanade Gardens, located adjacent to the 148th Street Yard.</p>
What is Being Done
<p>Schedule: The MTA Law Department, NYCT Design Consultant, Esplanade Gardens representatives and their consultant worked to resolve issues and comments regarding the easement agreement. An agreement was obtained, subsequent to the reporting period, and the project was awarded on April 12, 2018.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of March 31, 2018
Project Name: Sandy Mitigation - Various Depots	Current Budget; \$54.1M
	Project EAC: \$59.7M
	Original Award Date: May 2018
Project No: ET120307	Current Award Date: Nov 2018
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description

This project addresses flood mitigation at three bus depot facilities that experienced flooding during Super Storm Sandy. Mitigation measures include the installation of watertight doors, vent covers, flood gates, flood barriers, pipe seals, new masonry walls, watertight manhole covers, backflow preventers and the retrofit of existing walls, windows, doors and building penetrations. The three bus depots, MJ Quill, Castleton and Casey Stengel, are at the following locations;

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter of 2018, the forecasted award date slipped six months, from May 2018 to November 2018. The delay was caused by waiting for Department of Environmental Protection (DEP) approval for the final design for the work at Castleton Bus Depot, which was received May 11, 2018.

What is Being Done

Schedule: Currently, the contract document package is being prepared for award. It is anticipated the project will be awarded by November 2018.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of March 31, 2018
Project Name: Flood and Emergency Management Equipment Mitigation	Current Budget: \$20.0M
	Project EAC: \$20.0M
	Substantial Completion Date at Award: Jul 2018
Project No: EL0303ZH	Current Substantial Completion Date: Oct 2020
Project Phase: Construction	Phase Complete: 28%

Project Description

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 emphasis in flood prone areas, including major yards and towers, which play a vital role in train operations.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2018, the forecasted Substantial Completion date slipped three months, from July 2020 to October 2020, due to the time anticipated for the LIRR Legal Department to review the Request for Proposal (RFP) documents for the Mobile Substation.

What is Being Done

Schedule: To date the project has procured 21 out of 30 different types of equipment. The Mobile Substation is a unique piece of equipment and this is the first time LIRR is purchasing this type of equipment. LIRR has already completed the Request for Expression of Interest (RFEI) process. The LIRR Legal Department is now reviewing the RFP documents.

IEC Comment

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

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

MTA Agency: Metro-North Railroad	Status as of March 31, 2018
Project Name: Sandy Communications and Signal Infrastructure Restoration Phase I and Power Infrastructure Restoration Phase I	Current Budget: \$46.6M & \$89.2M
	Project EAC: \$50.0M & \$96.9M
	Substantial Completion Date at Award: Jun 2017
Project No: EM040205 & EM050206	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 59%

Project Description	
<p>The scope of this design-build project is to replace Power, Communication, and Signal components along the Hudson Line. This includes the replacement of 30 miles of fiber optic cable which was damaged by salt water intrusion as a result of Superstorm Sandy. The components include sectionalizing switches, snowmelter cabinets and conduit, third rail, cable plant, signal power transformers and reactors, etc. Some of the components have failed while many others have experienced a significant reduction in useful life expectancy, and future reliability of service is unknown. The project also includes installation of duct banks for the cables and new elevated platforms for electrical equipment for future resiliency against storms.</p> <p>This project is being implemented in two sequential phases: Phase I provides for restoration work from CP19 (Greystone) to CP35 (Croton-Harmon). Phase II will provide for restoration work from CP5 (Bronx) to CP19 (Greystone).</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Contingency	
<p>Contingency: During the First Quarter 2018, the expenditures on contingency exceeded the overall percent complete on projects EM040205 & EM050206, resulting in high contingency indexes of 2.18 & 2.62. This was due to unforeseen field conditions along the right of way which required Communication & Signal infrastructure routing to be changed and necessitated quantity adjustments for medium voltage signal power exposed raceway and stainless steel cable trough.</p>	
What is Being Done	
<p>Contingency: A quantity adjustment has been executed after MNR investigated the final true-value for completion of Phase I. The increased costs associated with the quantity adjustment was obtained from within the overall project budget. MNR forecasts additional quantity adjustments will be required as the work progresses. Funding to be evaluated as required.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>	



**Projects in CPOC’s Risk-Based Monitoring Program
(1st Quarter 2018 Traffic Light Report – Period Ending March 31, 2018)**

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
	X	MTACC	LIRR Expansion Project – Floral Park to Hicksville
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



**Projects in CPOC's Risk-Based Monitoring Program
(1st Quarter 2018 Traffic Light Report – Period Ending March 31, 2018)**

Capital Program		Agency	Project
2010-14	2015-19		
Passenger Stations Program			
X		NYCT	Sea Beach Line - Renewal of 9 Stations
	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
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 th Street Yard Long Term Perimeter Protection

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 1st Quarter 2018
(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK	\$213,400,794	\$36,399,609	\$735,449	0.34%	13	1/8/2018	Adjustment to Milestone II completion date, interim adjustment to estimated quantities of contract items and Extra Work including downspout repairs, additional equipment at the Queens Monuments, median lighting changes and mitigation work.
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 (HCT)	\$282,454,276	\$68,695,344	\$347,902	0.12%	20	1/29/2018	Perform expansion joint repairs at the expansion joints in the East Tube, Roadway Ceiling. Perform Grout Flange Repairs at 52 Locations.
MTA B&T	PSC-13-2928	RK-65A Reconstruction of the Bronx Plaza and RK-75, Interim Repairs to the Manhattan Plaza at the RFK	\$15,943,224	\$489,572	\$746,701	4.68%	4	2/8/2018	Additional construction administration and inspection effort for the ORT and Queens Monument-related work.
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK	\$213,400,794	\$37,135,058	\$735,591	0.34%	14	3/8/2018	Adjustment to estimated quantities of contract items and ORT-related Extra Work including additional security fencing, TEB antenna mount adaptors, fire alarm monitoring and circuit breakers as well as payment of salvage for attenuators.
MTA B&T	RK-23A	Bronx Plaza / Structural Rehabilitation at the RFK	\$68,300,001	\$48,359,834	\$386,077	0.57%	14	3/8/2018	ORT- related Extra Work including mock-up for hardscaping, TEB painting and additional deck and barrier demolition. Extra-Work including installation of cabling and other modifications. In addition, Manhattan Plaza deck repairs, additional mobilization at Pier K2 and yellow flag repairs.
MTA B&T	PSC-12-2906	Design Services for Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach to the Henry Hudson Bridge	\$7,193,725	\$5,899,629	\$314,670	4.37%	8	3/26/2018	Additional engineering services for modifications and structural engineering support during construction of the HH-88B Work.
MNR	27044	Harmon Shop Replacement Phase C - Stage 1	\$245,013,556	\$1,807,619	\$420,343	0.17%	23	2/18/2018	Compensation for Modification to Wheel Press Machine
MNR	104114	Cable Installation	\$26,506,179	\$0	\$748,256	2.82%	1	3/27/2018	Additional Quantity for Cable Trough
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$63,927,255	\$655,000	0.20%	276	1/17/2018	Coating of the Exposed Architectural Concrete Surfaces on the Platform and Mezzanine Ceiling - Public Areas
MTACC	CH057	Harold Structures Part III	\$53,352,586	\$6,989,894	\$260,000	0.49%	32	1/23/2018	Electrical Wayside Interferences

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 1st Quarter 2018
(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-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$69,134,490	\$635,000	0.20%	267	2/2/2018	Installation of a Soffit in Area 4
MTACC	CQ033	Mid Day Storage Yard for the East Side Access Project	\$291,503,430	\$573,915	\$743,500	0.26%	7	2/16/2018	Detention Pipe Profile
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$404,622,096	\$16,006,235	\$467,842	0.12%	109	2/26/2018	Revising the FM-200 Fire Suppression System for Communication Closets 1 through 8
MTACC	CS179	Systems Facilities Package No. 1 for East Side Access Project	\$333,588,000	\$14,626,968	\$404,845	0.12%	53	2/26/2018	Emergency Switchgear Sequence & AC Control Cabinet
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$63,023,304	\$497,000	0.19%	293	2/28/2018	Con Edison Additional Gas Pipe and Valves Per Issued Layouts
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$65,491,564	\$361,000	0.14%	164	3/5/2018	Changes to Uninterruptible Power Supply Room 3042; (Addition of Air Conditioning)
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$66,143,064	\$340,000	0.13%	336	3/9/2018	Resolution of Claims - Provide Missing Power Circuits for Various Equipment
MTACC	CS179	Systems Facilities Package No. 1 for East Side Access Project	\$333,588,000	\$15,066,459	\$326,974	0.10%	46	3/13/2018	39th Street Conduit Issue Corrections
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$60,715,884	\$253,250	0.10%	246	3/23/2018	Retractable Ladders at Elevator Pits
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$65,835,064	\$308,000	0.12%	322	3/28/2018	Stair Handrail Changes
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$30,734,459	\$490,000	0.19%	178	3/30/2018	Police Radio System Antenna Cable on Station Platforms
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$30,734,759	\$490,000	0.19%	178	3/30/2018	Police Radio System Antenna Cable on Station Platforms

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 1st Quarter 2018
(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-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$63,715,884	\$446,000	0.17%	156	3/30/2018	Automatic Fare Collection Door and Equipment Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$65,491,564	\$442,000	0.17%	329	3/30/2018	Additional Work Associated with Miscellaneous Code Compliance Observations
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$38,493,061	\$330,000	0.16%	141	3/30/2018	Automatic Fare Control Equipment Redesign Changes
NYCT	S-48005	Installation of CBTC System on Queens Boulevard Line (West)	\$232,232,000	\$0	\$315,000	0.14%	2	1/9/2018	Furnish and Deliver Uninterruptible Power Supply Equipment to Rail Control Center
NYCT	C-43048	Communication Room Upgrade and Expansion Phase 1 at Various Locations	\$7,767,000	\$20,660	\$729,500	9.39%	3	2/14/2018	Perform Elevator Modernization and Maintenance Services at 130 Livingston Plaza
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	\$11,197,926	\$663,000	0.82%	61	3/1/2018	Repair Mezzanine Beams at 18th Avenue, Avenue I, Bay Parkway, Avenue P, Kings Highway, and Avenue U Stations
NYCT	C-52122-R2	Electronic Security System (ESS), Atlantic-Barclays Station Complex	\$9,487,480	\$317,928	\$687,000	7.24%	13	3/5/2018	PSLAN Network Equipment and Devices
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$4,775,385	\$457,000	0.24%	27	3/9/2018	Modifications to the Communication Amplified Drawings - 18th Avenue Station
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$4,329,341	\$748,000	0.40%	42	3/9/2018	Installation of a New Stair at 8th Avenue Station
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	\$10,449,926	\$748,000	0.93%	100	12/14/2017***	Phase 4 Mezzanine Steel Repairs

*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

*** This item was inadvertently omitted from the 4th Quarter 2017 Report