



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 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, 9/24/2018

2:00 - 3:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES JULY 23, 2018

- Minutes from July '18 - Page 3

3. COMMITTEE WORK PLAN

- 2018 - 2019 CPOC Committee Work Plan - Page 6

4. QUARTERLY MTA CAPITAL CONSTRUCTION COMPANY UPDATE

- Progress Report on WTC Cortlandt Street #1 Line - Page 8*
- IEC's Project Review on Cortlandt Street #1 Line - Page 12*
- Progress Report on East Side Access - Page 15*
- IEC's Project Review on East Side Access - Page 39*
- IEC's East Side Access Appendix - Page 44*
- Update on Second Avenue Subway Phase II - Page 45*
- Update on Penn Station Access - Page 50*
- Update on LIRR Expansion - Page 56*

5. HARMON SHOP/YARD REPLACEMENT PHASE V - STAGE 2

- Risk Assessment Brief - Page 68

6. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 71

7. QUARTERLY TRAFFIC LIGHT REPORTS

- Second Quarter 2018 Core & Sandy Traffic Light Reports - Page 81

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

- CPOC Change Order Report - All Agencies - Page 138

Date of next meeting: Monday, October 22, 2018 at 1:30 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
July 23, 2018
New York, New York
2:00 P.M.

MTA CPOC members present:

Hon. Joseph Lhota
Hon. Fernando Ferrer
Hon. Andrew Albert
Hon. Ira Greenberg
Hon. Susan Metzger
Hon. Mitchell Pally
Hon. James Vitiello
Hon. Carl Weisbrod
Hon. Neal Zuckerman

MTA CPOC members not present:

Hon. Norman Brown
Hon. Lawrence Schwartz
Hon. Polly Trottenberg
Hon. Peter Ward
Hon. Carl Wortendyke

MTA staff present:

Veronique Hakim
Michael Jew-Geralds
Donald Spero

LIRR staff present:

Debbie Chin

MNR staff present:

Anthony Forcina
Cathy Rinaldi

NYCT staff present:

Sonia Jaising
Branko Kleva
John O'Grady

Independent Engineering Consultant staff present:

Joe DeVito
Nabil Ghaly
Dianne Rinaldi
Cesar Silva

* * *

Chairman Lhota called the July 23, 2018 meeting of the Capital Program Oversight Committee to order at 2:47 P.M.

Public Comments Period

There were three public speakers in the public comments portion of the meeting: Jason Pineiro; Omar Vera; Kevin Zeng

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on June 18, 2018.

Committee Work Plan

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

NYCT Sandy Recovery & Resiliency Division

Mr. Kleva updated the committee on the NYCT Sandy Recovery and Resiliency Program, including an overview of the performance of the \$5.8 billion program (over \$3.5 billion of which has been awarded to date), as well as status updates on the L Tunnel Reconstruction and the Myrtle Line Viaduct and Bridge. Ms. Jaising then updated the committee on the Clifton Shop Design-Build Project. In its Project Review on the L Tunnel Reconstruction, the IEC cited the new budget of \$926 million, and with respect to schedule, the IEC stated that work is progressing well and is on track to meet several key milestones, including the planned April 2019 tunnel shutdown. In its Project Review on the Clifton Repair Shop, the IEC stated that the project is currently on budget, and with respect to schedule, the IEC stated that Update #1 indicates substantial completion in October 2020, a delay of approximately 3 months. 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 and MNR Positive Train Control (PTC) Update

Ms. Chin provided an update on the Positive Train Control (PTC) initiative, including that the schedule indicates the project is on target to meet all federal compliance requirements. With respect to budget, Ms. Chin reported that with the approval of LIRR's \$40 million and MNR's \$15.9 million budget increases, the project budget is now \$1.037 billion. Ms. Chin then reviewed project progress, including hardware installation projections, detailed project updates, software/system development and test schedules, as well as project risks and railroad mitigations for both LIRR and MNR. In its Project Review, the IEC concurred with the agency presentation regarding budget and cited the Railroads' forecast for achieving all compliance requirements by December 2018. Among its Observations, the IEC stated that while equipment installation and employee training are progressing as planned, Revenue Service Demonstrations on non-pilot lines will likely extend beyond December 2018. With respect to Project Risks, the IEC stated the following: with a three-month delay to the start of Site Performance Testing, limited time is available for remaining activities; the current schedule is highly dependent on successful completion and integration testing of version 3.0 of the software; although technical resources were added to both the Railroads and the System Integrator, there remains a shortage of experienced personnel; the railroads are conducting Site Performance, Reliability and Shadow Mode testing using an older version of the software; and limitations of the integrated system factory testing environment will force dependence on field testing, which could delay detection and mitigation of potential variances. 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 through June, the MTA achieved 19 major commitments out of the 43 planned major commitments. Four major commitments are delayed, but are still expected to be done this year. Through June, the agencies have committed \$2.8 billion versus a \$4 billion year-to-date goal, but anticipate meeting those commitment goals. With respect to completions, agencies plan a total of \$6.3 billion in completions, including 39 major completions that will be tracked throughout the year.

Through June, the MTA has achieved five major completions: while seven are delayed, they are still expected to be completed this year. Through June, agencies have completed \$1.6 billion versus a \$2.2 billion year-to-date goal for completions.

Adjournment

Upon motion duly made and seconded, Chairman Lhota adjourned the July 23, 2018 meeting of the MTA Capital Program Oversight Committee at 3:42 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2018-2019 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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 Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Program

November

NYCT Capital Program Update

- Stations Division
- Signals and Train Control Division
- Systems and Security Division

Update on New Fare Payment System

CPOC Committee Charter Review

Update on Capital Program Security Projects (in Executive Session)

December

Quarterly MTACC Capital Program Update

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
Update on New Fare Payment System

June

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

July

NYCT Capital Program Update

September

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

MTACC Quarterly Progress Report to CPOC



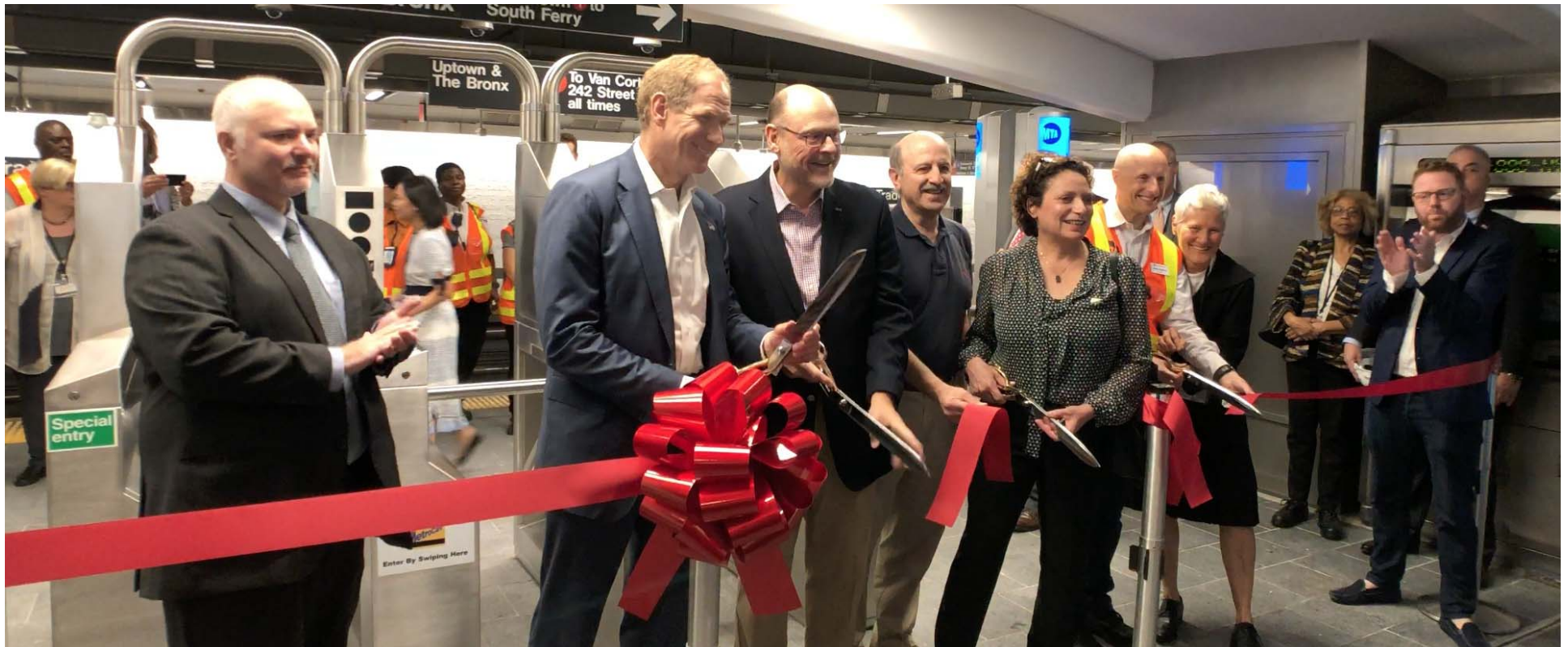
WTC Cortlandt Street #1 Line Station Reconstruction

September 24, 2018

Project Overview

Overall Status

Item	Comments
Schedule	Revenue Service was achieved on September 8, 2018 Substantial Completion Date is scheduled for December 28, 2018
Cost	Current Budget remains \$181.8 million and contingency is adequate for project completion

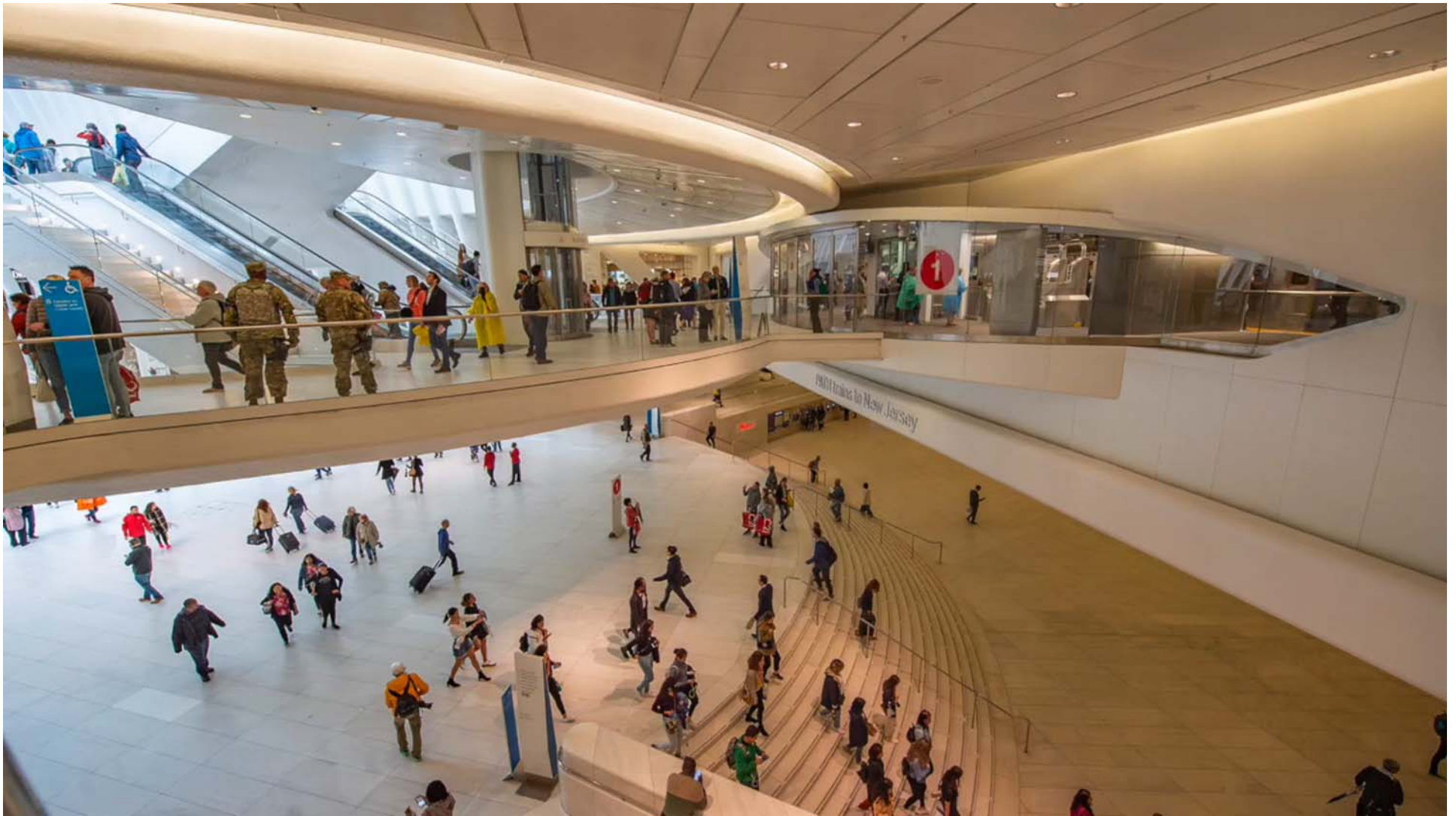


Completion of Remaining Work

- Focus now shifting to the completion of remaining work by December 28, 2018.
- Remaining work besides punchlist work:
 - Completion of Art Wall at Northbound Platform
 - Replacement of Temporary Ceilings
 - Flood Resiliency
 - North End (Stair J and Finishes)



Video Walkthrough



September 2018 CPOC IEC Project Review

Cortlandt Street #1 Line Station Reconstruction

1

September 24, 2018



Cortlandt Street Station

Schedule

- The WTC/Cortlandt #1 Line station opened to revenue service on September 8, 2018, one month earlier than previous forecasts.
- The current work plan indicates substantial completion in late December 2018 and project closeout in mid-2019.
- In the IEC's opinion, completion of the remaining work according to this plan is achievable with continued contractor cooperation.



Cortlandt Street Station

Budget

- Risks to the project budget are low. The current estimate to complete the remaining work is within budget.



East Side Access Capital Program Oversight Committee

September 24, 2018

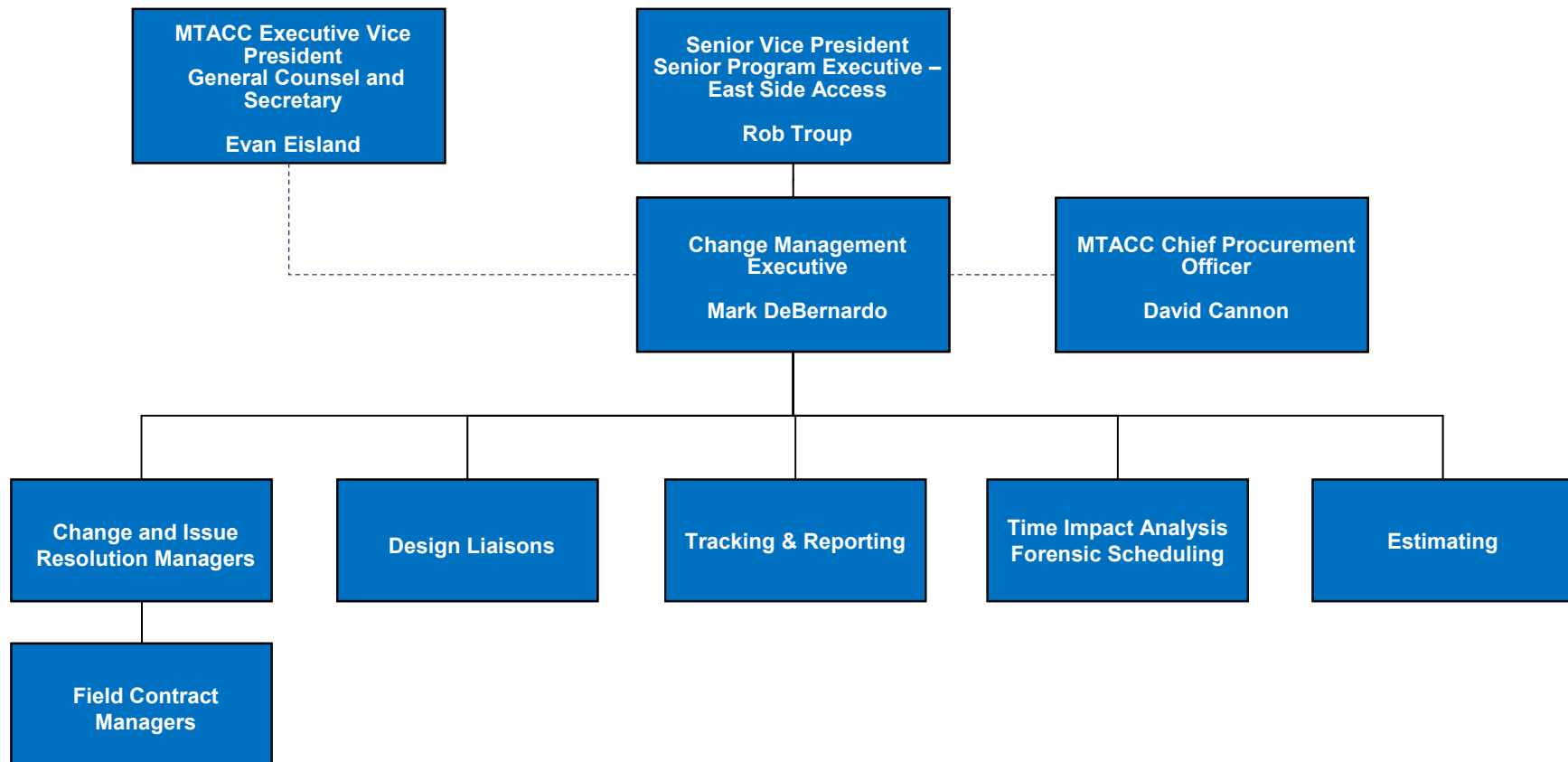
Agenda

- Status of Management Initiatives
- Key Performance Indicators
- Construction Progress
- Procurement Highlights
- 90-Day Look Ahead
- Financial Performance
- Schedule Performance
- Key Milestones and Issues

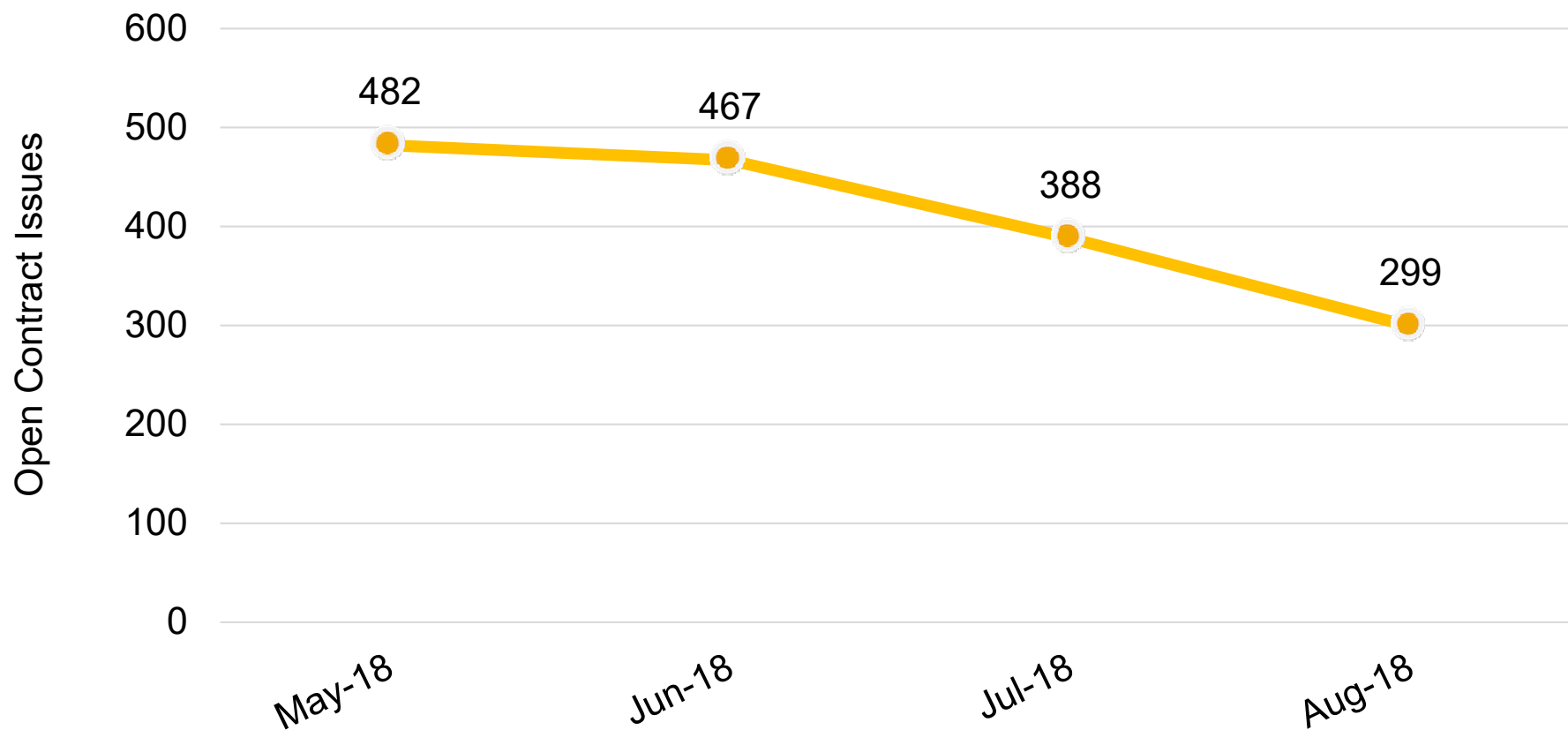
Status of Management Initiatives

- Change Management Group Resolving Open Change Orders and Contract Issues
- PMO Integrator Prioritizing Issues by Phase and Program
- Implementing Incremental Systems Testing

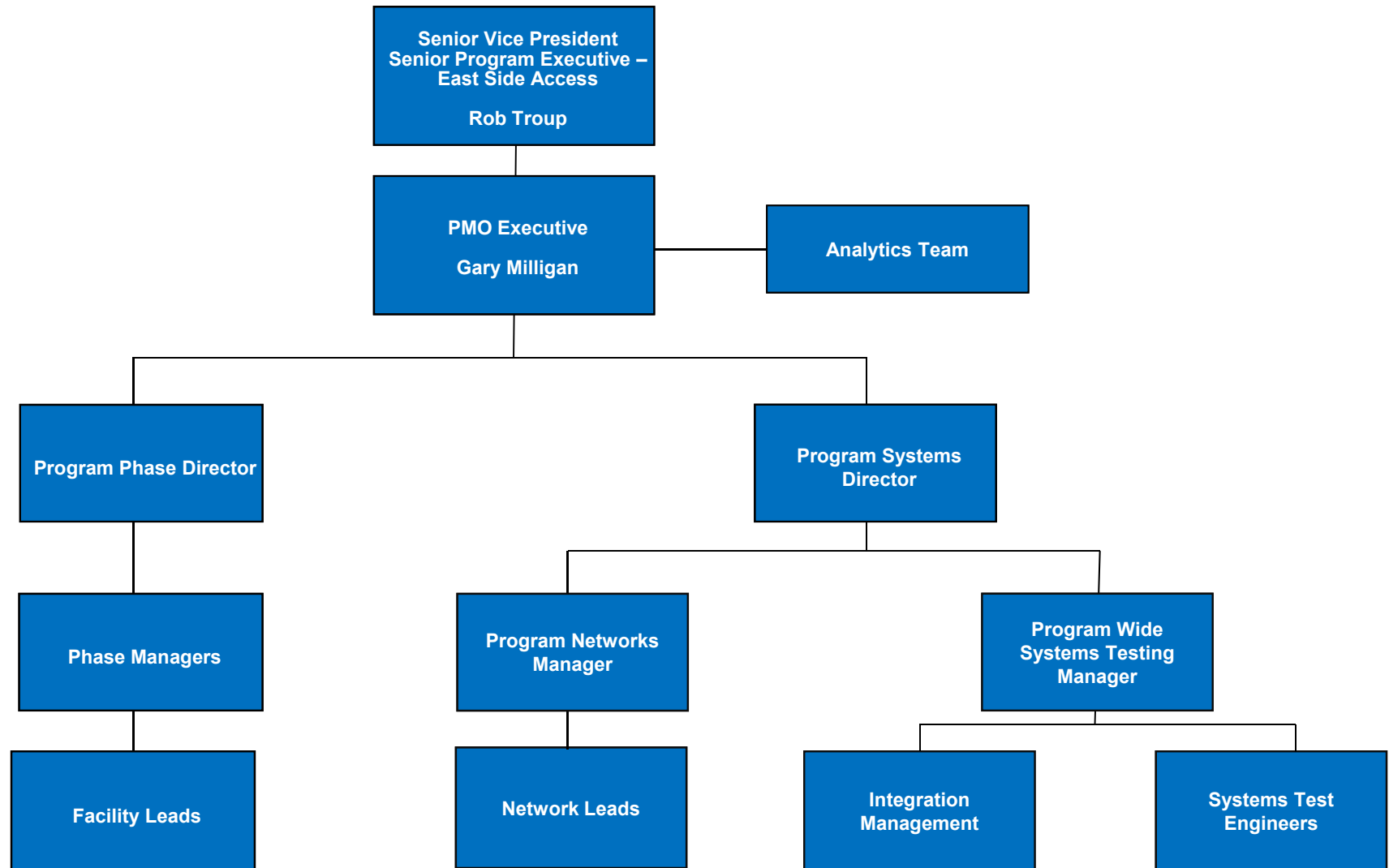
Change Management Group – Organizational Structure



Change Management Group – Resolving Change Orders and Contract Issues CM007, CM014B and CS179



PMO Integrator – Organizational Structure



PMO Integrator – Prioritizing Issues by Phase

Operating Principles–

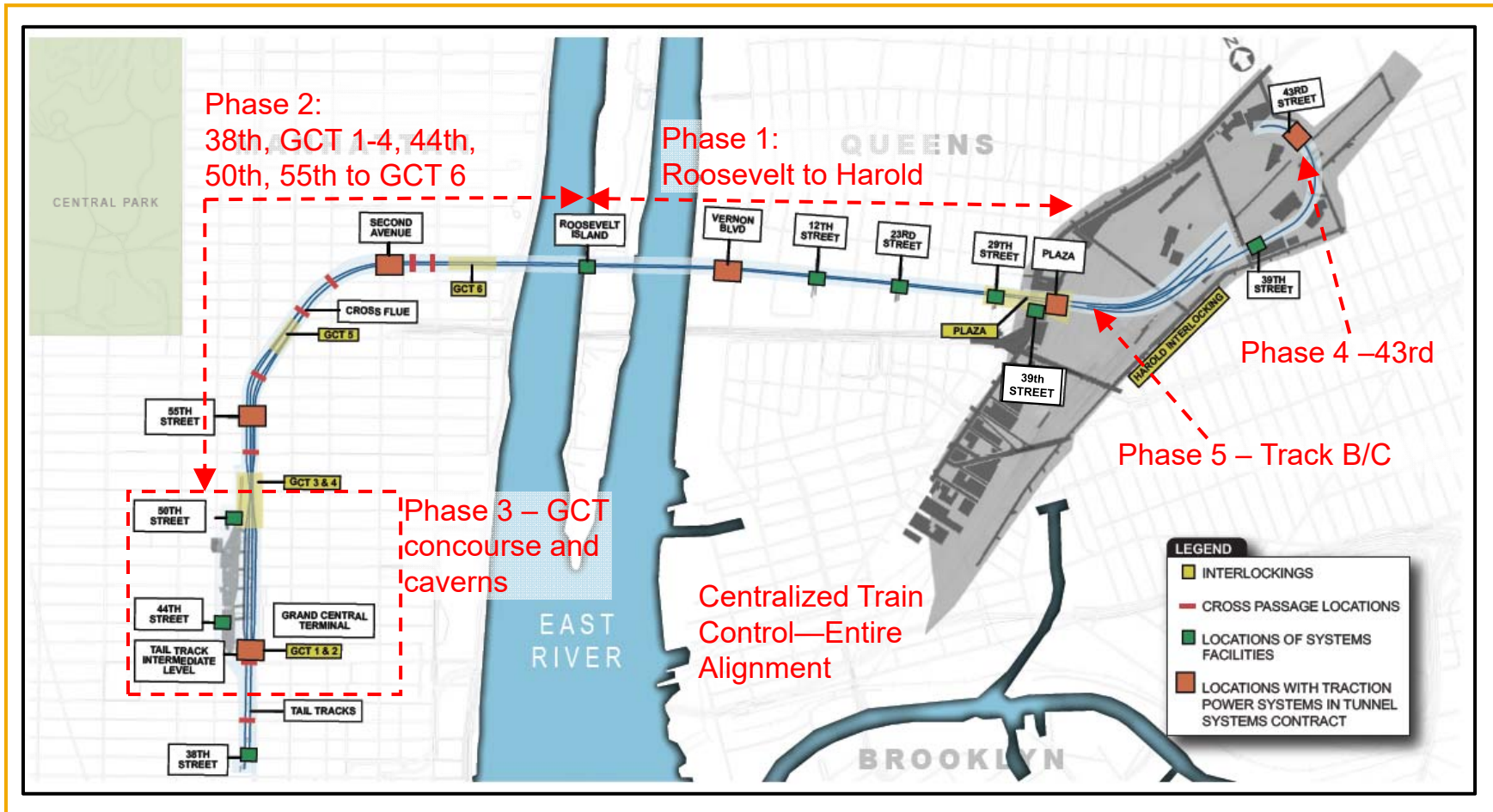
- PMO analyzes, defines and drives the program priorities based on the incorporation of issues into the integrated program schedule

High Priority

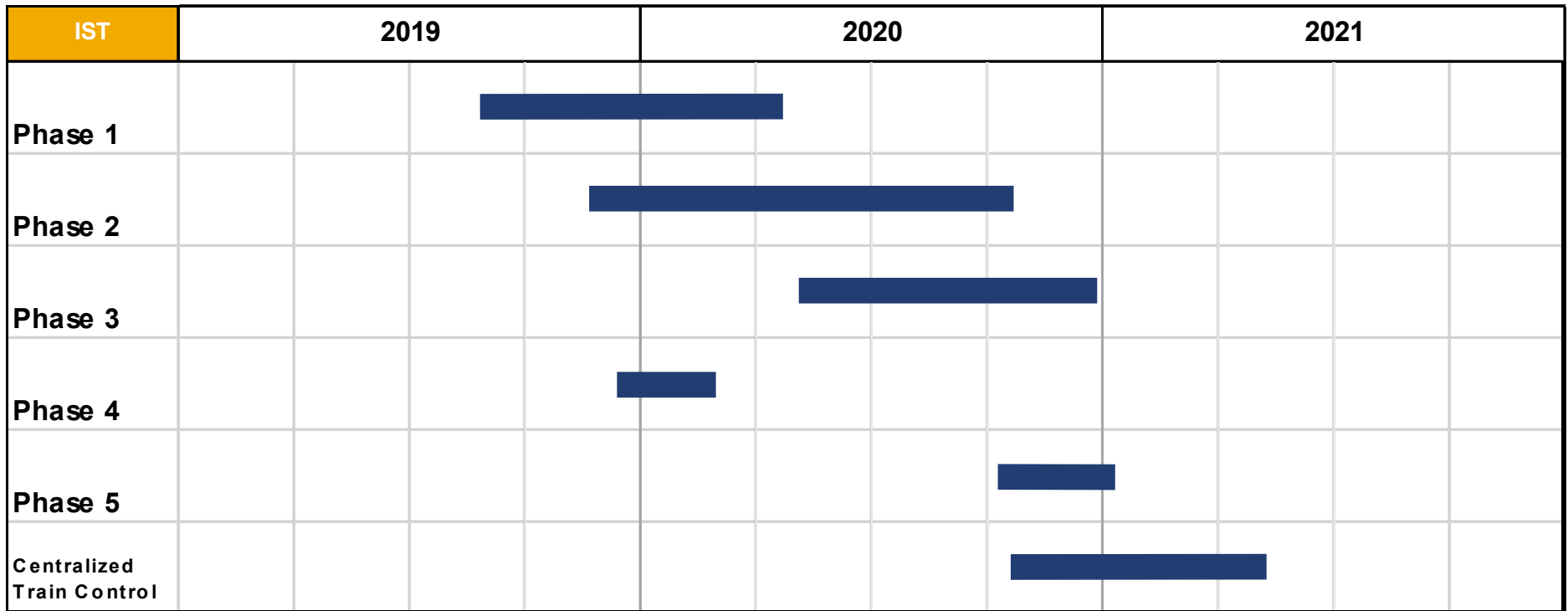
Medium Priority

HEAT MAP - 08/01/2018				
Phase 1				
Order	Project ID	Activity Name	"Need by"	Status
001	CS179-2018.08.01	Issue#230 - Direction - ESA Network Connectivity LIRR FON (CPR095)	20-Sep-18	Negotiated. Sept board Approval. Retro initiated.
002	CS179-2018.08.01	Issue#421 Direction - General Change in IP Address for Various Systems	18-Oct-18	Negotiations Ongoing
003	CS179-2018.08.01	Issue#315 Direction - 23ST Delaminating Concrete Floor & Ceiling Beam	26-Oct-18	ECOC approved. Retro issued. Revised drawings needed
004	CS179-2018.08.01	Issue-466 - Direction - 2ND&PLZF- Med Vol Cable Bending Radius - NOC-148.1	24-Oct-18	MDM needed
005	CS179-2018.08.01	Issue#136 Direction -General Electrical Panel Changes	24-Sep-18	Negotiated. Sent for signature.
006	CS179-2018.08.01	Issue#295 Direction - B10 Power Station Ready Energize 13.2 kV Cables	14-Nov-18	Weekly meetings ongoing
007	CS179-2018.08.01	Issue#440 - Direction - Tunnel D - Route for Radio Communication Cable	2-Nov-18	MDM pending w/ legal
008	CS179-2018.08.01	Issue-453 - Direction - Harold - BCS Raceway Missing Ductbank Segment	4-Sep-18	Work ongoing
009	CS179-2018.08.01	Issue-454 - Direction - Gen - SPF Modifications at Shared Facilities	12-Sep-18	NYCT GO
010	CS179-2018.08.01	Issue#082 Direction - 39ST Comm Room Changes (CR-122)	30-Aug-18	Negotiated
011	CS179-2018.08.01	Issue# 227 / 424 - Direction -GEN -TVCS Instrument Panel Inconsistencies	5-Oct-18	Proposal/TIA pending
012	CS179-2018.08.01	Issue#065 - Direction - Revised Tunnel SCADA Drawings (CPR048)	11-Oct-18	Jacobs cost comp pending
013	CS179-2018.08.01	Issue-210 - Direction - Plaza Fire Alarm Changes - MNR	4-Sep-18	Mod sent to TPC for signature on 8/23
014	CS179-2018.08.01	Issue#165 Direction & Shop Drawing- Roll Down Door FA Application RFI-0835 (Ph.2)	1-Aug-18	Executed
015	CS179-2018.08.01	Issue# 357 - Direction -Tunnel A Electrical Changes	27-Sep-18	Executed
016	CS179-2018.08.01	Issue-391 - Direction - RSVI - NYCT Conduit & Equipmt Relocations	24-Oct-18	Relocated
017	CS179-2018.08.01	Issue#054 Direction -ESA System Clock Changes	1-Oct-18	Negotiated.
018	CS179-2018.08.01	Issue#165 Direction & Shop Drawing- Roll Down Door FA Application RFI-0835 (Ph.4)	10-Sep-18	Executed
019	CS179-2018.08.01	Issue#069 Direction & Shop Drawing - 12ST P1 Level Comm Room CR-114 Changes	29-Aug-18	Mod sent to TPC for signature
020	CS179-2018.08.01	Issue#124 Direction - Signal System Cable Changes	21-Sep-18	CM to reschedule negotiations. 8/22 negotiations canceled by TPC

Incremental Systems Testing – Phased Approach



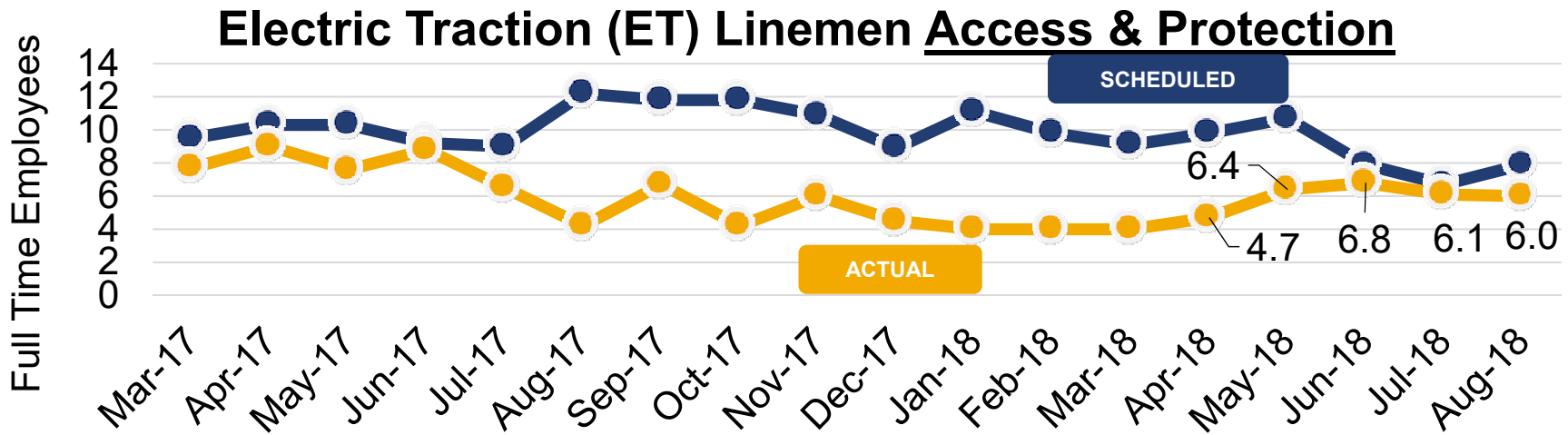
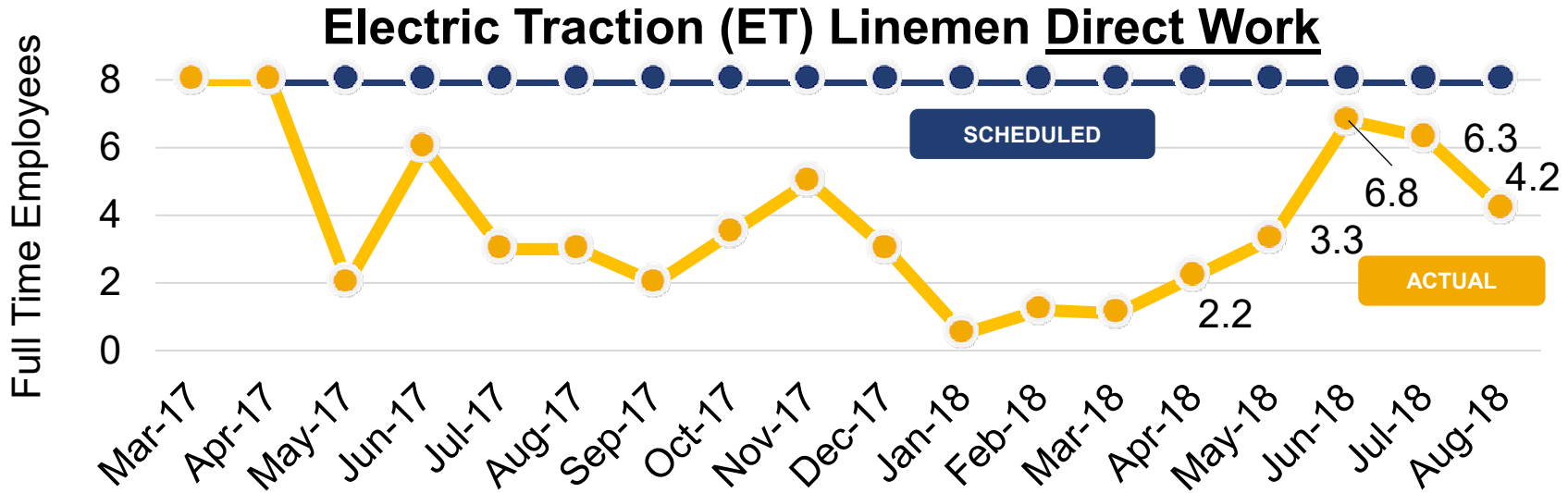
Incremental Systems Testing Schedule



Key Performance Indicators- Sample Internal Program Dashboard



Key Performance Indicators – Amtrak



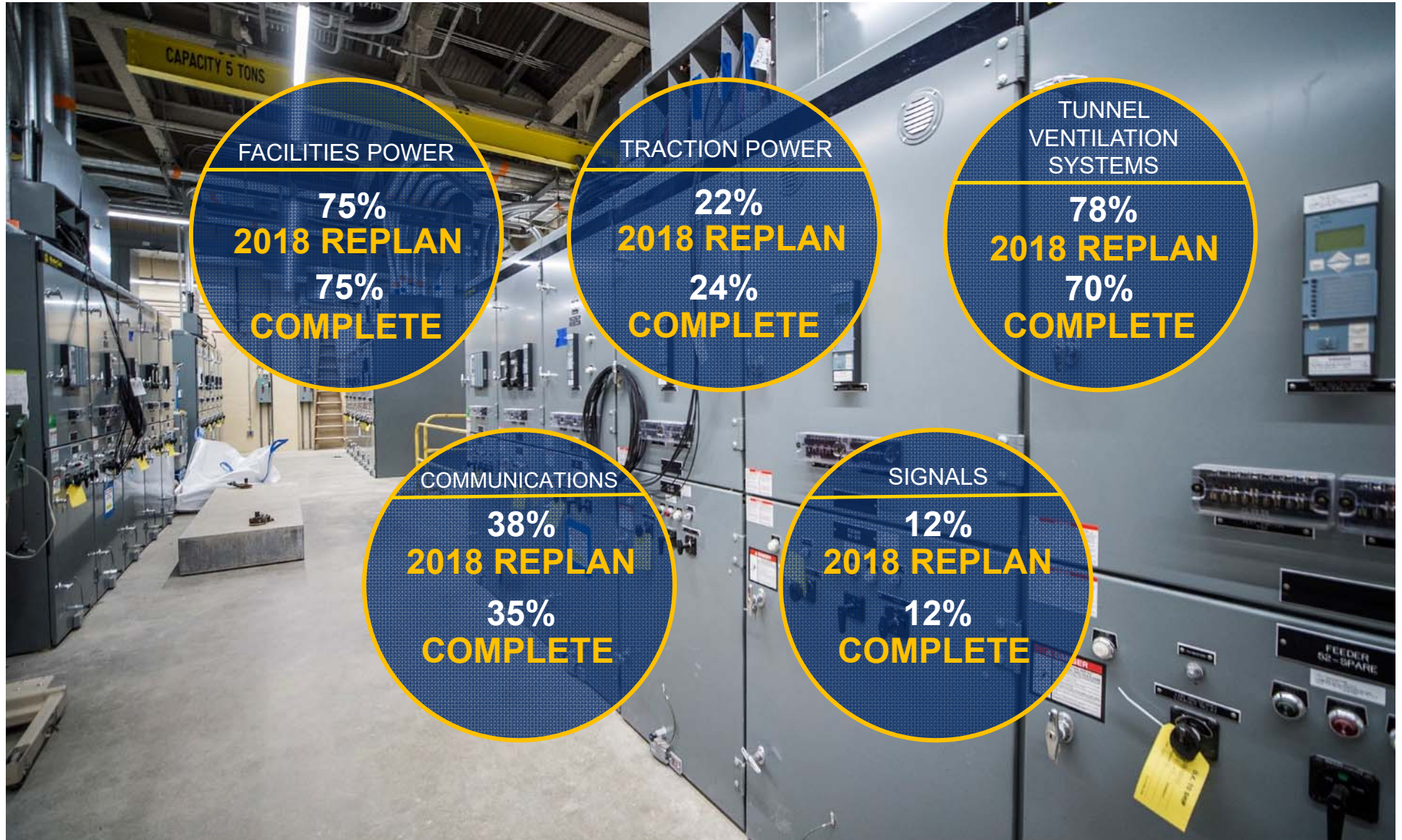
Construction Progress Highlights

- Completed Harold Interlocking CIL Cutovers on June 24 and July 8, 2018 and placed in service newly aligned ML4 track
- Completed 3 ML track realignments (PW1, ML1, and ML3) and installed 9 switches in Harold Interlocking from mid-July to Labor Day
- Substantial Completion of Track A Approach Structure (CH061A) on August 16, 2018
- In the GCT Concourse (CM014B), completed installation of escalators at wellways 1 and 2 in June 2018 and turned over 9 communication rooms to CS179 in September 2018
- In the GCT Caverns (CM007) lower level, completed pre-cast platform in May 2018 and track installation in August 2018
- Conducted 35 site tours since April 2018.

Procurement Highlights

- Awarded Track and Switch in Harold Interlocking (CH057D) on April 12, 2018
- Awarded Tunnel Signal Installation in Harold Interlocking (CS086) on September 21, 2018.
- Received Bids for B/C Approach Structure (CH058A) on August 9, 2018

Construction Progress – Systems

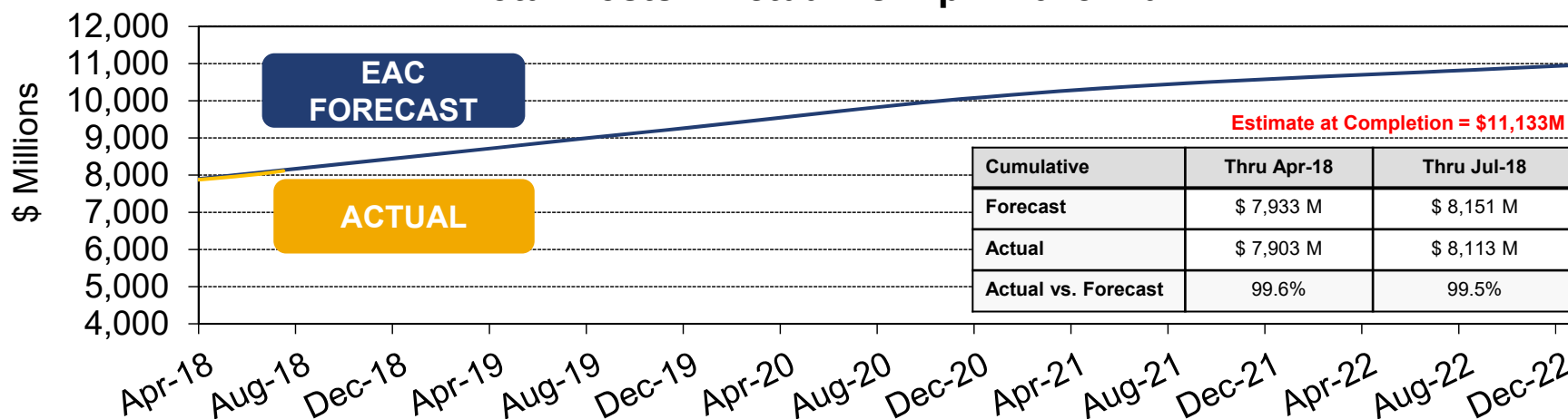


90-Day Look Ahead

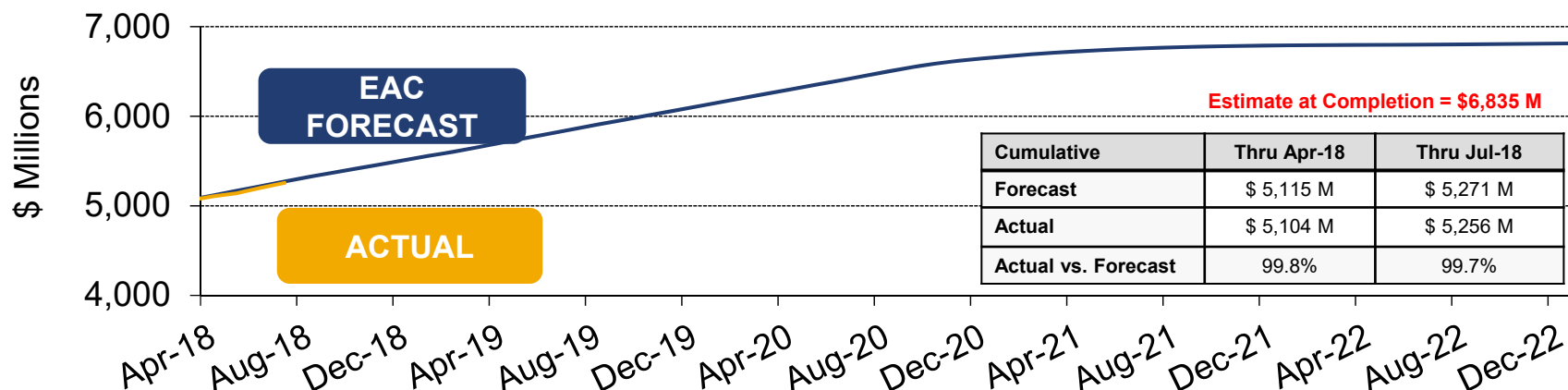
- Energize B10 Substation in the Facilities Systems Contract (CS179)
- Complete upper level station precast platforms East and West Caverns (CM007)
- Complete core and shell for the 44th Street Vent Facility and 50th Street Vent Facility as part of the GCT Concourse contract (CM014B)
- Complete fabrication of 4 switchgears and deliver 1 substation as part of the Traction Power Systems contract (CS084)
- Complete GCT elevator and escalator fabrication and factory acceptance testing as part of the Vertical Circulation contract (VM014)
- Issue NTP for B/C Approach Structure (CH058A)

Financial Performance: Expenditures – Forecast vs. Actual

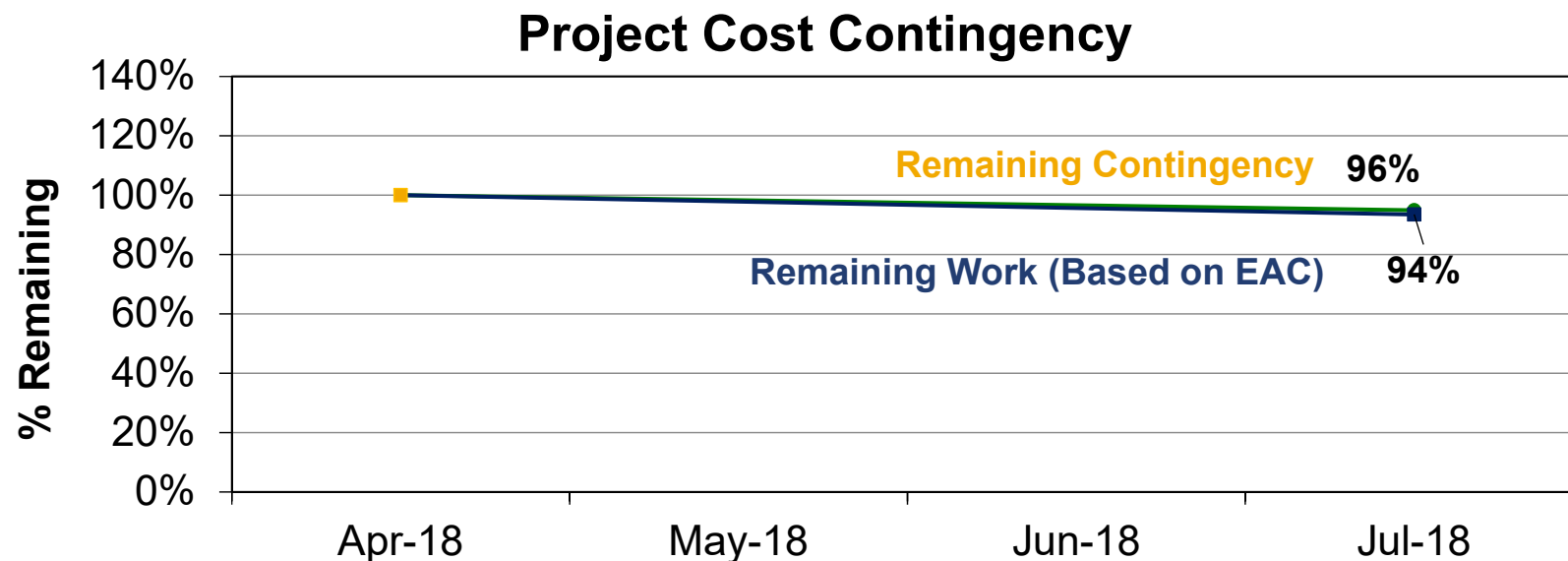
Total Costs – Actual vs. April 2018 Plan



3rd Party Construction – Actual vs. April 2018 Plan



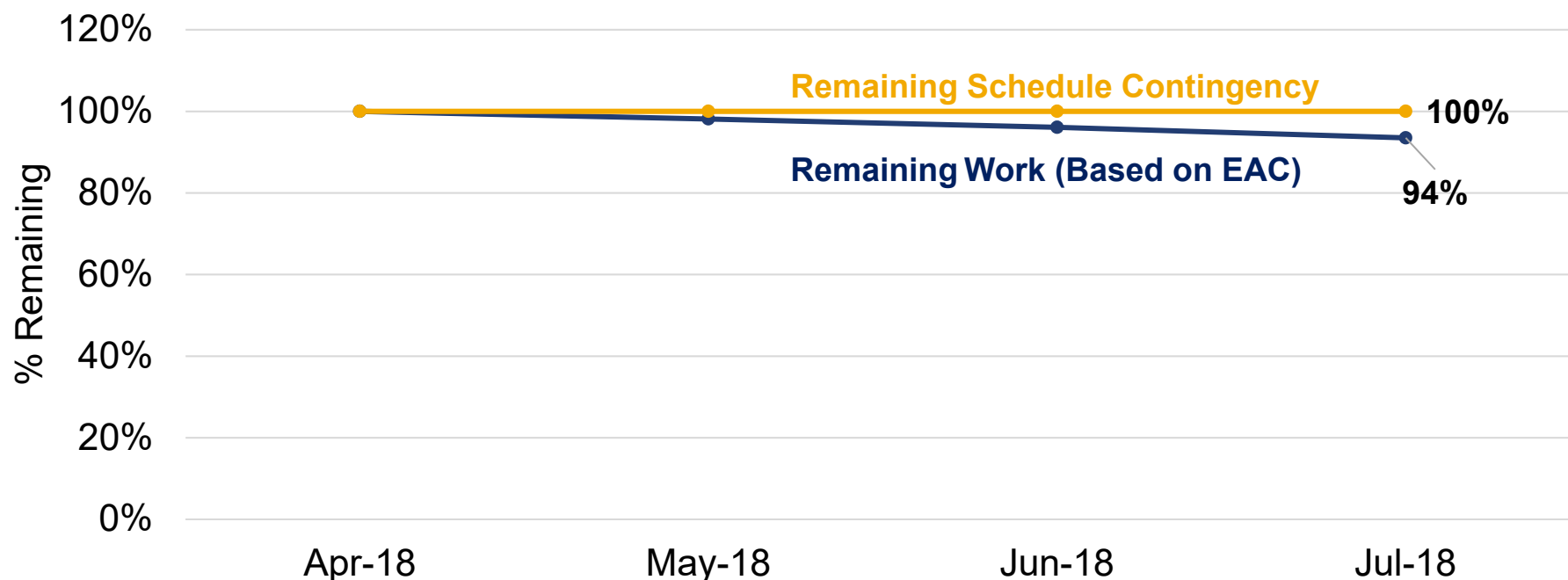
Financial Performance: Cost Contingency



April 2018 EAC Contingency	\$723 million
Unallocated contingency	\$267 million
Allocated contingency	\$456 million
July 2018 EAC Contingency	\$686 million
Unallocated contingency	\$296 million
Allocated contingency	\$390 million

Schedule Performance: Schedule Contingency


Project Schedule Contingency






Note: Remaining Work and Schedule Contingency re-indexed to April 2018 EAC and contingency values


Category	April 2018 Total	July 2018 Total
Program Contingency – Manhattan/Systems (Critical Path)	10 months	10 months
Program Contingency – Harold (5 months off Critical Path)	17 months	15 months
Program Contingency – Mid-Day Storage Yard (6 months off Critical Path)	17 months	16 months




Key Milestones & Issues

Status	Activity	Date Needed	Issues
 Red	Predecessor Work and Equipment Manufacturing (CS084)	September 2019 (Delivery of Final Substation)	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Risk to timely handover of the traction power rooms to CS084 from other contracts, including CS179, and risk to the fabrication schedule of traction power substation equipment. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Delays to predecessor work and equipment manufacturing may impact the installation and energization of traction power rooms required for track, traction power and signal (CTC) Integrated Systems Testing. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> ESA is focused on eliminating interferences by relocating conduits and addressing leaks in the traction power rooms that impede the installation of equipment; equipment delivery dates are being monitored through monthly updated manufacturing, factory visits and management level meetings.


	Red	Significant impact to Project Cost and/or Schedule (Milestones, Project Completion and/ or Revenue Service Date.)
	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.




Key Milestones & Issues

Status	Activity	Date Needed	Issues
 Red	Contractor Agreement on Incremental Systems Testing Approach, Schedule, and Cost	September 2018 (Adoption of Schedule)	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Timely contractor buy-in (agreement on the approach, schedule, and cost) is required for the program in order to commence testing on time. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Delays may result in additional cost and schedule impacts to the contract and the program. The contractor may expect higher compensation than the amount anticipated by the project team. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> For Systems Package 1 (CS179), ESA and the contractor have agreed on durations for pending issues which impact the schedule that supports IST. The parties are now focusing on mitigation efforts.


	Red	Significant impact to Project Cost and/or Schedule (Milestones, Project Completion and/ or Revenue Service Date.)
	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.




Key Milestones & Issues

Status	Activity	Date Needed	Issues
 Yellow	Start of Phase 1 – Incremental Systems Testing (Milestone 12A-1)	August 2019	<p><u>Issue:</u></p> <ul style="list-style-type: none"> There are three modifications as of August 2018 that are critical to start incremental testing, as planned: <ul style="list-style-type: none"> CPR-48 – Tunnel SCADA Clarification & Changes CPR-95 - ESA Network Connectivity - LIRR Fiber Optic Network (FON) CPR-122 - Changes in Internet Protocol Addresses <p><u>Impact:</u></p> <ul style="list-style-type: none"> Greater than anticipated durations to issue critical contract modifications may impact the start of incremental testing (CS179 – Phase 1) <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> CPR-48 is presently being negotiated and is expected to go to the Board in October CPR-95 was has been negotiated and is expected to go to the Board in September CPR-122 is presently being negotiated and is expected to go to the Board in October


	Red	Significant impact to Project Cost and/or Schedule (Milestones, Project Completion and/ or Revenue Service Date.)
	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.




Key Milestones & Issues

Status	Activity	Date Needed	Issues
 Yellow	Harold Structures Part-3 (CH057D) Track work and Outages	Q4 2018	<p><u>Issue:</u></p> <ul style="list-style-type: none"> Track outages in Fall 2018 are essential for the B/C Track Reconfiguration work in advance of the main Tunnel B/C Approach Structures work. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Lack of availability of outages may impact the completion of this work in Harold, which is required for Revenue Service. Delays may result in additional cost and schedule impacts to the contract and the program. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> ESA plans to perform preparatory work for the B/C Approach Structures in Fall 2018. All track outages to support this work, aside from a 16-day outage in Q4, are secured. LIRR is working on a service plan to support the 16-day track outage.

	Red	Significant impact to Project Cost and/or Schedule (Milestones, Project Completion and/ or Revenue Service Date.)
	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.

Key Milestones & Issues

Status	Activity	Date Needed	Issues
 Red	Availability of Amtrak Resources for Harold	Ongoing	<p><u>Issue:</u></p> <ul style="list-style-type: none"> The levels of Amtrak ET Direct Work resources may not be sufficient to support ESA work in Harold. Based on historical performance, the Amtrak resources allocated to ESA have been less than required to support the schedule in accordance with prior agreements between Amtrak and MTA. <p><u>Impact:</u></p> <ul style="list-style-type: none"> Insufficient Amtrak ET Direct Work resources to support 3rd party construction and LIRR direct work in Harold Interlocking may result in delays to work on the Harold critical path. <p><u>Mitigation:</u></p> <ul style="list-style-type: none"> A list of critical work activities to be performed by Amtrak in support of work in Harold Interlocking was developed by the Harold Team. To reduce pressure on Amtrak ET Direct Work resources, MTACC plans to perform non-critical ET direct scope through a 3rd party contractor with appropriate labor clearance from Amtrak.

	Red	Significant impact to Project Cost and/or Schedule (Milestones, Project Completion and/ or Revenue Service Date.)
	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.

Conclusion

- Management Initiatives are achieving the intended results
- Although there are continued challenges, construction continues to progress
- On schedule for December 2022 Revenue Service Date

September 2018 CPOC IEC Project Review

East Side Access

September 24, 2018



Budget and Schedule Review

■ Cost

- The project's Estimate at Completion remains unchanged
 - The project is in the process of resolving contractual issues, which may reduce the program cost contingency

■ Schedule

- The project maintains the 10 months of program schedule contingency
- Manhattan – Systems coordination is essential to progress the incremental Integrated Systems Testing (IST) work (Facility Systems CS179, Manhattan Concourse CM014B, and Caverns CM007)



Change Order Process Review

- The project has made significant improvements to the Change Order Process
 - Identifying and prioritizing the outstanding contract issues critical for each phase of incremental systems testing and the overall program
 - A reduction of change order backlog has been observed
- The amount of time required to resolve major change orders remains a challenge
 - Additional project team and contractor resources (management, design support, estimators, schedulers and legal support) are needed to further reduce the durations and address the remaining contract issues



Observations/ Risks – Systems

- The incorporation of the incremental IST phased approach into the contractors' schedules and work plans is essential to effectively progress the work
- Delays to the completion of the following predecessor activities may impact the start of incremental IST
 - Backbone Communication System (BCS) and connection to the existing LIRR Fiber Optic Network
 - Field networks, which distribute data from the BCS to field devices
 - Key control centers
- Potential delays during the various IST phases may put pressure on required resources (contractor and force account)
- Temporary work is necessary to implement the incremental IST phased approach. This may require significant rework/ regression testing and impact the schedule.



Observations/ Risks – Harold

- Extended outages needed for the B/C Track Reconfiguration work, tentatively scheduled for the fourth quarter of 2018, have yet to be secured
- Competing projects can detract from the allocation of Force Account (FA) resources to ESA
 - East River Tunnel Rehabilitation and Moynihan Station – Amtrak resources
 - Positive Train Control, Jamaica Capacity Improvements and Third Track– LIRR resources



Recommendation Log

ESA – IEC Recommendations / Observations Log

Recommendations (April 2018)	Agency Response/ Action	Status
Appoint a separate executive for the Systems program area	MTA Systems Executive will start on September 27, 2018.	Closed
Perform a Systems Risk Assessment and identify mitigations based on the incremental testing approach	A system risk refresher will be performed once ESA and TPC reach a mutual agreement on the new Incremental Systems Testing schedule.	Ongoing
Reestablish Key Performance Indicators (KPIs) for the revised cost and schedule	ESA has developed internal Key Performance Indicators for the overall program and third party contracts that are presented to the Chief Development Officer every month.	Closed
Manage in-house Force Account (FA) to balance resources between East Side Access and other projects	LIRR Signal has dedicated resources to ESA. LIRR Department of Program Management is refreshing their 5-year outlook to determine what resources will be needed leading to revenue service to ensure it will be supported.	Ongoing

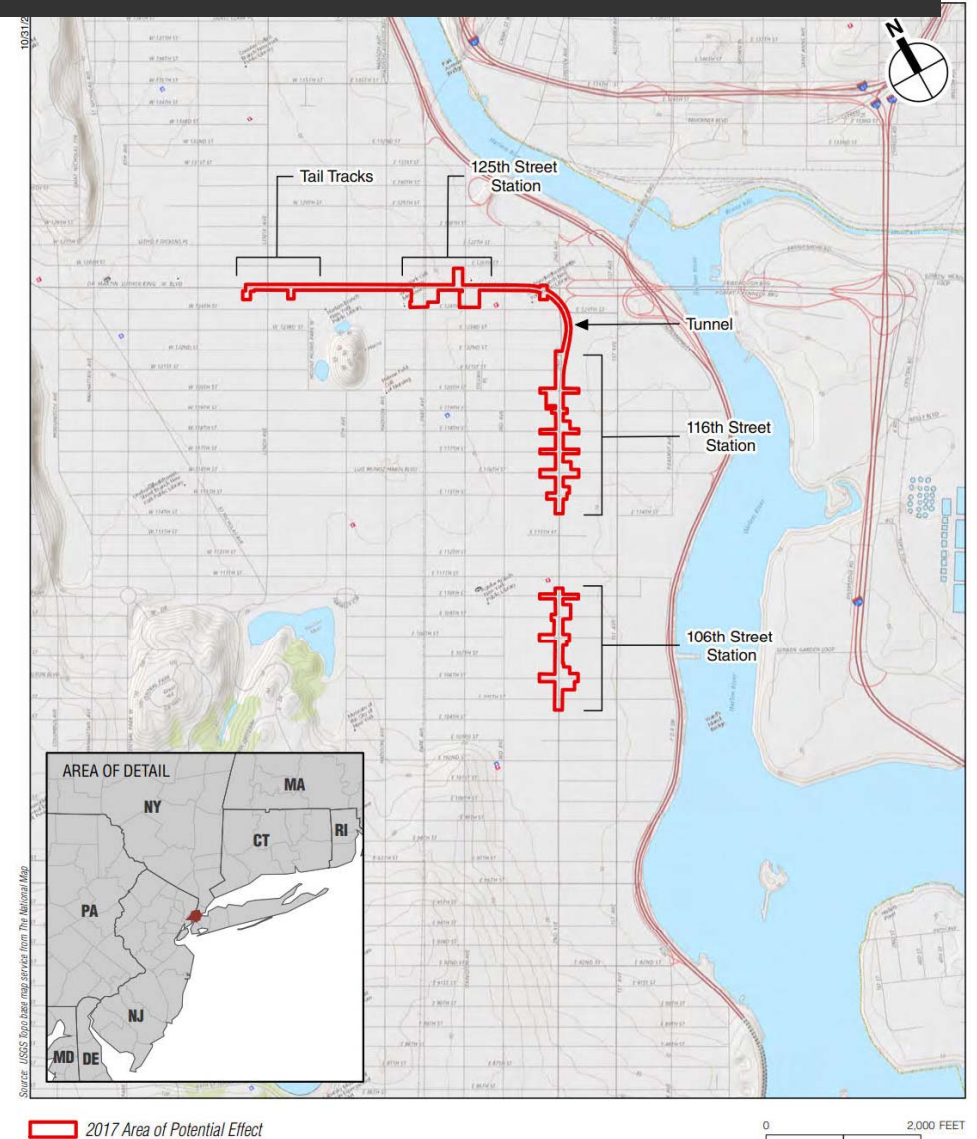
MTACC Report to CPOC Second Avenue Subway Phase 2

September 24, 2018



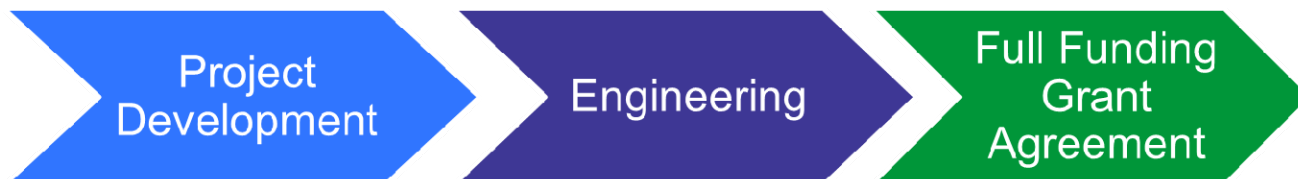
Environmental Process

- Goal: NEPA finding by Fall 2018
- Progress to date:
 - ✓ EA Published: **July 12th**
 - ✓ Public outreach meeting held on **July 31st**
 - ✓ Comments period ended on: **August 13th**
 - ✓ Over 30 sets of comments
 - ✓ Draft response provided to FTA: **September 13th**



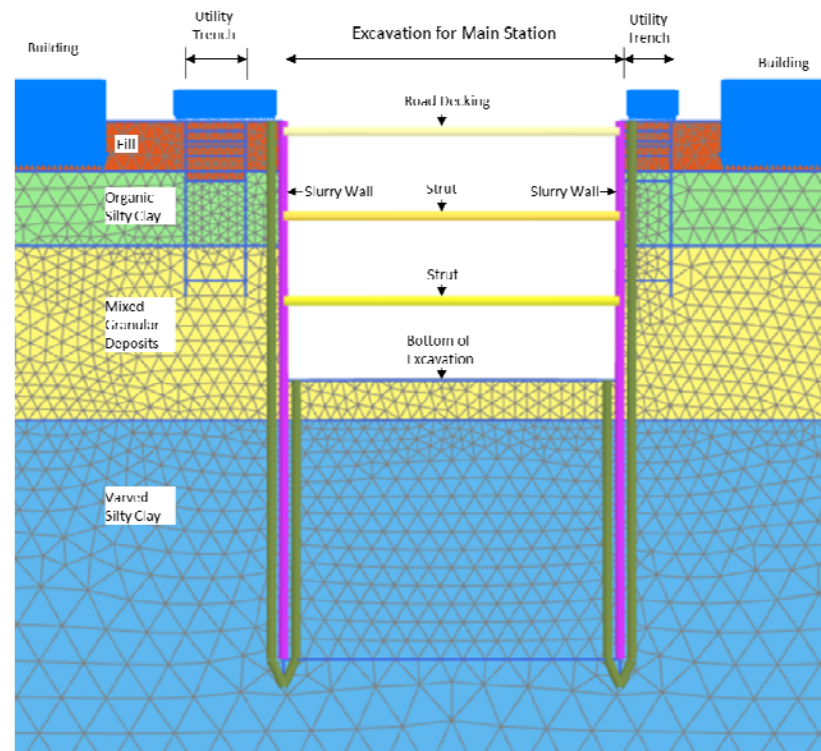
FTA New Starts/Federal Funding Process

- Goal: FFGA Q4 2020
- On schedule to submit all documents required for “Project Development” by end of December 2018
- Changes to FTA’s Risk Assessment Process:
 - Assessment required prior to entering engineering (at 30% design)
 - P50 to P65



Design Process

- Extended preliminary design remains on schedule to be completed by Q3 2018
- DB design documents for Structural shell, TBM Tunneling on schedule to be completed by Q1 2019
- Advanced works design documents on schedule to be completed by end of Q1 2019
 - Advanced utilities
 - Additional scope items to be added :
 - Selective building remediation/protection
 - Selective sidewalk encroachments (cellar doors) etc.



Public Outreach Update

- ✓ Over 85 meetings/presentations with: Elected officials, Community Boards 10 and 11, Civic Groups, Neighborhood/Retail Associations, and the public at large
- ✓ Over 5,362 visitors to the SAS Phase 2 Community Information Center
- ✓ Over 6,355 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



MTACC Report to CPOC Penn Station Access

September 24, 2018



3Q Project Activities

Environmental Assessment Preparation



CMAQ Application Submission



Advancing Station Access Planning Process



GEC Contract Negotiated



Amtrak MOU



Funding and Environmental Approvals

- CMAQ application submission
 - Reduces air pollution
 - Reduces Vehicle-Miles Traveled (VMT) Draft Environmental Assessment (EA) for submission to FTA and Amtrak



Stakeholder Coordination

- State and Local Project Coordination
 - Bronx Metro-North Station Area Working Group: NYCDCP, NYCEDC, Bronx BP Office with MTA participation
 - Station Area Planning: planning and development of site-specific strategies that enhance the **streetscape realm** and **connections** to the 4 stations



Amtrak Issues

- Amtrak project commitment
 - Amtrak Memorandum of Understanding under negotiation
 - Design Phase Agreement under negotiation
- General Engineering Consultant Contract
 - GEC Contract ready to go pending resolution of Amtrak issues



4Q Look-ahead

- 4 Q Look-ahead
 - Submit Draft EA
 - Complete NHL Simulations
 - Execute MOU
 - Activate Preliminary Design
 - Present track alignments to CSX
- Key Issues
 - Amtrak and CSX Cooperation
 - FTA review schedule



A Modern LI

LIRR Expansion Project Floral Park to Hicksville

CPOC Quarterly Report September 2018

EXPANSION PROJECT

FLORAL
PARK

HICKSVILLE

• **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

DECEMBER
2017

Q4
2018

Q4
2022

MID -
2023

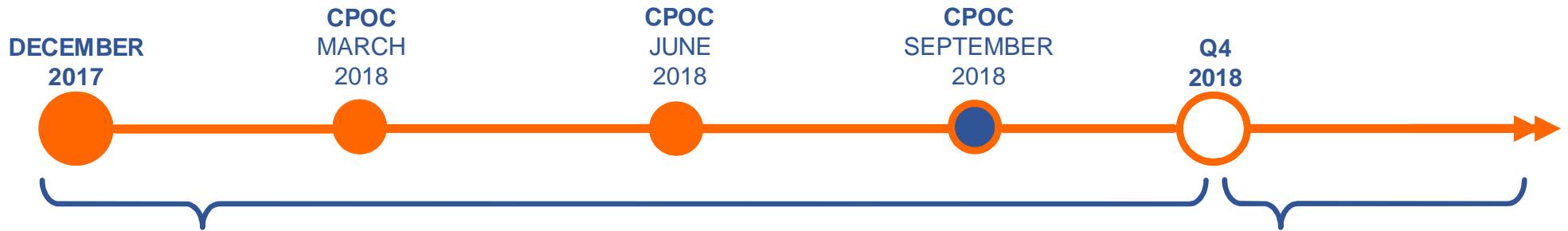
PROJECT
AWARD

ADVANCE
HEAVY
CONSTRUCTION

END
HEAVY
CONSTRUCTION

SUBSTANTIAL
COMPLETION

Project Recap



Preparatory Works

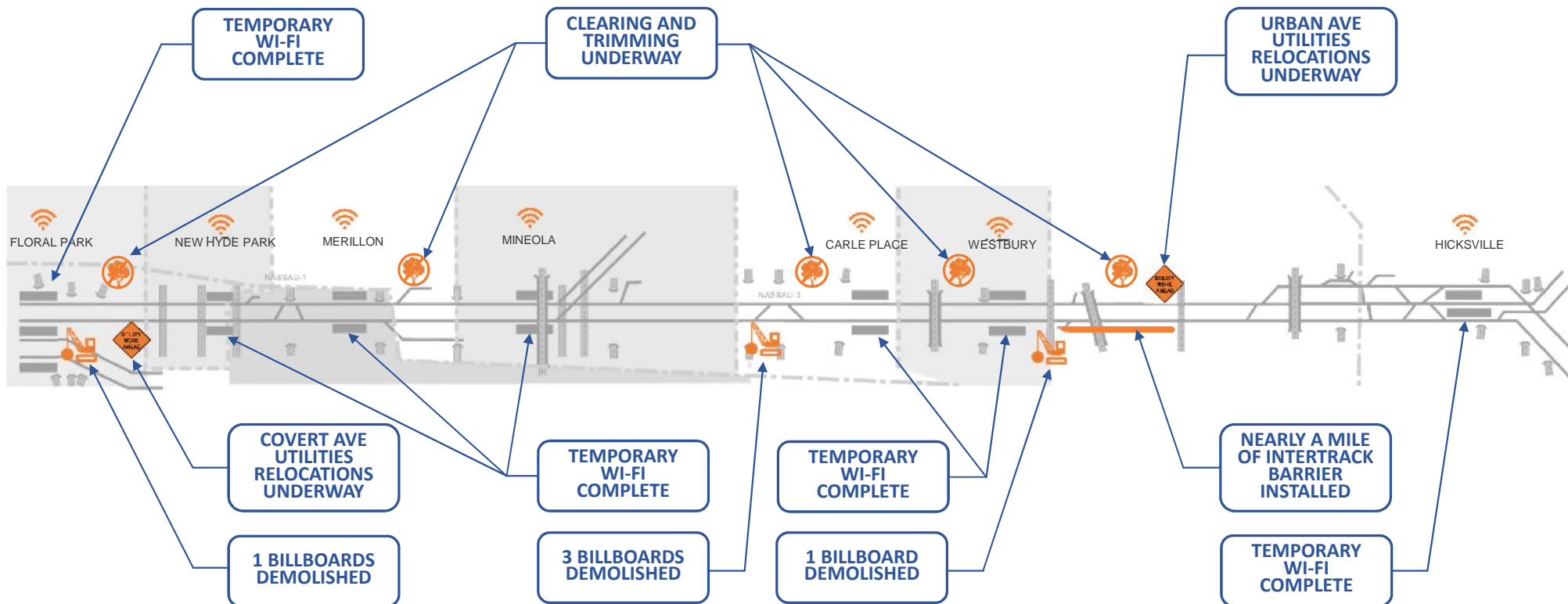
- Advance pre-construction activities
- Develop Integrated schedule
- Develop design
- Develop cost curves
- Update project risks
- Progress Improvement Agreements with municipalities
- Advance relocation of utilities for affected companies
- Commence community outreach plans
- Advance property acquisitions

Heavy Construction

- Widen existing bridges
- Eliminate grade crossings
- Re-build stations
- Building retaining and sound attenuation walls
- Build parking structures
- Install third track and systems

All Underway

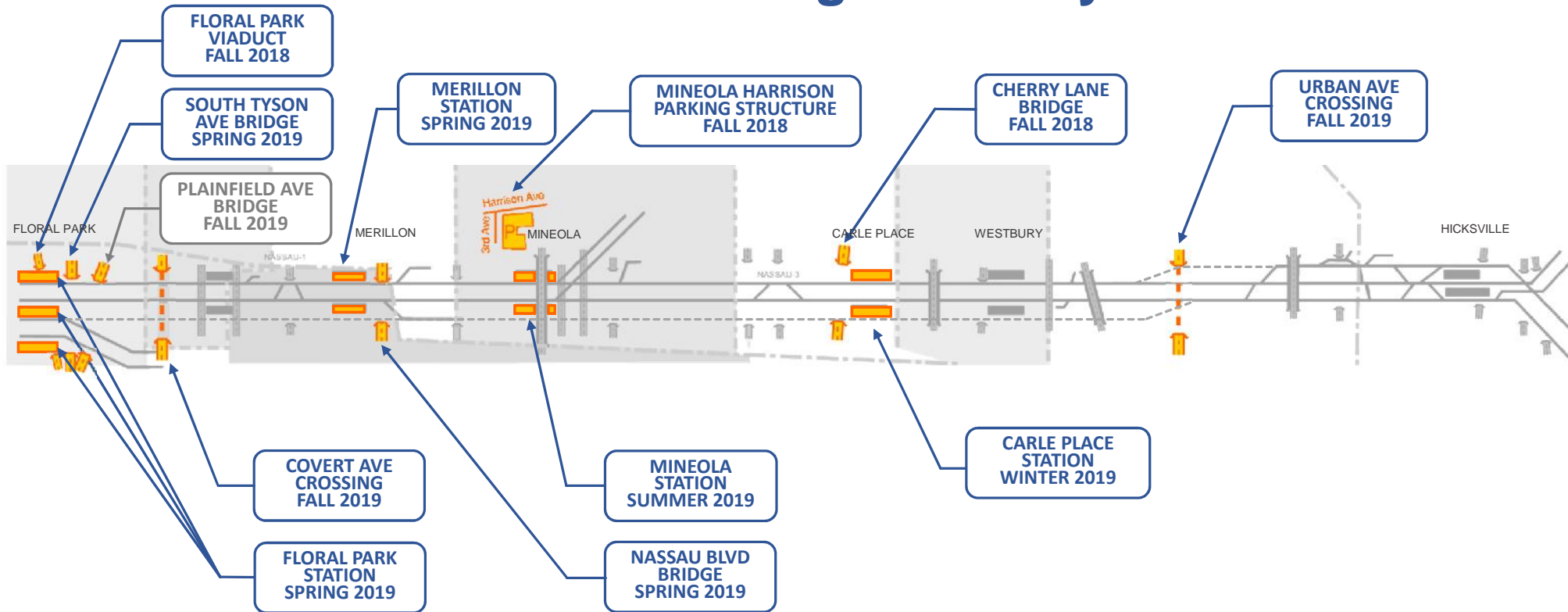
Current Progress



Construction Look Ahead

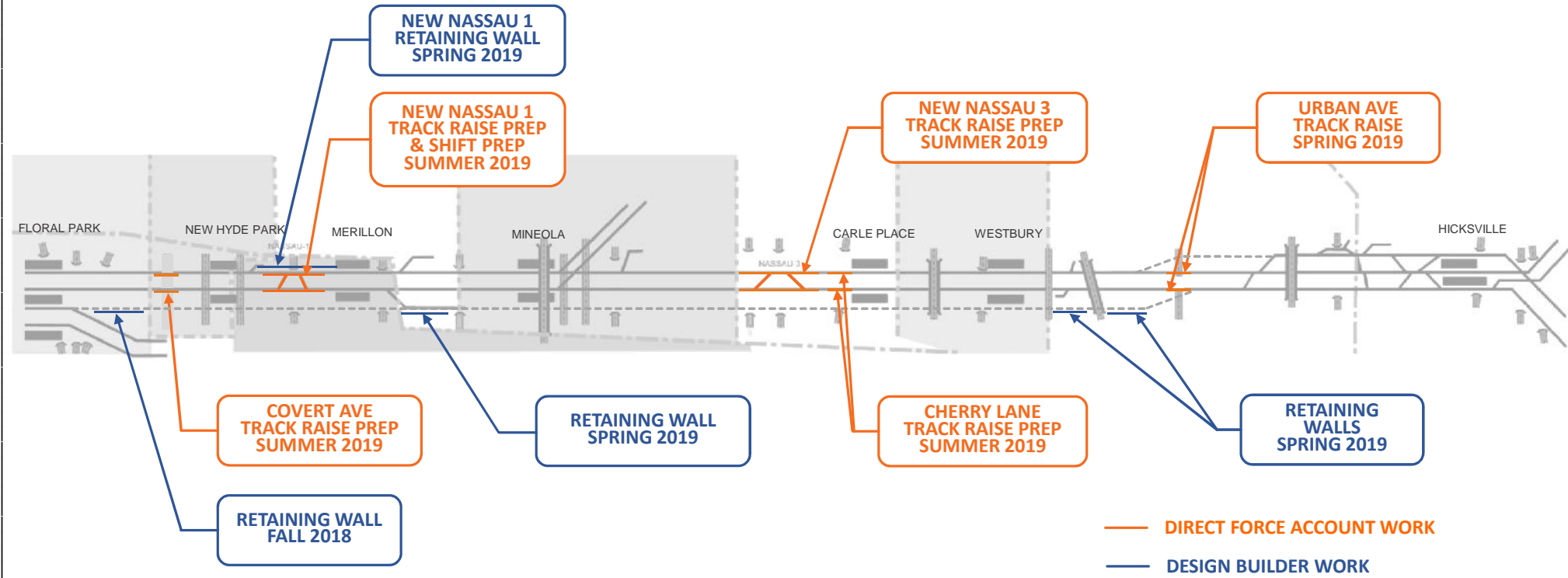
Activities Off Right-Of-Way

is A Modern LI
LIRR Expansion Project
Floral Park to Hicksville



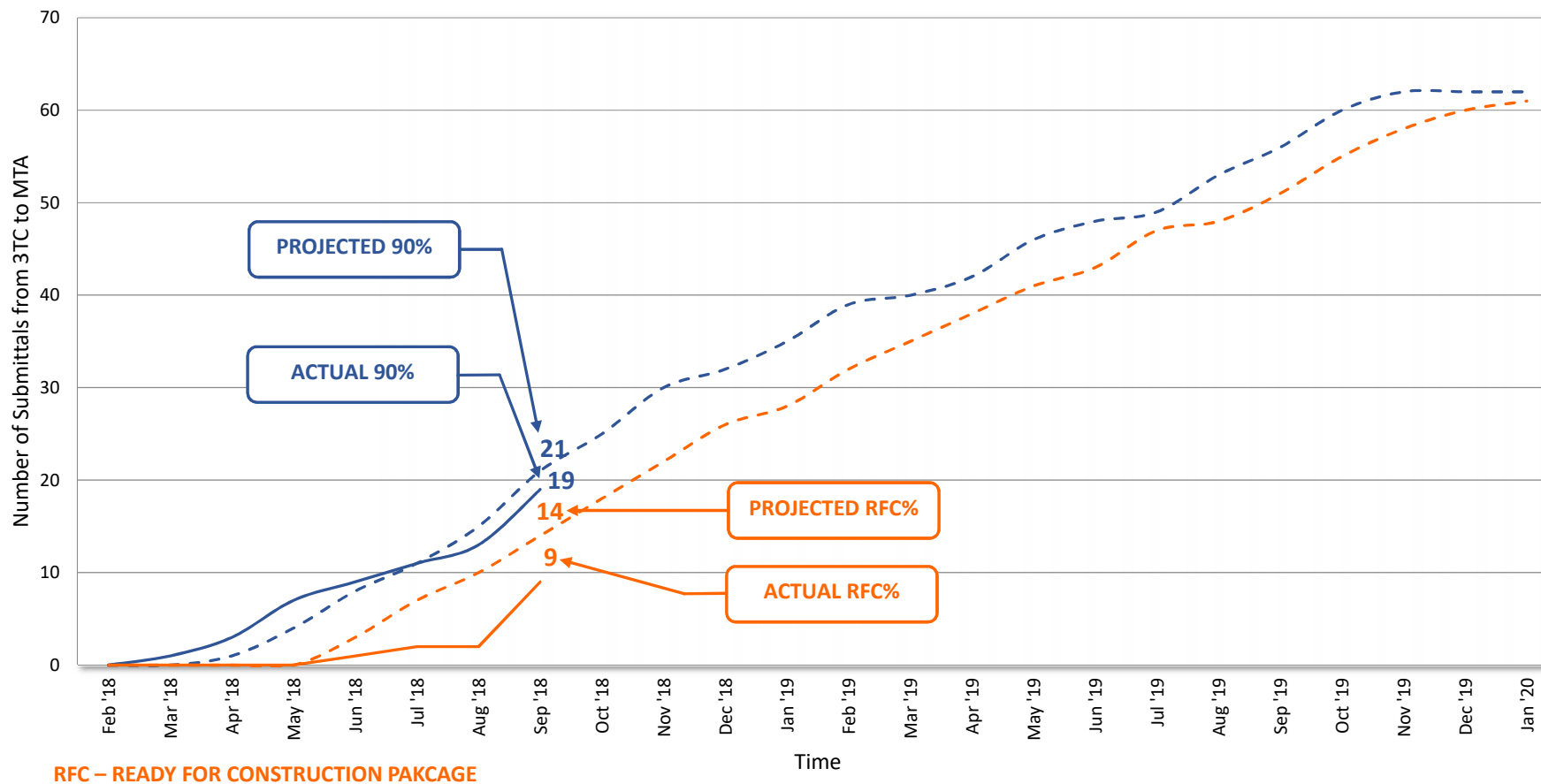
Construction Look Ahead Activities On Right-Of-Way

A Modern LI
LIRR Expansion Project
Floral Park to Hicksville

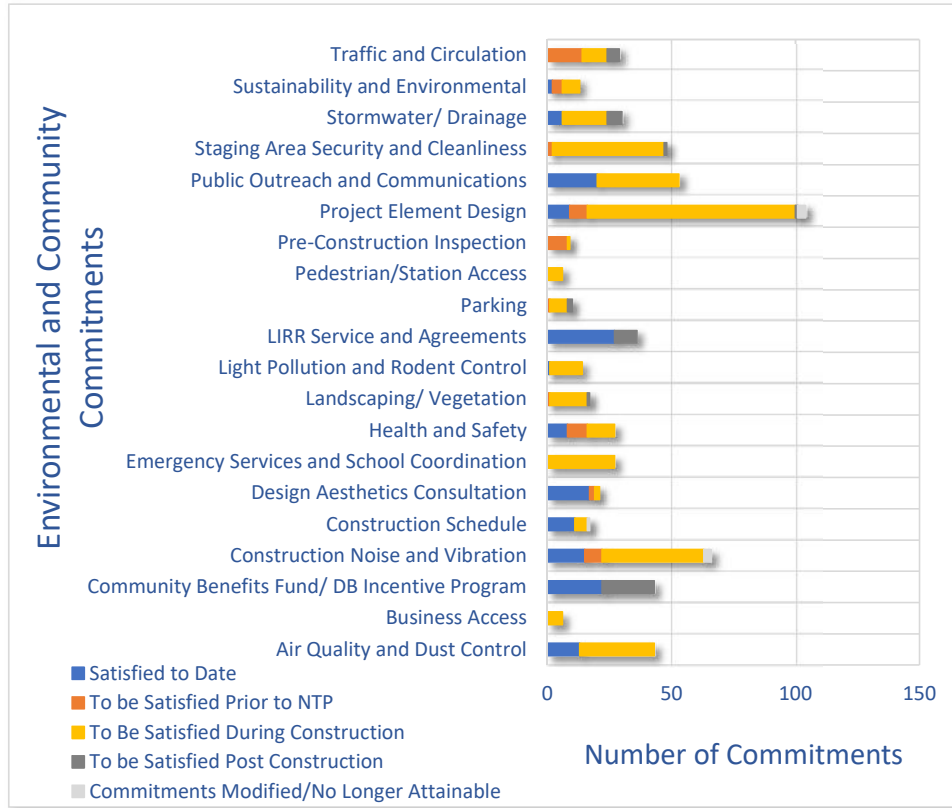


Design Development

A Modern LI
LIIR Expansion Project
Floral Park to Hicksville



Fulfilling Our Commitments



Stakeholder Engagements To Date

- Elected Officials (State, County, Town, Village)
- School Districts
- Police, Fire and First Responders
- BIDs, Chambers of Commerce
- Civic Associations, Property Owners Association
- Project-Adjacent Residents, Businesses
- Bi-Monthly Meeting with Community Leaders



Risks & Mitigations

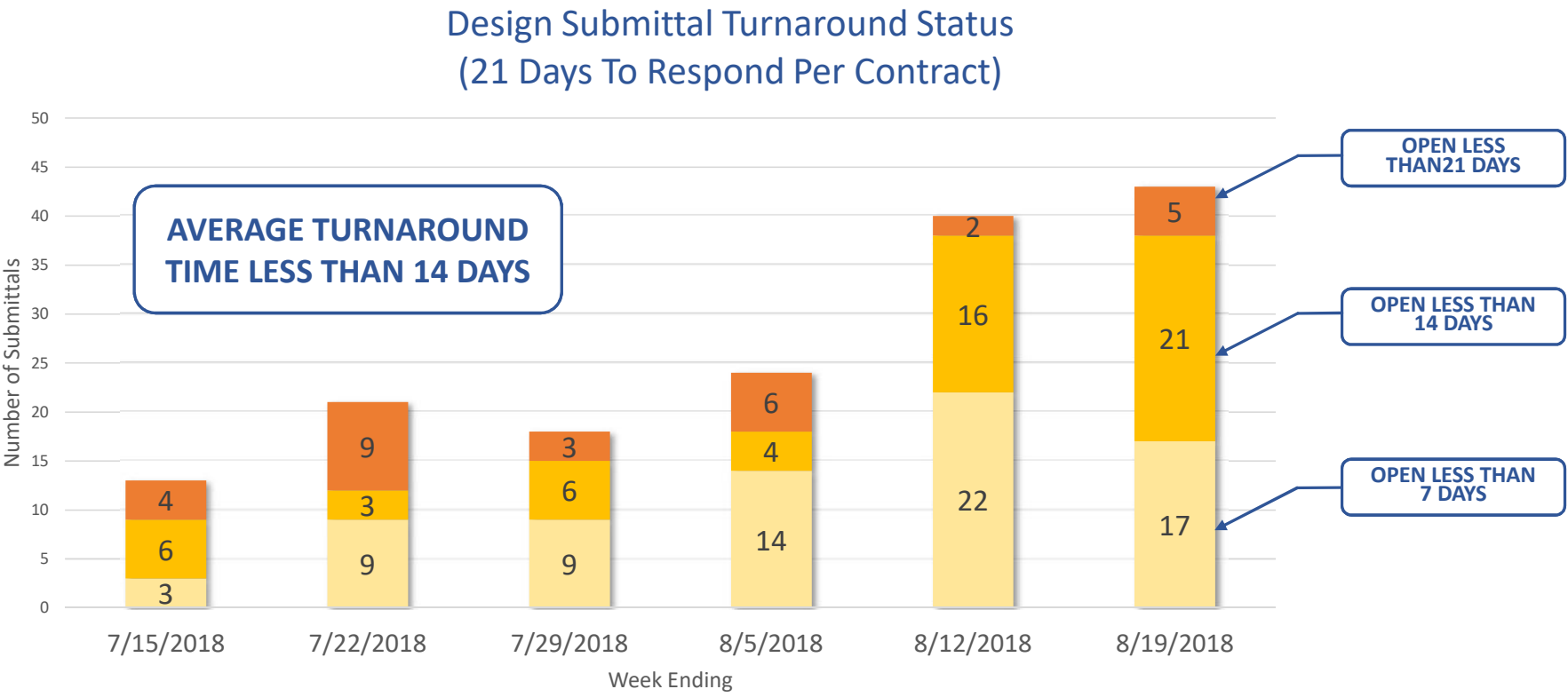
Mitigated Risks

1. Key properties acquired
2. Most commercial agreements with utilities complete
3. Municipalities are participating with 3TC
4. Agreement with primary specialist subcontractors
5. Track alignment and survey have been fixed

Risks We are Actively Mitigating

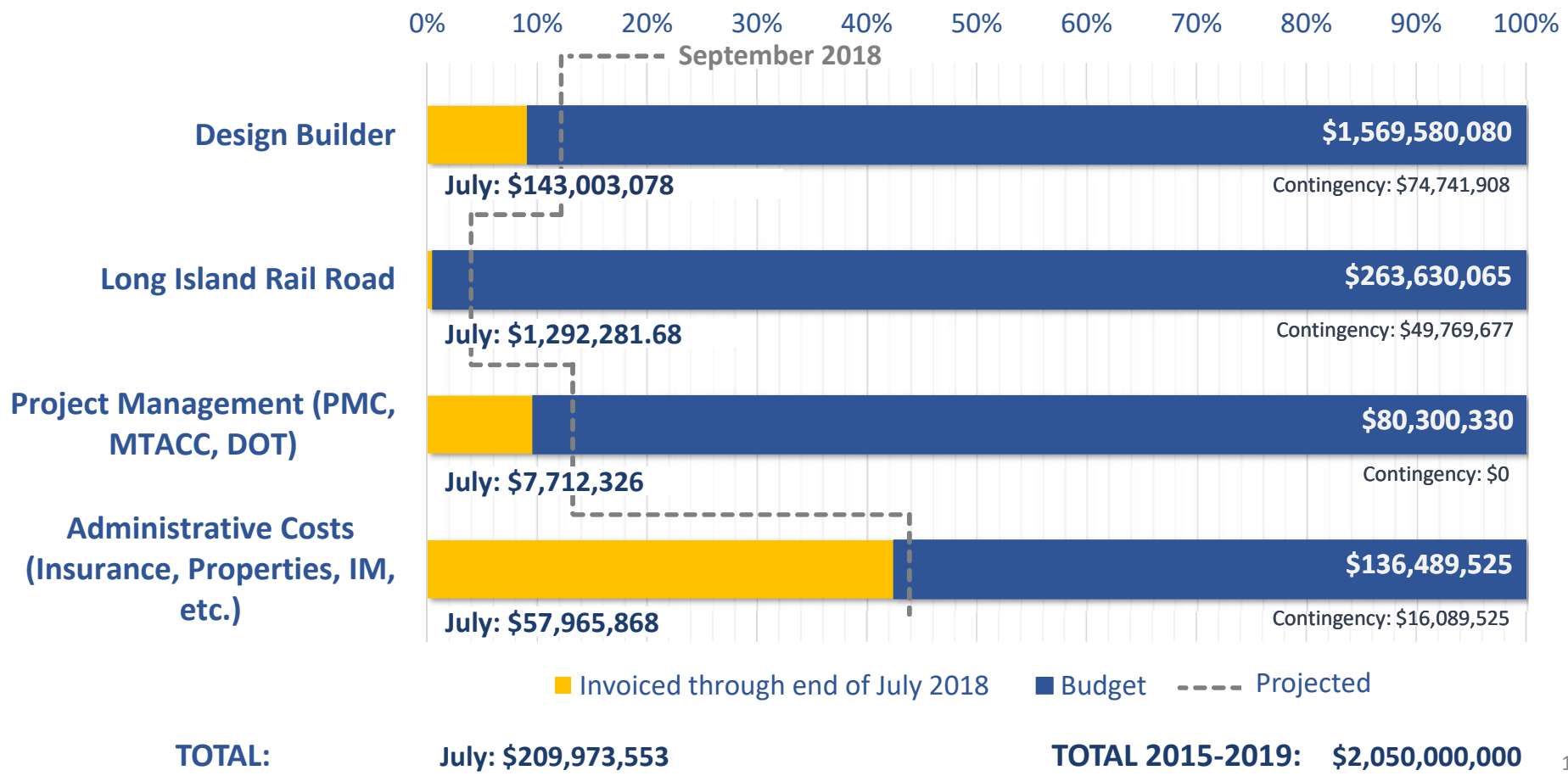
1. Temporary construction staging along the LIRR Right Of Way
2. Efficient use of track outages
3. Interface of 3TC and Force Account activities
4. Quality of information provided to LIRR passengers
5. Staffing qualifications and project fit

PMT Performance Management

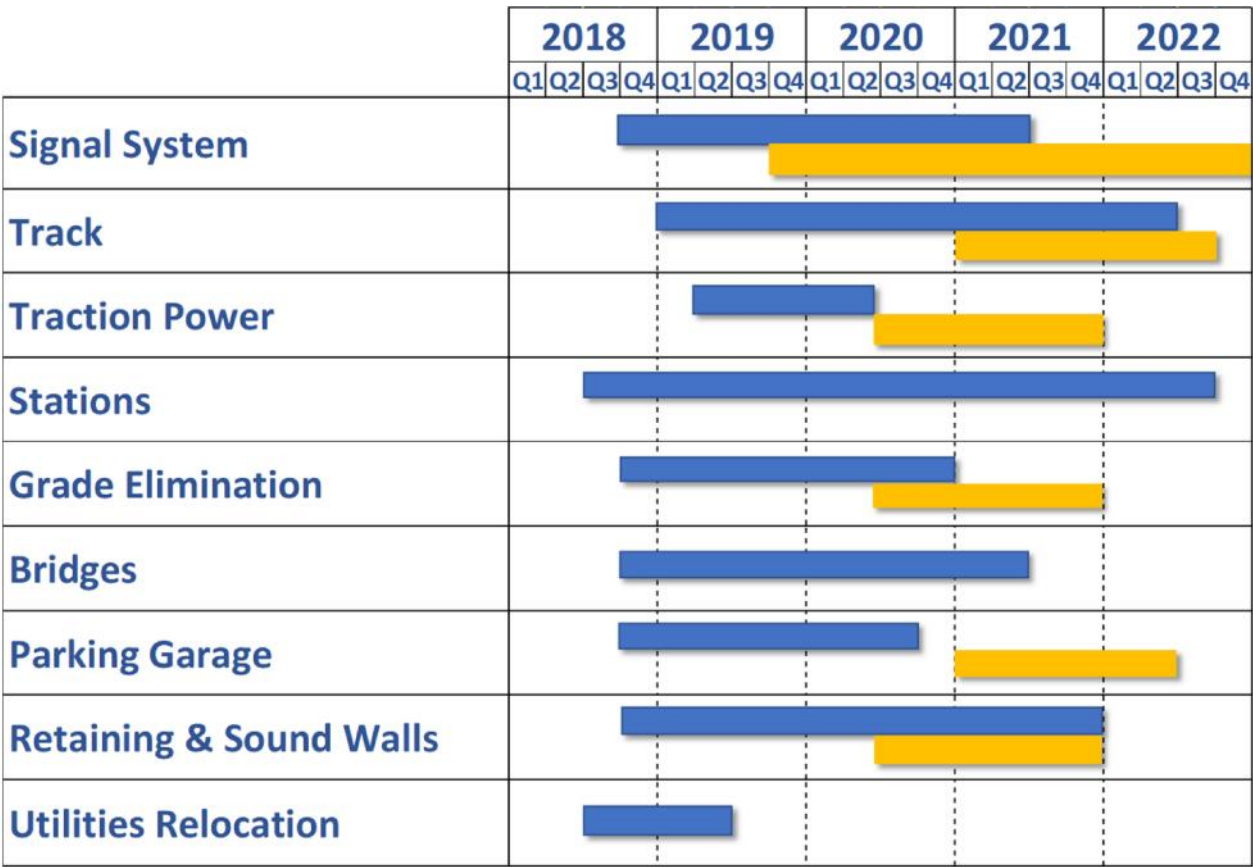


Project Financials

A Modern LI
LIRR Expansion Project
Floral Park to Hicksville



Schedule Summary



Base Scope (2015-2019)
Completion Scope (2020-2024)

MTA Metropolitan Transportation Authority		09/18/18	Risk Assessment Brief																				
MTA Agency: Metro North Railroad		Risk Assessment Report Date: July 31, 2017, Mitigation October 30, 2017																					
Project Name: Harmon Shop/Yard Replacement Phase V – Stage 2		Status of Project when Risk Assessment Was Performed: 30% Prel. Design																					
Project Description																							
The purpose of this design/build project (Harmon Phase V Stage 2) is final design and build out of the Running Repair and Support Shop, which includes the demolition and replacement of the west portion of Building 6 at Croton Harmon Yard. The existing shop will be replaced with a new Electric Car Shop/Running Repair/Support Shop with pits and hoist tracks directly adjacent and functionally connected to the newly built Consist Shop Facility and the EMU Annex building via an overpass bridge.																							
Risk Assessment Findings																							
Based upon simulation results at the 80% Confidence Level, the unmitigated Risk-Informed duration from award to substantial completion is 52 months, adding 4 months to the project baseline schedule duration of 48 months. In addition there is a pre-award risk to NTP of 2 months. The major contributors to the additional 4 month construction duration are delays in reviewing D/B submittals, problems with building commissioning, and pile installation issues. Mitigation reduces the duration by one month to 51 months, three more than the baseline schedule. The Risk-Informed estimate results at the 80% Confidence Level for the total project cost is \$456.6 million. The project budget of \$441.6 million, including contingency, is \$14 million below the risk-informed cost. The mitigated cost estimate at the 80% Confidence Level is \$442.2 million which is \$0.6 million above the project budget. Note that all costs are based on information at the time of the risk assessment (October 2017).																							
Risk Informed Cost and Schedule Results																							
<div>Risk Informed Milestone Duration @ 80% vs. Baseline Schedule</div> <table><thead><tr><th>Category</th><th>Duration (Months)</th></tr></thead><tbody><tr><td>Risk Informed</td><td>52 Months</td></tr><tr><td>Base Duration</td><td>48 Months</td></tr><tr><td>Mitigated</td><td>51 Months</td></tr></tbody></table>		Category	Duration (Months)	Risk Informed	52 Months	Base Duration	48 Months	Mitigated	51 Months	<div>Top Schedule Risks (Relative Contribution)</div> <table><thead><tr><th>Risk</th><th>Relative Contribution (Months)</th></tr></thead><tbody><tr><td>Review of Submittals</td><td>0.65</td></tr><tr><td>Commissioning Problems</td><td>0.55</td></tr><tr><td>Pile Installation Issues</td><td>0.45</td></tr><tr><td>Problems with Building Demo</td><td>0.20</td></tr><tr><td>Contractor Performance Issues</td><td>0.10</td></tr></tbody></table>		Risk	Relative Contribution (Months)	Review of Submittals	0.65	Commissioning Problems	0.55	Pile Installation Issues	0.45	Problems with Building Demo	0.20	Contractor Performance Issues	0.10
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<div>Overall Project Cost @ 80 % Risk Informed Project Costs*</div> <div>* Costs based on data date of October 2017</div> <table><thead><tr><th>Category</th><th>Cost (\$M)</th></tr></thead><tbody><tr><td>Risk Informed Cost</td><td>\$456.6 M</td></tr><tr><td>Project Budget</td><td>\$441.6 M</td></tr><tr><td>Mitigated</td><td>\$442.2 M</td></tr></tbody></table>		Category	Cost (\$M)	Risk Informed Cost	\$456.6 M	Project Budget	\$441.6 M	Mitigated	\$442.2 M	<div>Top Cost Risks (Relative Contribution)</div> <table><thead><tr><th>Risk</th><th>Relative Contribution (\$M)</th></tr></thead><tbody><tr><td>Other Change Orders</td><td>5.0</td></tr><tr><td>Extended Overheads</td><td>3.5</td></tr><tr><td>Owner Driven Changes</td><td>2.0</td></tr></tbody></table>		Risk	Relative Contribution (\$M)	Other Change Orders	5.0	Extended Overheads	3.5	Owner Driven Changes	2.0				
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Summary of Major Schedule Risks & Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Schedule Risks			
Delays in Review of Design-Builder Submittals	A schedule of design packages will be developed to allow MNR to effectively manage and respond to the various design submissions. DB will make a presentation on each submittal package to ensure that users/reviewers will be apprised of elements of work to be reviewed in each submission.	MNR, design consultant and consultant CM	Final Design
Problems with building commissioning	A special third-party commissioning agent, who will develop a comprehensive commissioning plan, will start early as part of CCM.	MNR CM, design consultant and consultant CM	Testing through Substantial Completion
Pile Installation Issues	Conduct some additional geotech borings and test pits, as well as allowance for unknowns (and range) in base costs.	MNR CM and consultant CM	Completion of pile installation.
Problems with building demolition	Demolition will have to be done carefully. Temporary support will be provided as needed. Unforeseen conditions (asbestos) was an issue in Stage 1. Lessons learned from Stage 1 will be applied. Extensive reviews of demolition plans will be conducted beforehand.	MNR CM, design consultant and consultant CM	Building demolition



Summary of Major Cost Risks & Mitigations

Risks	Mitigation Measure	Resources Required	Time Frame for Mitigation
Top Cost Risks			
Other Change Orders/Claims (not captured separately)	History from the previous similar Harmon shop DB projects has shown that the net of all change orders has produced a 1-2% change order rate. Lessons learned from previous projects have been incorporated in this project, so that a similar or lesser rate should be expected in this stage.	MNR and consultant CM	Major construction activities
Extended overheads as function of project delay	Tight project controls. Reduce schedule delay risks in general. Proactively develop recovery schemes for potential delays.	MNR, design consultants and consultant CM	Project duration
Owner driven design changes during construction	User group has been very involved in the design process and has already requested design changes (e.g., removal of car level platform). MNR strives to minimize change orders, and has been successful on recent projects; however, relatively small (e.g., 0.5%) post-award owner-driven design changes are likely.	MNR, design consultants and consultant CM	Major construction activities

MTA Capital Program Commitments & Completions

through August 31, 2018

Capital Projects – Major Commitments – August 2018

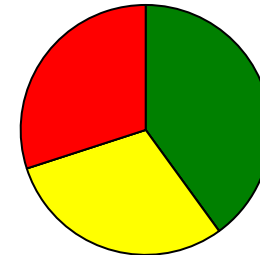
In 2018, agencies plan for a goal of \$7.3 billion in overall commitments with 43 major commitments planned.

Through August, agencies have committed \$3.5 billion versus a \$5.2 billion YTD goal. The shortfall was partly due to delays in the awards of NYCT's Time Square Reconstruction & ADA Phase 3 (\$259M), ADA: 59th Street/4th Ave (\$45M), MNR's Harmon Shop Replacement (\$388M), and MTA CC's Harold Structures (\$100M). Delays with other non-major commitments, such as \$145M in LIRR Expansion Project support costs, \$61M in East Side Access support costs and \$702M of NYCT's Sandy-related commitments contributed to the balance of the shortfall. Nearly all will be achieved by year-end.

Twelve major commitments were made on time or early, nine were delayed but have now been committed, and nine 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.

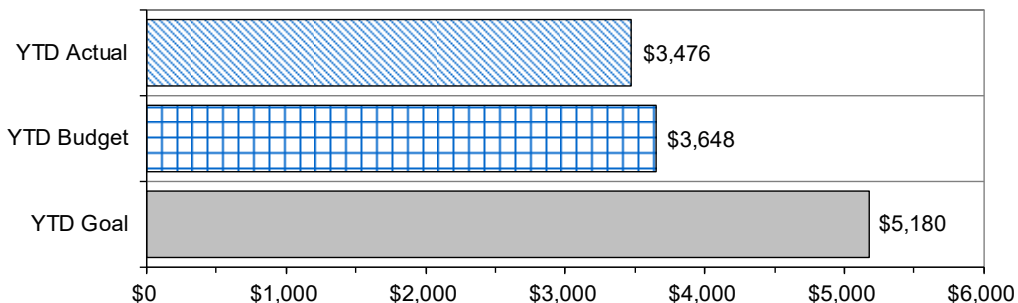
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	12	40%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	9	30%	↑ 2
RED = Commitments delayed beyond Goal (not yet achieved)	9	30%	-
	30	100%	↑ 2

Budget Analysis

2018 Annual Goal	\$7,337	(\$ in millions)
2018 Forecast	107%	of Annual Goal
Forecast left to Commit	56%	(\$4,390)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Commitments – August 2018 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
9 All-Agency Red Commitments (2 new this month)				MNR			
NYCT				Shops & Yards			
<i>Passenger Stations</i>				Harmon Shop Replacement - Phase V	Construction Award	Jul- 18	Oct- 18
Times Square Reconstruction & ADA, Phase 3 - Shuttle	Construction Award	Jun- 18	Oct- 18			\$388.4	\$388.4
		\$259.3	\$284.9	Due delays with the completion of Harmon Shop Replacement Stage 1, the start date for Stage 2 will now be October 2018.			
Award re- scheduled due to additional time needed to review and approve final design estimate. Request to advertise is in process. Project cost increased due to additional scope, changes to construction phasing, and extension of construction duration by 3 months.							
ADA: 59 Street / 4th Avenue	Construction Award	Jul- 18	Oct- 18	B&T			
		\$44.9	\$51.3	Tower Pier Rehab/Construct Mooring Platform/Elevator Rehabilitation	Construction Award	Jul- 18	Oct- 18
Design completion delay due to NYC DOT Office of Construction Mitigation and Coordination performing a User Cost Benefit Analysis to provide concurrence to the recommended maintenance and protection of traffic scheme taking longer than expected.						\$27.2	\$27.2
				Technical proposals was not ready for the July Board meeting. There was no August meeting, so it will be presented at the September Board meeting.			
<i>Track</i>				MTA CC			
Mainline Track & Switch Program (6 Projects) - 3rd Qtr (New Item)	Construction Award	Aug- 18	Apr- 19	East Side Access			
		\$44.0	\$44.0	Harold Structures - Part 3A: B/C Approach (CH058A)	Construction Award	Jul- 18	Sep- 18
Five of the six projects remain uncommitted at this time. Award of the Flushing line Switches re-scheduled to April 2019 due to track access issues.						\$100.2	\$78.5
				Advertisement was delayed to align contract with rail road resource availability, and as a result, award date was impacted.			
<i>Traction Power</i>				MTA Police			
Low-Resistance Contact Rail & Negative Cables / QBL	Construction Award	Jun- 18	Sep- 18	SI County District Office (New Item)	Construction Award	Aug- 18	Oct- 18
		\$25.5	\$79.1			\$9.0	\$9.0
Project schedule delayed due to a budget modification staff summary required to fund budget shortfall. Project cost reflects latest estimates at advertisement with increases to the bid estimate and support costs.				The commitment delay is due to contractors' requests for additional time to review the project. In order to maximize vendor interest these accommodations were made and the bid opening was rescheduled to September.			
LIRR							
<i>Power</i>							
Sub Station Components	Construction Award	Jun- 18	Sep- 18				
		\$13.6	\$13.6				
Project delayed for rebid due to vendor disqualification. A new advertisement was progressed in July.							

Capital Projects – Major Commitments – August 2018 – Schedule Variances

Project	Commitment	Goal	Actual	Project	Commitment	Goal	Actual
9 All-Agency Yellow Commitments (2 new this month)				B&T			
NYCT				Roadways and Decks			
<i>Passenger Stations</i>				Reconstruct Manhattan Toll Plaza Structure & Ramps (New Item)			
ADA: Eastern Parkway-Brooklyn Museum / EPK (New Item)	Construction Award	May- 18 \$39.3	Aug- 18 (A) \$39.2	Construction Award	Jul- 18 \$21.0	Aug- 18 (A) \$21.0	
Project award re-scheduled due to delay in advertisement.				Delay due to advertisement date being extended for final design approval.			
ADA: Gun Hill Rd / Dyre				MTA Bus Company			
Construction Award	Mar- 18 \$37.8	Apr- 18 (A) \$52.0		Bus Company Projects			
Delayed due to final procurement activities. Project cost increased reflecting unfavorable bids received as well as additional scope items.				53 Articulated Buses	Fleet Procurement	Apr- 18 \$53.2	Jun- 18 (A) \$50.2
ADA: Bedford Park Boulevard / Concourse				Award was revised due to an audit for Buy America adherence.			
Construction Award	Mar- 18 \$37.8	Apr- 18 (A) \$29.7		Bus Digital Information Screens (DIS)	Construction Award	Apr- 18 \$11.7	Jun- 18 (A) \$7.5
Delayed due to several bid extensions and final procurement activities. Project cost reflects favorable bids received.				Schedule was pushed out 2 months due to a lengthy award process.			
Replace 12 Traction Elevators / Broadway- 7th Avenue							
Construction Award	Mar- 18 \$88.1	Apr- 18 (A) \$97.9					
Delayed due to final procurement activities. Project cost increased due to scope changes and unfavorable bids.							
MNR							
<i>Signals & Communications</i>							
Harlem Cable Installation	Construction Award	Feb- 18 \$47.7M	Mar- 18 (A) \$47.7M				
The delay in award was due to pre- award activities required to comply with the contract's diversity compliance goals.							
MTACC							
<i>East Side Access</i>							
Harold Structures - Trackwork (CH057D)	Construction Award	Mar- 18 \$48.5	Apr- 18 (A) \$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 – August 2018

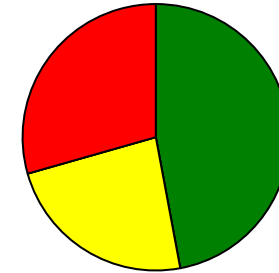
In 2018, agencies plan for a goal of \$6.3 billion in overall completions, with 39 major completions.

Through August, agencies have completed \$2.1 billion versus a \$3.2 billion YTD goal. The shortfall is partly due to delays with MNR's completion of Harmon Shops Improvements (\$316M), the NYCT purchase of 92 articulated buses (\$84M), the acceptance of 58 B-Division R179 Cars (\$143M), and the completion of assorted mainline track replacement projects (\$182M), most of which are forecast for achievement by year end.

Eight major completions were made on time or early, four major completion were delayed but have now been completed, and five major completions remain delayed. The delays are explained on the following pages.

By year end, the MTA forecasts meeting 98% of its overall \$6.3 billion completion goal.

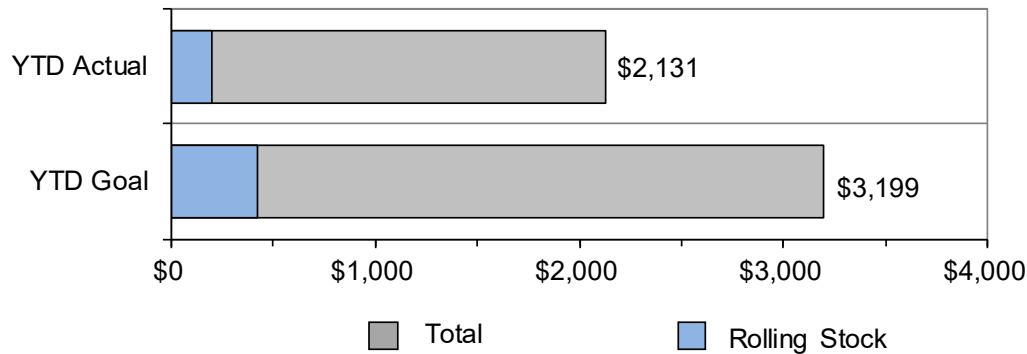
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	8	47%	↑ 2
YELLOW = Completions delayed beyond Goal (already achieved)	4	24%	↑ 2
RED = Completions delayed beyond Goal (not yet achieved)	5	29%	↓ 2
	17	100%	↑ 2

Budget Analysis

2018 Annual Goal	\$6,299	(\$ in millions)
2018 Forecast	98%	of Annual Goal
Forecast left to Complete	65%	(\$4,032)



Year-to-Date Agency Breakdown

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

Capital Projects – Major Completions – August 2018 – Schedule Variances

Project	Completion	Goal	Forecast	Project	Completion	Goal	Forecast
5 All-Agency Red Completions (0 new this month)							
NYCT							
<i>Buses</i>							
Purchase 92 Articulated Buses (Nova)	Fleet Procurement	Mar- 18	Sep- 18				
		\$83.9	\$82.2				
All buses delivered except one single pilot bus being retrofitted. Additional technical requirements, processed post- award, have resulted in a longer turn-around time for Nova's overall production of each bus							
LIRR							
<i>Track Improvement</i>							
Main Line Double Track Ph 2 (Signal Equipment)	Construction	Apr- 18	Sep- 18				
		\$30.0	\$30.0				
Delay due to additional signal modifications required of the manufacturer.							
Main Line Double Track Ph 2 (Track and Systems)	Construction	Jun- 18	Sep- 18				
		\$71.0	\$73.3				
Phase I Completion date slipped due to delay in signal equip delivery. Overall project completion was advanced from 12/19 to be substantially completed by 9/18. Elevator commissioning and south platform at Wyandanch Station to be operational in September.							
MNR							
<i>Shops and Yards</i>							
Harmon Shop Improvements	Construction	Jun- 18	Oct- 18				
		\$315.6	\$315.6				
Scheduled completion is now projected to be October 2018 due to a delay performing SCADA testing for permanent power, equipment deliveries, and testing of the Consist Shop DC substation and Bug and Stinger system.							
B&T							
<i>Tunnels</i>							
Queens Midtown Tunnel - Vent Building Electrical Upgrades/Flood Mitigation - Equipment Relocation	Construction	Jul- 18	Sep- 18				
		\$57.4	\$57.4				
Additional time required for motor modifications critical to the vent building.							

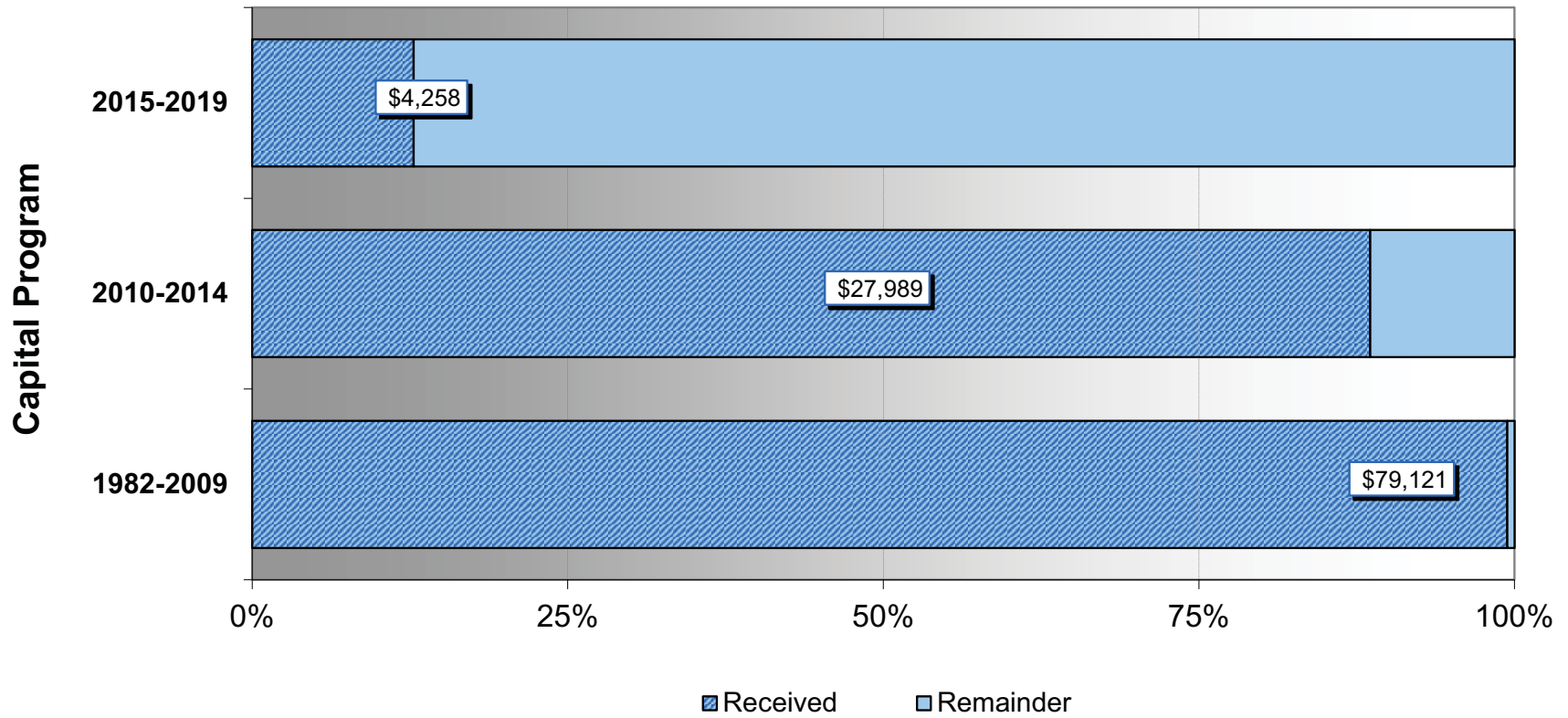
Capital Projects – Major Completions – August 2018 – Schedule Variances

Project	Completion	Goal	Actual
4 All-Agency Yellow Completions (2 new this month)			
NYCT			
<i>Line Equipment</i>			
Vent Plant: 46th Street- Northern Blvd / Queens Blvd Line (New item)	Construction	May- 18 \$80.9	Aug- 18 (A) \$78.9
Project completion schedule was extended by three months due to testing issues.			
<i>Signals and Communications</i>			
2 Interlockings: Union Turnpike & 71 Av	Construction	May- 18 \$297.8	Jun- 18 (A) \$306.0
Delay due to new scope added to the project. An additional work order was issued for the installation of a communication component.			
LIRR			
<i>Signals and Communications</i>			
New Elevators - Flushing - Main St	Construction	Jun- 18 \$14.9	Jul- 18 (A) \$14.9
Delay due to vandalism at elevator site. Repairs are complete.			
MTA CC			
<i>East Side Access</i>			
Harold Tunnel A Cut and Cover Structures (CH061A) (New item)	Construction	May- 18 \$42.0	Aug- 18 (A) \$42.0
Contractor productivity was less than expected. Resource shortages limited ability to mitigate delays.			

Status of MTA Capital Program Funding

Capital Funding (August 2018)

\$ in millions



Capital Funding Detail (August 31, 2018)

\$ in millions

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

Funding Plan	Receipts		
<u>Current</u>	<u>June</u>	<u>This month</u>	<u>Received to date</u>
18,099	18,099	-	18,099
21,691	21,691	-	21,691
24,401	23,939	1	23,940

2010-2014 Program

Federal Formula, Flexible, Misc
 Federal High Speed Rail
 Federal New Start
 Federal Security
 Federal RIFF Loan
 City Capital Funds
 State Assistance
 MTA Bus Federal and City Match
 MTA Bonds (Payroll Mobility Tax)
 Other (Including Operating to Capital)
 B&T Bonds
 Hurricane Sandy Recovery
 Insurance Proceeds/Federal Reimbursement
 PAYGO
 Sandy Recovery MTA Bonds
 Sandy Recovery B&T Bonds

Total

Funding Plan	Receipts		
<u>Current</u>	<u>June</u>	<u>This month</u>	<u>Received to date</u>
\$5,840	\$5,830	(\$4)	\$5,826
295	295	-	295
1,257	1,257	-	1,257
189	100	-	100
-	-	-	-
719	608	-	608
770	400	-	400
132	108	-	108
11,483	9,665	1,512	11,176
1,328	1,183	5	1,187
2,025	2,025	-	2,025
6,343	4,750	50	4,800
235	81	-	81
758	2	-	2
230	124	-	124
31,603	26,428	1,562	27,989

2015-2019 Program

Federal Formula, Flexible, Misc
 Federal Core Capacity
 Federal New Start
 Federal Security
 State Assistance
 City Capital Funds
 MTA Bonds
 Asset Sales/Leases
 Pay-as-you-go (PAYGO)
 Other
 B&T Bonds & PAYGO

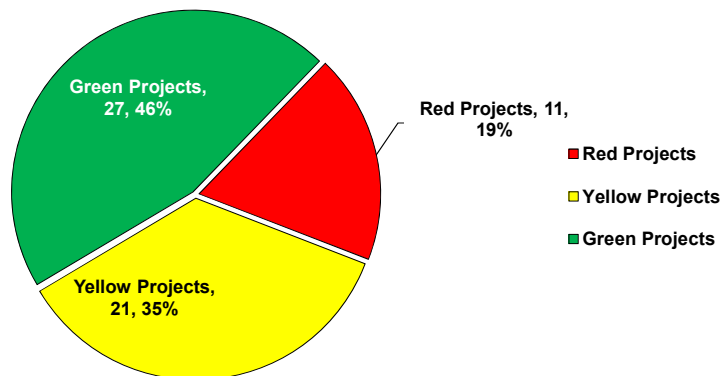
Total

Funding Plan	Receipts		
<u>Current</u>	<u>June</u>	<u>This month</u>	<u>Received to date</u>
\$6,704	\$912	\$ -	\$912
100	-	-	-
500	-	-	-
3	3	-	3
8,640	365	-	365
2,666	503	-	503
7,968	12	-	12
1,018	297	-	297
2,145	1,691	-	1,691
592	-	-	-
2,936	475	-	475
33,273	4,258	-	4,258

2nd Quarter 2018 Traffic Light Report on MTA Core Capital Program Projects

A total of 311 Projects were Reviewed for the 2nd Quarter 2018

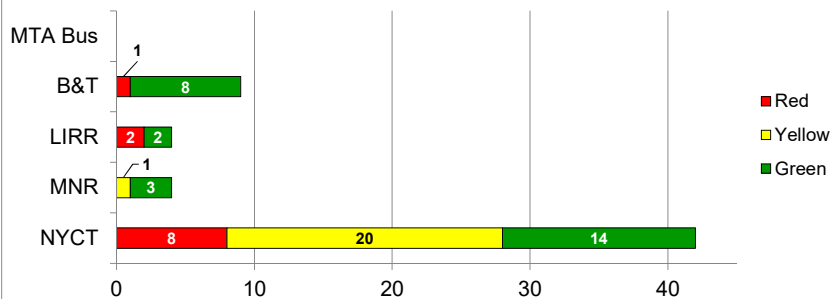
59 Projects in Design



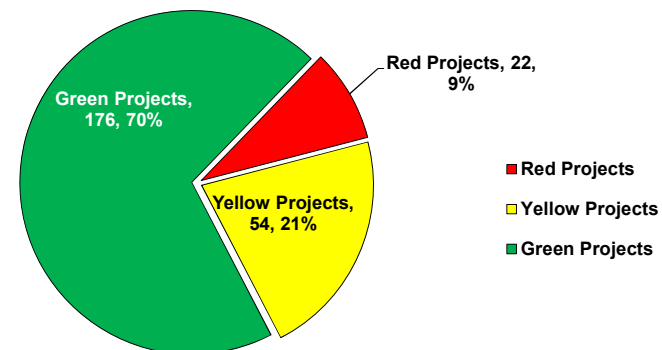
Projects in Design: 59 projects were reviewed in the design phase with 27 (46%) projects designated green, 21 (36%) yellow, and 11 (18%) red. This is an increase of 1 red project since the 1st quarter 2018. Of the 11 red projects, 8 (73%) were red for a schedule variance and 3 were red for a cost variance. For the 8 projects designated red for schedule, the issues were due in part to additional scope, field survey work, limited track access, required design changes, and coordination with other Force Account projects and outside agencies.

Last Quarter: 69 projects were reviewed in the design phase with 32 (46%) projects designated green, 27 (39%) yellow, and 10 (15%) red.

59 Projects in Design



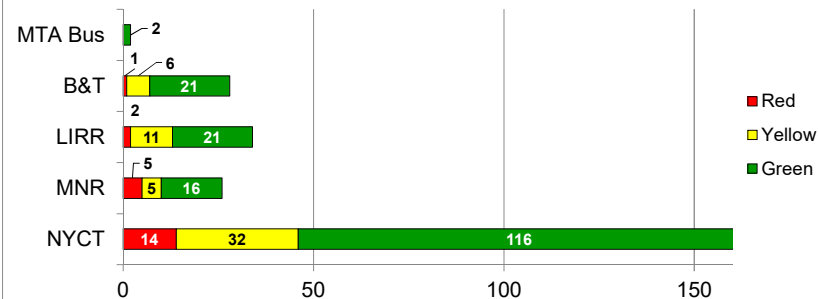
252 Projects in Construction



Projects in Construction: 252 projects were reviewed in the construction phase with 176 (70%) designated green, 54 (21%) yellow and 22 (9%) red. This is an increase of 7 red projects since the 1st quarter 2018. Of the 22 red projects, 13 (59%) were red for a schedule variance and the other 9 projects were red for a combination of more than one variance. For the 13 projects designated red for schedule, the variances ranged from 3 to 12 months. The schedule variances were due in part to unforeseen field conditions, fabrication delays, limited track access, change order negotiations, and added scope.

Last Quarter: 233 projects were reviewed in the construction phase with 159 (68%) designated green, 59 (25%) yellow and 15 (7%) red.

252 Projects in Construction









Terms and Definitions

2nd 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: 59

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

Projects in Construction: 252

-  Green: Indices less than 110% and index movement of 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% 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



Report Index Formulas and Criteria:
➤ Only projects with budgets of \$5M or greater are included in the report
➤ Projects in design must be at a 30% completion level or greater



2nd Quarter 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	36	.00	■	1.00	■	0	■	G
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$11,756,609	5	.00	■	.55	▼	0	■	G
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	61	.00	■	1.00	■	0	■	Y
T6041238	Station Renewal: Avenue X CUL	Construction	\$21,518,394	95	.83	■	.99	■	0	■	Y
T6041239	Station Renewal: Avenue U CUL	Construction	\$15,766,974	94	.84	■	1.00	■	0	■	Y
T6041240	Station Renewal: Avenue P CUL	Construction	\$15,440,936	84	.76	■	1.00	■	0	■	Y
T6041241	Station Renewal: Bay Parkway CUL	Construction	\$15,635,930	89	.94	■	1.00	■	0	■	Y
T6041242	Station Renewal: 18 Avenue CUL	Construction	\$25,817,701	93	.87	■	1.00	■	0	■	Y
T6041243	Station Renewal: Ditmas Avenue CUL	Construction	\$19,725,690	99	.91	■	1.00	■	0	■	Y
T6041244	Station Renewal: Avenue I CUL	Construction	\$20,067,521	98	.80	■	1.00	■	0	■	Y
T6041260	Components: 4 Stations JAM	Construction	\$82,125,773	50	1.07	▲	.99	■	0	■	G
T6041281	Components: Avenue N, Kings Hwy CUL	Construction	\$23,617,903	91	.95	■	1.00	■	0	■	Y
T6041295	Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	Construction	\$5,872,617	92	.00	■	1.00	■	0	■	Y
T60412C4	Components: 3 Locs / 8th Avenue	Construction	\$28,799,229	52	-.19	▼	1.00	■	0	■	Y
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$7,322,388	75	.00	■	1.00	■	6	▲	R
T60412G9	Station Ventilators Ph 10 - 4 locs N Bklyn	Construction	\$5,408,636	60	.00	■	1.06	■	0	■	G
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	Construction	\$11,216,037	35	.00	■	1.01	■	0	■	G
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	Construction	\$35,857,557	5	.00	■	1.00	■	0	■	G
T6060203	Tunnel Lighting:Roosevelt Av-36 St QBL	Construction	\$52,192,907	76	.00	■	1.00	■	0	■	Y
T6060304	New Vent Plant: 46 St Queens Boulevard Line	Construction	\$80,315,068	99	.62	■	1.00	■	3	▲	R
T6060305	Replace Ventilation Controls at 22 Locations	Construction	\$16,199,489	86	.54	▼	.99	■	0	■	Y
T6070306	Demolish Abandoned Structures	Construction	\$15,116,583	50	.00	■	.99	■	0	■	Y
T6070316	Structural Repairs: 39 St - 60 St 4AV Ph1	Construction	\$31,200,170	10	.00	■	.99	■	0	■	G
T6080310	QBL Interlockings: 71st and Union	Construction	\$305,620,313	100	.92	▼	1.02	■	1	▲	G
T6080315	Interlocking Modernization: 34 St - 6th Av Line	Construction	\$180,213,506	90	1.01	▲	1.00	■	0	■	G



2nd Quarter 2018 Traffic Light Report Projects in Design and Construction

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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											
T6080316	Interlocking Modernization:W. 4 St - 6th Ave Line	Construction	\$173,926,572	85	.38	■	.99	■	0	■	G
T6080601	Fiber Optic Cable Replacement Phase 1	Construction	\$11,987,526	62	.00	■	1.00	■	0	■	G
T6080604	Public Address/Customer Info Screen at 45 Stations	Construction	\$64,606,648	82	.00	■	1.00	■	0	■	Y
T6080605	Communication Room Upgrade/Expansion Phase 1	Construction	\$15,974,354	59	3.78	▼	.90	■	0	■	R
T6080606	Portable Radio Unit Replacement	Construction	\$6,719,210	80	.00	■	1.00	■	0	■	Y
T6080626	ISIM - B Module 1	Construction	\$59,160,238	52	.42	■	1.00	■	0	■	G
T6080631	ISIM - B Module 2	Construction	\$68,262,483	37	.00	■	1.00	■	0	■	G
T6090408	Replace Negative Cables 59 St-36 St - 4th Av Line	Construction	\$5,216,543	75	.00	■	1.04	■	0	■	G
T6090409	Rehab Circuit Breaker House #275 Clark St.Line	Construction	\$9,653,611	98	.09	▼	1.00	■	0	■	G
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	\$19,146,634	11	.00	■	1.00	■	0	■	G
T6130202	Purchase 54 Flatcars	Construction	\$47,503,232	0	.00	■	1.04	■	0	■	G
T6130207	Purchase 3 Vacuum Trains	Construction	\$34,704,131	45	.00	■	.99	■	12	▲	R
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,268,148	86	.00	■	.99	■	0	■	Y
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	91	.91	▼	1.00	■	4	▲	R
T6160713	In-house:Employee Facility Rehab:207 St- 8th Av Ln	Construction	\$6,650,000	100	.00	■	1.00	■	2	▲	Y
T6160717	Livingston Plaza Repairs	Construction	\$51,513,267	30	-1.74	▼	1.00	▼	0	■	G
T6160719	Facility Roof Repair/Replacement Phase 4	Construction	\$17,320,315	91	.41	▲	1.01	■	4	▲	R
T6040706	Replace 2 Hydraulic Elevators at GCT LEX	Design	\$20,598,412	70	.00	■	1.48	■	0	■	Y
T7030213	Automatic Passenger Counting - Phase 1 Rollout	Construction	\$5,590,885	2	.00	■	1.00	■	0	■	G
T7030214	Purchase 110 Articulated CNG Buses	Construction	\$107,618,077	20	.00	■	1.01	■	0	■	G
T7030218	Purchase 251 Standard Diesel Buses	Construction	\$161,041,149	1	.00	■	1.00	■	0	■	G
T7030219	Purchase 367 Diesel and 10 Hybrid Standard Buses	Construction	\$235,733,576	11	.00	■	1.00	■	0	■	G
T7030221	Purchase 108 Articulated Buses (New Flyer)	Construction	\$98,813,783	14	.00	■	1.00	■	0	■	G
T7040402	AFC Low Turnstile Procurement	Construction	\$11,640,000	64	.00	■	1.00	■	0	■	Y



2nd Quarter 2018 Traffic Light Report Projects in Design and Construction

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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	55	.00	■	1.00	■	0	■	G
T7040702	Replace 12 Traction Elevators BW7	Construction	\$98,362,140	3	.00	■	1.00	▼	0	■	G
T7041203	Renewal: Astoria-Ditmars Blvd AST	Construction	\$23,988,512	12	.00	■	1.01	■	0	■	G
T7041204	Renewal: Astoria Blvd AST	Construction	\$52,721,060	0	.00	■	1.00	▼	0	■	G
T7041222	Platform Components: 2 Locs 4AV	Construction	\$11,370,749	100	.63	▲	1.00	■	-2	▼	G
T7041301	ADA: Bedford Av CNR	Construction	\$72,617,322	19	1.41	▼	.93	▼	0	■	G
T7041302	ADA: Astoria Blvd AST	Construction	\$42,606,260	0	.00	■	1.00	▼	0	■	G
T7041303	ADA: Bedford Pk Blvd BXC	Construction	\$34,238,141	0	.00	■	1.00	■	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$32,175,001	0	.00	■	.99	■	0	■	G
T7041305	ADA: Gun Hill Road DYR	Construction	\$57,393,767	5	.00	■	.99	■	1	▲	G
T7041309	ADA: Greenpoint Av XTN	Construction	\$41,345,663	0	.00	■	1.00	▼	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$44,922,891	19	.16	▼	1.00	■	0	■	G
T7041320	ADA: Court Square XTN (Stairs Phase)	Construction	\$13,088,889	100	.00	■	1.00	■	-1	▼	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$45,835,443	5	.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	39	.00	■	.92	■	0	■	G
T7041403	Reopen Station Entrance: 8 Av SEA	Construction	\$16,742,128	30	.00	■	1.02	■	0	■	G
T7041405	2015 Water Condition Remedy	Construction	\$8,530,532	90	.00	■	1.00	▼	0	■	Y
T7041410	Church St Corridor Improvements	Construction	\$30,000,000	99	.00	■	1.00	■	1	▲	G
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$7,264,592	19	12.07	▼	1.00	■	0	■	G
T7041419	Station Capacity Enhancements: Broadway Jct JAM	Construction	\$10,787,201	10	.00	■	1.00	■	0	■	G
T7041420	Station Capacity Enhancements: Marcy Avenue JAM	Construction	\$12,935,407	12	.00	■	1.00	▼	0	■	G
T7050203	2017 Mainline Track Repl: Design/Support	Construction	\$5,291,511	80	.00	■	.91	▲	0	■	G
T7050204	2018 Mainline Track Repl: Design/Support	Construction	\$7,617,790	20	.00	■	1.00	■	0	■	G
T7050208	2016 CWR: Queens Blvd	Construction	\$26,860,316	98	.00	■	.98	■	2	▲	Y



2nd Quarter 2018 Traffic Light Report Projects in Design and Construction

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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											
T7050210	2018 Continuous Welded Rail	Construction	\$12,918,473	61	.00	■	1.00	■	0	■	G
T7050214	2017 Track Force Account	Construction	\$35,000,000	100	.00	■	1.00	■	0	■	G
T7050222	2015 Mainline Track Repl: Jerome	Construction	\$16,457,581	96	.00	■	2.57	▲	3	▲	R
T7050231	2016 Mainline Track Repl: Jamaica	Construction	\$23,590,042	100	.00	■	1.00	▼	-1	▼	Y
T7050232	2016 Mainline Track Repl: Queens Blvd	Construction	\$35,284,630	100	.00	■	.75	■	2	▲	Y
T7050233	2016 Mainline Track Repl: Dyre	Construction	\$13,506,949	95	.00	■	.97	▲	2	▲	Y
T7050236	2016 CWR: 8th Avenue	Construction	\$47,790,804	94	.00	■	.77	■	2	▲	Y
T7050239	2016 Mainline Track Repl: Bushwick Cut	Construction	\$10,193,327	95	.40	▼	1.00	■	0	■	G
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$65,013,949	10	.00	■	1.00	■	0	■	G
T7050245	2016 Mainline Track Repl: Flushing	Construction	\$11,771,123	98	.00	■	1.51	▲	3	▲	R
T7050246	2016 Mainline Track Repl: 8th Avenue	Construction	\$41,496,465	83	.00	■	.74	▼	2	▲	Y
T7050250	2016 Mainline Track Repl: Jerome	Construction	\$7,817,648	45	.00	■	.43	▼	0	■	G
T7050256	2017 Mainline Track Repl: Crosstown	Construction	\$19,233,105	51	.00	■	1.00	■	2	▲	Y
T7050258	2017 Mainline Track Repl: Eastern Parkway	Construction	\$22,009,620	73	.00	■	.93	■	3	▲	R
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$23,849,946	23	.00	■	1.00	■	10	▲	R
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	■	9	▲	R
T7050262	2017 Mainline Track Repl: 7th Avenue	Construction	\$5,628,276	32	.00	■	1.00	■	0	■	G
T7050264	2017 Mainline Track Repl: Concourse	Construction	\$31,722,364	98	.00	■	1.16	▲	0	■	R
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$28,684,236	64	.00	■	1.00	■	0	■	G
T7050270	2018 Mainline Track Repl: Astoria	Construction	\$13,520,370	29	.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	13	.00	■	1.00	■	0	■	G
T7050275	2018 Mainline Track Repl: Pelham	Construction	\$9,115,175	40	.00	■	1.00	■	0	■	G
T7050276	2018 Mainline Track Repl: Eastern Parkway	Construction	\$11,288,807	35	.00	■	1.00	■	0	■	G



2nd Quarter 2018 Traffic Light Report Projects in Design and Construction

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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											
T7050277	2018 Mainline Track Repl: Broadway-7th Avenue	Construction	\$9,733,963	70	.00	■	1.00	■	0	■	G
T7050278	2018 Mainline Track Repl: Canarsie	Construction	\$8,615,368	0	.00	■	1.00	■	0	■	G
T7050279	2018 Mainline Track Repl: Concourse	Construction	\$13,092,700	10	.00	■	1.00	■	0	■	G
T7050280	2018 Mainline Track Repl: 6th Ave/Culver	Construction	\$24,962,343	0	.00	■	1.00	■	0	■	G
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	\$13,146,699	0	.00	■	1.00	■	0	■	G
T7050288	2018 Mainline Track Repl: 4th Avenue Line, BMT	Construction	\$14,202,940	0	.00	■	1.00	▲	0	■	G
T7050303	2017 Mainline Switch Repl: Design/Support	Construction	\$6,624,226	60	.00	■	.76	▼	0	■	G
T7050304	2018 Mainline Switch Repl: Design/Support	Construction	\$9,542,432	60	.00	■	1.00	■	0	■	G
T7050311	2015 Mainline Switch Repl: Dyre	Construction	\$7,432,188	100	.00	■	.98	■	-1	▼	Y
T7050322	2017 Mainline Switch Repl: Astoria	Construction	\$19,620,360	97	.00	■	1.26	▲	0	■	R
T7050323	2017 Mainline Switch Repl: Eastern Parkway	Construction	\$7,029,147	100	.00	■	1.27	■	2	▲	Y
T7050325	2017 Mainline Switch Repl: Broadway-7th Avenue	Construction	\$9,319,919	97	.00	■	1.00	■	3	▲	R
T7050327	2018 Mainline Switch Repl: Jamaica	Construction	\$17,972,609	37	.00	■	1.00	■	0	■	G
T7050328	2018 Mainline Switch Repl: Astoria	Construction	\$8,519,135	47	.00	■	1.00	■	0	■	G
T7050331	2018 Mainline Switch Repl: Lenox-White Plains Rd	Construction	\$8,765,168	27	.00	■	1.00	■	0	■	G
T7050332	2018 Mainline Switch Repl: White Plains Rd	Construction	\$7,398,926	0	.00	■	1.00	■	0	■	G
T7060502	Replace Vent Plant Motor Control Sys Var Locs	Construction	\$11,123,219	35	.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	90	.18	■	.96	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	32	.00	■	1.00	■	0	■	G
T7070308	Rehab Emergency Exits (3rd Party) - Var Loc [SBDP]	Construction	\$9,497,000	0	.00	■	1.01	■	0	■	G
T7070312	Overcoat: 157 St Portal - 164 St JER	Construction	\$11,713,632	22	.00	■	.99	■	0	■	G
T7070313	Overcoat: 72 St - 104 St FLS	Construction	\$61,041,590	0	.00	■	1.00	■	0	■	G
T7070321	Struct Rehab: 4AV - Ph2	Construction	\$57,879,076	10	.00	■	1.00	■	0	■	G
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,619,498	37	.07	■	1.00	■	0	■	G



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NYCT - New York City Transit Program											
T7080319	Signal Control Line Modifications, Ph6	Construction	\$33,011,628	39	.00	■	1.00	■	0	■	Y
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	16	.00	■	1.00	■	0	■	G
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	38	.00	■	1.00	■	0	■	G
T7080337	Signals Improvements (SAP)	Construction	\$111,970,000	55	.00	■	1.00	■	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$31,510,192	8	1.07	▲	1.00	■	0	■	G
T7080603	PBX Upgrade	Construction	\$41,507,342	19	.86	▲	1.00	■	0	■	G
T7080604	Fiber Optic Cable Replacement Ph2	Construction	\$28,694,060	0	.00	■	1.00	■	0	■	G
T7080620	Help Point: 49 Stations	Construction	\$32,064,700	100	.00	■	.84	■	0	■	G
T7090201	Substation Renewal: Burnside Av BXC	Construction	\$23,354,352	0	.00	■	1.00	■	0	■	G
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	\$19,171,504	3	.00	■	1.00	■	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	19	.02	■	.99	■	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$57,413,384	3	.00	■	.96	▼	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$75,086,576	19	.38	▲	.97	■	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,494,716	17	.40	▼	1.00	■	0	■	G
T7090223	New Substation: Harrison Pl CNR	Construction	\$58,204,402	19	.00	■	.98	■	-2	▼	G
T7090401	Rehab CBH # 586 - 18 Av CUL	Construction	\$14,475,998	0	.00	■	1.00	■	0	■	G
T7090403	Rehab CBH # 210 - 239 St WPR	Construction	\$22,456,327	72	.72	▲	1.00	■	0	■	G
T7090404	Rehab CBH # 86 - Wilson Av CNR	Construction	\$5,578,665	31	.00	■	1.00	■	0	■	G
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	\$13,408,815	24	.00	■	.96	■	0	■	G
T7090417	Replace Negative Cables 4AV Ph 2	Construction	\$16,068,510	75	1.09	▼	1.00	■	0	■	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,160,858	3	.00	■	1.00	■	0	■	G
T7100409	Heavy Shop Equipment	Construction	\$14,699,993	34	.00	■	1.00	▼	0	■	G
T7100422	Yard Lighting: 207th St Yard	Construction	\$24,991,485	43	.16	▼	1.00	■	0	■	G
T7100429	Struc. Remed. at E 180 St Maint. Fac. & Ret Wall	Construction	\$5,107,748	100	.00	■	1.02	■	-3	▼	G
T7120302	Roof: Gun Hill Depot	Construction	\$12,271,034	35	.67	▲	1.00	■	0	■	G

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NYCT - New York City Transit Program											
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	\$23,010,862	5	.00	■	1.00	■	0	■	G
T7120412	Portable Lift Replacement	Construction	\$5,362,025	28	.00	■	1.00	■	0	■	G
T7120422	Storage Tanks: Jackie Gleason and Castleton Depots	Construction	\$9,330,816	30	2.17	▲	1.00	■	0	■	Y
T7130212	Purchase 202 Non-Revenue Vehicles	Construction	\$33,772,829	17	.00	■	.99	■	0	■	G
T7160512	Test Pits	Construction	\$10,756,669	0	.00	■	1.00	▲	0	■	G
T7160601	Fire Alarm System Replacement - 3 Locs	Construction	\$19,960,202	2	.00	■	1.00	■	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	19	.89	▼	1.00	■	0	■	G
T7030205	Purchase 15 Artic Electric Buses & Depot Chargers	Design	\$29,867,397	33	.00	■	1.04	▼	6	▲	R
T7030215	AVLM for Paratransit Vehicles	Design	\$20,874,400	48	.00	■	1.09	■	-3	▼	G
T7040701	Replace 11 Hydraulic Elevators / Various	Design	\$48,702,477	70	.00	■	.95	▼	0	■	Y
T7040703	Replace 8 Traction Elevators / Various	Design	\$43,464,933	80	.00	■	.70	▼	0	■	Y
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	Design	\$14,678,464	70	.00	■	.91	▼	0	■	Y
T7040707	Replace 7 Escalators / Various (Bx/M)	Design	\$42,230,558	50	.00	■	1.07	▲	0	■	G
T7040709	Replace 6 Escalators / Various	Design	\$29,989,281	50	.00	■	1.00	■	0	■	G
T7040711	Replace 2 Hydraulic Elevators: Franklin Av FRK	Design	\$10,144,200	70	.00	■	.69	▼	0	■	G
T7040714	Replace 1 Hydraulic Elevator: Grand Central FLS	Design	\$5,455,338	70	.00	■	.53	▼	0	■	G
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$36,660,174	60	.00	■	.84	■	0	■	Y
T7041202	Renewal: 138 St-Grand Concourse JER	Design	\$23,106,275	85	.00	■	.79	▼	3	▲	R
T7041224	Platform Components: 2 Locs JER	Design	\$4,059,165	60	.00	■	.21	▼	3	▲	R
T7041236	Platform Components: Longwood Ave PEL	Design	\$5,233,825	80	.00	■	.54	▼	3	▲	R
T7041237	Platform Components: 2 Locs LEN	Design	\$5,618,437	90	.00	■	.52	▼	3	▲	R
T70412F2	Vent Water Remed: 3 Av-138 St PEL	Design	\$5,031,839	40	.00	■	.80	▼	0	■	G
T7060505	Rehab Vent Plant Damper System - Var Locs	Design	\$61,427,795	40	.00	■	1.50	▲	1	▲	R
T7060507	Ventilation System Strategy Study	Design	\$5,000,000	90	.00	■	1.00	■	0	■	Y

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NYCT - New York City Transit Program											
T7070331	LSCRP: Bronx (BXC)	Design	\$76,579,870	70	.00	■	.99	■	0	■	G
T7070339	LSCRP: 1 Av-8 Av CNR	Design	\$39,536,525	80	.00	■	1.00	▼	0	■	G
T7080304	CBTC: 8AV (59 St - High St)	Design	\$418,860,629	75	.00	■	1.16	■	2	▲	R
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Design	\$256,581,391	85	.00	■	1.16	■	2	▲	Y
T7080607	UHF T-Band Radio System Replacement	Design	\$35,661,748	75	.00	■	.82	▼	0	■	Y
T7080617	LiftNet Transition to Ethernet	Design	\$17,309,016	85	.00	■	.97	■	0	■	G
T7090203	Substation Rnwl & New Rectifier: Centrl SS 6AV	Design	\$40,297,325	50	.00	■	.82	■	0	■	G
T7090204	Substation Roof & Encl: Wash Heights 8AV [SBDP]	Design	\$9,323,028	90	.00	■	1.03	■	0	■	Y
T7090219	New Substation: Canal St 8AV	Design	\$64,993,454	65	.00	■	.95	■	0	■	G
T7090220	New Substation: 28 St 8AV	Design	\$65,744,522	65	.00	■	1.04	■	0	■	G
T7090411	Rehab Ducts: Stanton St. Substation	Design	\$1,200,369	90	.00	■	.91	■	0	■	Y
T7090413	Upgrade SCADA System	Design	\$26,756,533	50	.00	■	.66	■	0	■	G
T7090415	Reconstruct CBH # 392 Flushing River Bridge FLS	Design	\$7,395,462	60	.00	■	.93	▼	2	▲	G
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL	Design	\$25,018,353	90	.00	■	.92	▼	0	■	Y
T7100405	DCE Shop Components Ph 4: 207 St Admin	Design	\$19,007,975	60	.00	■	.99	▼	0	■	Y
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	\$55,579,933	40	.00	■	1.01	■	0	■	Y
T7120301	Artic Modification: ENY Depot	Design	\$16,880,173	49	.00	■	1.00	▼	0	■	Y
T7120303	Roof, HVAC: Queens Village Depot	Design	\$16,901,193	90	.00	■	.99	■	0	■	Y
T7120308	Paving: Manhattanville Depot [SBDP]	Design	\$5,566,029	90	.00	■	1.09	■	0	■	Y
T7130207	Purchase 27 Refuse Flats	Design	\$24,854,608	99	.00	■	1.00	■	0	■	Y
T7130208	Purchase 12 3-Ton Crane Cars	Design	\$28,780,641	55	.00	■	1.00	■	0	■	Y
T7130211	Purchase Locomotives	Design	\$130,472,053	94	.00	■	1.00	■	0	■	Y
S7070105	New Power Substation: Tottenville	Construction	\$27,523,205	41	.09	■	.99	■	0	■	G
S7070106	New Power Substation: New Dorp	Construction	\$24,256,682	5	.00	■	1.00	■	0	■	G
S7070107	New Power Substation: Clifton	Construction	\$31,210,073	5	.00	■	1.00	■	0	■	G

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NYCT - New York City Transit Program											
S7070110	Rehabilitation of Amboy Rd Bridge	Construction	\$8,323,846	2	.00	■	1.02	▼	0	■	G
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,095,947	17	.00	■	.99	■	0	■	G
S7070102	SIR Station Component Program	Design	\$17,530,733	70	.00	■	2.39	▲	0	■	R
S7070104	UHF T-Band Radio System Replacement, SIR	Design	\$26,454,574	75	.00	■	1.02	■	0	■	Y
LIRR - Long Island Rail Road Program											
L502042E	New Elevators - Flushing - Main St	Construction	\$24,684,090	97	.45	▲	1.00	■	1	▲	Y
L50304TQ	MLC-Hicksville North Siding	Construction	\$50,621,405	45	.00	■	1.00	■	0	■	G
L50304TR	MLC-Hicksville Station Improvements	Construction	\$70,570,083	89	.90	▲	1.00	■	0	■	Y
L60204UC	Wantagh Station Platform Replacement	Construction	\$23,625,478	80	1.02	▼	1.00	■	0	■	Y
L60502LF	Centralized Train Control - Movement Bureau	Construction	\$17,900,000	57	.00	■	1.00	■	0	■	Y
L60701AQ	Replacement of Port Washington Substation	Construction	\$26,159,452	74	.11	▲	1.00	■	2	▲	G
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,617,791	6	.00	■	1.00	■	0	■	Y
L60206VL	Penn Station Heating, Ventilation & AirConditioning	Design	\$10,928,813	35	.00	■	.78	■	3	▲	R
L70204UJ	Enhanced Station Initiative: Shared Des & 2 Stns	Construction	\$19,887,837	46	2.07	▲	.99	▼	0	■	R
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,500,000	6	.00	■	1.00	■	0	■	G
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$28,158,681	31	.36	▼	1.00	■	0	■	G
L70204UW	GCT/ESA UNIFIED TRASH FACILITY	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
L70204V5	Enhanced Station Initiative: 8 Stations	Construction	\$93,849,999	11	2.45	▲	1.00	▼	0	■	G
L70204V6	Enhanced Station Initiative: Stewart Manor [SBDP]	Construction	\$5,289,650	13	.00	■	1.00	■	0	■	G
L70204V9	Enhanced Station Initiative: 6 Stations	Construction	\$23,713,780	16	.00	■	.86	▼	0	■	G
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	\$12,441,500	3	.00	■	1.00	■	0	■	G
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$114,103,629	77	.00	■	1.00	▼	0	■	Y
L70301WD	2018 ANNUAL TRACK PROGRAM	Construction	\$74,000,000	5	.00	■	1.00	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$10,000,000	61	.00	■	1.00	■	0	■	Y
L70304WV	Amtrak Territory Investments	Construction	\$67,500,000	59	.00	■	1.00	■	0	■	G
L70401BQ	Bridge Program - Buckram Road	Construction	\$18,240,000	47	.00	■	1.00	▲	0	■	G



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LIRR - Long Island Rail Road Program											
L70401BS	Bridge Waterproofing	Construction	\$17,631,244	22	.00	■	2.19	▲	0	■	G
L70401BT	Removal of Montauk Cut-Off Viaduct	Construction	\$5,700,000	74	.00	■	1.00	■	0	■	G
L70401BV	North Main Street & Accabonac Road	Construction	\$15,080,494	10	.00	■	1.00	■	6	▲	R
L70501SE	Comm. Pole Line	Construction	\$5,700,000	29	.00	■	1.00	■	0	■	Y
L70501SJ	LIRR PUBLIC ADDRESS SYSTEM	Construction	\$5,000,000	2	.00	■	1.00	■	0	■	G
L70502LJ	Signal Normal Replacement Program	Construction	\$30,000,000	27	.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	12	1.07	▲	.99	■	0	■	G
L70701XA	Substation Replacements	Construction	\$59,518,000	9	.00	■	1.00	▼	0	■	Y
L70701XB	Substation Components	Construction	\$38,850,000	6	.00	■	1.00	■	0	■	Y
L70701XE	3rd Rail - Protection Board	Construction	\$8,800,000	26	.00	■	1.00	■	0	■	G
L70701XF	3rd Rail -Composite Rail	Construction	\$11,150,000	32	.00	■	1.00	■	0	■	G
L70701XP	Atlantic Avenue Tunnel Lighting	Construction	\$5,000,000	31	.00	■	1.00	■	0	■	G
L70701XR	New Substations DES	Construction	\$5,000,000	7	.00	■	1.00	■	0	■	G
L70204UG	Mets-Willets Point Station DES	Design	\$15,000,000	0	.00	■	1.00	▲	0	■	G
L70205V1	PARKING REHABILITATION	Design	\$5,000,000	30	.00	■	1.00	■	2	▲	G
L70206VR	PENN STATION COMPLEX IMPROVEMENTS	Design	\$11,558,500	82	.00	■	1.00	■	3	▲	R
MNR - Metro-North Railroad Program											
M6020105	GCT Leaks Remediation	Construction	\$19,901,082	95	1.50	■	1.07	■	3	▲	R
M6020108	GCT Utilities	Construction	\$36,956,605	79	1.23	■	1.11	▲	0	■	R
M6020208	Customer Communication / Connectivity Improvements	Construction	\$16,819,045	91	.00	■	.84	▼	-12	▼	G
M6030102	Turnouts: Mainline / High Speed	Construction	\$58,304,194	94	.00	■	.96	■	2	▲	Y
M6030212	Overhead Bridge Program - East of Hudson	Construction	\$19,923,114	30	.00	■	1.04	▼	2	▲	G
M6040102	West of Hudson Signal Improvements	Construction	\$64,389,160	26	.00	■	.95	■	0	■	Y
M6050101	Substation Bridge 23 - Construction	Construction	\$41,452,052	88	.00	■	.99	■	0	■	Y
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$36,747,606	72	2.10	■	1.08	▲	0	■	Y



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MNR - Metro-North Railroad Program											
M6030210	Replace / Repair Undergrade Bridges	Design	\$23,858,674	90	1.72	■	.96	■	0	■	Y
M7020104	GCT Fire Protection	Construction	\$14,485,922	79	.00	■	1.26	▲	0	■	R
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,224,939	14	.14	▲	.96	■	0	■	G
M7020207	Customer Communication-Stations	Construction	\$78,157,100	7	.00	■	.96	■	0	■	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	\$13,100,108	9	.00	■	1.02	■	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,815,481	7	.00	■	.95	■	0	■	G
M7020213	Enhanced Station Initiative	Construction	\$110,594,211	9	.00	■	.90	■	0	■	G
M7030101	2016 Cyclical Track Program	Construction	\$23,205,350	100	.00	■	.98	■	-3	▼	G
M7030103	Rock Slope Remediation	Construction	\$16,072,906	38	5.89	▲	.86	■	7	▲	R
M7030104	Turnouts - Mainline/High Speed	Construction	\$51,321,034	35	.00	■	.99	■	0	■	G
M7030105	GCT Turnouts/Switch Renewal	Construction	\$24,510,901	62	.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	\$65,670,918	22	.23	▼	.99	■	0	■	G
M7030208	Replace Timbers - Undergrade Bridges	Construction	\$5,000,000	72	.00	■	1.00	■	0	■	Y
M7030301	Rock Slope Remediation	Construction	\$12,738,248	52	3.83	▲	.92	■	6	▲	R
M7040101	Network Infrastructure Replacement	Construction	\$42,915,820	6	.00	■	.98	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$84,298,010	1	.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	\$9,542,784	72	.00	■	.95	■	0	■	G
M7010101	Locomotive Purchase	Design	\$236,174,097	32	.00	■	.99	■	0	■	G
M7020106	GCT Elevator Improvements - Final Phase	Design	\$7,082,809	35	.00	■	.98	■	0	■	G
M7030107	Rebuild Retaining Walls	Design	\$7,450,999	75	.00	■	.99	■	0	■	G
B&T - Bridges and Tunnels Program											
D601MPXB	Miscellaneous Structural Rehab	Construction	\$31,342,629	82	.93	▼	1.08	▲	0	■	Y
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	Construction	\$53,017,927	99	.82	▼	.84	▼	-2	▼	G
D602RK75	Interim Repairs - Toll Plaza Deck	Construction	\$50,513,652	90	1.05	▼	.95	■	7	▲	R



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B&T - Bridges and Tunnels Program											
D604MP03	Programmable Logic Controller & Mechanical Rehab.	Construction	\$9,031,445	100	.84	▼	.88	▼	0	■	Y
D604MPXA	Mechanical Systems Rehab	Construction	\$44,100,030	92	1.01	▼	1.04	▲	0	■	Y
D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	\$54,151,859	95	.59	■	.96	■	1	▲	Y
D607MPXC	Zone and Spot Painting of Roadway Structures	Construction	\$29,938,098	82	.00	■	1.07	▲	0	■	G
D607RK65	Paint - Plaza and Approach Ramps	Construction	\$21,758,541	84	.00	■	1.09	■	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$19,293,388	93	.14	■	.95	■	0	■	G
D701BW84	Cable & Suspender Rope Investigation/Testing	Construction	\$8,609,780	93	.00	■	.96	■	0	■	G
D701HH89	Skewback Retrofit	Construction	\$96,285,529	29	.00	■	.95	■	0	■	G
D701RK22	Interim Repairs - FDR Ramp	Construction	\$16,371,945	15	6.77	▲	.95	■	0	■	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	\$29,998,086	20	.00	■	.97	■	0	■	G
D703AW63	Replace Toll Equipment & New Toll Initiatives	Construction	\$88,468,855	61	.00	■	.96	■	0	■	Y
D703AW65	Toll Collection System Rehabilitation/Upgrades	Construction	\$36,039,712	100	.96	■	.84	▼	0	■	Y
D703CB63	Open Road Tolling Initiative at CBB	Construction	\$17,870,225	81	.25	■	.78	▼	0	■	G
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$91,429,550	24	.64	▼	.94	■	0	■	G
D703MP63	Open Road Tolling Initiative at MPP	Construction	\$19,456,710	81	.85	▲	.84	▼	4	▲	G
D703RK63	Open Road Tolling Initiative RFK Bridge	Construction	\$71,725,720	99	.64	▲	.91	▼	0	■	G
D703VN63	Open Road Tolling Initiative at VNB	Construction	\$60,807,168	98	.00	▼	.86	■	0	■	G
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	\$33,955,923	5	.00	■	.93	■	0	■	G
D704HH13	Replacement of Facility Lighting System	Construction	\$12,513,316	24	.42	▼	.88	■	0	■	G
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	Construction	\$35,359,466	8	.00	■	.96	▼	0	■	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$21,647,510	22	.00	■	.95	■	0	■	G
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	\$48,330,581	7	.00	■	.92	■	0	■	G
D704TN60	Anchorage Dehumidification	Construction	\$41,688,114	93	.04	■	.95	■	2	▲	G
D707BW84	Paint Tower Interior Base Cells and Struts	Construction	\$29,190,954	93	.30	■	.95	■	0	■	G
D707TN60	Anchorage Dehumidification - Painting	Construction	\$7,844,820	93	.00	■	.95	■	2	▲	G



2nd 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											
D701HH07	Structural Rehabilitation	Design	\$23,686,921	92	.00	■	1.00	■	0	■	G
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Design	\$107,669,005	38	.00	▼	1.71	▲	0	■	G
D701RK70	Miscellaneous Structural Rehabilitation	Design	\$30,173,466	38	.00	▼	.34	▼	0	■	G
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Design	\$160,899,597	68	.00	■	.99	■	0	■	G
D701VN32	Steel Repair & Concrete Rehabilitation	Design	\$33,760,252	100	.00	■	.99	■	0	■	G
D702VN11	Brooklyn Approach Reconstruction	Design	\$31,130,375	70	.00	■	.99	■	8	▲	R
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Design	\$249,065,580	70	.00	■	.99	■	0	■	G
D707HH30	Replacement of HHB Overcoat System	Design	\$20,636,784	90	.00	■	1.00	■	0	■	G
D707RK70	Paint Suspended Span/Bronx Truss Steel	Design	\$10,859,904	38	.00	■	.33	▼	0	■	G
MTA Bus Program											
U6030226	Bus Radio System	Construction	\$27,920,675	13	.07	■	1.00	■	0	■	G
U7030211	Bus Radio System - MTA Bus Share	Construction	\$34,500,000	13	.00	■	1.00	■	0	■	G

Summary of Core Traffic Light Report Design Exceptions
(Second Quarter 2018 - As of June 30, 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							
T7030205	Purchase 15 Articulated Electric Buses & Depot Chargers	6 month Schedule slip	\$29.86M	Jan 2019	During the Second Quarter 2018, the forecasted Design Completion date slipped six months from July 2018 to January 2019. The Initial schedule was developed assuming a simplified procurement process. The purchase is now proceeding along the traditional procurement process, including an allowance of three months for pre-award contract review by the Office of State Comptroller (OSC).	The proposal has been received, an oral presentation from the vendor was held in July, with final negotiations ongoing. A BAFO cost/schedule proposal is on track for inclusion in the September 2018 Board agenda.	An Agency ACE evaluation is not required for this project.
T7041202	Renewal: 138 St-Grand Concourse JER	3 month Schedule slip	\$23.10M	Jul 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from April 2018 to July 2018. Last minute inclusion of structural column repair work triggered relocation of the other trade conduits and delayed the schedule.	Preliminary drawings from other trades were submitted to cost estimators and schedulers to analyze the impact. Subsequent to the second quarter, Design Completion was achieved on July 26, 2018.	An Agency ACE evaluation is not required for this project.
T7041224	Platform Components: 2 Locs JER	3 month Schedule slip	\$4.05M	Oct 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from July 2018 to October 2018. Project design completion was deferred due to track access conflicts with other ongoing projects.	Award of the contract is deferred until April 2019 to coordinate with other ongoing projects.	An Agency ACE evaluation is not required for this project.
T7041236	Platform Components: Longwood Ave PEL	3 month Schedule slip	\$5.23M	Jul 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from April 2018 to July 2018. The Project will be combined with other projects (A-36991 & A-37202) in the vicinity; additional time is needed for coordination.	Final Design is in progress. Forecast Design completion is forecast for August 2018. Subsequent to the reporting period, Design Completion was achieved on August 31, 2018.	An Agency ACE evaluation is not required for this project.
T7041237	Platform Components: 2 Locs LEN	3 month Schedule slip	\$5.61M	Jul 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from April 2018 to July 2018. Structural engineering was requested to address platform repairs; there was a delay in the Platform Edge Survey due to track unavailability.	The Platform Edge Survey is now done and platform repair is incorporated in the Final Design. Final Design is in progress. Forecast Design completion is August 2018. Subsequent to the second quarter, Design Completion was achieved on August 31, 2018.	An Agency ACE evaluation is not required for this project.
T7060505	Rehab Vent Plant Damper System - Various Locations	1.50 Cost Index	\$69.10M	Jan 2019	During the Second Quarter 2018, a revised estimate was approved which increased the EAC to \$69.1M which exceeds the current budget of \$40.7M. The additional cost can be attributed to the increased number of dampers and I&C work identified during the PE survey, as well as the related TA Labor and EFA costs.	The final design phase will soon commence; cost saving measures will be attempted during this phase.	An Agency ACE evaluation is not required for this project.
T7080304	CBTC: 8th AV (59th St - High St)	1.16 Cost Index	\$423.3M	Aug 2018	During the Second Quarter 2018, the EAC increased to \$424.3M which exceeds the current budget of \$360.7M. The EAC reflects the approved Preliminary Engineering (PE) cost estimate. The current budget (\$360.78M) reflects a cash-flow of approximately \$144M of equipment and support costs to the 2020-24 capital program. The revised PE estimate while greater than the current budget does not represent an EAC increase after taking into account the anticipated cash-flow into the 2020-24 capital program.	During final design, the scope and estimate for the project will be re-assessed and appropriate budgetary action will be taken during procurement. Subsequent to the second quarter, Design Completion slipped to September 2018.	An Agency ACE evaluation is not required for this project.

Summary of Core Traffic Light Report Design Exceptions

(Second Quarter 2018 - As of June 30, 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							
S7070102	SIR Station Component Program	2.39 Cost Index	\$17.53M	Oct 2018	During the Second Quarter 2018, the EAC increased to \$17.5M which exceeds the current budget of \$7.3M. The EAC reflects the revised and approved PE scope and cost estimate, which includes an additional station (6 stations total) compared to the Master Plan (5 stations).	Project scope and PE estimate were discussed with CP&B and a reduced PE estimate and EAC of \$17.5M was approved in April 2018.	An Agency ACE evaluation is not required for this project.
LIRR - Long Island Rail Road Program							
L60206VL	Penn Station Heating, Ventilation & Air Conditioning	3 month Schedule Slip	\$10.9M	Aug 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from May 2018 to August 2018 due to the review of a revised design option to use Amtrak's chilled water piping connection as the source instead of installing a new chilled piping system and a design revision from a 1000 ton to a 1200 ton Service Plant.	Subsequent to the reporting period the design completion date was revised from August 2018 to September 2018.	The overall Contractor / Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.
L70206VR	Penn Station Complex Improvements	3 month Schedule Slip	\$11.6M	Aug 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from May 2018 to August 2018 to allow production of additional renderings and concepts related to the 33 rd Street Corridor Expansion, which were requested by MTAHQ and the Governor's office.	The Project Management office continues to work with all interested parties to fine-tune this project's design to incorporate evolving elements of the Penn Station Master Plan.	The overall Contractor / Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.
B&T - Bridges and Tunnels Program							
D702VN11	Brooklyn Approach Reconstruction at the Verrazano-Narrows Bridge	8 month Schedule Slip	\$31.1M	Dec 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped eight months from April 2018 to December 2018 due in part to New York State Department of Transportation (NYSDOT) requiring additional time for project review and coordination with the Federal Highway Administration and with MTA Bridges and Tunnels.	The project team is working closely with NYSDOT in order to expedite the necessary approvals. The additional time will have no impact on the overall project cost.	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 June 30, 2018
Project Name: Station Ventilators: Phase 7 – 8 Locations / Lower Manhattan	Current Budget: \$7.3M
	Project EAC: \$7.3M
	Substantial Completion Date at Award: May 2016
Project No: T60412F2	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 75%

Project Description
<p>The objective of this multi-phase project is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT's asset condition survey. Phase 7 will rehabilitate ventilators at eight locations which are 8th Street – NYU, Canal Street, and Whitehall Street on the Broadway Line, 14th Street and Houston Street on the Broadway-7th Ave Line, Spring Street on the 8th Avenue Line, Park Place on the Clark Line, and 33rd Street on the Lexington Ave Line.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecast Substantial Completion date slipped six months, from June 2018 to December 2018. This delay was due to Additional Work Orders (AWOs) at several of the station locations caused by unforeseen field conditions. The AWO issued at the 14th Street Station significantly increased the scope of work and the project schedule. The AWO was needed to address a collapsing ventilator pan and sidewalk in front of the Lenox Hill Village Hospital. In addition, there was also a delay in the Department Of Transportation (DOT) issuing the required permit before work could be started.</p>
What is Being Done
<p>Schedule: Infrastructure Capital Construction (ICC) has redeployed their labor force to Phase 7 of the Lower Manhattan ventilator project in order to meet the December 2018 deadline. Previously, the ICC in-house forces had been transferred from this project and deployed to work on ten higher priority locations, which were part of the Enhanced Stations Initiative (ESI) program. The ESI ventilator work is now complete. In addition, the Canal Street Station location will be transferred from the Lower Manhattan ventilator project to another project in the next Capital Program to better coordinate work with other projects.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: New Vent Plant at 46th St - Queens Boulevard Line	Current Budget: \$80.3M
	Project EAC: \$80.3M
	Substantial Completion Date at Award: Oct 2016
Project No: T6060304	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>This project involves the construction of a new vent plant on the IND Queens Boulevard Line at 46th Street and Northern Boulevard in the Borough of Queens. The vent plant construction includes a new underground vent plant structure, plenum, vent bays, flues and the furnishing and installation of mechanical equipment. The construction of the new structure also involves major site excavation and underground utilities work.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped by three months, from May 2018 to August 2018, due to:</p> <ul style="list-style-type: none"> • A failure of the 100 hour fan test, when fan #3 did not start up. • An issue with the 500 cables which go in and out of the Motor Control Cabinet. The cables may be damaged due to the use of heat shrink and therefore, a third party inspection will be done to assess the cables.
What is Being Done
<p>Schedule: The 100 hour fan test was successfully completed in July 2018. The contractor has submitted a cable test procedure. When approved, the cable test will be performed and the decision of commissioning the fan plant will be based on the test results.</p> <p>Subsequent to the reporting period, the project achieved Substantial Completion in August 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 June 30, 2018
Project Name: Communication Room Upgrade/Expansion Phase 1	Current Budget: \$17.6M
	Project EAC: \$16.0M
	Substantial Completion Date at Award: Jan 2018
Project No: T6080605	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 72%

Project Description
<p>This project involves the expansion of communication rooms and all related work in order to create an efficient and effective environment for cooling and the clean operation of all equipment contained therein. In particular, Heating Ventilation and Air Conditioning (HVAC) and air filtration systems may need enhancement, modification, and upgrade wherever such capabilities prove inadequate in existing facilities. The locations are 161st Street on the Jerome Line in the Bronx, 33rd Street, 59th Street, and 86th Street on the Lexington Line, 34th Street on the Bway/7th Avenue Line and Lexington Avenue on the 63rd Street Line in Manhattan, 33rd Street, 40th Street, 46th Street and Hunters Point on the Flushing Line in Queens, and Flatbush Avenue/Brooklyn College on the Nostrand Ave Line in Brooklyn.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Second Quarter of 2018, the rate of Contingency expenditures exceeded the overall project percent complete, resulting in a Contingency Index of 3.78. This occurred because pending Additional Work Orders (AWOs) totaled \$757,773 and the contingency budget was \$315,000. The contingency was insufficient to cover the issuance of AWO #3, which was issued for Elevator Modernization and Maintenance Services at Livingston Plaza.</p>
What is Being Done
<p>Contingency: The scope of work for AWO #3 is associated with the Livingston Plaza Repairs for Elevator, Roof & Façade. \$729,500 was provided from that project's funds to the contractor of the Communication Room Upgrade/Expansion Phase I, to perform the elevator modernization and maintenance services at Livingston Plaza. The notice to proceed for AWO #3 has been issued and sufficient funding is now available. The cost of AWO #3 will be transferred from the Communication Room contract to the Livingston Plaza contract. It will not be identified as an expense against the Communication Room contract's contingency 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: New York City Transit	Status as of June 30, 2018
Project Name: Purchase 3 Vacuum Trains	Current Budget: \$34.5M
	Project EAC: \$34.7M
	Substantial Completion Date at Award: Jul 2018
Project No: T6130207	Current Substantial Completion Date: Jul 2019
Project Phase: Construction	Phase Complete: 45%

Project Description

This project will provide for the purchase of three vacuum trains that will be used by the Division of Track to enhance the system-wide Track Cleaning Program. The vacuum trains will be propelled by existing dedicated locomotive(s) and all power required to run the vacuuming system will be via on-board diesel gen-set. The new vacuum train system is proposed to accomplish:

- Runaround track cleaning between services without general orders.
- One-pass track cleaning; inclusive of both sides of track and track invert simultaneously.
- Clean station tracks in minutes.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped 12 months, from July 2018 to July 2019, due to contractor production and delivery delays on the vacuum trains. The latest program schedule from the contractor shows a delivery date of April 2019 for Vacuum Train No. 3 (Vacuum Train No. 1 was delivered in May 2018 and Vacuum Train No. 2 will be delivered in December 2018). Vacuum Train No. 3 will undergo NYCT based testing upon arrival in April 2019, resulting in the need to change the forecasted Substantial Completion date to July 2019.

What is Being Done

Schedule: NYCT executive management continues to have discussions with the contractor in an effort to mitigate any potential delays and is also working with the contractor to expedite any material issues. NYCT is using both in-house and consultant personnel to monitor the ongoing construction activities at the contractor's facilities.

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 June 30, 2018
Project Name: Groundwater and Soil Remediation	Current Budget: \$5.7M
	Project EAC: \$5.7M
	Substantial Completion Date at Award: Feb 2018
Project No: T6160607	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 91%

Project Description
<p>This project undertakes the remediation of soil and groundwater contamination. This is necessary to comply with environmental regulations governing cleanup of contamination due to leaks from petroleum storage tanks. Remediation, possibly including floating petroleum, soil and groundwater dissolved-phase contamination, will be performed at any number of sites depending on the results of the examinations and on New York State Department of Environmental Conservation (NYSDEC) requirements for remediation at the time the examinations are complete.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion (SC) date slipped four months, from August 2018 to December 2018. This four-month extension of the current call agreement contract, C-34814 is to allow for MTA Legal and Procurement to complete their review of replacement contract, C-34862. Since it is often difficult to predict the need to implement immediate remedial actions for new petroleum-contaminated NYCT sites, it is recommended that a call agreement remediation contract be active at all times.</p>
What is Being Done
<p>Schedule: The award of replacement contract C-34862 is scheduled for March 2019. Based on the March 2019 award date, a modification (Mod. #2) request to extend the December 2018 SC date of existing contract C-34814 to March 2019, will be submitted to Procurement. This new forecasted SC date for C-34814 will be reflected in next quarter's reporting.</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 June 30, 2018
Project Name: Facility Roof Repair/Replacement Phase 4	Current Budget: \$17.0M
	Project EAC: \$17.3M
	Substantial Completion Date at Award: Oct 2017
Project No: T6160719	Current Substantial Completion Date: Nov 2018
Project Phase: Construction	Phase Complete: 91%

Project Description
<p>This project is the fourth phase of an ongoing initiative to repair roofs of various NYC Transit facilities. The work includes the repair or replacement of elements such as: roofing, drainage, skylights, parapet walls, windows, coping, and facades. The six facility roofs that will be brought to a state of good repair in Phase 4 are: the Flatbush-Empire Substation, the 143rd Street Substation, the Avenue “T” Substation, the Broadway-Cornelia Substation, and the Flagging Crew Quarters and Relay Room at Prospect Park Station.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecast Substantial Completion date slipped four months, from July 2018 to November 2018. This delay was due to the resolution of an Additional Work Order (AWO) for the unforeseen structural steel repairs at the Avenue “T” Substation.</p>
What is Being Done
<p>Schedule: The AWO has been resolved and work is progressing as per schedule. In order to avoid any further delays caused by the disagreement on the cost, the steel repairs were given to NYCT In-house forces and are about 75% complete.</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 June 30, 2018
Project Name: 2015 Mainline Track Replacement: Jerome Line	Current Budget: \$6.4M
	Project EAC: \$16.4M
	Substantial Completion Date at Award: May 2017
Project No: T7050222	Current Substantial Completion Date: Jul 2018
Project Phase: Construction	Phase Complete: 96%

Project Description
<p>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 segments were determined by the latest condition survey. Work includes the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost & Schedule
<p>Cost: During the Second Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$10 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.</p> <p>The total scope of the two year 2015 – 2016 Program is 6,038 Track Feet of Track Reconstruction and as of June 30, 2018 4,485 Track Feet of Track Reconstruction has been done involving Type III and Type VI Panels. The job numbers for Contract #M44117 were readily available, but there was a delay in obtaining the job numbers for contract #M44139. As a result, the additional expenses incurred to date on the overall 2015-2016 scope of work had to be assigned to the 2015 Contract # M44117 only.</p> <p>Schedule: During the Second Quarter 2018, the forecasted substantial completion of the project slipped three months, from April 2018 to July 2018. This was due to track access unavailability due to baseball and soccer games held at Yankee Stadium.</p>
What is Being Done
<p>Cost: The 2016 Contract # M44139 has a \$10.1 million budget surplus. The additional expenses which triggered this quarter's EAC increase will be transferred from the 2016 #M44139 budget surplus to 2015 #M44117 to eliminate the \$10 million overrun. Once this transfer occurs, the overall two year, 2015-2016 Jerome Line Track Reconstruction Project will reflect that it is on budget. It is anticipated that the transfer will occur in September 2018 and be reflected in both contract's EACs next quarter.</p> <p>Schedule: Track Construction will resume panel installation for the 2015 program on weekends in October.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2016 Mainline Track Replacement – Flushing Line	Current Budget: \$7.7M
	Project EAC: \$11.8M
	Substantial Completion Date at Award: Mar 2017
Project No: T7050245	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This Track Reconstruction project includes replacement of mainline track components on the Flushing Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. The locations addressed are determined by asset condition rating and the scope typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost & Schedule
<p>Cost: During the Second Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$4M. This is principally because of:</p> <ul style="list-style-type: none"> • Unbudgeted costs of \$1.5M for net installations to prevent debris from falling on the sidewalk during the course of Type III Panel Installation. • Low estimates for the support costs for third rail operations and signals work. <p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped three months, from April 2018 to July 2018. This delay was due to limited track access on the Flushing Line due to the on-going Communications Based Train Control (CBTC) signal modernization project.</p>
What is Being Done
<p>Cost: The balance of the funds will come from savings within the Year 2015 - 2016 Track Program.</p> <p>Schedule: This project achieved Beneficial Use, but the forecasted Substantial Completion date is still subject to the on-going CBTC signal modernization project and being reassessed. The project delay will not result in an overall delay of the Substantial Completion and closeout of the Year 2015 – 2016 Track and Switch Program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2017 Mainline Track Replacement - Eastern Parkway Line	Current Budget: \$23.6M
	Project EAC: \$22.0M
	Substantial Completion Date at Award: May 2018
Project No: T7050258	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 73%

Project Description
<p>This project involves the reconstruction of segments of mainline track on the Eastern Parkway Line that have reached the end of their useful life. The track segments have been determined by the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped by three months, from May 2018 to August 2018. Track reconstruction work at Grand Army Plaza could not be scheduled in the second Quarter of 2018 as planned because of Sandy repair work in the Clarke Street Tube and track reconstruction underway at Nevins Street – Borough Hall. The necessary track access was unavailable due to those two projects.</p>
What is Being Done
<p>Schedule: The track reconstruction work at Grand Army Plaza has yet to be scheduled. A tentative date to begin the track work is still being assessed.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2017 Mainline Track Replacement - Jerome Line	Current Budget: \$23.8M
	Project EAC: \$23.8M
	Substantial Completion Date at Award: May 2018
Project No: T7050259	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 23%

Project Description
<p>This project involves the reconstruction of segments of mainline track on the Jerome Avenue Line that have reached the end of their useful life. The track segments were determined by the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped by 10 months, from May 2018 to March 2019. This was due to limited track access availability on weekends for the installation of Type III Panels from April through October when soccer and baseball games were scheduled at Yankee Stadium.</p>
What is Being Done
<p>Schedule: The Division of Track has taken the necessary steps to get approval for the installation of Type III Panels on weekdays. In late October 2018 through the end of March 2019, Type III Panels installation will resume on weekends.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2017 Mainline Track Replacement - Pelham Line	Current Budget: \$8.4M
	Project EAC: \$8.4M
	Substantial Completion Date at Award: Feb 2018
Project No: T7050261	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 28%

Project Description
<p>This project will involve the reconstruction of segments of mainline track on the Pelham Line that have reached the end of their useful life. The track segments were determined by the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped by nine months, from June 2018 to March 2019. This was due to:</p> <ul style="list-style-type: none"> • The supplier of plates was not able to fulfill the material requirements for the resilient fasteners to do the track reconstruction at S/O 138th Street & 3rd Avenue, Track P-3, on the Pelham Line in 2017. • The unavailability of track access for this job in the first, second and third Quarters of 2018 due to conflicting projects.
What is Being Done
<p>Schedule: Division of Track is attempting to start the Type II Scheduled Component Replacement Program track reconstruction at 138th Street & 3rd Avenue, Track P-3 in December 2018, or in the first Quarter of 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2017 Mainline Track Replacement - Concourse Line	Current Budget: \$27.2M
	Project EAC: \$31.7M
	Substantial Completion Date at Award: Aug 2018
Project No: T7050264	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This project involves the reconstruction of segments of mainline track on the Concourse Line that have reached the end of their useful life. The track segments were determined by the latest condition survey. Work will include the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2018, the Estimate at Completion (EAC) of \$31.7M exceeded the current budget by \$4.5M. This was due to:</p> <ul style="list-style-type: none"> • The reconstruction of an additional 137 track feet of Type II Ekki Hilti in Mortar. • The installation of an additional 2,635 track feet of continuous welded rail (CWR). • The installation of additional RF “A” Plates, which were installed since adequate quantities of L.B. Foster Plates were not available.
What is Being Done
<p>Cost: The balance of the funds to resolve the project cost issues will come from savings within the Year 2015 – 2016 Track Program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2017 Mainline Switch Replacement - Astoria Line	Current Budget: \$15.4M
	Project EAC: \$19.6M
	Substantial Completion Date at Award: Aug 2018
Project No: T7050322	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 97%

Project Description
<p>This project involves the replacement of mainline switches on the Astoria 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 Second Quarter 2018, the Estimate at Completion (EAC) of \$19.6M exceeded the current budget by \$4.2M. This was primarily due to:</p> <ul style="list-style-type: none"> • Bus operation costs exceeded the estimates by \$2.1M. • Support costs for Rapid Transit Operation diversions were \$1M over budget, which reflects an adjustment to the actual service plan cost from the preliminary estimate.
What is Being Done
<p>Cost: The balance of the funds, to cover the unforeseen project overruns, will come from savings within the year 2015 - 2016 Track Program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2018
Project Name: 2017 Mainline Switch Replacement - Broadway-7th Avenue	Current Budget: \$9.3M
	Project EAC: \$9.3M
	Substantial Completion Date at Award: Feb 2018
Project No: T7050325	Current Substantial Completion Date: Jul 2018
Project Phase: Construction	Phase Complete: 97%

Project Description
<p>This project involves the replacement of mainline switches on the Broadyway-7th 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, and signal cables including positive and negative connections, and any associated signal and equipment work.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion slipped 3 months, from May 2018 to July 2018. This was due to the time awaiting the results of the inspection reports.</p>
What is Being Done
<p>Schedule: The inspection report results have been finalized. In addition, subsequent to the reporting period, this project achieved Substantial Completion in July and is scheduled for Closeout by the end of August 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: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: Long Island Rail Road	Status as of June 30, 2018
Project Name: Enhanced Station Initiatives	Current Budget: \$19.9M
	Project EAC: \$19.9M
	Substantial Completion Date at Award: Dec 2021
Project No: L70204UJ	Current Substantial Completion Date: Dec 2021
Project Phase: Construction	Phase Complete: 46%

Project Description
<p>The project, which is a part of LIRR's Enhanced Station Initiatives Program, will enhance the appearance, function, safety, and customer experience at Stewart Manor Station and Wyandanch Station. Enhancements include platform furnishings, shelter sheds, new railings, stairs, painting, new lighting, CCTV, Help Point, Security and Fire Alarm installations.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Second Quarter 2018, the expenditures on contingency exceeded the overall project percent complete, triggering a Contingency Index of 2.07. This was due to multiple change orders as a result of unforeseen field conditions.</p>
What is Being Done
<p>Contingency: An additional change order will be required to address the unforeseen field conditions. Funding requirements to be evaluated and will be provided from within the project and also from other Enhanced Station Initiative projects.</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: Long Island Rail Road	Status as of June 30, 2018
Project Name: North Main Street and Accabonac Road Bridge Replacements	Current Budget: \$15.1M
	Project EAC: \$15.1M
	Substantial Completion Date at Award: May 2019
Project No: L70401BV	Current Substantial Completion Date: Nov 2019
Project Phase: Construction	Phase Complete: 10%

Project Description
The project scope of work includes: Bridge Replacements of two LIRR bridges over North Main Street and Accabonac Road in East Hampton on the Montauk Branch including: new bridge structures, approaches, walkways, abutments, retaining walls, and site drainage. The new bridges and track profile will be raised to higher elevations in order to increase the vertical roadway clearance at both overpasses.
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
Schedule: During the Second Quarter of 2018, the forecasted Substantial Completion date slipped six months from May 2019 to November 2019 due to issues with the delivery date of the bridges. The bridge fabricator advised that the availability of the specified Fracture Critical Material steel is in such high demand that the delivery date of the bridges needed to be revised. The forecasted bridge installation dates were further impacted due to the restriction of track outages during the summer months in the Hamptons.
What is Being Done
Schedule: The new delivery date of the bridges is forecast to be in October 2019 with the anticipated installation in November 2019.
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 June 30, 2018
Project Name: Grand Central Terminal Leaks Remediation	Current Budget: \$33.2M
	Project EAC: \$35.2M
	Substantial Completion Date at Award: Dec 2016
Project No: M6020105	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>The Grand Central Terminal (GCT) Leaks Remediation project will reduce water leakage and infiltration from surrounding buildings, streets and sidewalks into the GCT complex. Work generally includes the Park Avenue overhead roadway and the Vanderbilt Avenue expansion joint replacement, as well as localized roadway reconstruction and replacement of the underlying waterproofing.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped three months from May 2018 to August 2018.</p> <p>The schedule continued to slip primarily due to delays in restoration of the historic/decorative 45th Street bridge girder panels.</p>
What is Being Done
<p>Schedule: Restoration of the 42nd Street structural steel under the east elevator hatch door is nearing completion and 99% of the decorative 45th Street bridge panels have been installed. The overhead bridge panel restoration is funded through an agreement with the New York City Department of Transportation (NYCDOT), thereby minimizing any cost impact from the delay. In addition, the contractor is completing the installation of reinforcement steel, structural deck replacement, waterproofing, and side walk restoration.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2018
Project Name: Grand Central Terminal Utilities and Fire Protection	Current Budget: \$33.3M & \$11.5M
	Project EAC: \$36.9M & \$14.5M
	Substantial Completion Date at Award: Nov 2017 & Dec 2017
Project No: M6020108 & M7020104	Current Substantial Completion Date: Jan 2019 & Jan 2019
Project Phase: Construction	Phase Complete: 79% & 79%

Project Description
<p>These projects' scope of improvements include:</p> <ol style="list-style-type: none"> 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
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2018, the GCT Utilities project had high Cost and Contingency Index's due to multiple change orders as a result of the following unforeseen conditions:</p> <ul style="list-style-type: none"> • Fireproofing Ceiling Stringers: Additional work to remove and replace existing beam fireproofing where steel plates in the ceiling deck prevented pipe support rods from being used. • New 1200 Amp Electrical Panel: New heat trace service from Transformer House 5A. The contract identified source is dedicated to emergency power needs only. • Additional 4" Pipe East Spine: Additional fire stand pipes needed to connect East Spine sprinkler mains. • Additional Heat Trace Circuits: Additional heat trace circuits missing on the original drawings matrix and additional 20% spare circuits required.
What is Being Done
<p>Cost: Multiple change orders have been executed. Additional funding is being requested to address the additional construction and force account support costs.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2018
Project Name: Rock Slope Remediation East of Hudson	Current Budget: \$18.6M
	Project EAC: \$16.1M
	Substantial Completion Date at Award: Dec 2018
Project No: M7030103	Current Substantial Completion Date: Jul 2019
Project Phase: Construction	Phase Complete: 38%

Project Description
<p>The overall project consists of five years of annual rock slope inspections for the 2015 – 2019 Capital Program, construction supervision, support and development of design documents for future rock slope remediation during the 2020-2024 Capital Program.</p> <p>The construction phase of this project requires the remediation of up to 11 priority rated rock slopes along the Hudson line. The base contract is for 8 sites, and 3` sites were bid as options. Work includes the stabilization of priority slopes, rock face clearing, installing cable mesh, rock bolts, avalanche fencing, engineering services, maintenance and street protection.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule & Contingency
<p>Schedule: During the Second Quarter 2018 the forecasted Substantial Completion date slipped seven months from December 2018 to July 2019. This schedule slip was due in part to:</p> <ul style="list-style-type: none"> • Award of bid option site Hud 74.3, (Poughkeepsie) • Track outage delays at site Hud 11.5, limiting contractor access (Spuyten Duyvil) • An unforeseen field condition at site Hud 43.4 (between Peekskill and Manitou) which required the installation of an additional concrete buttress. • Other than the planned winter construction moratorium (January through March at which time icing on the slopes makes working conditions too hazardous), an additional winter construction moratorium has been taken into consideration when extending the contract. <p>Contingency: The high contingency index of 5.89 was triggered in the Second Quarter 2018 due to the reasons identified above. In addition, pending change orders are expected that will reimburse the contractor for lost track time and track outage delays being experienced at sites Hud 43.4, Hud 44.7 and Hud 44.8 (all between Peekskill and Manitou).</p>
What is Being Done
<p>Schedule: The project team is working closely with the Operation Services Dept. to coordinate track outages with other projects and to obtain the most contractor working time as possible.</p> <p>Contingency: Metro-North project managers and construction managers are working very closely with the design consultants to implement the most cost effective and efficient methods for selection of construction details in an effort to mitigate cost over-runs. Multiple change orders have been or are in the process of being executed. The additional funding required for the project is available from the project contingency.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2018
Project Name: Rock Slope Remediation West of Hudson	Current Budget: \$13.8M
	Project EAC: \$12.7M
	Substantial Completion Date at Award: Feb 2019
Project No: M7030301	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 52%

Project Description
<p>The overall project consists of five years of annual rock slope inspections for the 2015 – 2019 Capital Program, construction supervision and support, and development of design documents for future rock slope remediation during the 2020-2024 Capital Program.</p> <p>The construction phase of this project requires the remediation of up to seven priority rated rock slopes along the Port Jervis Line. The base contract is for five sites, and two sites were bid as options. Work includes the stabilization of priority slopes, rock face clearing, installing cable mesh, rock bolts, avalanche fencing, engineering services, maintenance and street protection.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule & Contingency</p> <p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped six months from February 2019 to August 2019. This schedule slip was due in part to:</p> <ul style="list-style-type: none"> • Two bid option sites - JS 74.5 (Port Jervis) & SR 71.3 (Campbell Hall) were awarded. • Unforeseen field conditions at site JS 54.8 (between Woodbury and Salisbury Mills) required the installation of an additional eighty feet of rock fence, along with modification to construction details to overcome unfavorable sub surface conditions. • Other than the planned winter construction moratorium (January through March at which time icing on the slopes makes working conditions too hazardous), an additional winter construction moratorium has been taken into consideration when extending the contract. <p>Contingency: The high contingency index of 3.83 was triggered in the Second Quarter 2018 due to the reasons identified above and the following:</p> <ul style="list-style-type: none"> • Additional remobilization costs were incurred as a result of the New Jersey Transit request that track outages with bussing be postponed to accommodate switch replacement in Penn Station.
What is Being Done
<p>Schedule and Contingency: Metro-North project managers and construction managers are working very closely with the design consultants to implement the most cost effective and efficient methods for selection of construction details in an effort to mitigate schedule impacts and cost over-runs. Multiple change orders have been or are in the process of being executed. The additional funding required for the project is available from the project contingency.</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 June 30, 2018
Project Name: Interim Repairs – Toll Plaza Deck at the RFK Bridge - Phase II	Current Budget: \$50.7M
	Project EAC: \$50.5M
	Substantial Completion Date at Award: Apr 2018
Project No: D602RK75	Current Substantial Completion Date: Nov 2018
Project Phase: Construction	Phase Complete: 90%

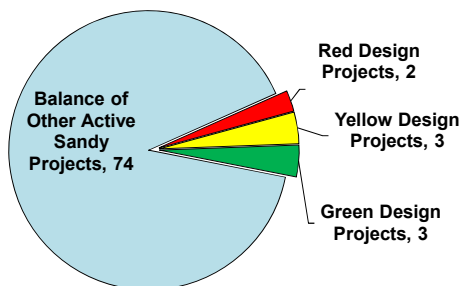
Project Description
<p>Phase II of the project involves the demolition of occupied spaces beneath the Manhattan plaza at the Robert F. Kennedy bridge. The scope of work includes: complete interior demolition of the building located beneath the Manhattan Plaza, necessary relocations of the fire pump room 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): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted Substantial Completion date slipped seven months from April 2018 to November 2018. This was primarily due to unforeseen field conditions encountered and associated added scope, resulting in the need for additional time to complete the project.</p> <p>Additional work includes asbestos abatement required for areas which were inaccessible and not shown on the as-built drawings and their condition was unknown when the contract specifications were developed. In addition, during permitting, the Department of Environmental Protection (DEP) required adjustments to the original utility plans and water main relocations. The project has also upgraded an Automatic Transfer Switch (ATS) panel and added new splice boxes and conduit, required to integrate with the new generator.</p>
What is Being Done
<p>Schedule: Additional funds within the project are available to cover the additional costs for the new work. It is anticipated that the project will be completed per the revised Substantial Completion date and within budget.</p> <p>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</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>

2nd Quarter 2018 Traffic Light Report on MTA SANDY Program

A total of 82 Active Sandy Projects were Reviewed for the 2nd Quarter 2018

The 82 active projects include 8 projects in Design, 17 in Post-Design to Construction Award, 57 in Construction

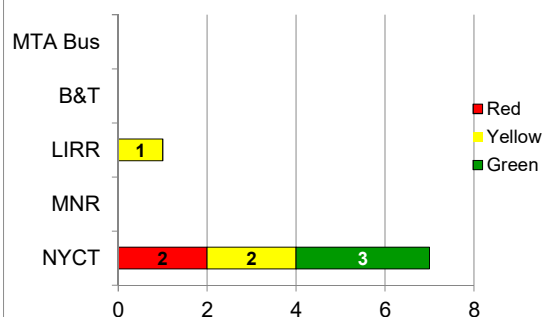
8 of 82 Projects in Design



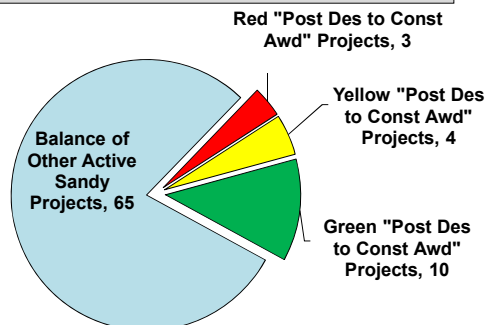
Summary of Projects in Design: 8 projects were reviewed in the design phase this quarter with 3 (38%) designated Green and 3 (37%) Yellow and 2 (25%) were Red. Of the 2 projects designated Red, 1 was for a 3 month schedule variance and the other was for a cost variance. The schedule variance was due to delays in receiving structural, code compliance and MOW approvals. The cost issue was for increased scope.

Last Quarter: 10 projects were reviewed in the design phase this quarter with 6 (60%) designated Green and 4 (40%) Yellow.

8 Projects in Design



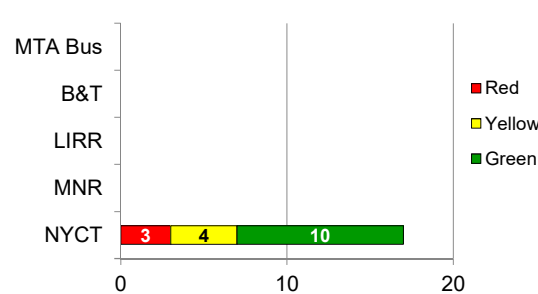
17 of 82 Projects in Post-Design to Construction Award



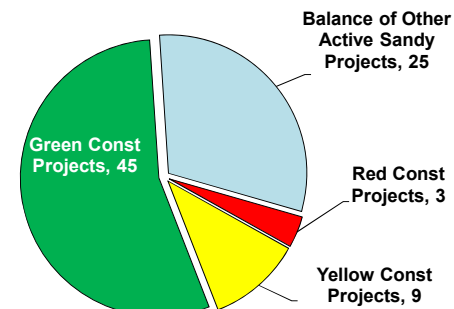
Summary of Projects in Post-Design to Construction Award: 17 projects were reviewed in this phase with 10 (59%) designated green, 4 (23%) Yellow and 3 (18%) were Red. Of the 3 projects designated Red this quarter, all had either a 4 or 8 month schedule variance. The schedule variances were due in part to delays in receiving approvals of the Request for Proposals.

Last Quarter: 19 projects were reviewed in this phase with 11 (58%) designated green, 4 (21%) Yellow and 4 (21%) were Red.

17 Projects in Post-Design to Construction Award



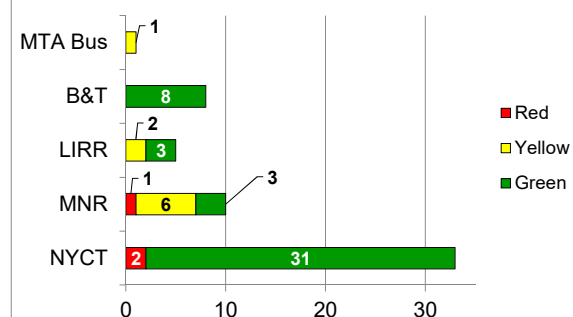
57 of 82 Projects in Construction



Summary of Projects in Construction: 57 projects were reviewed in this phase with 45 (79%) designated green, 9 (16%) 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 cost variance. The contingency variances were due to added scope and unforeseen field conditions.

Last Quarter: 59 projects were reviewed in this phase with 48 (81%) designated green, 8 (14%) yellow and 3 (5%) were Red.

57 Projects in Construction









MTA Sandy Recovery Projects Terms and Definitions

2nd 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: 8

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

Projects in Post Design to Construction Award Phase: 17

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

Projects in Construction: 57

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



Projects in Planning:

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

Projects Completed:

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

Report Index Formulas and Criteria:

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



2nd Quarter 2018 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Coney Island Yard Flood Mitigation												
ET100211	Recovery: Power Cable at Coney Island Yard	Construction	Recovery	\$164,367,005	0	.00	■	1.00	■	-1	▼	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$349,772,875	1	.00	■	1.00	■	-1	▼	G
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,835,502	50	.00	■	1.00	■	0	■	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,306,612	8	.00	■	1.00	■	0	■	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$49,331,538	21	.00	■	1.00	■	0	■	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$18,011,167	7	.00	■	1.00	■	0	■	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$36,380,305	3	.00	■	1.00	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,812,990	35	.00	■	.99	■	0	■	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$279,275,759	19	.00	■	.87	▼	0	■	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$102,628,800	10	.00	■	1.00	■	0	■	G
Clark Tube												
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	97	.05	▼	1.00	■	0	■	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	48	.00	■	1.00	■	0	■	G
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	77	.05	▲	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	86	.42	■	1.00	■	0	■	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	92	.00	■	1.00	■	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	86	.22	▼	1.00	■	0	■	G
148th Street Yard												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	\$14,488,539	0	.00	■	1.00	■	0	■	G



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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
148th Street Yard												
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Construction	Mitigation	\$78,012,673	0	.00	■	1.00	■	0	■	G
ET100311	Mitigation: 148th Street Yard Portal	Construction	Mitigation	\$5,059,135	0	.00	■	1.00	■	0	■	G
Rutgers Tube												
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
207th Street Yard												
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Design	Mitigation	\$202,821,354	48	.00	■	1.16	■	0	■	Y
ET100210	Recovery: Power Cable at 207 Street Yard	Post Des to Const Awd	Recovery	\$33,820,640	100	.00	■	.98	■	2	▲	Y
ET100218	Recovery: 207 Street Yard Signal System	Post Des to Const Awd	Recovery	\$332,478,797	100	.00	■	1.02	■	2	▲	G
ET100219	Recovery: Yard Track (207 Street Yard)	Post Des to Const Awd	Recovery	\$72,113,499	100	.00	■	.99	■	2	▲	Y
ET100220	Recovery: Yard Switches (207 Street Yard)	Post Des to Const Awd	Recovery	\$59,448,294	100	.00	■	1.00	■	2	▲	Y
ET100312	Mitigation: 207th Street Yard Portal	Post Des to Const Awd	Mitigation	\$28,452,054	100	.00	■	1.23	■	2	▲	G

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NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Construction	Mitigation	\$78,766,172	0	.00	■	1.00	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,652,684	63	.23	▼	1.00	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	29	.75	▲	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	11	.00	■	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,578,496	14	.00	■	1.00	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,439,194	50	1.37	▲	1.00	■	0	■	R
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction	Mitigation	\$7,611,349	73	.00	■	1.10	■	2	▲	R
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	48	.36	▲	1.00	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,602,129	39	.53	▲	1.00	■	0	■	G
ET060325	Mitigation: 1 Fan Plant	Construction	Mitigation	\$5,910,081	13	.00	■	1.00	■	0	■	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Construction	Mitigation	\$24,685,789	0	.00	■	.99	■	0	■	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	89	.00	■	1.15	■	0	■	Y
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Design	Mitigation	\$1,950,458	30	.00	■	.13	■	1	▲	G
ET070209	Recovery: Wrap-up Rockaway Line	Design	Recovery	\$29,970,544	50	.00	■	.99	■	0	■	G
ET070308	Mitigation: Steinway Portal	Design	Mitigation	\$15,064,993	32	.00	■	1.00	■	0	■	G
ET090310	Mitigation: Back-up Power Control Center	Design	Mitigation	\$11,877,500	50	.00	■	1.15	▲	0	■	R
ET040323	Mitigation: Upgrade Backup Command Center	Post Des to Const Awd	Mitigation	\$9,792,086	98	.00	■	.89	■	2	▲	G
ET040325	Mitigation: Internal Station Hardening	Post Des to Const Awd	Mitigation	\$19,254,022	99	.00	■	1.00	■	0	■	G



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NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Post Des to Const Awd	Mitigation	\$7,506,638	80	.00	▬	1.14	▬	0	▬	G
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	\$48,279,134	100	.00	▬	1.52	▲	8	▲	R
ET120307	Mitigation: Various Bus Depots	Post Des to Const Awd	Mitigation	\$25,310,604	79	.00	▬	.46	▼	0	▬	Y
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$16,669,774	100	.00	▬	1.45	▲	4	▲	R
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$25,085,079	100	.00	▬	2.15	▲	4	▲	R
ET160316	Mitigation Reserve	Post Des to Const Awd	Mitigation	\$83,719,535	0	.00	▬	.30	▬	2	▲	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	7	.00	▬	.97	▬	0	▬	G
ES070303	Mitigation: St. George Terminal Yard	Design	Mitigation	\$73,641,130	99	.00	▬	1.00	▬	3	▲	R
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,000,000	0	.00	▬	1.00	▬	0	▬	Y
EL0403ZJ	Atlantic Ave Tunnels Mitigation	Construction	Mitigation	\$9,900,000	99	.00	▬	1.00	▬	1	▲	G
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$68,666,958	80	.03	▬	1.00	▬	0	▬	G
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,271,115	46	.00	▬	1.05	▬	0	▬	G
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$26,687,825	2	.00	▼	1.09	▬	0	▬	Y
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$108,009,472	2	.00	▬	1.14	▲	0	▬	Y



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MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph 1 & 2 Power and C & S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$49,953,217	64	1.13	▬	.95	▼	0	▬	Y
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$32,370,843	3	.00	▬	.92	▬	0	▬	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$46,867,801	64	.00	▬	.93	▼	0	▬	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$33,275,430	64	.00	▬	1.00	▼	0	▬	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$96,865,647	64	1.42	▼	.98	▼	0	▬	Y
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	\$7,635,000	92	.00	▬	.95	▲	15	▲	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,136,302	46	.00	▬	.85	▬	0	▬	G
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$45,308,365	89	1.43	▲	1.02	▲	0	▬	R
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,609,126	5	.00	▬	.99	▬	0	▬	G
B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$35,094,168	74	.11	▲	.96	▬	0	▬	G
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Construction	Mitigation	\$30,674,990	74	.68	▲	.99	▬	0	▬	G
Queens Midtown Tunnel Rehab												
ED010240	Restoration of Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$139,468,668	99	.04	▬	.95	▬	-2	▼	G
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$28,098,514	74	.07	▲	.96	▬	0	▬	G



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B&T - Bridges and Tunnels Sandy Program												
Queens Midtown Tunnel Rehab												
ED040281	Restoration of Queens Midtown Tunnel - Control/Communications Systems CCTV Traffic Signals after Super Storm Sandy	Construction	Recovery	\$101,002,676	99	.00	■	.95	■	-2	▼	G
ED050203	Environmental clean-up at Queens Midtown Tunnel after Super Storm Sandy	Construction	Recovery	\$10,382,803	99	.61	▲	.96	■	-2	▼	G
All Other Projects												
ED040207	Restoration of Marine Parkway Bridge -electrical equipment damaged by Super Storm Sandy	Construction	Recovery	\$7,535,363	99	.01	■	.89	■	0	■	G
ED040210	Restoration of Cross Bay Bridge Utilities damaged by Super Storm Sandy	Construction	Recovery	\$13,105,310	99	.88	▲	.97	■	0	■	G
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	90	.52	▲	1.00	■	0	■	Y

Summary of Sandy Traffic Light Report Design Exceptions

(Second Quarter 2018 - As of June 30, 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							
ET090310	Mitigation: Back-up Power Control Center	1.15 Cost Index	\$11.8M	Mar 2019	During the Second Quarter 2018, the EAC increased to \$11.8M which exceeds the current budget of \$10.2M. The Supervisory Control and Data System (SCADA) work and related engineering services, EFA, and TA labor needed to perform the work increased due to anticipated construction phasing and testing of the upgraded system before starting the Power Control Center (PCC) Master Terminal Unit (MTU) demolition and removal (to be undertaken under a different contract).	Design work continues and measures to stay on budget are being pursued. Labor estimates have largely contributed to this increase and will be reviewed. The scope of work will remain as this facility is critical to operations.	An Agency ACE evaluation is not required for this project
ES070303	Mitigation: St. George Terminal Yard	3 month Schedule Slip	\$73.6M	Jul 2018	During the Second Quarter 2018, the forecasted Design Completion date slipped three months from April 2018 to July 2018 due to the wait for structural, code compliance and MOW approvals.	Structural, Code Compliance and MOW approvals have been received. Consequently, design completion was achieved on July 26, 2018.	The overall Contractor / Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

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 June 30, 2018
Project Name: Mitigation - 17 Fan Plants and Adjacent Tunnels	Current Budget: \$46.4M
	Project EAC: \$46.4M
	Substantial Completion Date at Award: Feb 2020
Project No: ET060305	Current Substantial Completion Date: Feb 2020
Project Phase: Construction	Phase Complete: 49%

Project Description
<p>This project will implement long term flood mitigation/resiliency construction improvements for 16 fan plants and adjacent tunnels in Manhattan, Roosevelt Island, Brooklyn, Queens and The Bronx. Mitigation solutions will include sealing manholes and conduits, raising ventilation shafts above the flood elevation, structural reinforcement, and installing flood rated hatches, doors, gates and walls.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Second Quarter 2018, the project had \$1.6M in approved Additional Work Orders (AWOs) compared to a \$2.3M contingency budget at 50% third party contract completion. This was due to:</p> <ul style="list-style-type: none"> • AWO #10 - \$290,000 for Mechanical Closure Device (MCD) locks to secure the sidewalk vent gratings as per user request. • AWO #11 - \$95,000 for the modified design for the exterior wall of the Montague Fan Plant. • AWO #13 - \$637,000 for critical steel structure repairs at Sutton Pl-53rd St. • AWO #16 - \$450,000 additional MCDs at Vernon Blvd – 41st St. This money is to be reimbursed from the LIRR/ESA project.
What is Being Done
<p>Contingency: As of July 2018, the total negotiated AWOs are valued \$1,586,870 and are in various states of completion. A pending AWO#17 for changing 42 single MCDs to double MCDs, due to safety concerns on the weight of the door, is estimated at \$240,000.</p> <p>Funds to replenish the project contingency budget will be obtained from the project reserve, which will increase the construction contingency from \$2.3 million to \$2.7 million. An evaluation of remaining work in the project indicates that the new construction contingency should be sufficient until closeout.</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 June 30, 2018
Project Name: Mitigation - Above-Grade Surface Protection at 6 Fan Plants	Current Budget: \$6.9M
	Project EAC: \$7.6M
	Substantial Completion Date at Award: Jan 2018
Project No: ET060306	Current Substantial Completion Date: Aug 2018
Project Phase: Construction	Phase Complete: 85%

Project Description
<p>This project will provide flood protection for six above grade fan plants through the installation of watertight doors, aluminum flood logs and panels, and prefabricated vent grate covers. Work includes both permanent replacements and deployable elements which are put in place only in advance of a storm.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Second Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$0.7 million. This was due to the additional labor required to work inside a fan plant. Costs included fan plant General Orders (GO) and fire watches to safely perform the work. Work was rescheduled and extended to maximize GO opportunities.</p>
What is Being Done
<p>Cost: Subsequent to the reporting period, Substantial Completion was achieved in July 2018. No excessive charges will be made to the project until close out is complete.</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 June 30, 2018
Project Name: Mitigation - Deployable Substations	Current Budget: \$31.6M
	Project EAC: \$48.2M
	Original Award Date: Jun 2018
Project No: ET090308	Current Award Date: Feb 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will procure four Deployable Battery Power Systems (DBPS). The DPBS are designed to be quickly transported and connected to the system when substations are disabled and emergency power needs to be provided. Once deployed to the incident site, the unit will fill the gap between working substations, allowing basic train service to be restored until repairs are complete at the damaged location.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted award date slipped eight months, from June 2018 to February 2019. This was due to a delay in obtaining the approval for the Request for Proposals (RFP). In addition, the two step procurement process required for the RFP extended the award to February 2019.</p>
What is Being Done
<p>Schedule: The contract was advertised on July 11, 2018. The first step of the RFP is the Request for Qualifications, which is in process and is due on August 31, 2018. The second step of the process is the RFP, which is slated for the second week of September 2018 and will be completed by the third week of October 2018. The first step will qualify the manufacturer, and the second step will evaluate their proposal, negotiate, and then award.</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 June 30, 2018
Project Name: Mitigation - Consolidated Revenue Facility	Current Budget: \$11.4M
	Project EAC: \$16.6M
	Original Award Date: Jul 2018
Project No: ET160310	Current Award Date: Nov 2018
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will provide an effective flood mitigation scheme to protect the Consolidated Revenue Facility located in Maspeth, Queens. The project consists of a perimeter flood wall to protect against storm surges, as well as improvements of the drainage system to mitigate effects of heavy rain fall. Deployable flood walls will be used at the facility entrances to maintain access and will be deployed when a storm is forecasted to arrive.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted award date slipped four months, from July 2018 to November 2018. This was due to the delay in preparation of the Request to Advertise (RTA) as the TA Labor costs and final construction cost estimate were not finalized.</p>
What is Being Done
<p>Schedule: The RTA has been approved and the Contract Documents will be advertised for bid the first week of August; bids will be requested in mid-September. Every effort will be made to expedite the construction award.</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 June 30, 2018
Project Name: Mitigation - Tiffany Central Warehouse	Current Budget: \$11.6M
	Project EAC: \$25.1M
	Original Award Date: Jul 2018
Project No: ET160312	Current Award Date: Nov 2018
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will repair and strengthen the building exterior wall at the Tiffany Central Warehouse located in the Bronx. The existing wall requires repairs, and the replacement wall will be built to withstand flood loads from future storm events.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2018, the forecasted award date slipped four months, from July 2018 to November 2018. This was due to the delay in preparation of the Request to Advertise (RTA) as the TA Labor costs and final construction cost estimate were not finalized.</p>
What is Being Done
<p>Schedule: The RTA has been approved and the contract documents will be advertised the first week of August and bids will be requested in mid-September. Every effort will be made to expedite the construction award.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2018
Project Name: Power Infrastructure Restoration of Hudson Line Substations	Current Budget: \$44.4M
	Project EAC: \$45.3M
	Substantial Completion Date at Award: Feb 2017
Project No: EM050208	Current Substantial Completion Date: Sep 2018
Project Phase: Construction	Phase Complete: 89%

Project Description
<p>This project will replace three Hudson Line substations damaged by Superstorm Sandy. While the three substations, located at Tarrytown, Riverdale and Croton-Harmon, were repaired after Sandy and returned to service, their useful lives were reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. Resiliency will be incorporated by constructing the new substations to Above Base Flood Elevation (ABFE) +4 feet. The Base Flood Elevation is the regulatory height requirement in relation to the mean sea level that has a one percent chance or greater of flooding in a given year as determined by the Federal Emergency Management Agency (FEMA). In addition, a fourth substation located in Brewster, New York that is funded via another project, but is also a part of this contract's scope of work.</p>
Problem Since Last Quarterly Report
Index Trigger (s): Contingency
<p>Contingency: During the Second Quarter 2018, the Sandy Substations project had a 1.43 Contingency Index due to multiple change orders as a result of the following unforeseen conditions:</p> <ul style="list-style-type: none"> • Cost for the installation of the Ground & Test Devices in all AC Switchgear lineups. • Canopy protection over the AC breaker exterior doors that are new Con Edison requirements but were not included in the contract drawings. • Cost to relocate the 15kv & Communication Duct Bank in order for maintenance to occur safely at Riverdale. • Cost for the relocated Service Utility Box/Conduit runs at Riverdale & Tarrytown.
What is Being Done
<p>Contingency: Subsequent to the reporting period, it was determined the AC Switchgear would not need to have Ground & Test devices installed, thus reduced the pending change orders.</p> <p>Schedule: Subsequent to the reporting period, MNR is actively working with Con Ed and MNR Force Account Power Group to reevaluate the schedule on the testing, commissioning and system cutover. The revised substantial completion date is forecasted to be December 2018.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

Projects in CPOC's Risk-Based Monitoring Program

(2nd Quarter 2018 Traffic Light Report – Period Ending June 30, 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
(2nd Quarter 2018 Traffic Light Report – Period Ending June 30, 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* - 2nd 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	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	\$69,043,246	\$742,385	0.26%	21	4/6/2018	Provide all labor, material, equipment, superintendence and all items deemed necessary to perform the following: Four (4) Fire Line Expansion Joint Fittings at the Roadway Level Alternate Routing of Cable and Conduit for the Brooklyn Plaza Luminance Sensor and Lighting, Dimmer Control, Conduit and Wire and Corresponding Unit Price Offsets at the Transition Zones for East and West Tubes of the HCT
MTA B&T	VN-80B	Replacement of the Upper Level Deck at the Suspended Span of the Verrazano-Narrows Bridge	\$235,728,000	\$66,788,708	\$740,796	0.31%	16	4/27/2018	Amend contract for: (i) lighting and lighting components and interim reconciliation of Movement of Quickchange Moveable Barrier items; (ii) revised detail for Bridge Rail splice (iii) reconciliation of items for additional painting work associated with installation of orthotropic deck panels and (iv) additional costs associated with performing Ultrasonic Testing (UT) on 100% of the welds on bulkhead-to-rib welds
MTA B&T	PSC-11-2903	Construction Management and Inspection Services for Project VN-80B, Replacement of the Upper Level Deck of the Suspended Span at the Verrazano-Narrows Bridge	\$18,539,808	\$730,976	\$450,000	2.43%	3	4/30/2018	Amend contract to increase funding for additional construction management and inspection services related to the Open Road Tolling Project and HOV Lane implementation (Note: \$15,000 of this change order for HOV was Major Maintenance funded.)
MTA B&T	HH-88B/HH-13A	Reconstruction of Upper and Lower Reconstruction of Upper and Lower Toll Plazas and Southbound Approach and Lighting Replacement at North and Southbound Henry Hudson Parkways	\$86,068,939	\$4,097,054	\$361,518	0.42%	3	5/8/2018	Provide all labor, material and equipment to: furnish and install a new water main gate valve and perform repairs discovered during the biennial bridge inspection to address flag no.'s YF17-10004, YF17-10005 and YF17-10006.
MTA B&T	13-MNT-2921	Scheduled and Unscheduled Maintenance and Repair, Safety Inspections and Testing of Aerial Lift Equipment Located at Various Authority Facilities	\$153,400	\$0	\$130,000	84.75%	1	5/11/2018	Additional funding needed due to more than expected aerial lift breakdowns and additions to the aerial lift equipment inventory.
MTA B&T	RK-23A	Reconstruction and Rehabilitation of the 125th Street Manhattan Approach Ramps to the RFK Bridge	\$68,300,001	\$48,745,911	\$466,908	0.68%	16	5/14/2018	Provide all labor materials, equipment, superintendence and all items deemed necessary to perform fire alarm and other electrical upgrades, roadway striping, concrete and pothole repairs and other structural improvements.
MTA B&T	MP-03/MP-16	Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Park-Gil Hodges Memorial Bridge	\$98,500,000	\$30,747,687	\$663,314	0.67%	11	5/17/2018	Provide all labor materials, equipment, superintendence and all items deemed necessary to perform the following: Lift Span Control, Security and Control Room Enhancements, Pedestrian Sidewalk Hatch Repairs, Secondary Reducer Lube Pump Combination Starters, Furnishing Custom Pinion Shaft Collars in the Tower Machinery Rooms, additional Field Directed Work, Site Work, Grading, Paving, Electrical Power for the Relocations, Plaza Floodlights and Cameras at the MPB.

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MTA B&T	RK-75 Phase IIB	Demolition of Occupied Spaces Beneath the Manhattan Plaza of the RFK Bridge	\$15,377,685	\$846,199	\$627,752	4.08%	5	5/18/2018	Provide contract item adjustments and additional work, including 1.) Demolition of Floating Columns; 2.) Additional Lead and Asbestos Abatement; 3.) Force Main and Water Main Relocation; and 4.) Protection of Temporary Feeder Cables.
MTA B&T	TUN-MIT-01	Design-Build for Flood Mitigation at the Hugh L. Carey Tunnel and Queens Midtown Tunnel	\$64,000,000	\$681,000	\$462,000	0.71%	2	5/24/2018	Provide labor, material, equipment and all items deemed necessary to remove, repair and replace the existing granite panels at the HLCT and QMT, and to modify the top portion of the portal facades at the HLCT Manhattan portals
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK Bridge	\$21,340,794	\$38,015,649	\$598,922	2.81%	16	5/25/2018	Provide labor, material, equipment and all items deemed necessary to furnish and install new barrier, new cathodic protection at Piers 157,158, and 161 modification of contract items to eliminate the demolition and reconstruction of the west widening and for interim reconciliation of contract unit price items
MTA B&T	QM-40S	Sandy Restoration and Mitigation and QM-40/QM-18 Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel	\$236,500,000	\$57,749,489	\$362,382	0.12%	13	6/12/2018	Provide all labor, material and equipment to: Install Promat panels in the abandoned light niches; toll crossings; clear obstruction in the High Tension Duct Bank conduit; modifications to the light frames; furnish and install additional cameras; remove and replace concrete; VMS sign enclosures; test pit; replace sewer pipe; perform Entrance Plaza civil and electrical work; and to provide quantity adjustments to unit price items
MTA B&T	VN-80B	Replacement of the Upper Level Deck at the Suspended Span of the Verrazano-Narrows Bridge	\$235,728,000	\$67,529,504	\$718,525	0.30%	17	6/13/2018	Amend contract: (i) for costs associated with operating/utilizing Olympus OmniScan MX2 Phased Array Ultrasonic testing apparatuses during orthotropic deck fabrication in lieu of testing equipment already owned by the fabricator and technician training on use of that equipment; (ii) furnishing and installing a new Facility Fire Hydrant and (iii) interim reconciliation of 2 existing contract items
MTA B&T	TUN-MIT-01	Design-Build for Flood Mitigation at the Hugh L. Carey Tunnel and Queens Midtown Tunnel	\$64,000,000	\$1,143,000	\$732,900	1.11%	3	6/14/2018	Provide labor, material, equipment and all items deemed necessary to furnish and install additional light fixtures and security cameras at the Governor's Island Ventilation Building; and to repair and clean granite panels at each portal of the Hugh L. Carey and Queens Midtown Tunnels
LIRR	6168B-02-19-B	RE and OE/Inspector for Wantagh Station Platform	\$883,758	\$0	\$220,678	24.97%	1	5/17/2018	10 months contract extension
LIRR	6257	Track and Systems Installation for the New Second Track on the Main Line KO Branch Phase II	\$66,530,000	\$4,722,670	\$640,574	0.96%	4a	6/12/2018	LIRR ROW Signal/Communications Pole Line Modifications

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LIRR	6168B-01-24-B	Construction Management Services for the Construction of Platform F – Two (2) Full-Time Inspectors	\$466,790	\$0	\$475,761	101.92%	1	5/21/2018	1 year extension of Inspector Services
LIRR	6168A-01-02-A	Engineering & Environmental Consultant Services for the LIRR MLE Project	\$15,643,020	\$8,145,940	\$308,036	1.97%	19	4/23/2018	Phase I & II Environmental Site Assessment (ESA)
LIRR	6202	Hicksville Station Improvements	\$50,911,200	\$64,953	\$396,323	0.78%	3	4/19/2018	Change order for Emergency Power Room Expansion and Duct Bank Work at Hicksville Station
LIRR	6202	Hicksville Station Improvements	\$50,911,200	\$698,585	\$262,606	0.52%	8	4/20/2018	Change in the Curtin Wall Store Front System for the platform NON waiting rooms AREAS, to be changed from a 4 ½ inch system to a 6" for Platform
MNR	27044	Harmon Shop Replacement Phase V - Stage 1	\$245,013,556	\$1,784,253	\$264,770	0.11%	26	2/18/2018***	Compensation for the installation of employee information display monitors and video conferencing equipment.
MNR	6112A	Installation of PTC Radio Infrastructure	\$32,621,920	\$53,130	\$679,000	2.08%	3	6/26/2018	New NY Bid Item 17A – Rock Removal. Added 280CY of rock removal at a negotiated unit price of \$2,425/CY for work in New York State.
MNR	6112A	Installation of PTC Radio Infrastructure	\$32,621,920	\$732,130	\$278,875	0.85%	4	6/26/2018	Revised CT Bid Item 17A – Rock Removal. Added 115CY of rock removal at a negotiated unit price of \$2,425/CY for work in Connecticut.
MTACC	CS084/8000000 803	Traction Power System Package for the East Side Access Project	\$71,248,884	\$1,812,602	\$318,000	0.45%	11	6/22/2018	Plaza Floor Openings
MTACC	CH061A/800000 642	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$34,074,520	\$1,556,892	\$348,000	1.02%	10	5/14/2018	Flowable Fill in Existing Tunnel (ECOC#1 - 3/16/18)
MTACC	CS179/8000000 485	Mid- Day Storage Yard Facility	\$333,588,000	\$19,172,845	\$407,204	0.12%	86	5/29/2018	GCT 4 & 5 Room and Equipment Modifications
MTACC	CS179/8000000 485	Mid- Day Storage Yard Facility	\$333,588,000	\$15,770,826	\$482,534	0.14%	66	4/24/2018	Fire Alarm and Communication Coordination Drawings
MTACC	CS179/8000000 485	Mid- Day Storage Yard Facility	\$333,588,000	\$19,655,114	\$542,304	0.16%	88	6/22/2018	MV90 Cable Changes
MTACC	CQ033/8000000 674	Systems Facilities Package No. 2	\$291,503,430	\$1,366,699	\$622,867	0.21%	6	4/4/2018	Catenary B-927 WA Structure
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$12,999,591	\$455,000	0.17%	234	4/18/2018	Furnish and Install an Enterprise Network

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MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$30,639,591	\$399,000	0.15%	249	6/15/2018	Rescue Assistance Area Modifications
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$31,486,391	\$395,000	0.15%	271	6/20/2018	Intrusion Access Control Electrical Work
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$35,342,491	\$461,500	0.22%	48	6/11/2018	Acceleration of Permanent Facility Power Installation
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$36,000,191	\$281,000	0.13%	99	4/18/2018	New York City LED City Lights Street Lighting Modifications
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$36,000,191	\$718,000	0.34%	121	4/18/2018	Additional HVAC Equipment for UPS and Communication rooms, Backup Cooling Fan Coil Units
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$35,342,491	\$278,394	0.13%	216	4/27/2018	Camera Mounting Brackets and Additional/Relocated Cameras per NYC Transit
NYCT	A-36622B	ESI Package 2 for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations - Astoria Line Queens	\$149,680,000	\$9,730,500	\$690,000	0.46%	6	5/4/2018	Beacon Train Arrival System Redesign, Removal, and Reinstallation
NYCT	A-36622B	ESI Package 2 for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations - Astoria Line Queens	\$149,680,000	\$10,420,500	\$305,000	0.20%	7	5/4/2018	Con Edison Service Upgrade at 30th and 36th Avenue Stations
NYCT	A-36622B	ESI Package 2 for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations - Astoria Line Queens	\$149,680,000	\$10,725,500	\$330,000	0.22%	10	4/26/2018	Con Edison Service Upgrade at 39th Avenue and Broadway Stations
NYCT	CM-1112	Provide Independent Safety Assessor (ISA) Services in Support of Solid State Interlocking Projects	\$2,495,343	\$0	\$276,711	11.10%	2	6/7/2018	Provide Additional Funding for Continued ISA services for the Signal System Modernization for the West 4th and 34th Street Solid State Interlocking Projects
NYCT	E-31705	Flood Mitigation and Resiliency at 17 Fan Plants and Adjacent Tunnels	\$22,763,000	\$119,870	\$637,000	2.79%	13	5/22/2018	Repair or Replacement of Deteriorated Steel Beams, and Reconstruction of the Concrete Sidewalk Above the Ventilation Battery Bays

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NYCT	A-46004	Renewal and Component Repairs of Seven Stations on the New Lots Line	\$45,748,000	\$651,678	\$418,000	0.91%	17	4/17/2018	Repair of Damage from Truck Strike at the Pennsylvania Avenue Station
NYCT	A-36916/C-34920	Component Repairs and Line Structure Overcoating at Dyre Avenue Station, Dyre Line - Borough of the Bronx	\$16,224,000	\$1,228,529	\$749,917	4.60%	17	5/10/2018	Additional Steel Repair on Line Structure at Dyre Avenue Station
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$6,347,260	\$325,000	0.17%	24	4/18/2018	8th Avenue Station Communication System
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	\$1,765,849	\$665,000	0.82%	57	4/17/2018	Furnish and Install the Cover Plates of the Platform Girders in the Cast in Place Platform Areas of Seven Stations
NYCT	S-32769	71st Continental Avenue and Union Turnpike Interlocking	\$167,024,560	\$4,571,118	\$605,000	0.36%	61	6/29/2018	Remedy of Water Leaking in the new Master Tower
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$6,745,260	\$675,000	0.35%	177	4/18/2018	Canopy Steel Repair Overrun at 8th Avenue

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

** Including any exercised options

*** This item was inadvertently omitted from the 1st Quarter 2018 Report