



Metropolitan Transportation Authority

# Capital Program Oversight Committee Meeting

## December 2018

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### Committee Members

F. Ferrer, Acting Chair

A. Albert

N. Brown

S. Metzger

M. Pally

L. Schwartz

P. Trottenberg

P. Ward

C. Weisbrod

N. Zuckerman

# **Capital Program Oversight Committee Meeting**

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

**Monday, 12/10/2018**

**1:30 - 3:00 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES NOVEMBER 13, 2018**

*- Minutes from November '18 - Page 3*

## **3. COMMITTEE WORK PLAN**

*- 2018 - 2019 CPOC Committee Work Plan - Page 7*

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

- Update on East Side Access - Page 9*
- IEC Project Review on East Side Access - Page 30*
- IEC East Side Access Appendix - Page 36*
- Update on Penn Station Access - Page 37*
- Update on Second Avenue Subway Phase II - Page 43*
- Update on LIRR Expansion - Page 48*
- IEC Project Review on LIRR Expansion - Page 58*

## **5. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 62*

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

*- Third Quarter 2018 Core & Sandy Traffic Light Reports - Page 73*

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

*- CPOC Change Order Report - All Agencies - Page 142*

## **8. EXECUTIVE SESSION**

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**November 13, 2018**  
**New York, New York**  
**2:00 P.M.**

MTA CPOC members present:

Hon. Fernando Ferrer  
Hon. Andrew Albert  
Hon. Norman Brown  
Hon. Susan Metzger  
Hon. Mitchell Pally  
Hon. Peter Ward  
Hon. Carl Wortendyke

MTA CPOC members not present:

Hon. Lawrence Schwartz  
Hon. Polly Trottenberg  
Hon. Carl Weisbrod  
Hon. Neal Zuckerman

MTA board member present:

Hon. Ira Greenberg

MTA staff present:

George Cleary  
Naeem Din  
Mike Garner  
Ronnie Hakim  
Brian Murphy  
Al Putre  
Tom Savio

NYCT staff present:

Mark Bienstock  
Anthony Febrizio  
Robert Gomez  
Bill Montanile

Independent Engineering Consultant staff present:

Joe DeVito  
Nabil Ghaly  
Calvin Gordon  
Mark Sielucka  
Hassan Tavassoli

\* \* \*

Acting Chairman Ferrer called the November 13, 2018 meeting of the Capital Program Oversight Committee to order at 2:00 P.M.

**Public Comments Period**

There were two public speakers in the public comments portion of the meeting: Rachael Fauss and Jason Pineiro.

## **Meeting Minutes**

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

## **Committee Work Plan**

Mr. Savio announced that there was one change to the Work Plan: the Committee Charter Review, originally scheduled for November, has been removed from the Work Plan because the Corporate Governance Committee and the full Board completed the annual review of all the Charters in March.

## **NYCT Report on Signals and Train Control Program**

Mr. Gomez provided an overview of the Signals and Train Control Division Projects, followed by a review of progress on specific projects, including: CBTC Flushing Line; CBTC Queens Boulevard Line; CBTC Equipment Supplier Interoperability; ISIM-B Modules 1, 3 and 3A; several interlockings; and the CBTC Culver Line. With respect to the CBTC Flushing Line, the IEC offered the following oral remarks: good progress has been made since the last IEC report to the Board; system performance did improve, however, there remain a number of technical issues to be resolved; a number of system modifications and remaining work are scheduled after the completion of the in-service activities; the project team is assessing the remaining work with the contractor to determine when substantial completion can be achieved. With respect to the QBL CBTC Project, the IEC stated that while the project team is progressing carborne installations and the work at the Rail Control Center as planned, the IEC raised the following two additional issues: a number of interim milestones are delayed, which could adversely impact substantial completion; and the IEC performed an independent assessment of software development, and identified a number of issues related to the Software Management Process. These issues present risk to the project schedule, and were shared with and accepted by the project team, which is developing mitigations to address them. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

## **NYCT Report on Systems and Security Program**

Mr. Bienstock provided an overview of the Flushing Line Public Address System, the Bus Radio System and the Bus Command Center. With respect to the Flushing Line Public Address, he stated that substantial completion is scheduled for March 2019 and the total project budget is \$65 million. Mr. Bienstock then reported that the Bus Radio System is on schedule for a forecast substantial completion of January 2021, and that the current \$280 million budget includes the cost of the East New York Tower. He then reported that the Bus Command Center is scheduled to achieve Substantial Completion in November 2018, one quarter later than last reported, and that the project is within its \$82 million budget. In its oral remarks on the Flushing Line Public Address, the IEC echoed NYCT's reporting that there has been an increase in the project budget to cover the cost of acceleration, increased scope and installation of train arrival signs. Further, the IEC stated that based on its review of the project documentation, the IEC agrees with NYCT that substantial completion will be in March 2019. In its oral remarks on the Bus Radio System, the IEC concurred with NYCT regarding the project budget and schedule and stated that there is evidence of a schedule impact due to slippage of some interim milestones. Finally, the IEC stated that the project team is working on a recovery plan to mitigate key interim milestones and to keep substantial completion on schedule. In its oral remarks on the Bus Command Center, the IEC stated that the project is nearly completed, but that achieving substantial completion this month as forecasted will be a challenge due to subsurface issues that are delaying completion of the sewer connection. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

### **NYCT Report on Stations Division**

Mr. Febrizio reported on progress of the 2015 - 2019 Stations Program since the last report to CPOC in November 2017, including a detailed update on the Sea Beach Line Projects. Mr. Montanile then provided a status report on ADA Accessibility, which comprises 119 stations, and which in the aggregate account for 42% of all subway ridership. In its oral remarks on the Sea Beach Line Projects, the IEC stated its position that the project team has good control of the known risks, and that the IEC supports the mitigation efforts underway. The IEC then stated that after four years working on a challenging construction project, with the majority of work approaching completion, the IEC recognizes that the Sea Beach project team has delivered a successful project for NYCT, and that the nine severely deteriorated stations have been physically transformed and the results are a success for NYCT, the riders and the local communities the stations serve. 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.

### **Progress Report on New Fare Payment System**

Mr. Putre outlined the Phased Approach to project implementation from the present date to the initial launch at select subway stations/buses (which remains scheduled for May 2019) to project completion (which remains scheduled for July 2023). He then reported that the project is on budget at \$620 million, and is currently 9% complete. In its oral remarks, the IEC stated that based on its review of cost and schedule, the IEC is in agreement with the project on those items, and while the IEC has observed that the project has missed interim milestones, in the IEC's opinion, the project is working to mitigate any potential schedule impacts. Finally, the IEC stated that its major concern is that the results of the recently completed Factory Acceptance Test show that the contactless reader design requires optimization, presenting a risk to the project schedule. The IEC added that project managers are working to address these issues, and that the unit will be retested to ensure that it meets all contract requirements. 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.

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

Mr. Din reported that MTA-Wide DBE awards against an 18% Federal Participation Goal (October 2017 - March 2018) were 12% and, based on payments, the MTA achieved a rate of 17%. With respect to the 15% NYS Participation Goal (January - September 2018), the MTA achieved the following: a rate of 15% for MBE awards, and 12% MBE payments; and a rate of 14% for WBE awards, and 11% WBE payments. With respect to the 6% NYS SDVOB Participation Goal, the MTA achieved a rate of 0.38% for awards and 1% based on payments. Mr. Murphy then provided an overview of the first eight years of the Small Business Development Program (SBDP) Tier I Program, comprising 250 project awards to 198 firms for a total award amount of \$152M. In addition, he cited figures for the Tier II Program, which has been in existence for four years and which currently comprises 48 project awards to 27 firms for a total award amount of \$88M. Finally, Mr. Murphy reported that in the first six years of the Small Business Federal Program, 47 project awards to 23 firms for a total award amount of \$89M have been achieved. Mr. Cleary provided highlights of SBDP Business Development efforts currently underway, including the following: there are a total of 244 prequalified firms in the program with outreach continuing in all 14 counties served; since its inception, the SBDP Loan Program has approved 108 loans, for a total loan amount of nearly \$14.5M; the program is readily exceeding its NYS MWBE and Federal Program DBE Goal requirements; strategies to close the gap between program contract award goals and actual awards are underway; the Emerging Contractors Program, comprising the most diverse group of contractors within the SBDP, includes 53 contractors, and to date has achieved 10 project awards totaling \$3.8M; and finally, as of spring 2018, 446 firms participated in the SBDP Training Program. 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 October the MTA made 27 out of 43 major commitments, and it forecasts meeting or exceeding its 2018 commitment goals. In this same period, the MTA achieved 18 major completions and by year end anticipates meeting 90% of its overall completion goals.

### **Adjournment**

Upon motion duly made and seconded, Chairman Ferrer adjourned the November 13, 2018 meeting of the MTA Capital Program Oversight Committee at 3:03 PM.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## **2019 CPOC Committee Work Plan**

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**January**

NYCT Capital Program Update

- L Line Restoration
- Reconstruction of Clifton Shop
- Rolling Stock Procurement Program

**February**

B&T Capital Program Update

- Tunnel Program Update
- Robert F. Kennedy Bridge Program Update

**March**

Quarterly MTACC Capital Program Update

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

Quarterly Change Order Report

Quarterly Traffic Light Reports

**April**

NYCT Capital Program Update

Update on Minority, Women and Disadvantaged Business Participation

**May**

LIRR Capital Program Update

MNR Capital Program Update

Update on New Fare Payment System

Update on Capital Program Security Projects (in Executive Session)

**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

**October**

LIRR Capital Program Update  
MNR Capital Program Update  
LIRR and MNR Joint Update on Rolling Stock  
Update on Minority, Women and Disadvantaged Business Participation  
Update on Small Business Development Program

**November**

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

**December**

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



# East Side Access Capital Program Oversight Committee

December 10, 2018

# Construction Progress Highlights

- Issued NTP for B/C Approach Structure
- Energized B10 Substation in the Facilities Systems Contract
- Completed upper level station precast platforms East and West Caverns
- Installed over 45% of track in the GCT Caverns
- Completed core and shell for the 44th Street Vent Facility and 50th Street Vent Facility as part of the GCT Concourse contract
- Completed the electrification of the Harold Interlocking Eastward Passenger Track and the re-electrification of New Haven 1 and Port Washington 1
- New Haven 1 returned to service
- Installed the 6199 switch and 6197 crossover, which connects Tunnel D to the Harold track infrastructure
- First of 8 signal huts installed in Mid-day Storage Yard
- Completed fabrication of 4 switchgears and delivered 1 substations as part of the Traction Power Systems contract



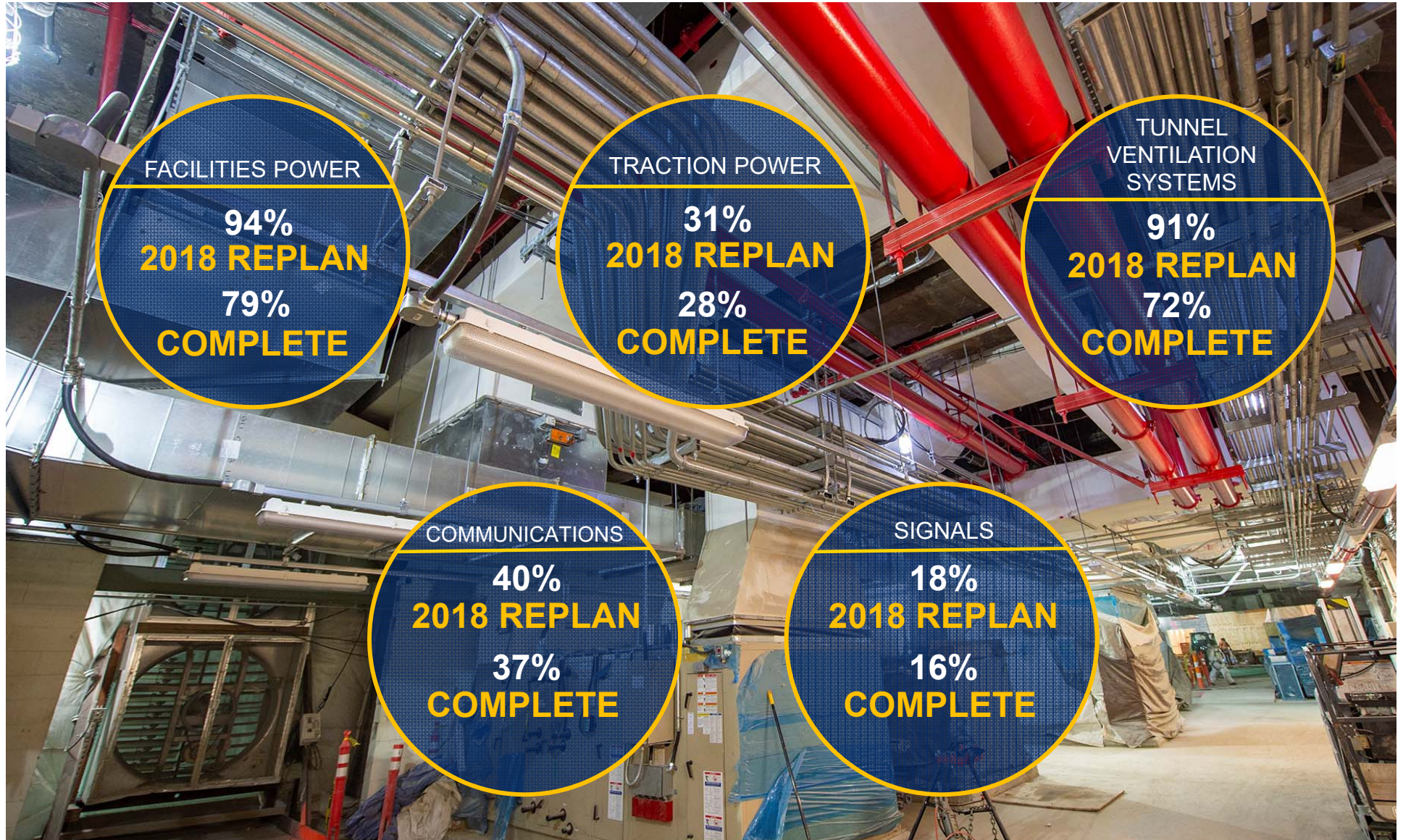
**Contract CH058A Tunnel B/C Approach Structure**



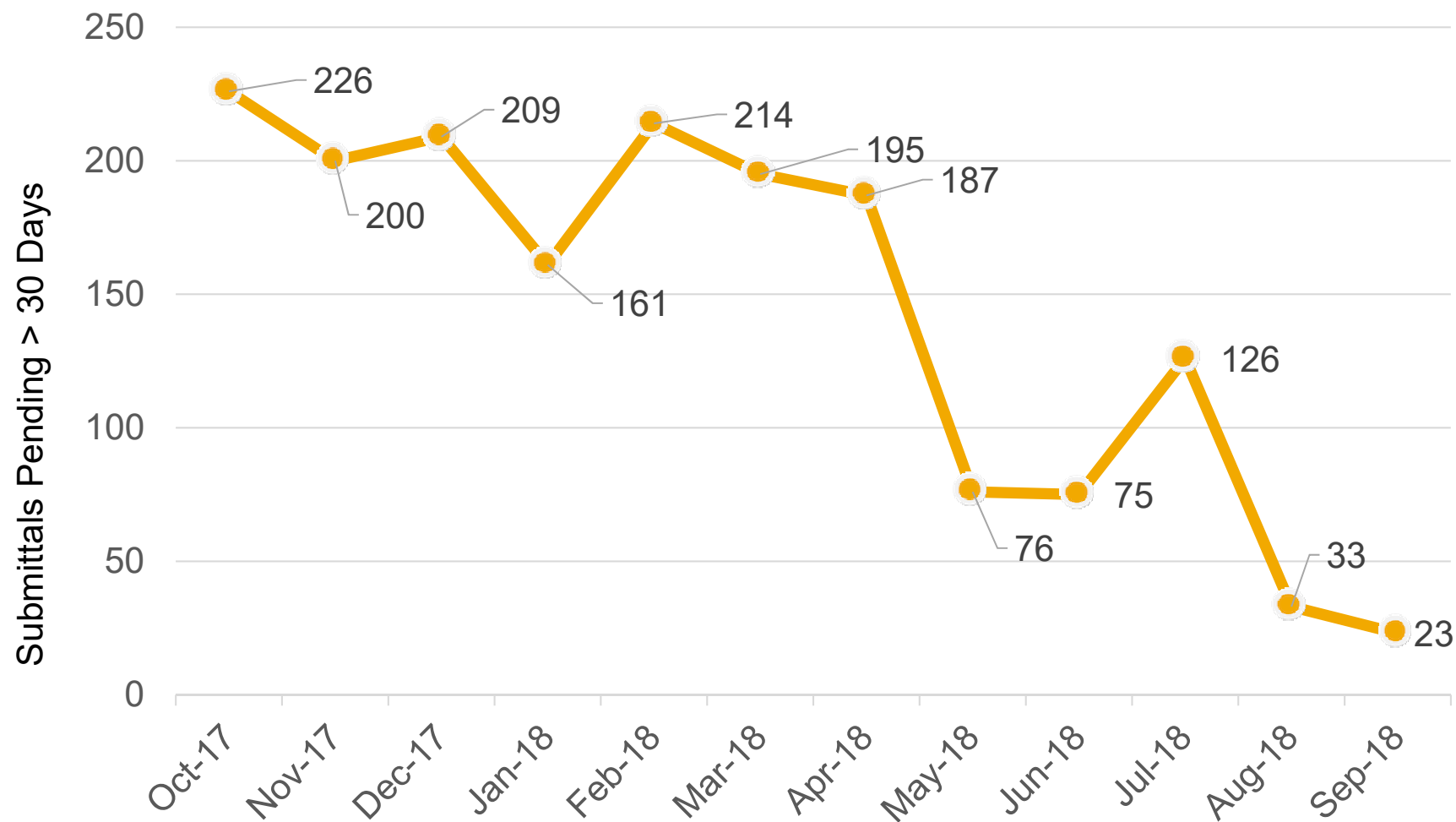
**B10 Substation**



# Construction Progress – Systems



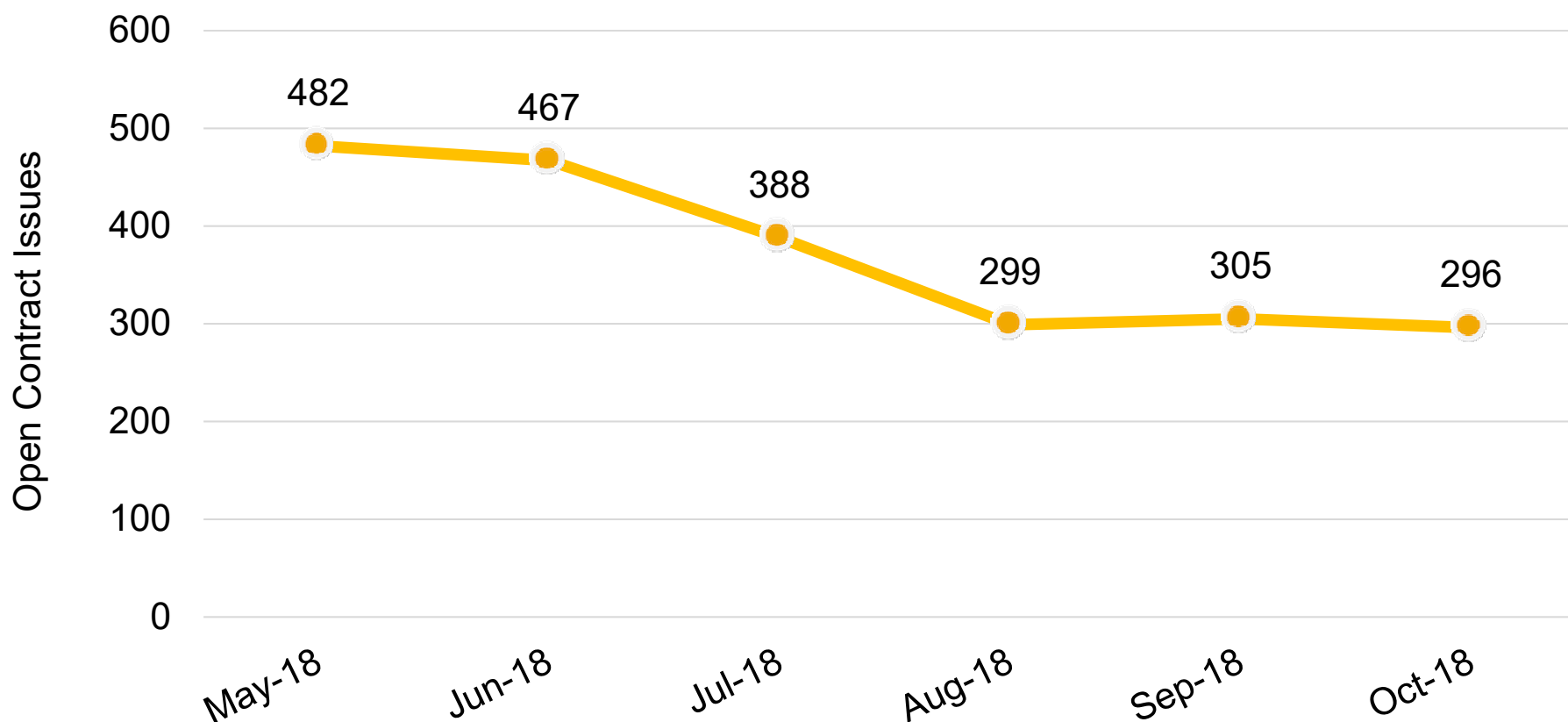
## Key Performance Indicators-- GEC Submittals Review Performance





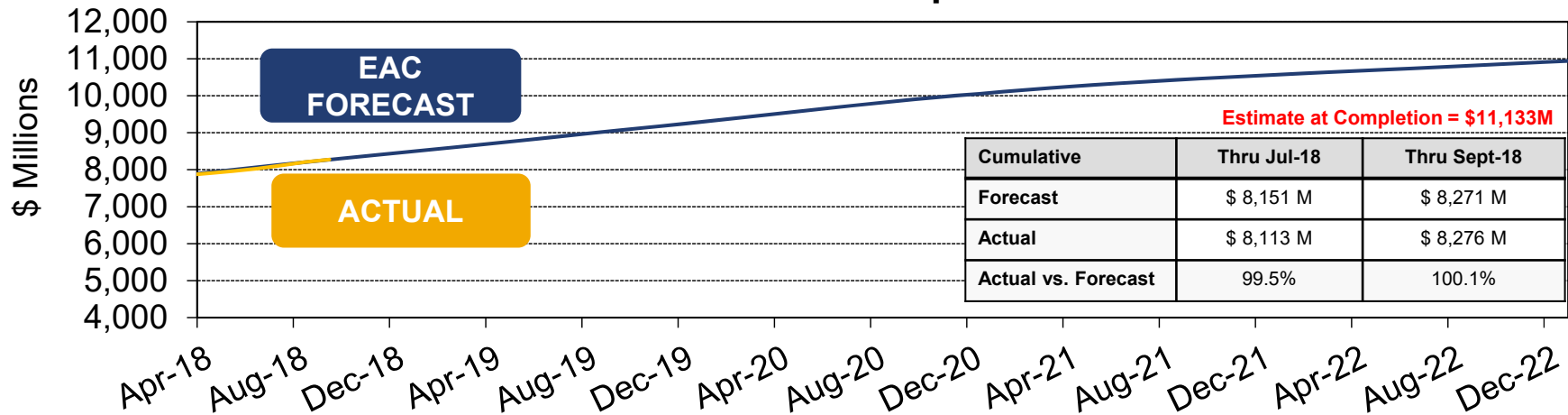
# Key Performance Indicators

## Change Management Group – Open Change Orders and Contract Issues for CM007, CM014B and CS179

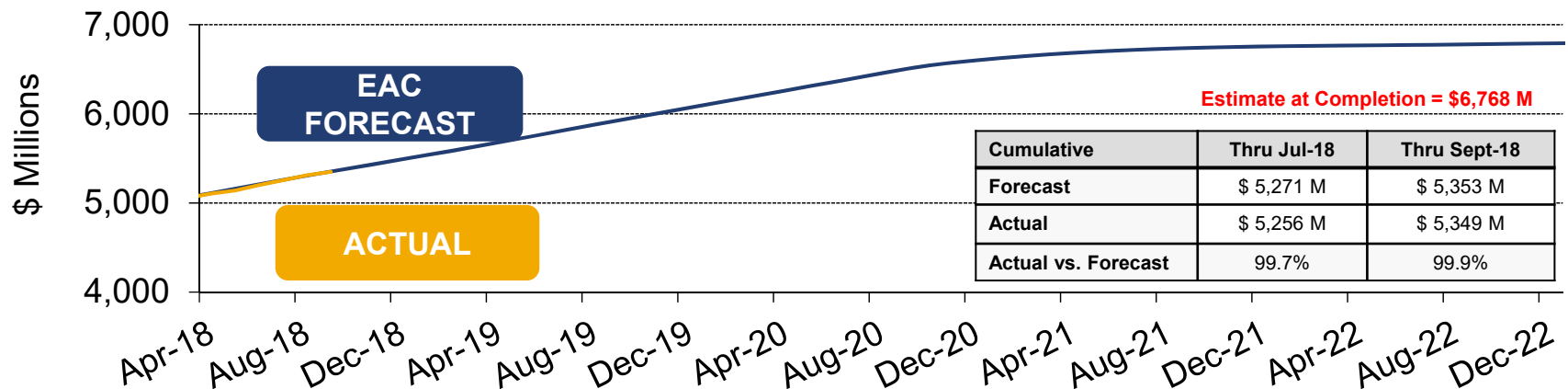


# Financial Performance: Expenditures – Forecast vs. Actual

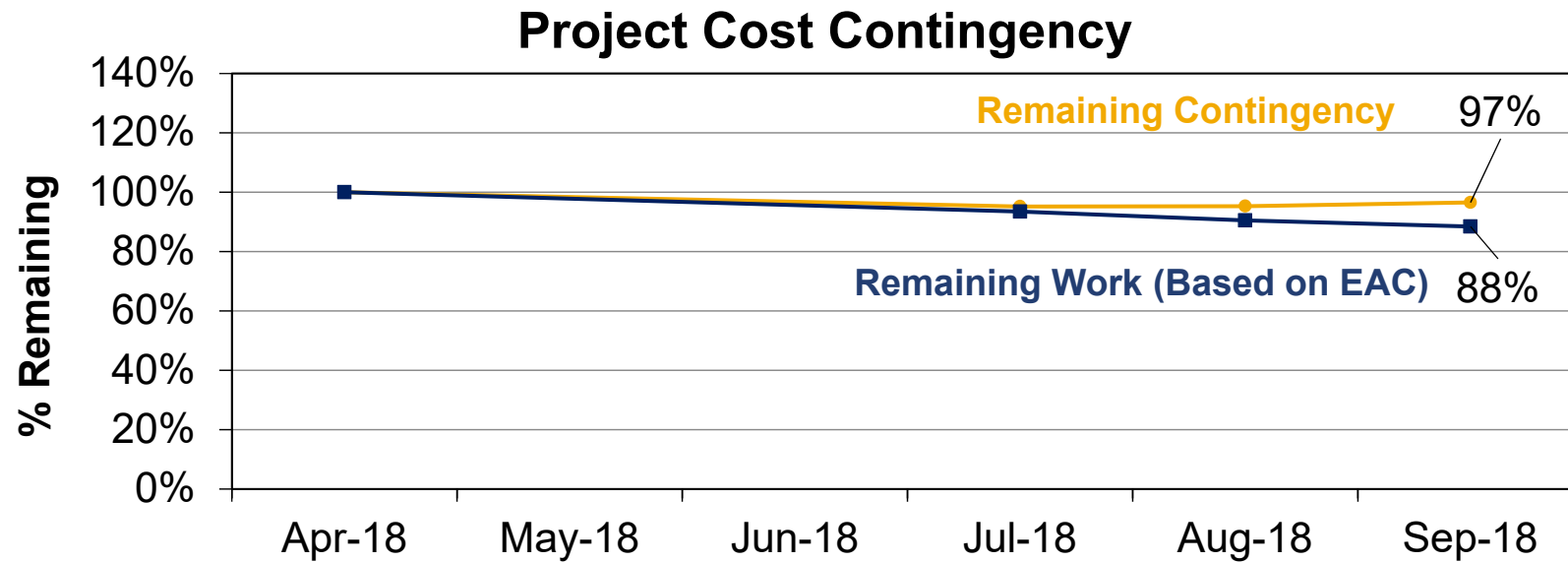
## Total Costs – Actual vs. April 2018 Plan



## 3<sup>rd</sup> Party Construction – Actual vs. April 2018 Plan



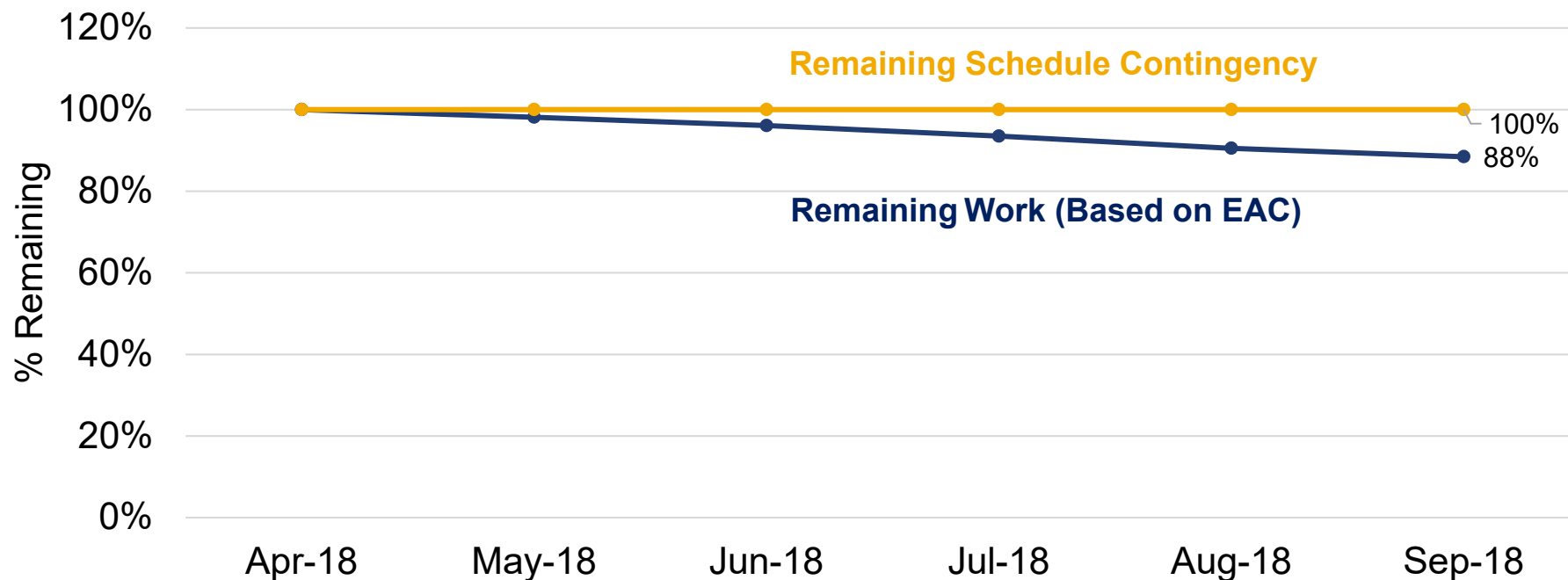
# Financial Performance: Cost Contingency



<b>April 2018 EAC Contingency</b>	<b>\$723 million</b>
Unallocated contingency	\$267 million
Allocated contingency	\$456 million
<b>September 2018 EAC Contingency</b>	<b>\$698 million</b>
Unallocated contingency	\$328 million
Allocated contingency	\$370 million

# Schedule Performance: Schedule Contingency

## Project Schedule Contingency

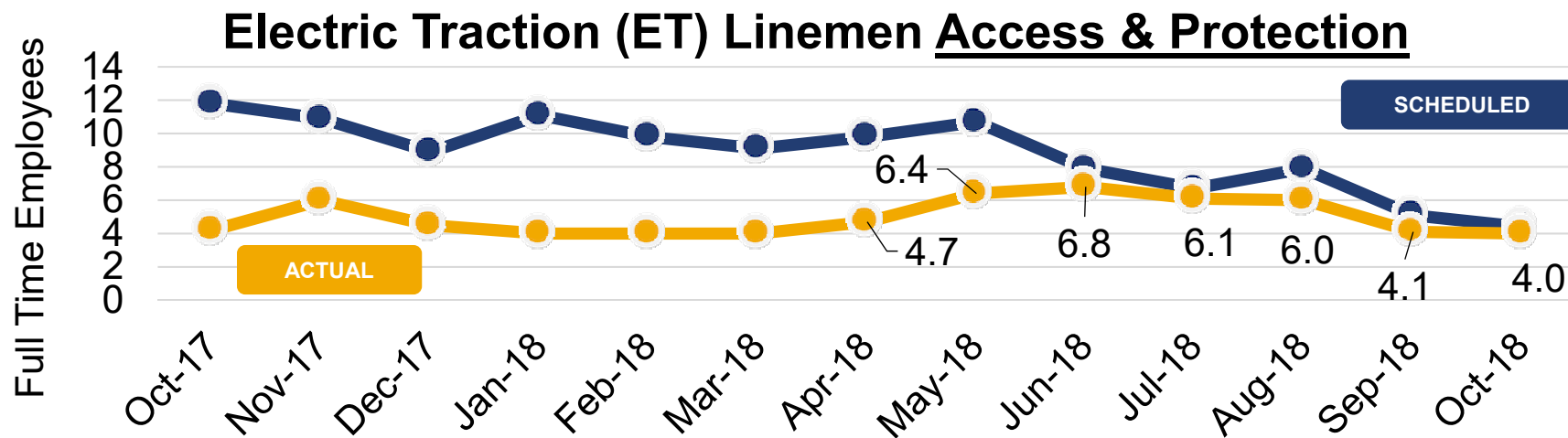
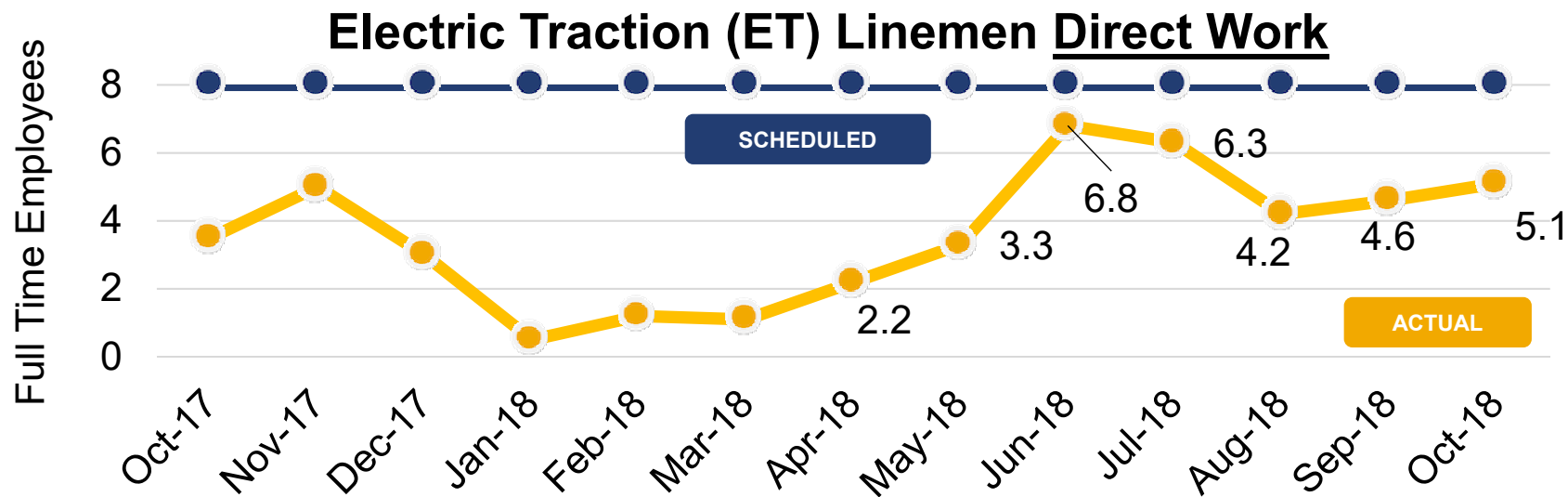


Note: Remaining Work and Schedule Contingency re-indexed to April 2018 EAC and contingency values

Category	July 2018 Total	September 2018 Total
Program Contingency – Manhattan/Systems (Critical Path)	10 months	10 months
Program Contingency – Harold (6 months off Critical Path)	17 months	16 months
Program Contingency – Mid-Day Storage Yard (9 months off Critical Path)	17 months	19 months

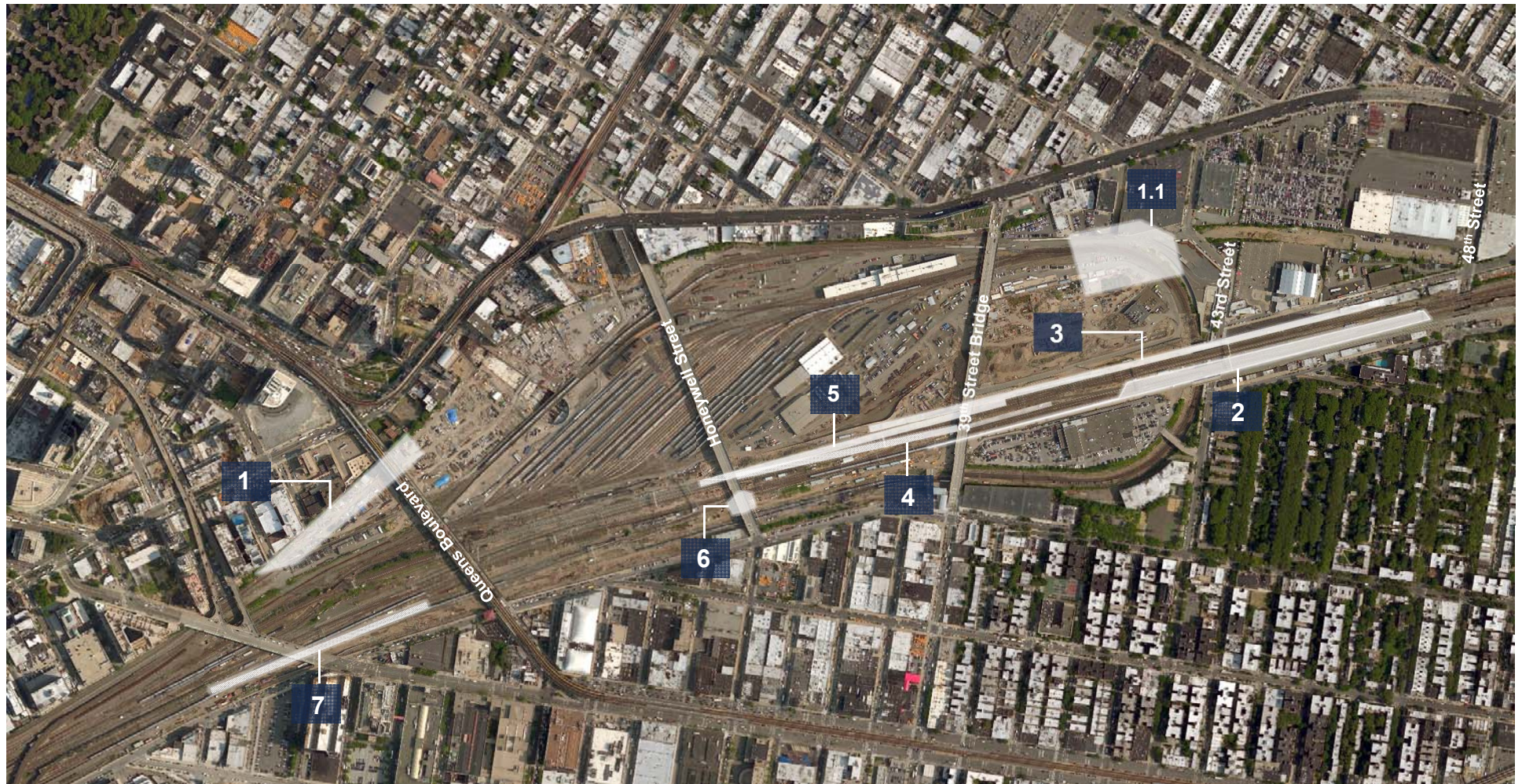


# Key Performance Indicators – Amtrak





# Proposed Scope for CH063



1. Catenary transfers in support of the Mid-day Yard
2. Port Washington 2 Overrun Wire & 39<sup>th</sup> Street Bridge Ground
3. Westbound Bypass initial operating segment
4. 3234 Crossover, W and V Crossover Electrification

5. Line 4 full tension air breaks
6. Full tension air break H13
7. Activation of loop 1A Track



## 90-Day Look Ahead


- Energize 2 facilities power substations, and install 3 elevators and 2 escalators in the GCT Caverns
- Cutover the G02 traction power substation in Harold
- Complete predecessor activities necessary to build the Tunnel B/C approach structure
- Install the footbridge over the future Mid-Day Storage Yard
- Install second Mid-day Storage Yard Signal Hut
- Commence track installation in Mid-Day Storage Yard

# Status of Operational Readiness (OpR)




- LIRR is preparing for the start of revenue operations.
- Overall, 723 tasks are required to be ready for ESA Revenue Service Date (RSD), and joint (MTACC/LIRR/MNR) interagency efforts to ensure this remain on track.
- LIRR to approve proposed Senior Transition/ESA Take-Over organization and advance recruitment.
- MTACC is facilitating development of joint LIRR/MNR procedures for joint ticketing, station services, information, etc. for Grand Central/ESA facilities.




# Key Milestones and Issues




Status	Activity	Date Needed	Issues
 <b>Red</b>	<b>Contractor Agreement on Incremental Systems Testing Approach, Schedule, and Cost</b>	<b>Ongoing*</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Timely contractor buy-in (agreement on the approach, schedule, and cost) is required for the program in order to commence testing on time.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>MTACC and the contractor (Tutor Perini Corporation) have agreed on a schedule that addresses all known issues and supports incremental systems testing. This schedule is the basis for pricing potential acceleration and mitigation costs.</li> <li>ESA and TPC are managing to the agreed to schedule.</li> <li>ESA and TPC are currently involved in cost negotiations.</li> </ul>

\*New contractor schedule is being implemented and commercial issues are being negotiated.


	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
 <b>Green</b>	<b>Start of Phase 1 – Incremental Systems Testing (Milestone 12A-1)</b>	<b>August 2019</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>There are three modifications as of August 2018 that are critical to start incremental testing, as planned:             <ul style="list-style-type: none"> <li>CPR-48 – Tunnel SCADA Clarification &amp; Changes</li> <li>CPR-95 - ESA Network Connectivity - LIRR Fiber Optic Network (FON)</li> <li>CPR-122 - Changes in Internet Protocol Addresses</li> </ul> </li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Greater than anticipated durations to issue critical contract modifications may impact the start of incremental testing (CS179 – Phase 1)</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>CPR-48, CPR-95, and CPR-122 have all been approved by the Board.</li> </ul>


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	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.




# Key Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Red</b>	<b>Start of Phase 3 – Incremental Systems Testing (Milestone 12A-3)</b>	<b>October 2020</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>The previous three modifications, critical to the start of incremental testing in Phase 1 have been executed. As of December 2018, two modifications critical to the start of Phase 3 have been Identified:             <ul style="list-style-type: none"> <li>CPR-76 – Field Networks</li> <li>CPR-51 – Public Address System</li> </ul> </li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Greater than anticipated durations to issue critical contract modifications may impact the start of incremental testing (CS179 – Phase 3)</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>CPR-76 is presently being negotiated and is expected to go to the Board in January 2019</li> <li>CPR-51 is pending the final cost proposal from the contractor.</li> </ul>

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	Yellow	Impact to Contract Cost and/or Schedule.
	Green	No Near Term Impact for Design, Procurement & Construction.


# Key Milestones and Issues




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

	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 and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<b>Tunnel B/C Approach Predecessor Activities</b>	<b>April 2019</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>Completion of predecessor activities to Tunnel B/C Approach Structures contract by April 15, 2019 are essential to maintaining this contracts schedule.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Delayed completion of predecessor activities will delay the start of Tunnel B/C Approach Structures and the completion of Harold work.</li> <li>Delays may result in additional cost and schedule impacts to the contract and the program.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>In order to support the current Harold schedule, ESA plans to perform preparatory work for the B/C Approach Structures during an outage in January 2019. Outages are also planned for December 2018 to perform switch and track work on Mainline 2 and cut over G02 Substation.</li> </ul>

	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 and Issues

Status	Activity	Date Needed	Issues
 <b>Red</b>	<b>Availability of Amtrak Resources for Harold</b>	<b>Ongoing</b>	<p><b><u>Issue:</u></b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b><u>Impact:</u></b></p> <ul style="list-style-type: none"> <li>Insufficient Amtrak ET Direct Work resources to support 3<sup>rd</sup> party construction and LIRR direct work in Harold Interlocking may result in delays to work on the Harold critical path.</li> </ul> <p><b><u>Mitigation:</u></b></p> <ul style="list-style-type: none"> <li>Access and protection has been on/close to requested levels.</li> <li>To reduce pressure on Amtrak ET Direct Work resources, MTACC has started the procurement process for a 3<sup>rd</sup> party contractor to perform ET direct scope as part of a design-build contract.</li> </ul>

	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.

# JP Morgan Chase World Headquarters – 270 Park Avenue

- JPMC is redeveloping 270 Park Avenue to create a World Headquarters. Site straddles the GCT trainshed and the East Side Access (ESA) Concourse.
- Architect selected by JPMC in October.
- No impact to ESA cost or revenue service date.
- ESA working with JPMC on a construction strategy to avoid impacts to ESA and LIRR.
- Extensive mitigation and Building Information Modeling (BIM) coordination is underway to try to resolve potential infrastructure clashes, design issues and GCT/Metro-North operational challenges.
- Cost reimbursement agreement in place.



## Conclusion

- All major contracts have been awarded.
- Key contract issues need to be resolved.
- Systems test phase is underway.
- Additional focus on Operational Readiness—turning over the completed project to LIRR.
- On schedule for December 2022 Revenue Service Date.

# East Side Access Capital Program Oversight Committee

December 10, 2018

# December 2018 CPOC IEC Project Review

## East Side Access



# Budget and Schedule Review

## ■ Cost

- The project's Estimate at Completion remains unchanged.
  - The contingency established in April 2018, intended to address contract issues, will be reduced as the project continues to negotiate key contract modifications, including impact costs.

## ■ Schedule

- Agreement on the incremental Integrated Systems Testing (IST) schedule has been achieved with the Systems (CS179) contractor.
- The GCT Caverns (CM007) contractor has agreed to the revised schedule that supports incremental IST.
  - Incorporation of the contract schedule into the program schedule is expected by the end of the year.
- Schedule agreement for the GCT Concourse and Facilities (CM014B) contract is required to support incremental IST.
- Improvements to the current program schedule are necessary to avoid consumption of program schedule contingency.



# Change Order Process Review

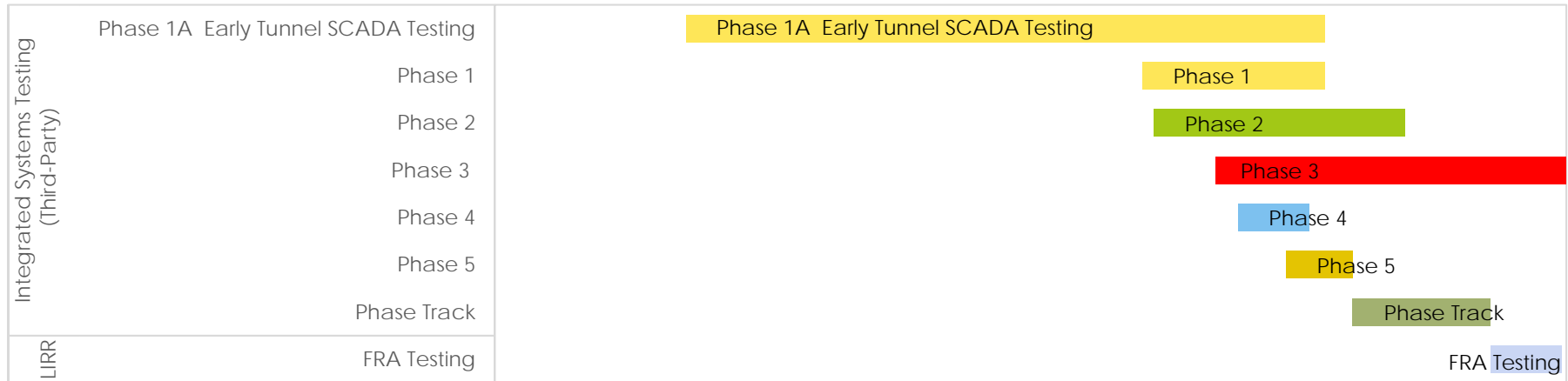
- The Project Management Office has been successful in addressing critical change orders and reducing the backlog.
- Challenge remains in addressing the numerous complex contract issues and modifications. Untimely resolution may result in consumption of program schedule contingency.
- A target goal to reduce the backlog should be developed by the project team.





# Observations/Risks – Systems

## Incremental Integrated Systems Testing



*Note: Phase 3 is on the program critical path.*

- The current plan, as reflected above shows:
  - The start of incremental IST in mid-2019 consists of the testing of one system; all other systems for phase 1 and subsequent phases start 17 months later.
  - The stacking of incremental IST phases and LIRR Federal Rail Administration (FRA) testing may add pressure to the available resources, require additional program coordination efforts, and risk consumption of program schedule contingency.
  - A resource-loaded schedule, including all testing activities, is required to verify that the current plan can be supported (Contractor and LIRR).



# Observations/Risks – Systems

- Improvements to the current plan are essential to reduce the risk of consumption of program schedule contingency.
  - The project team is exploring the possibility of an early start for testing within each phase as individual systems become available.
  - The project team should consider adding work shifts to the installation and testing activities.
    - Exploring market conditions to determine the current availability of additional resources may be valuable to the program.
- A detailed test plan for incremental IST needs to be provided by the contractor.
  - Test procedures and test cases will also need to be updated to account for the phased approach, which should include regression testing.
- Manhattan – Systems coordination is essential to progress the incremental IST work.
  - Great focus has been given to the coordination between the Systems (CS179), GCT Concourse and Facilities (CM014B), and GCT Caverns (CM007) contracts.
  - Additional focus should be given to the coordination efforts between the GCT Caverns (CM007)- track and third rail, Traction Power (CS084), and Signal Installation (CS086) contracts.



## Observations/Risks – GCT Concourse and Facilities (CM014B)

- A revised agreed-to schedule for the GCT Concourse and Facilities (CM014B) contract and its incorporation into the program schedule is essential to support the program.
- A decrease in productivity has been observed. This may subsequently impact Phase 3 incremental IST, which is critical to the program.
- JP Morgan Chase (JPMC) – 270 Park Ave. Construction
  - The IEC notes that the current construction work has not been impacted by JPMC.
  - Once the Building Information Modeling (BIM) analysis is complete, the potential impacts should be determined and incorporated into the ESA program cost and schedule.



# Recommendation Log

## ESA – IEC Recommendations / Observations Log

Recommendations (April 2018)	Agency Response/ Action	Status
Perform a Systems Risk Assessment and identify mitigations based on the incremental testing approach	A system risk refresher will be performed, once a modification for the new Incremental Systems Testing schedule has been issued.	Ongoing
Manage in-house Force Account (FA) to balance resources between East Side Access and other projects	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 Penn Station Access

December 10, 2018



## 4Q Project Activities

Submit Initial Environmental Assessment chapters to FTA



CMAQ application certified complete by NYSDOT



Station Access Planning Workshop at Parkchester/ Van Nest and Morris Park



Freight rail engagement



MTA/Amtrak Memorandum of Understanding



Award General Engineering Consultant Contract



# Environmental Assessment and Funding

- Full Draft Environmental Assessment: to be submitted to FTA end of December 2018
  - FTA comments received on draft Environmental Assessment chapters
- CMAQ NYSDOT certification obtained
  - Project funding milestone



# Stakeholder Coordination

- Bronx Metro-North Station Area Working Group
  - City overseeing 1<sup>st</sup> mile/last mile connection
  - MTA constructing stations and rail work
- Parkchester/ Van Nest Public Workshop on 10/27/18
- Morris Park Working Group meeting on 11/15/18



**Co-Op City**



**Morris Park**



**Parkchester / Van Nest**



**Hunts Point**





## Project Status

- Project stalled pending Amtrak commitment
  - Pelham Bay Bridge replacement
  - Excessive fees over and above governing PRIIA formulas
- Submission of GEC Contract for MTA Board approval: on hold pending Amtrak commitment
- Project progress
  - Design Phase Agreement under negotiation
  - Track alignment discussions with CSX
  - Continuing station area planning – next up: Hunts Point and Co-Op City





# MTACC Report to CPOC Second Avenue Subway Phase 2

December 10, 2018



# Environmental Process

- NEPA Goal Achieved on November 15<sup>th</sup>
- FTA issued Finding Of No Significant Impact (FONSI)



U.S. Department  
Of Transportation  
**Federal Transit  
Administration**

Region 02  
New York  
New Jersey

One Bowling Green  
Room 429  
New York, NY 10004-1415  
212-668-2170  
212-668-2136 (Fax)

November 15, 2018

Mr. Janno Lieber  
Chief Development Officer  
Metropolitan Transportation Authority  
2 Broadway  
New York, NY 10004

Subject: FONSI for Metropolitan Transportation Authority New York City Transit  
Second Avenue Subway Phase 2

Dear Mr. Lieber:

The Federal Transit Administration (FTA) has completed its review of the *Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: Phase 2* (Supplemental EA). Based on our review of the Supplemental EA, which included Section 106 and Section 4(f) analyses, and in accordance with 23 C.F.R §771.121, the FTA has issued a Finding of No Significant Impact (FONSI) for the Second Avenue Subway Phase 2, as described in the Supplemental EA and enclosed FONSI. Please see enclosed copy of the finding for your records.



# Design Process

- Concluded extended preliminary design efforts
- Advanced works & Design Build design documents remain on target to be completed by end of Q1 2019
- Next Steps:
  - *Collaborate with NYCT on value engineering & cost containment*
  - *Contract packaging & schedule*



# FTA New Starts/Federal Funding Process

- Goal: FFGA Q4 2020

- Entry into Engineering

- *Incorporate results from value and cost containment efforts, prior to FTA's risk assessment*
- *Develop plan with FTA to conclude Engineering to support FFGA goal*





# Public Outreach Update

- Met with Elected Officials representing East Harlem for project status update
- Met with potentially impacted property owners from 109th Street.
- Presentation to the Community Board 11 Economic Development Committee on project status
- Working group of architects and planners met at Community Information Center to discuss 125th Street Development
- Over 6,400 visitors to the SAS Phase 2 CIC & 7,555 contacts at grass-roots pop-up events



A Modern LI

# LIRR Expansion Project Floral Park to Hicksville

CPOC Quarterly Report December 10, 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

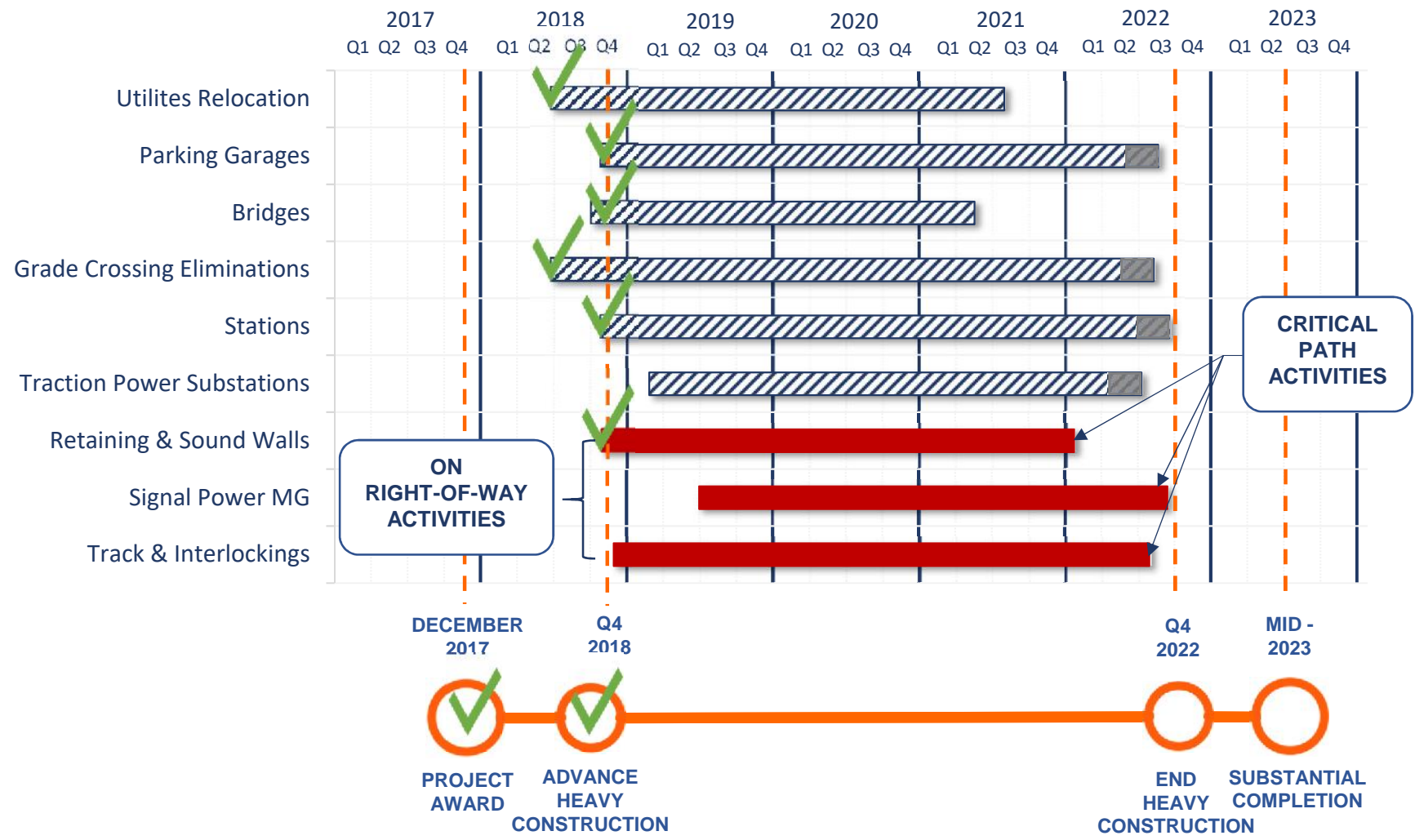
END  
HEAVY  
CONSTRUCTION

SUBSTANTIAL  
COMPLETION



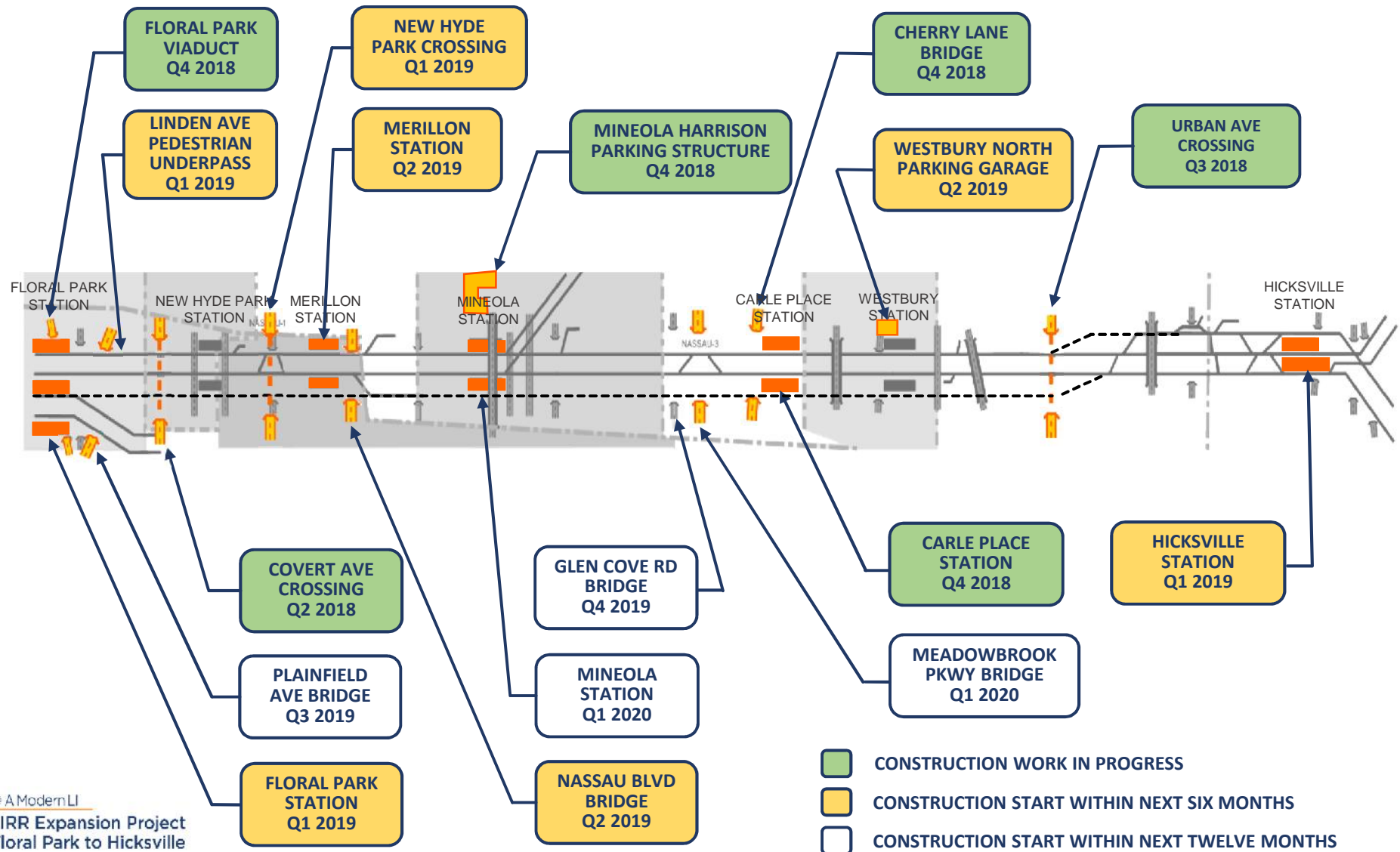


# Construction Schedule Summary



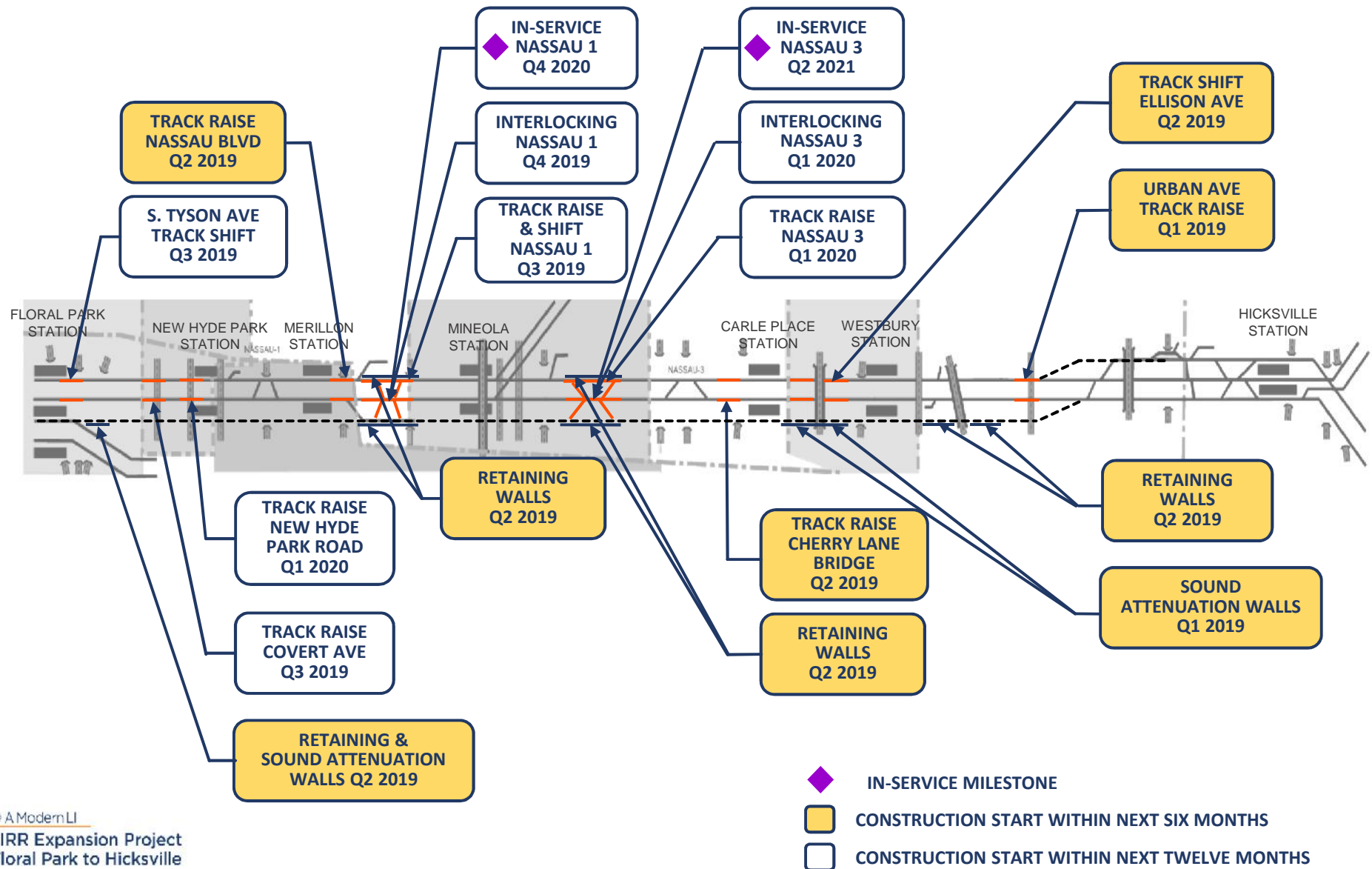
# Construction Look Ahead

## Start Dates for Activities Off of the Railroad Right-Of-Way



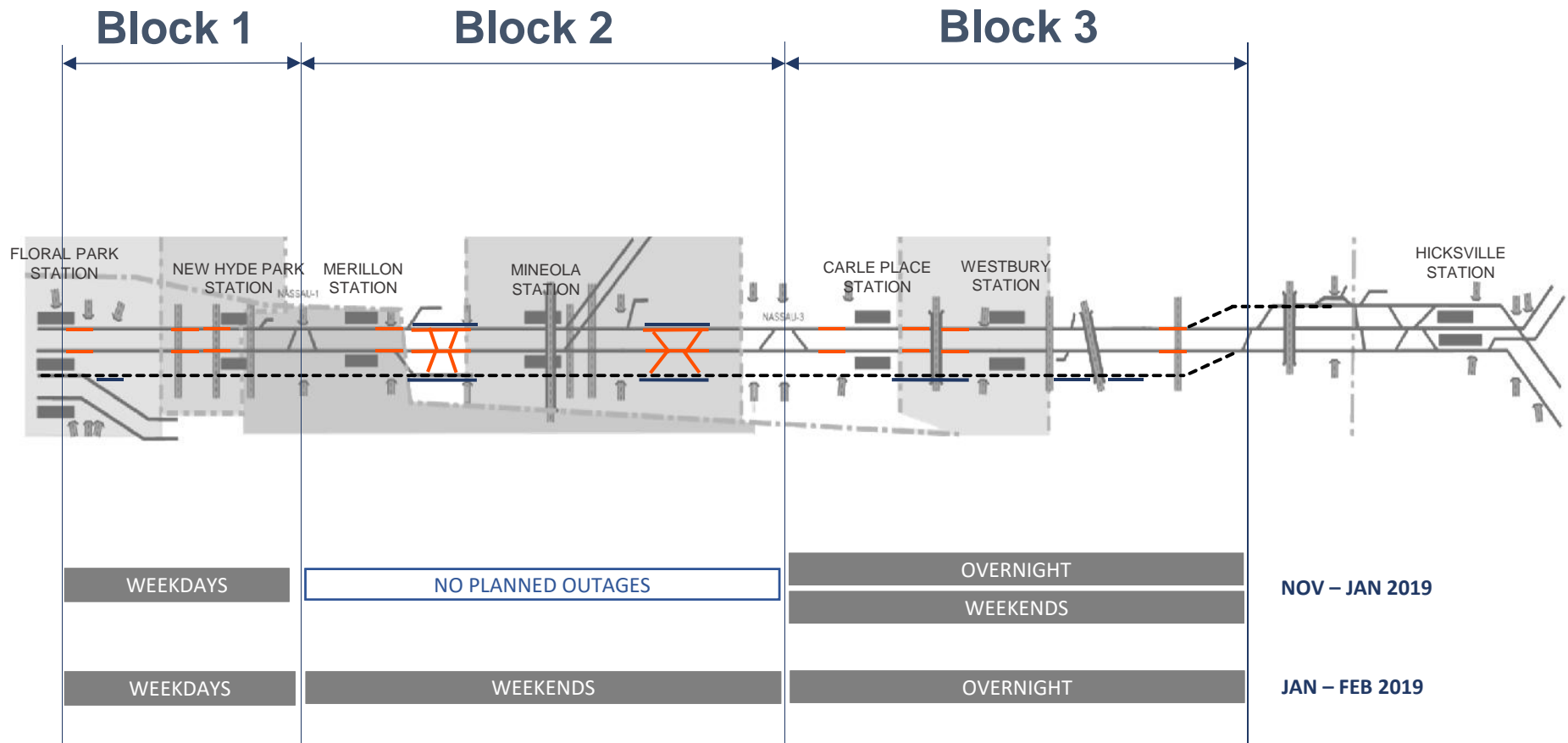
# Construction Look Ahead

## Start Dates for Activities On the Railroad Right-Of-Way

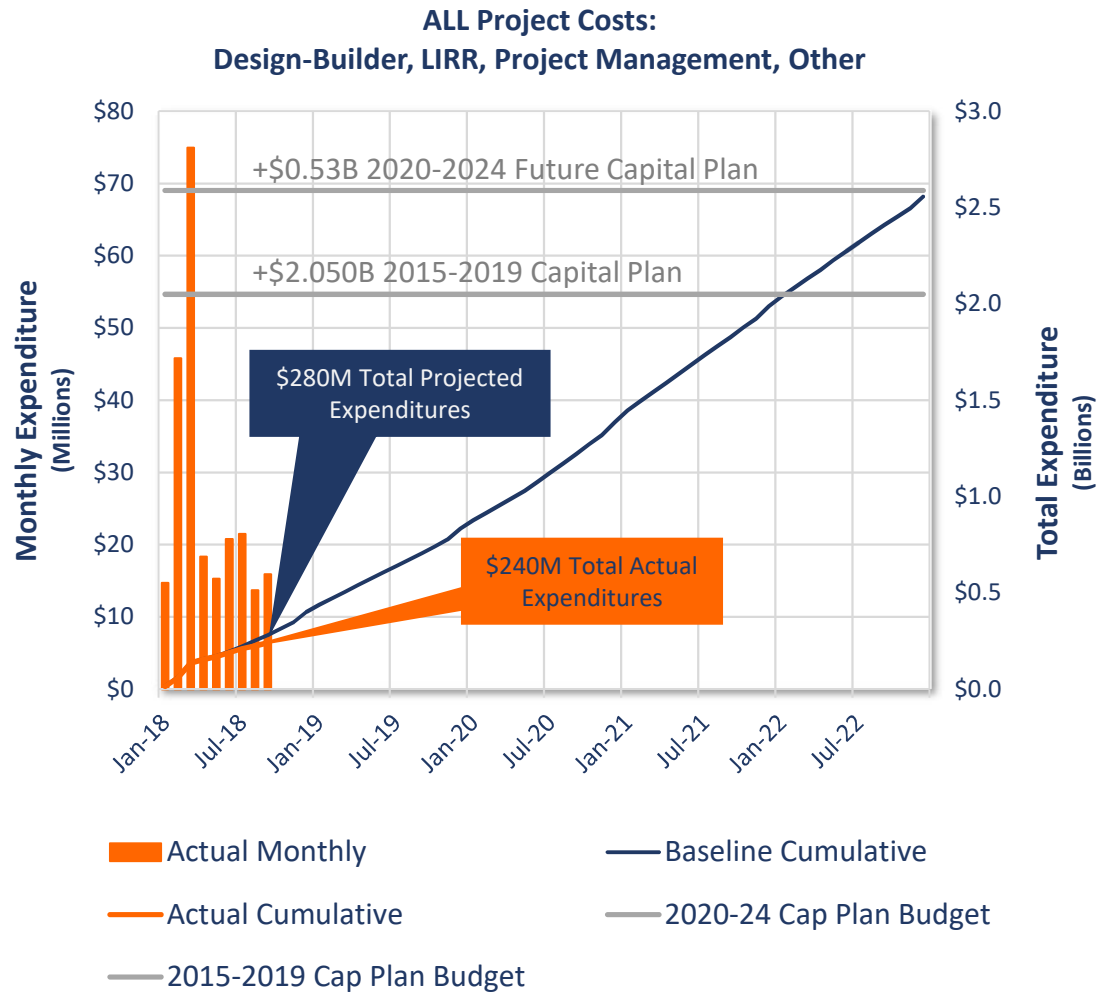


# Construction Look Ahead

## Track Outages



# Financial Status



## Overall Project

- On budget
- On schedule
- \$240M expended to date is below projections by \$40M

## Design-Build Contract

- Full original \$74.7M contingency remains
- \$10M allowance included in 3TC contract for potential hazardous materials - \$0.7M utilized

## LIRR Force Account

- Full original \$40.7M contingency remains

## Project Management Contract

- Allowance of \$10M included in contract for possible added tasks

## Other Costs

- Property costs exceeding estimates
- Insurance costs lower than projected

# Cost Management

## Cost/schedule containments underway:

1. **Re-use of existing LIRR crossing huts to avoid cost of new facilities**
2. Temporary use of existing LIRR utility trenches to save cost and time of temporary poles
3. Earlier advancement of noise walls to minimize repeat access at same locations
4. **Modifications to specifications to ensure signaling and power facilities fit within existing properties**
5. Staging, early installation and relocation of substations to LIRR property
6. Advance materials supplied by LIRR to enable 3TC
7. Partial approvals to 3TC design packages to enable advance works on all facilities

## Improvements in development:

1. **Added roundabout at Carle Place Station in conjunction with access improvements by Town of North Hempstead**
2. Elevators modification at Merillon Station to match local access improvements

## Cost Exposures / Value engineering:

1. Potential added costs for raised track profile at new Nassau 1 Interlocking and Hempstead
2. **Changing pedestrian overpass canopy materials (VE Credit)**



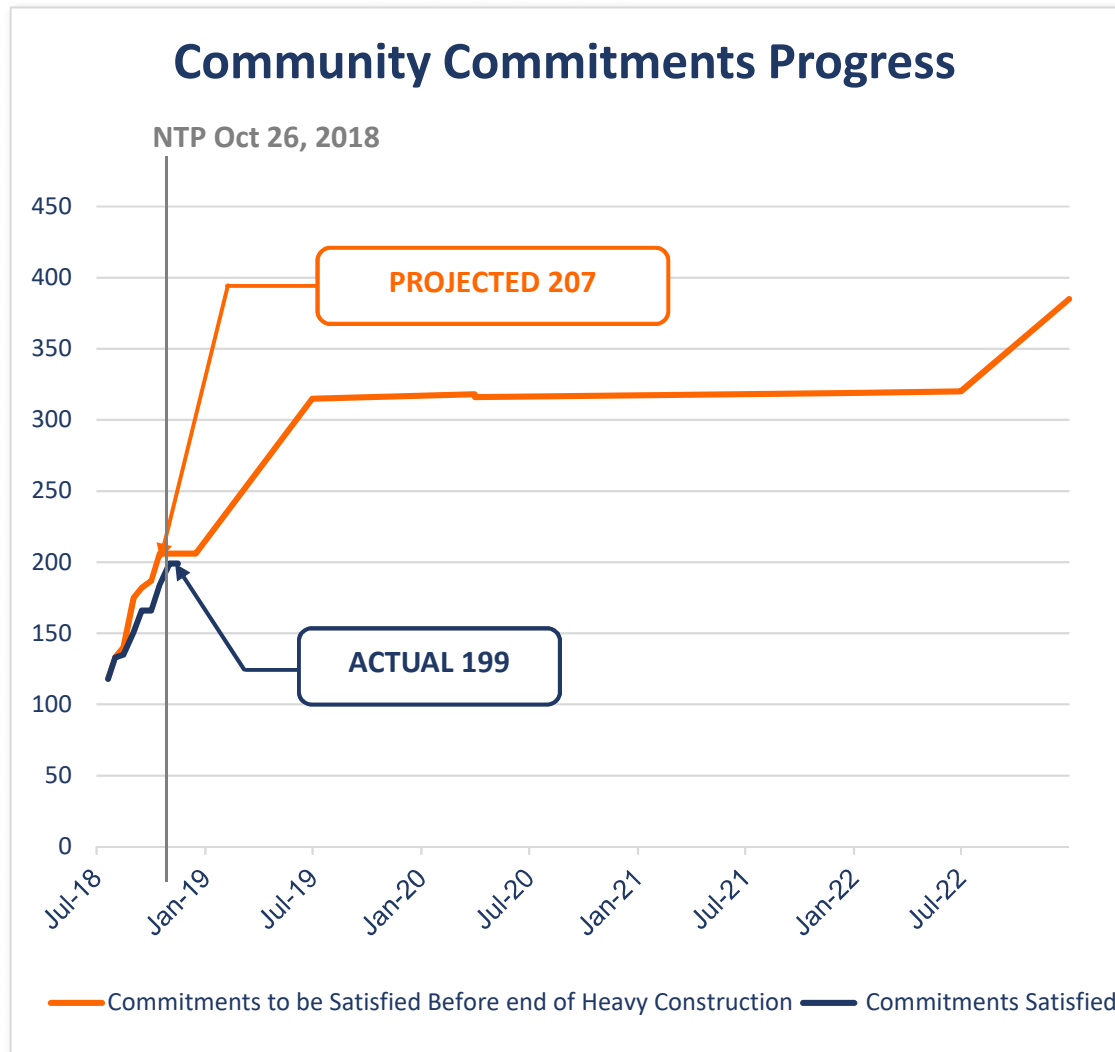
# Risks and Opportunities

## Primary risks:

1. Integration of major subcontractors and design completion
2. Construction staging on the Right-of-Way
3. Delivery of long-lead items – signals, track, precast concrete
4. Integrated planning of 3TC and Force Account construction activities

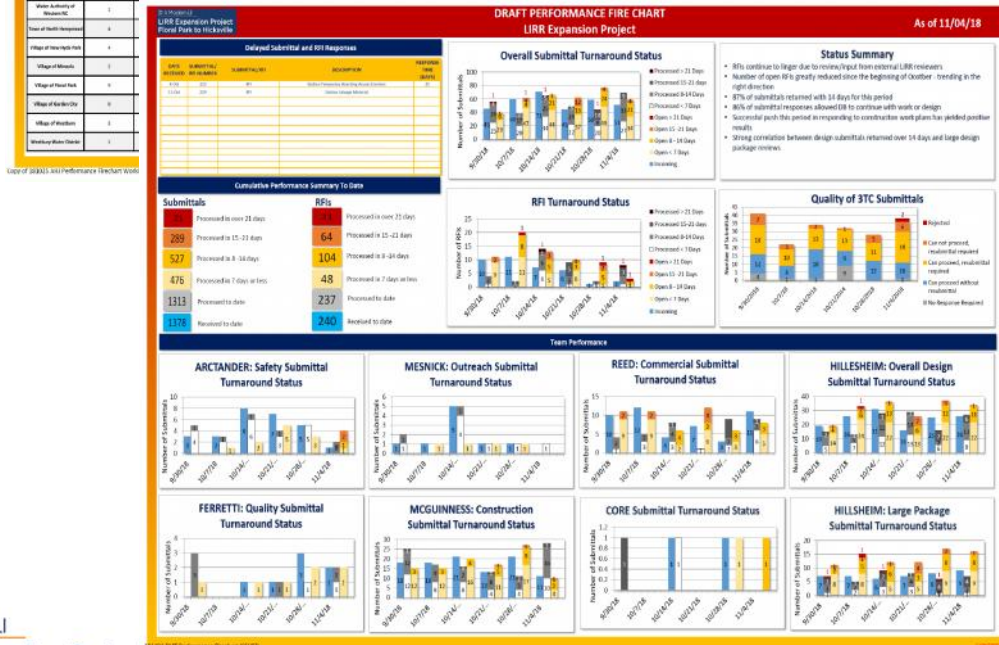
ID#	Category	Work Item	Risk Description	Notes	Likelihood	Impact	Mitigation	Status	Priority	Cost Impact (\$)			Schedule Impact (days)			Expertise Exposure (person-days)			Mitigation	Mitigation Actions	Risk Owner	Status Comments including next step	Response Due
										Total	Max	Min	Total	Max	Min	Total	Max	Min					
PWA-103	3/20/2018-12/31/2018	PMT Performance - A/E	If the PMT takes on too much responsibility with respect to A/E management, we will own the consequences of schedule impacts.	There is a cost impact associated with A/E management. This impact will fall on the project if PMT takes on too much responsibility.	L	VH	VH	H	27%	100000	150000	200000	181	240	360	4,050		20	Transfer	We need a process of memorializing meetings, requests, and decisions from A/E's (including C&E phase). The PMT needs to be in 3TC communications loop, and the loop must be closed. 1) A PMT chair each person must document the meeting. 2) A technical meeting must follow. 3) We need to see A/E's responses and 3TC proposals with the A/E's.	PM/3TC		
PWA-117	3/20/2018-12/31/2018	Procurement Records	If there is lack of ongoing procurement, project records may not be maintained as required, leading to increased risk of claims.	A/E/2018 - Probability reduced from Medium to Low. We have PMRs and document control, and we have just launched a single email system (though most people are not yet using it.)	L	VH	N	H	27%	100000	300000	300000	0	0	0	5,400		0	Reduce	PMRs, Document Control, and associated metrics are now in place. Email system launched.	3TC/3TC		
PWA-121	3/20/2018-12/31/2018	Insufficient Claims Control / Preparation	If there is insufficient claims control / preparation, the project will be exposed to large cost overruns.	The PMT now includes a claims manager to be responsible for changes. A/E/2018 - Based on current claims control work with Coast Rail, probability reduced from Medium to Low.	L	VH	N	H	27%	100000	200000	300000	0	0	0	5,400		0	Reduce	The team has a Change Manager. 7/2018 - Coast Rail and Mike Allgood met to discuss claims roles. Dave believes that a major claims risk could occur if PMT drops 3TC to recover schedule. This would create a potential acceleration claim.	3TC/3TC		
PWA-118	3/20/2018-12/31/2018	Unprepared PMT Leadership	If PMT leadership team does not have adequate experience, the 3TC and some stakeholders may exploit lack of direction and management, leading to cost overruns, quality issues, and delays.	Symptoms include overlooked or unmet needs, overlooked or unmet needs, lack of organizational awareness. Leadership from the 3TC delivery scope. Part and risk before Project Management Plan is ready, people are working by word of mouth.	M	H	H	H	50%	50000	25000	100000	41	120	180	3,750		60	Reduce	a "Demo day" training is underway. a PMT leadership positions filled with strong personnel a 12/18/2018 - Training for design reviews a 12/18/2018 - Training for design reviews a 12/18/2018 - We have developed roles & responsibilities for each PMT position. 7/25/2018 - Probability reduced from High to Medium based on the above.	3TC/3TC		
PWA-145	3/20/2018-12/31/2018	3TC May Suffer Consequences Due to 3TC Proceeding with Construction at Risk	When 3TC proceeds with construction at risk, we without an approved 3TC, there may be schedule impacts or political / community fallout.	A/E/2018 - When 3TC proceeds without 3TC, how much of this risk will 3TC absorb? There could potentially be "reimbursement" impact (public/community perception, political repercussions, schedule). Further discussed at 8/8/2018 Project Management risk workshop.	H	VL	M	M	73%	250	350	500	31	45	60	268		33	Accept	The Design team notes that this is a balancing act. 3TC has the right to work at risk, but PMT must set expectations and decide under what circumstances we will accept it. Our position must be defined. The Project Management (and any 3TC) notes that 3TC will not likely undertake, nor would PMT expect, extreme risks. There is agreement that our position needs to be defined and guidance developed for the PMT.	3TC/3TC		
PWA-105	3/20/2018-12/31/2018	PMT Critical Staff Departures	If the project loses critical staff, this may delay decision making or reduce productivity, leading to claims.	This cost affects this risk is quantified in other risks.	M	N	M	M	50%	0	0	0	31	45	60	0		23	Reduce	1) We have built in overlap and backup in many positions; we should consider succession planning. 2) We have begun to establish a strong knowledge management system in PMRs. 3) This Project Management Plan is well-detailed and should support incoming new staff.	3TC/3TC		
PWA-110	3/20/2018-12/31/2018	3TC Communication Between 3TC and PMT	If there is lack of action coordination (for example), there may be miscommunication between 3TC and PMT, which could lead to delays or claims.	Symptoms of miscommunication: increased RRs, cycling of submittals, absent field work, etc.	M	M	M	M	50%	25000	12500	50000	31	45	60	1,875		23	Reduce	-Open dialogue -Sharing of organization charts -Defining roles of responsibilities	3TC/3TC		

# Commitments to Communities



- We have met 199 of the 207 commitments we are required to comply with before the start of construction
- Parking for construction vehicles is a developing concern
- During construction, over 200 commitments are being monitored – noise, air quality, disturbance
- We are currently completing a survey of those near the construction to determine if 3TC has done enough to receive their Good Neighbor bonus in December

Master Page # 57 of 144 - Capital Program Oversight Committee Meeting 12/10/2018



- All AHJ's are fully engaged in submittal reviews
- Some first permits were difficult to ascertain as we got to know processes
- Overall excellent performance

- Of 1500 submittals from 3TC
- 98% have been assessed with responses within our contractual 21 days
- Our average response times are less than 14 days

# December 2018 CPOC IEC Project Review

Long Island Rail Road Expansion



# Schedule Review

## ■ Schedule

- IEC has observed that the project has adopted a baseline schedule which demonstrates their ability to meet the substantial completion date.
- Limited float and identification of resources needed to meet the project's aggressive schedule are a concern.
- The IEC has identified logic issues in the project baseline schedule which the project management team is addressing.



# Budget Review

## ■ Budget

- Expenditures to date are in line with the project percentage of completion.
- The IEC will work with the project to evaluate the net effect of recently identified cost management initiatives to determine the impact to the project.





# Risk

- The IEC recently participated in a detailed project Risk Assessment Workshop and is satisfied with the process.
- The top near term project risks are:
  - Delivery of long-lead items.
  - Construction block staging on Right-of-Way.
  - Integrated planning of 3TC and Force Account work.
- The IEC has observed that the PMT is taking necessary steps to mitigate the project risks.



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# **MTA Capital Program Commitments & Completions**

## **through November 30, 2018**

## Capital Projects – Major Commitments – November 2018

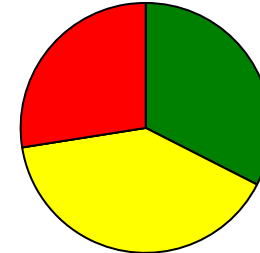
In 2018, agencies plan for a goal of \$7.3 billion in overall commitments with 43 major commitments planned.

Through November, agencies have committed \$5.4 billion versus a \$6.5 billion YTD goal. The shortfall is due to delays in the awards of various major and non-major commitments. Nearly all will be achieved by year-end.

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

By year end, the MTA currently forecasts meeting 97% of its overall \$7.3 billion goal. However, this relies on the awards of several large projects in December, including NYCT's Culver Line Interlockings and CBTC (\$424M), Times Square Reconstruction & ADA Phase 3 (\$259M), and Forsyth Street Fan Plant Rehabilitation (\$93M).

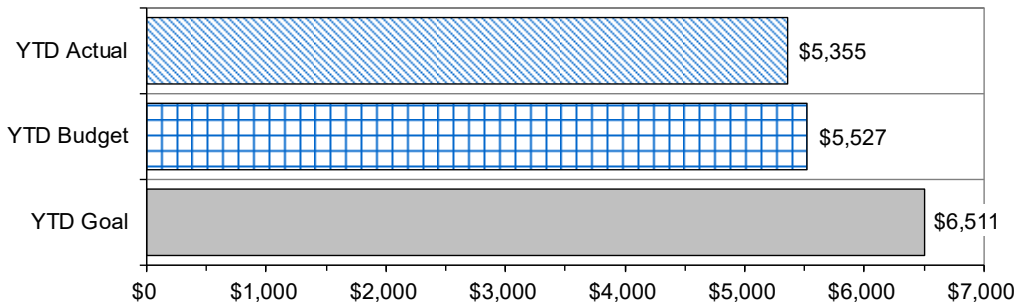
## Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast within Goal	13	33%	↑ 1
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	16	40%	↑ 1
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	11	28%	↑ 2
	40	100%	↑ 4

## Budget Analysis

2018 Annual Goal	\$7,337	(\$ in millions)
2018 Forecast	97%	of Annual Goal
Forecast left to Commit	25%	(\$1,753)



## Year-to-Date Agency Breakdown

2018 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	4	6	7
Long Island Rail Road	4	1	
Metro-North Railroad	2	2	
Bridges and Tunnels	3	2	4
Capital Construction Company	2		
MTA Bus Company	2		
MTA Police Department	1		

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

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>11 All-Agency Red Commitments (3 new this month)</b>				<b>NYCT (cont.)</b>			
<b>NYCT</b>				<b>Sandy</b>			
<b>Passenger Stations</b>				<b>Sandy Mitigation: St. George (New Item)</b>			
Times Square Reconstruction & ADA, Phase 3 - Shuttle	Construction Award	Jun- 18	Dec- 18	Construction Award	Nov- 18	Jan- 19	
		\$259.3	\$285.2		\$70.1	\$62.2	
Award re- scheduled due to additional time needed to review and approve final design estimate. Project cost increased due to additional scope, changes to construction phasing, and extension of construction duration by 3 months.				Due to a delay in advertisement, bid opening has been postponed to early December, and award is forecasted for January 2019. Project cost decreased reflecting estimate at advertisement.			
<b>Track</b>				<b>B&amp;T</b>			
Mainline Track & Switch Program (6 Projects) - 3rd Qtr	Construction Award	Aug- 18	Apr- 19	Rehabilitation of HCT Ventilation Systems	Construction Award	Oct- 18	Dec- 18
		\$44.0	\$44.0		\$66.9	\$66.9	
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.				The forecasted commitment date for this design- build contract has been extended due to scope clarification and questions from interested bidders.			
<b>Line Equipment</b>				Steel Repair & Concrete Rehabilitation/Paint Suspended	Construction Award	Oct- 18	Jun- 19
Rehabilitate Forsyth St. Fan Plant	Construction Award	Oct- 18	Dec- 18	Span Upper & Lower Level Steel		\$55.3	\$55.3
		\$92.8	\$103.1	Additional time for multiple site tours requested by bidders to address questions from bidders and to clarify scope.			
Bid opening delayed due to an addendum issued which resulted in prospective bidders requesting additional time to prepare bids.				<b>CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys (New Item)</b>			
<b>Signal Modernization</b>				Construction Award	Nov- 18	Dec- 18	
Culver Line Interlockings & CBTC	Construction Award	Sep- 18	Dec- 18		\$35.1	\$35.1	
		\$424.0	\$430.3	Additional time was requested by contractors to review bid documents and ask questions.			
Project award re- scheduled due to addenda added to the contract bidders' questions. Project Cost increased slightly reflecting estimate at advertisement.				<b>Rehab of Tunnel Controls &amp; Communication Systems (New Item)</b>			
<b>Traction Power</b>				Construction Award	Nov- 18	Dec- 18	
Replace High Tension Switchgear at 7 Substations	Construction Award	Oct- 18	Dec- 18		\$31.5	\$31.5	
		\$51.9	\$26.4	Additional time needed for MBE/WBE plan submission.			
Project cost decreased as a result of the reduction in the number of substations in the scope. Project award delayed due to an additional Circuit Breaker Housing scope added to the project.							
<b>Shops &amp; Yards</b>							
207 St Maintenance & Overhaul Shop Roof & Component Repair	Construction Award	Sep- 18	Dec- 18				
		\$66.3	\$57.6				
Project award delayed due to several bid postponements. Project cost decreased reflecting favorable bids received.							

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

Project	Commitment	Goal	Actual	Project	Commitment	Goal	Actual
<b>16 All-Agency Yellow Commitments (1 new this month)</b>				<b>MNR</b>			
<b>NYCT</b>				<b>Signals &amp; Communications</b>			
<i>Passenger Stations</i>				Harlem Cable Installation			
ADA: Eastern Parkway- Brooklyn Museum / EPK	Construction Award	May- 18	Aug- 18 (A)		Construction Award	Feb- 18	Mar- 18 (A)
Project award re- scheduled due to delay in advertisement.		\$39.3	\$39.2			\$47.7	\$47.7
ADA: Gun Hill Rd / Dyre	Construction Award	Mar- 18	Apr- 18 (A)	The delay in award was due to pre- award activities required to comply with the contract's diversity compliance goals.			
		\$37.8	\$52.0	<b>Shops &amp; Yards</b>			
Delayed due to final procurement activities. Project cost increased reflecting unfavorable bids received as well as additional scope items.				Harmon Shop Replacement - Phase V (New Item)			
ADA: Bedford Park Boulevard / Concourse	Construction Award	Mar- 18	Apr- 18 (A)		Construction Award	Jul- 18	Oct- 18 (A)
		\$37.8	\$29.7			\$388.4	\$376.1
Delayed due to several bid extensions and final procurement activities. Project cost reflects favorable bids received.				Due to the transitioning from the Harmon Shop Replacement Stage 1 completion to an immediate Stage 2 commencement the start date was pushed back to October 2018.			
Replace 12 Traction Elevators / Broadway- 7th Avenue	Construction Award	Mar- 18	Apr- 18 (A)	<b>LIRR</b>			
		\$88.1	\$97.9	<b>Power</b>			
Delayed due to final procurement activities. Project cost increased due to scope changes and unfavorable bids.				Substation Components			
ADA: 59 Street / 4th Avenue (New Item)	Construction Award	Jul- 18	Nov- 18 (A)		Construction Award	Jun- 18	Oct- 18 (A)
		\$44.9	\$55.3			\$13.6	\$12.4
Design completion was delayed to secure NYCDOT approval of Maintenance and Protection of Traffic scheme. Contract was awarded in November.				Project delayed for rebid due to vendor disqualification. A new advertisement was progressed in July 2018.			
<i>Signals and Communication</i>				<b>MTA Bus Company</b>			
Low- Resistance Contact Rail & Negative Cables / QBL (New Item)				<i>Bus Company Projects</i>			
	Construction Award	Jun- 18	Oct- 18 (A)	53 Articulated Buses			
		\$25.5	\$63.2		Fleet Procurement	Apr- 18	Jun- 18 (A)
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.						\$53.2	\$50.2
				Award was revised due to an audit for Buy America adherence.			
				Bus Digital Information Screens (DIS)			
					Construction Award	Apr- 18	Jun- 18 (A)
						\$11.7	\$7.5
				Schedule was pushed out 2 months due to a lengthy award process.			

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

Project	Commitment	Goal	Actual
<b>MTACC</b>			
<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.			
Harold Structures - Part 3A: B/C Approach (CH058A)	Construction Award	Jul- 18 \$100.2	Oct- 18 (A) \$73.5
Advertisement was delayed to align contract with LIRR and Amtrak resource availability, and as a result, award date was impacted.			
<b>MTA Police</b>			
SI County District Office	Construction Award	Aug- 18 \$9.0	Oct- 18 (A) \$9.0
The commitment delay was 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.			
<b>B&amp;T</b>			
<i>Roadways and Decks</i>			
Reconstruct Manhattan Toll Plaza Structure & Ramps	Construction Award	Jul- 18 \$21.0	Aug- 18 (A) \$21.0
Delay due to advertisement date being extended for final design approval.			
Tower Pier Rehab/Construct Mooring Platform/Elevator Rehabilitation	Construction Award	Jul- 18 \$27.2	Oct- 18 (A) \$27.2
Technical proposals were not ready for the July Board meeting and was presented at the September Board meeting.			

## Capital Projects – Major Completions – November 2018

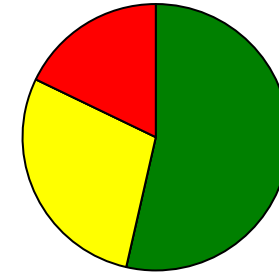
In 2018, agencies plan for a goal of \$6.3 billion in overall completions, with 39 major completions.

Through November, agencies have completed \$3.2 billion versus a \$4.2 billion YTD goal. The shortfall is partly due to delays with completion of MNR Harmon Shops Improvements (\$316M), the NYCT West 4<sup>th</sup> St Interlocking/6<sup>th</sup> Ave (\$154M), NYCT acceptance of 62 B-Division R179 Cars (\$128M), and 7-line extension secondary entrance "Site P" (\$102M).

Fifteen major completions were made on time or early, eight 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 currently forecasts meeting 84% of its overall \$6.3 billion completion goal. This shortfall is primarily due to two Sea Beach stations projects (\$393M) and Harmon Shop Improvements (\$316M) slipping into 2019.

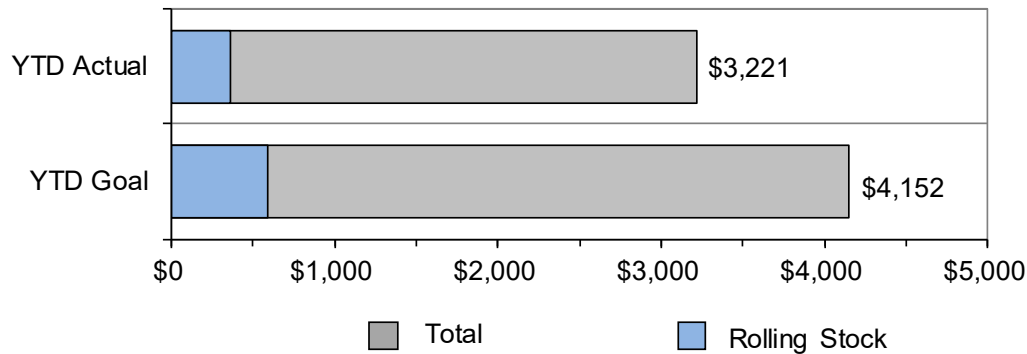
## Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	15	54%	↑ 4
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	8	29%	↑ 1
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	5	18%	↓ 1
	28	100%	↑ 4

## Budget Analysis

2018 Annual Goal	\$6,299	(\$ in millions)
2018 Forecast	84%	of Annual Goal
Forecast left to Complete	39%	(\$2,089)



## Year-to-Date Agency Breakdown

2018 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
1 4 1	----	+1 YELLOW	-1 RED
<b>Long Island Rail Road</b>			
4 3 1	+1 GREEN	----	----
<b>Metro-North Railroad</b>			
1 1	----	----	----
<b>Bridges and Tunnels</b>			
7 1	+2 GREEN	----	----
<b>Capital Construction Company</b>			
1 1	----	----	----
<b>MTA Bus Company</b>			
1	+1 GREEN	----	----
<b>MTA Police Department</b>			
1	----	----	----



## Capital Projects – Major Completions – November 2018 – Schedule Variances

Project	Completion	Goal	Forecast
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### 5 All-Agency Red Completions (0 new this month)

#### NYCT

##### Signal Modernization

West 4 St Interlocking / 6th Avenue	Construction	Sep- 18	Dec- 18
		\$153.7	\$165.9

Project schedule delay due to unfinished work involving the decommissioning of the old tower and the place in-service of the new dispatcher's office. Project cost includes reserves for additional TA Labor and engineering services

#### LIRR

##### Track

Mainline Double Track (Switch Equipment)	Construction	Oct- 18	Mar- 19
		\$33.0	\$33.0

Due to lack of availability of track outages for remainder of 2018, completion moved to March 2019 to include switches. Reduction in budget reflects change to F/A Labor requirements.

#### MNR

##### Shops and Yards

Harmon Shop Improvements	Construction	Jun- 18	Feb- 19
		\$315.6	\$315.6

Metro- North will begin moving into select areas of the Consist Shop and EMU Annex by year end. On-going delays related to the acceptance of an axle lathe and the commissioning of the new electric service for the Consist Shop Facility have caused the completion date to slip. Both issues are resolved and completion is forecasted in February 2019.

#### B&T

##### Tunnels

Queens Midtown Tunnel- Vent Building Electrical Upgrades/Flood Mitigation - Equipment Relocation	Construction	Jul- 18	Apr- 19
		\$57.4	\$57.4

Additional time required for motor modification. Extension to substantial Completion required to provide additional factory acceptance testing and additional field installation verification/testing. Additional factory acceptance testing on the motors revealed a flaw that will be corrected at no cost to the Authority.

Project	Completion	Goal	Forecast
---------	------------	------	----------

#### MTACC

##### 7 Line Extension

Construction: (Site P) Core & Shell	Construction	Sep- 18	Dec- 18
		\$102.2	\$102.2

Although the secondary entrance opened on September 1, 2018, Substantial Completion is delayed due to longer than expected duration to complete administrative items, such as As-Built submittals for all critical systems.

## Capital Projects – Major Completions – November 2018 – Schedule Variances

Project	Completion	Goal	Actual
<b>8 All-Agency Yellow Completions (1 new this month)</b>			
<b>NYCT</b>			
<i>Line Equipment</i>			
Vent Plant: 46th Street- Northern Blvd / Queens Blvd Line	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.			
<b>34th St Interlocking / 6th Avenue (New Item)</b>	Construction	Sep- 18 \$164.8	Nov- 18 (A) \$172.1
Project schedule delay due to unfinished work involving the decommissioning of the old tower and the in-service of the new dispatcher's office. Project cost includes higher costs for additional TA Labor and engineering services			
<i>Buses</i>			
Purchase 92 Articulated Buses (Nova)	Fleet Procurement	Mar- 18 \$83.9	Sep- 18 (A) \$82.2
All buses delivered except one single pilot bus were retrofitted. Additional technical requirements, processed post-award, resulted in a longer turn-around time for Nova's overall production of each bus.			
<b>LIRR</b>			
<i>Stations</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.			

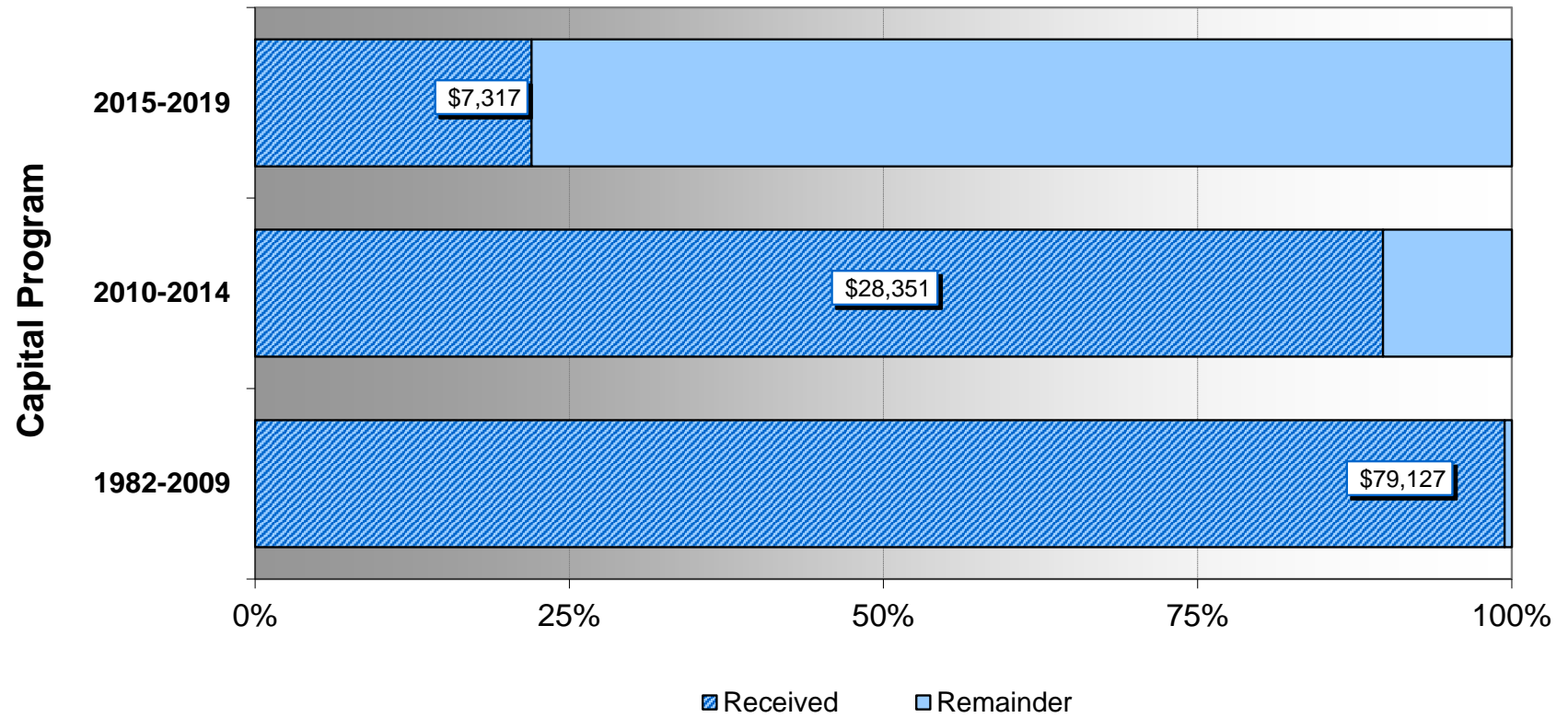
Project	Completion	Goal	Actual
<b>LIRR cont'd</b>			
<i>Track Improvement</i>			
Main Line Double Track Ph 2 (Signal Equipment)	Construction	Apr- 18 \$30.0	Sep- 18 (A) \$30.0
Delay due to additional signal modifications required of the manufacturer.			
Main Line Double Track Ph 2 (Track and Systems)	Construction	Jun- 18 \$71.0	Sep- 18 (A) \$73.3
Budget increase due to 3rd party construction change orders.			
<b>MTA CC</b>			
<i>East Side Access</i>			
Harold Tunnel A Cut and Cover Structures (CH061A)	Construction	May- 18 \$42.0	Aug- 18 (A) \$42.0
Contractor productivity was less than expected. Resource shortages limited ability to mitigate delays.			

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## Status of MTA Capital Program Funding

## Capital Funding (November 2018)

\$ in millions



## Capital Funding Detail (November 30, 2018)

\$ in millions

	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>October</u>	<u>This month</u>	<u>Received to date</u>
<b>1992-1999 Program</b>	18,099	18,099	-	18,099
<b>2000-2004 Program</b>	21,691	21,691	-	21,691
<b>2005-2009 Program</b>	24,401	23,943	4	23,947

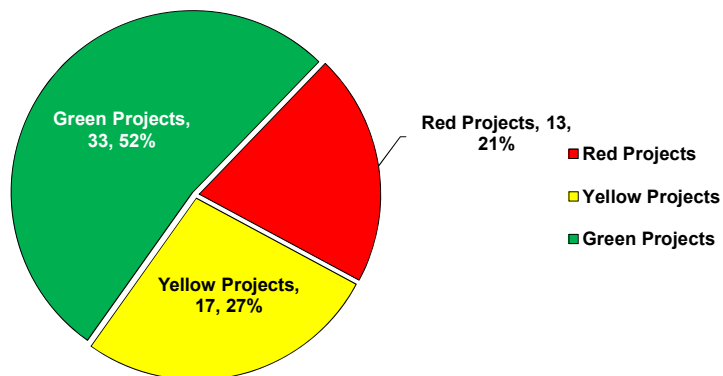
	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>October</u>	<u>This month</u>	<u>Received to date</u>
<b>2010-2014 Program</b>				
Federal Formula, Flexible, Misc	\$5,853	\$5,839	\$ -	\$5,839
Federal High Speed Rail	295	295	-	295
Federal New Start	1,257	1,257	-	1,257
Federal Security	189	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	400	-	400
MTA Bus Federal and City Match	132	108	-	108
MTA Bonds (Payroll Mobility Tax)	11,483	11,480	-	11,480
Other (Including Operating to Capital)	1,314	1,187	18	1,205
B&T Bonds	2,025	2,025	-	2,025
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,329	4,800	-	4,800
<i>PAYGO</i>	235	81	-	81
<i>Sandy Recovery MTA Bonds</i>	758	28	-	28
<i>Sandy Recovery B&amp;T Bonds</i>	230	124	-	124
<b>Total</b>	<b>31,589</b>	<b>28,333</b>	<b>18</b>	<b>28,351</b>

	<b>Funding Plan</b>	<b>Receipts</b>		
	<u>Current</u>	<u>October</u>	<u>This month</u>	<u>Received to date</u>
<b>2015-2019 Program</b>				
Federal Formula, Flexible, Misc	\$6,704	\$3,084	\$ -	\$3,084
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	3	3	-	3
State Assistance	8,640	514	46	560
City Capital Funds	2,666	667	-	667
MTA Bonds	7,968	541	-	541
Asset Sales/Leases	1,018	297	-	297
Pay-as-you-go (PAYGO)	2,145	1,691	-	1,691
Other	592	-	-	-
B&T Bonds & PAYGO	2,936	475	-	475
<b>Total</b>	<b>33,273</b>	<b>7,271</b>	<b>46</b>	<b>7,317</b>

### 3<sup>rd</sup> Quarter 2018 Traffic Light Report on MTA Core Capital Program Projects

A total of 344 Projects were Reviewed for the 3rd Quarter 2018

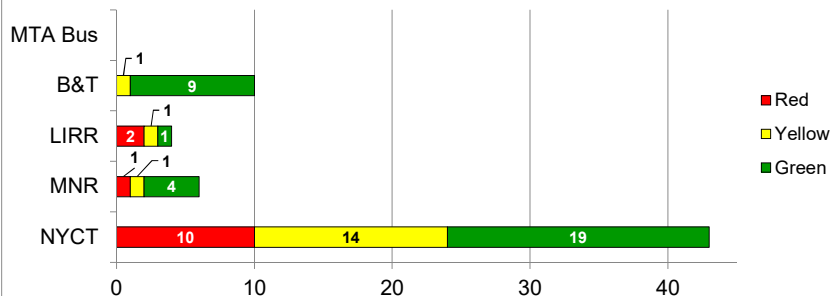
63 Projects in Design



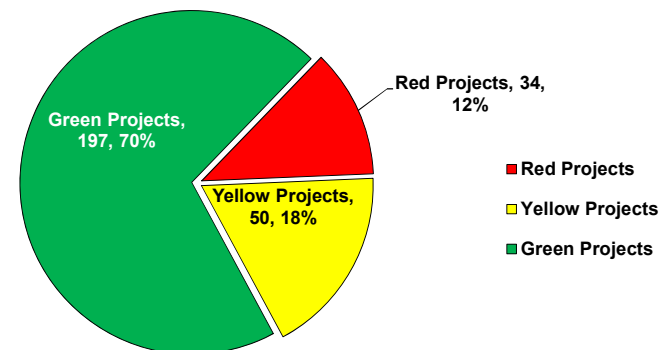
**Projects in Design:** 63 projects were reviewed in the design phase with 33 (52%) projects designated green, 17 (27%) yellow, and 13 (21%) red. This is an increase of 2 red projects since the 2<sup>nd</sup> quarter 2018. Of the 13 red projects, 9 (69%) were red for a schedule variance, 3 were red for a cost variance, and 1 was red for a contingency variance. For the 9 projects designated red for schedule, the issues were due in part to additional scope, required design changes, and coordination with other Force Account projects.

**Last Quarter:** 59 projects were reviewed in the design phase with 27 (46%) projects designated green, 21 (36%) yellow, and 11 (18%) red

63 Projects in Design



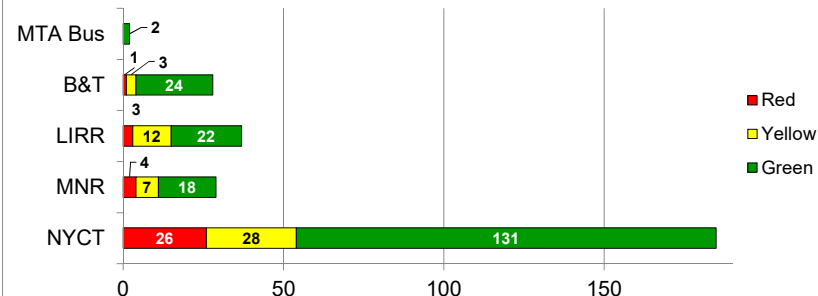
281 Projects in Construction



**Projects in Construction:** 281 projects were reviewed in the construction phase with 197 (70%) designated green, 50 (18%) yellow and 34 (12%) red. This is an increase of 12 red projects since the 2<sup>nd</sup> quarter 2018. Of the 34 red projects, 23 (68%) were red for a schedule variance, 7 were red for a cost variance, and 4 were red for a contingency variance. For the 23 projects designated red for schedule, the variances ranged from 3 to 14 months. The schedule variances were due in part to reprioritization of in-house workforces, cancellation of power outages, material delivery delays, unforeseen field conditions, fabrication errors, limited track access, and revised scope.

**Last Quarter:** 252 projects were reviewed in the construction phase with 176 (70%) designated green, 54 (21%) yellow and 22 (9%) red.

281 Projects in Construction







## Terms and Definitions

### 3<sup>rd</sup> 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: 63

-  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: 281

-  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





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

### 3rd Quarter 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>NYCT - New York City Transit Program</b>											
T5160749	Ulmer Park Depot Mezzanine Extension	Construction	\$7,754,011	46	.00	■	1.00	■	14	▲	R
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$11,756,609	8	.00	■	.55	■	6	▲	R
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	62	.00	■	1.00	■	0	■	Y
T6041238	Station Renewal: Avenue X CUL	Construction	\$21,548,354	100	.82	■	.99	■	0	■	Y
T6041239	Station Renewal: Avenue U CUL	Construction	\$15,766,974	100	.76	▼	1.00	■	0	■	Y
T6041240	Station Renewal: Avenue P CUL	Construction	\$16,040,936	100	.68	▼	1.03	■	0	■	Y
T6041241	Station Renewal: Bay Parkway CUL	Construction	\$15,054,733	100	.83	▼	.96	■	0	■	Y
T6041242	Station Renewal: 18 Avenue CUL	Construction	\$25,629,231	100	.79	▼	.99	■	0	■	Y
T6041243	Station Renewal: Ditmas Avenue CUL	Construction	\$19,675,690	100	.86	■	.99	■	0	■	Y
T6041244	Station Renewal: Avenue I CUL	Construction	\$19,966,329	100	.75	■	.99	■	0	■	Y
T6041260	Components: 4 Stations JAM	Construction	\$97,525,773	56	.99	▼	1.18	▲	0	■	R
T6041281	Components: Avenue N, Kings Hwy CUL	Construction	\$23,565,559	100	.84	▼	.99	■	0	■	Y
T6041295	Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	Construction	\$5,872,617	95	.00	■	1.00	■	0	■	G
T60412C4	Components: 3 Locs / 8th Avenue	Construction	\$28,799,229	63	-.15	■	1.00	■	0	■	Y
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$7,322,388	84	.00	■	1.00	■	0	■	Y
T60412G9	Station Ventilators Ph 10 - 4 locs N Bklyn	Construction	\$5,408,636	100	.00	■	1.06	■	0	■	G
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	Construction	\$11,456,392	30	.00	■	1.03	■	0	■	G
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	Construction	\$35,857,557	9	.00	■	1.00	■	0	■	G
T6060203	Tunnel Lighting:Roosevelt Av-36 St QBL	Construction	\$52,192,907	88	.00	■	1.00	■	0	■	Y
T6060304	New Vent Plant: 46 St Queens Boulevard Line	Construction	\$80,315,068	100	.62	■	1.00	■	0	■	Y
T6060305	Replace Ventilation Controls at 22 Locations	Construction	\$16,199,489	100	.88	▲	.99	■	-2	▼	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	11	.00	■	1.00	■	0	■	G
T6080315	Interlocking Modernization: 34 St - 6th Av Line	Construction	\$180,213,506	97	.79	▼	1.00	■	2	▲	G
T6080316	Interlocking Modernization:W. 4 St - 6th Ave Line	Construction	\$173,926,572	92	.40	■	.99	■	3	▲	R



### 3rd Quarter 2018 Traffic Light Report Projects in Design and Construction

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■ = 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											
T6080601	Fiber Optic Cable Replacement Phase 1	Construction	\$11,478,373	62	.00	■	.95	■	0	■	G
T6080604	Public Address/Customer Info Screen at 45 Stations	Construction	\$64,580,764	84	.00	■	.99	■	0	■	Y
T6080605	Communication Room Upgrade/Expansion Phase 1	Construction	\$17,638,553	68	3.37	▼	1.00	▲	2	▲	Y
T6080606	Portable Radio Unit Replacement	Construction	\$6,719,210	80	.00	■	1.00	■	0	■	Y
T6090408	Replace Negative Cables 59 St-36 St - 4th Av Line	Construction	\$5,216,543	88	.00	■	1.00	■	0	■	G
T6090409	Rehab Circuit Breaker House #275 Clark St.Line	Construction	\$9,633,611	99	.08	■	1.00	■	0	■	G
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	\$19,024,868	18	.00	■	1.00	■	0	■	G
T6130202	Purchase 65 Flatcars	Construction	\$47,597,644	5	.00	■	1.04	■	0	■	G
T6130207	Purchase 3 Vacuum Trains	Construction	\$34,704,131	48	.00	■	.99	■	0	■	Y
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,268,148	86	.00	■	.99	■	7	▲	R
T6160605	Sprinkler Alarm Systems at 11 Employee Facilities	Construction	\$26,162,899	97	.98	■	.99	■	2	▲	G
T6160607	Groundwater, Soil Remediation	Construction	\$5,738,227	85	1.08	▲	1.00	■	12	▲	R
T6160717	Livingston Plaza Repairs	Construction	\$51,513,267	31	-1.69	▲	1.00	■	0	■	G
T6160719	Facility Roof Repair/Replacement Phase 4	Construction	\$20,104,318	93	.40	■	1.18	▲	0	■	R
T7030213	Automatic Passenger Counting - Phase 1 Rollout	Construction	\$5,590,885	13	.00	■	1.00	■	0	■	G
T7030214	Purchase 110 Articulated CNG Buses	Construction	\$107,568,077	62	.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	27	.00	■	1.00	■	0	■	G
T7030220	Purchase 72 Articulated Buses (Nova)	Construction	\$65,821,793	1	.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	71	.00	■	1.00	■	0	■	Y
T7040403	AFC Replacement, Phase 2: Electronic Boards	Construction	\$13,861,520	56	.00	■	1.00	■	0	■	G
T7040702	Replace 12 Traction Elevators BW7	Construction	\$98,907,614	6	.00	■	1.00	■	0	■	G
T7041203	Renewal: Astoria-Ditmars Blvd AST	Construction	\$23,988,512	40	.00	■	1.01	■	2	▲	G
T7041204	Renewal: Astoria Blvd AST	Construction	\$52,921,060	2	.00	■	1.00	■	0	■	G



### 3rd Quarter 2018 Traffic Light Report Projects in Design and Construction

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■ = 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											
T7041235	Platform Components: Bedford-Nostrand XTN	Construction	\$10,077,235	0	.00	■	1.05	▲	0	■	G
T7041290	Enhanced Station Initiative: Design and Support	Construction	\$21,937,309	93	.00	■	.90	■	0	■	G
T7041292	Enhanced Station Initiative: Pkg 4 - 34 St BW7	Construction	\$30,165,217	29	.00	■	1.00	■	0	■	G
T7041293	Enhanced Station Initiative: Package 2 - Broadway on the Astoria Line	Construction	\$49,120,442	75	.68	■	1.00	■	0	■	G
T7041294	Enhanced Station Initiative: Package 2 - 30 Avenue on the Astoria Line	Construction	\$65,474,784	75	.94	■	1.00	■	0	■	G
T7041295	Enhanced Station Initiative: Package 2 - 36 Avenue on the Astoria Line	Construction	\$64,441,489	75	.94	■	1.00	■	0	■	G
T7041296	Enhanced Station Initiative: Package 2 - 39 Avenue on the Astoria Line	Construction	\$49,016,981	75	.67	■	1.00	■	0	■	G
T70412C2	Enhanced Stn Init: Pkg 3 - 163St -Amsterdam Av 8AV	Construction	\$41,987,533	80	.52	▲	.99	■	0	■	G
T70412C3	Enhanced Stn Init: Pkg 3 - Cathedral Pkwy 8AV	Construction	\$40,576,024	80	1.70	▲	1.00	■	0	■	R
T70412C4	Enhanced Stn Init: Pkg 3 - 86 St 8AV	Construction	\$39,262,708	80	.63	▲	1.00	■	0	■	G
T70412C5	Enhanced Stn Init: Pkg 3 - 72 St 8AV	Construction	\$35,819,302	80	.63	▲	1.00	■	0	■	G
T70412C9	Enhanced Station Initiative: Pkg 4 - 57 St 6AV	Construction	\$50,039,560	50	.00	■	.99	■	0	■	G
T70412D1	Enhanced Station Initiative: Pkg 4 - 23 St 6AV	Construction	\$30,284,342	50	.00	■	1.00	■	0	■	G
T70412D2	Enhanced Station Initiative: Pkg 4 - 28 St LEX	Construction	\$32,792,822	50	.00	■	1.00	■	0	■	G
T70412D3	Enhanced Station Initiative: Pkg 4 - 34 St 8AV	Construction	\$26,586,712	50	.00	■	1.00	■	0	■	G
T70412E8	Enhanced Stn Init: Pkg 8 - 174-175 Sts BXC	Construction	\$41,070,008	60	.00	■	1.00	■	0	■	G
T70412E9	Enhanced Stn Init: Pkg 8 - 167 St BXC	Construction	\$44,100,023	60	.00	■	1.00	■	0	■	G
T70412F1	Enhanced Stn Init: Pkg 8 - 145 St LNX	Construction	\$39,450,922	60	.00	■	1.00	■	0	■	G
T7041301	ADA: Bedford Av CNR	Construction	\$77,705,330	22	1.19	▼	1.00	▲	0	■	G
T7041302	ADA: Astoria Blvd AST	Construction	\$42,776,260	2	.00	■	1.00	■	0	■	G



### 3rd 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											
T7041303	ADA: Bedford Pk Blvd BXC	Construction	\$34,238,141	5	.00	■	1.00	■	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$32,175,001	7	.92	▲	.99	■	0	■	G
T7041305	ADA: Gun Hill Road DYR	Construction	\$57,742,837	6	.00	■	.99	■	0	■	G
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Construction	\$42,956,904	0	.00	■	1.00	▲	0	■	G
T7041308	ADA: Chambers St NAS	Construction	\$47,659,840	0	.00	■	1.00	▲	0	■	G
T7041309	ADA: Greenpoint Av XTN	Construction	\$41,345,663	10	.00	■	1.00	■	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$44,922,891	22	.15	■	1.00	■	0	■	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$45,737,443	9	.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	\$70,580,600	0	.00	■	.94	■	0	■	G
T7041403	Reopen Station Entrance: 8 Av SEA	Construction	\$16,742,128	32	.16	▲	1.02	■	0	■	G
T7041405	2015 Water Condition Remedy	Construction	\$8,530,532	91	.00	■	1.00	■	0	■	Y
T7041410	Church St Corridor Improvements	Construction	\$30,000,000	99	.00	■	1.00	■	5	▲	R
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$7,264,592	22	3.98	▼	1.00	■	0	■	G
T7041416	Circulation Improvements: Union Square CNR	Construction	\$17,592,340	1	.00	■	1.00	▼	0	■	G
T7041419	Station Capacity Enhancements: Broadway Jct JAM	Construction	\$10,787,201	35	.41	▲	1.00	■	0	■	G
T7041420	Station Capacity Enhancements: Marcy Avenue JAM	Construction	\$12,935,407	25	.00	■	1.00	■	0	■	G
T7050203	2017 Mainline Track Repl: Design/Support	Construction	\$5,322,209	80	.00	■	.91	■	0	■	G
T7050204	2018 Mainline Track Repl: Design/Support	Construction	\$6,203,084	20	.00	■	.81	▼	0	■	G
T7050208	2016 CWR: Queens Blvd	Construction	\$26,860,316	98	.00	■	.98	■	3	▲	R
T7050210	2018 Continuous Welded Rail	Construction	\$11,478,473	84	.00	■	.88	▼	0	■	G
T7050222	2015 Mainline Track Repl: Jerome	Construction	\$10,506,368	97	.00	■	1.64	▼	4	▲	R
T7050233	2016 Mainline Track Repl: Dyre	Construction	\$13,169,160	99	.00	■	.95	■	3	▲	R
T7050236	2016 CWR: 8th Avenue	Construction	\$47,790,804	97	.00	■	.77	■	3	▲	R



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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											
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	11	.00	■	1.00	■	0	■	G
T7050245	2016 Mainline Track Repl: Flushing	Construction	\$11,797,649	98	.00	■	1.74	▲	3	▲	R
T7050246	2016 Mainline Track Repl: 8th Avenue	Construction	\$40,096,465	90	.00	■	.71	■	4	▲	R
T7050250	2016 Mainline Track Repl: Jerome	Construction	\$13,768,861	45	.00	■	.76	▲	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	\$26,409,620	82	.00	■	1.11	▲	2	▲	R
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$23,849,946	36	.00	■	1.00	■	0	■	Y
T7050260	2017 Mainline Track Repl: Lexington	Construction	\$9,345,501	25	.00	■	1.00	■	0	■	G
T7050261	2017 Mainline Track Repl: Pelham	Construction	\$8,375,570	28	.00	■	1.00	■	0	■	Y
T7050262	2017 Mainline Track Repl: 7th Avenue	Construction	\$5,628,276	32	.00	■	1.00	■	0	■	G
T7050264	2017 Mainline Track Repl: Concourse	Construction	\$32,535,763	98	.00	■	1.19	■	2	▲	Y
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$28,684,236	68	.00	■	1.00	■	0	■	G
T7050269	Continuous Welded Rail (SAP)	Construction	\$25,000,000	24	.00	■	.47	■	0	■	G
T7050270	2018 Mainline Track Repl: Astoria	Construction	\$13,520,370	84	.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	\$31,470,164	30	.00	■	.96	■	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	44	.00	■	1.00	■	0	■	G
T7050277	2018 Mainline Track Repl: Broadway-7th Avenue	Construction	\$11,318,000	96	.00	■	1.16	▲	0	■	R
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	23	.00	■	1.00	■	0	■	G
T7050280	2018 Mainline Track Repl: 6th Ave/Culver	Construction	\$24,962,343	4	.00	■	1.00	■	0	■	G
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	\$12,196,669	58	.00	■	.92	▼	0	■	G



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NYCT - New York City Transit Program											
T7050287	2018 Mainline Track Repl: Brighton Line, BMT	Construction	\$10,528,093	0	.00	■	1.00	▲	0	■	G
T7050288	2018 Mainline Track Repl: 4th Avenue Line, BMT	Construction	\$14,202,940	7	.00	■	1.00	■	8	▲	R
T7050303	2017 Mainline Switch Repl: Design/Support	Construction	\$6,624,226	60	.00	■	.87	▲	0	■	G
T7050304	2018 Mainline Switch Repl: Design/Support	Construction	\$9,542,432	60	.00	■	1.00	■	0	■	G
T7050322	2017 Mainline Switch Repl: Astoria	Construction	\$19,690,360	100	.00	■	1.27	■	0	■	Y
T7050325	2017 Mainline Switch Repl: Broadway-7th Avenue	Construction	\$9,319,919	100	.00	■	1.00	■	0	■	Y
T7050327	2018 Mainline Switch Repl: Jamaica	Construction	\$17,972,609	40	.00	■	1.00	■	7	▲	R
T7050328	2018 Mainline Switch Repl: Astoria	Construction	\$9,869,135	92	.00	■	1.15	▲	0	■	R
T7050329	2018 Mainline Switch Repl: Canarsie	Construction	\$10,291,597	0	.00	■	1.00	■	0	■	G
T7050330	2018 Mainline Switch Repl: 6th Ave/Culver	Construction	\$9,265,605	75	.00	■	1.00	■	0	■	G
T7050331	2018 Mainline Switch Repl: Lenox-White Plains Rd	Construction	\$9,015,168	89	.00	■	1.02	■	0	■	G
T7050332	2018 Mainline Switch Repl: White Plains Rd	Construction	\$7,398,926	0	.00	■	1.00	■	7	▲	R
T7050333	2018 Mainline Switch Repl: 4th Avenue Line, BMT	Construction	\$6,382,505	78	.00	■	1.00	■	0	■	G
T7060502	Replace Vent Plant Motor Control Sys Var Locs	Construction	\$11,123,219	75	.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	\$132,516,566	95	.34	▲	.99	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	43	.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	56	.00	■	1.00	■	0	■	G
T7070313	Overcoat: 72 St - 104 St FLS	Construction	\$60,965,120	4	.00	■	1.00	■	0	■	G
T7070321	Struct Rehab: 4AV - Ph2	Construction	\$57,879,076	11	.00	■	1.00	■	0	■	G
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,619,498	46	.06	■	1.00	■	0	■	G
T7080319	Signal Control Line Modifications, Ph6	Construction	\$33,011,628	40	.00	■	1.00	■	0	■	Y
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	16	.00	■	1.00	■	0	■	G





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NYCT - New York City Transit Program											
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	39	.00	■	1.00	■	30	▲	R
T7080337	Signals Improvements (SAP)	Construction	\$183,866,832	62	.00	■	1.64	▲	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$31,426,553	10	.96	▼	1.00	■	0	■	G
T7080603	PBX Upgrade	Construction	\$41,507,342	23	.62	▼	1.00	■	0	■	G
T7080604	Fiber Optic Cable Replacement Ph2	Construction	\$28,694,060	0	.00	■	1.00	■	0	■	G
T7080646	Antenna Cable: Next Generation Pilot & Testing	Construction	\$10,911,976	0	.00	■	1.00	■	0	■	G
T7090201	Substation Renewal: Burnside Av BXC	Construction	\$23,354,352	0	.00	■	1.00	■	0	■	G
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,235,223	0	.00	■	1.02	■	0	■	G
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	\$19,205,969	11	.00	■	1.00	■	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	22	.02	■	.99	■	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$53,765,527	5	.00	■	.90	▼	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$76,860,935	22	.52	▲	.99	■	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,494,716	36	.17	▼	1.00	■	0	■	G
T7090223	New Substation: Harrison Pl CNR	Construction	\$58,204,402	32	.00	■	.98	■	0	■	G
T7090401	Rehab CBH # 586 - 18 Av CUL	Construction	\$14,475,998	6	.00	■	1.00	■	0	■	G
T7090403	Rehab CBH # 210 - 239 St WPR	Construction	\$22,456,327	91	.55	▼	1.00	■	0	■	G
T7090404	Rehab CBH # 86 - Wilson Av CNR	Construction	\$5,578,665	46	.00	■	1.00	■	0	■	G
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	\$13,408,815	26	.00	■	1.00	■	0	■	G
T7090414	Repl Control & Bat Cables: Substation CZs	Construction	\$29,440,563	1	.00	■	1.02	■	0	■	G
T7090417	Replace Negative Cables 4AV Ph 2	Construction	\$16,068,510	88	.66	▼	1.00	■	0	■	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,127,290	21	.34	▲	1.00	■	0	■	G
T7100409	Heavy Shop Equipment	Construction	\$15,499,993	36	.00	■	1.05	▲	0	■	G
T7100422	Yard Lighting: 207th St Yard	Construction	\$24,991,485	59	-.12	▼	1.00	■	0	■	G
T7120302	Roof: Gun Hill Depot	Construction	\$12,274,634	53	.43	▼	1.00	■	0	■	G



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NYCT - New York City Transit Program											
T7120314	HVAC: Manhattanville Depot	Construction	\$16,433,656	15	.00	■	.99	■	0	■	G
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	\$22,889,295	10	.00	■	1.00	■	0	■	G
T7120412	Portable Lift Replacement	Construction	\$5,362,025	31	.00	■	1.00	■	0	■	G
T7120422	Storage Tanks: Jackie Gleason and Castleton Depots	Construction	\$9,330,816	36	.69	▼	1.00	■	5	▲	R
T7130212	Purchase 202 Non-Revenue Vehicles	Construction	\$33,772,829	41	.00	■	.99	■	5	▲	R
T7130214	Purchase 53 Non-Revenue Vehicles (SAP)	Construction	\$8,530,000	85	.00	■	1.00	■	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	7	.00	■	1.00	■	0	■	G
T7160704	Emp Fac Component Repairs: 10 Locs / Manhattan	Construction	\$9,739,980	92	.00	■	1.00	■	0	■	G
T7160707	Emp Fac Line Repairs: 20 Locs 8AV	Construction	\$2,693,376	62	.00	■	.52	■	0	■	G
T7160714	Livingston Plz Elec, Mechanical, Generator Phase A	Construction	\$33,447,054	0	.00	■	1.04	■	0	■	G
T7160716	RCC and PCC Power Upgrade	Construction	\$55,470,962	25	.59	▼	1.00	■	0	■	G
T7160721	EDR Rprs: DO #20 - Briarwood-Van Wyck	Construction	\$8,035,859	3	.00	■	1.00	▼	0	■	G
T7030205	Purchase 15 Artic Electric Buses & Depot Chargers	Design	\$29,919,437	65	.00	■	1.04	■	0	■	Y
T7030215	AVLM for Paratransit Vehicles	Design	\$26,938,276	48	.00	■	1.00	▼	1	▲	G
T7040701	Replace 11 Hydraulic Elevators / Various	Design	\$48,702,478	90	.00	■	.95	■	3	▲	R
T7040703	Replace 8 Traction Elevators / Various	Design	\$43,464,933	90	.00	■	.70	■	0	■	Y
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	Design	\$14,933,689	82	.00	■	.91	■	0	■	Y
T7040707	Replace 7 Escalators / Various (Bx/M)	Design	\$42,374,461	60	.00	■	1.06	■	0	■	G
T7040709	Replace 6 Escalators / Various	Design	\$29,989,281	60	.00	■	1.00	■	0	■	G
T7040711	Replace 2 Hydraulic Elevators: Franklin Av FRK	Design	\$10,144,200	90	.00	■	.69	■	0	■	G
T7040712	Replace 3 Escalators: Main St FLS	Design	\$20,313,388	50	.00	■	1.00	■	0	■	G
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$36,645,174	60	.00	■	.84	■	0	■	Y
T7041210	Renewal: 111 St FLS	Design	\$15,832,706	35	.00	■	.45	■	0	■	G



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NYCT - New York City Transit Program											
T7041211	Renewal: 103 St-Corona Plaza FLS	Design	\$17,536,705	35	.00	■	.70	■	0	■	G
T7041212	Renewal: 82 St-Jackson Heights FLS	Design	\$20,777,213	35	.00	■	.85	■	0	■	G
T7041217	Renewal: 69 St FLS	Design	\$15,029,176	35	.00	■	.60	■	0	■	G
T7041219	Renewal: 52 St FLS	Design	\$15,825,836	35	.00	■	.45	■	0	■	G
T7041224	Platform Components: 2 Locs JER	Design	\$4,059,165	70	.00	■	.20	■	0	■	Y
T7060505	Rehab Vent Plant Damper System - Var Locs	Design	\$69,470,287	42	.00	■	1.70	▲	0	■	Y
T7060507	Ventilation System Strategy Study	Design	\$5,000,000	97	.00	■	1.00	■	3	▲	R
T7070317	Overcoat: 48 St - 72 St FLS	Design	\$54,401,388	90	.00	■	1.90	■	-7	▼	R
T7070331	LSCRP: Bronx (BXC)	Design	\$76,579,870	70	.00	■	.99	■	2	▲	G
T7080304	CBTC: 8AV (59 St - High St)	Design	\$418,860,629	85	.00	■	1.16	■	2	▲	Y
T7080324	Code Cable Replacement BW7	Design	\$29,083,009	30	.00	■	1.00	■	0	■	G
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Design	\$256,582,282	85	.00	■	1.16	■	2	▲	Y
T7080607	UHF T-Band Radio System Replacement	Design	\$33,659,536	77	.00	■	.77	■	4	▲	R
T7090203	Substation Rnwl & New Rectifier: Centrl SS 6AV	Design	\$49,666,376	70	.00	■	1.01	▲	0	■	G
T7090219	New Substation: Canal St 8AV	Design	\$67,331,076	75	.00	■	.98	■	0	■	G
T7090220	New Substation: 28 St 8AV	Design	\$64,931,585	80	.00	■	1.03	■	0	■	G
T7090413	Upgrade SCADA System	Design	\$26,756,533	75	.00	■	.66	■	0	■	G
T7090415	Reconstruct CBH # 392 Flushing River Bridge FLS	Design	\$17,758,645	85	.00	■	2.40	▲	1	▲	R
T7100405	DCE Shop Components Ph 4: 207 St Admin	Design	\$19,007,975	90	.00	■	.99	■	0	■	Y
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	\$55,600,152	40	.00	■	1.01	■	0	■	Y
T7120303	Roof, HVAC: Queens Village Depot	Design	\$16,901,193	90	.00	■	1.00	■	2	▲	Y
T7120306	Generator: Yukon Depot	Design	\$10,390,564	90	.00	■	1.03	■	0	■	G
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Design	\$6,610,121	40	.00	■	.26	■	5	▲	R
T7120308	Paving: Manhattanville Depot DES	Design	\$1,171,138	95	.00	■	1.00	▼	0	■	Y



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NYCT - New York City Transit Program											
T7120321	Artic Modification Windows/Façade: ENY Depot	Design	\$10,816,000	99	.00	■	1.04	■	0	■	G
T7120419	Queens Depot Property & Environmental Prep	Design	\$40,050,000	90	.00	■	1.00	■	0	■	G
T7130207	Purchase 27 Refuse Flats	Design	\$24,854,608	99	.00	■	1.00	■	3	▲	R
T7130208	Purchase 12 3-Ton Crane Cars	Design	\$28,780,641	55	.00	■	1.00	■	0	■	Y
T7130211	Purchase Locomotives	Design	\$130,472,053	95	.00	■	1.00	■	0	■	Y
T7160734	Livingston Plz Elec, Mechanical, Generator Phase B	Design	\$55,495,000	30	.00	■	1.63	■	0	■	R
S7070105	New Power Substation: Tottenville	Construction	\$27,523,205	42	.07	■	.99	■	4	▲	R
S7070106	New Power Substation: New Dorp	Construction	\$24,256,682	11	.00	■	1.00	■	0	■	G
S7070107	New Power Substation: Clifton	Construction	\$31,210,073	11	.00	■	1.00	■	0	■	G
S7070110	Rehabilitation of Amboy Rd Bridge	Construction	\$8,167,562	8	.00	■	.97	■	0	■	G
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,141,188	18	.22	▲	1.00	■	3	▲	R
S7070112	Enhanced Stn Init: Richmond Valley SIR [SBDP]	Construction	\$8,169,503	65	.00	■	1.00	■	0	■	G
S7070102	SIR Station Component Program	Design	\$17,530,733	75	.00	■	2.39	■	4	▲	R
S7070104	UHF T-Band Radio System Replacement, SIR	Design	\$29,169,513	77	.00	■	1.11	▲	4	▲	R
LIRR - Long Island Rail Road Program											
L502042E	New Elevators - Flushing - Main St	Construction	\$24,619,074	97	.44	■	1.00	■	0	■	Y
L50304TQ	MLC-Hicksville North Siding	Construction	\$50,621,405	46	-.53	▼	1.08	▲	0	■	G
L50304TR	MLC-Hicksville Station Improvements	Construction	\$70,570,083	99	.99	▲	.94	▼	0	■	Y
L60204UC	Wantagh Station Platform Replacement	Construction	\$23,625,478	95	1.12	▲	1.00	■	0	■	R
L60502LF	Centralized Train Control - Movement Bureau	Construction	\$17,900,000	57	.00	■	1.00	■	2	▲	Y
L60701AQ	Replacement of Port Washington Substation	Construction	\$26,159,452	77	.11	■	1.00	■	2	▲	R
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,617,791	5	.00	■	1.00	■	0	■	Y
L60206VL	Penn Station Heating, Ventilation & AirConditioning	Design	\$10,928,813	35	.00	■	.78	■	3	▲	Y
L70204UJ	Enhanced Station Initiative: Shared Des & 2 Stns	Construction	\$20,637,837	67	1.84	▼	.99	■	0	■	Y

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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
<b>LIRR - Long Island Rail Road Program</b>											
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,500,000	4	.00	■	1.00	■	0	■	G
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$28,158,681	32	.35	■	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	28	1.93	▼	1.00	■	0	■	G
L70204V6	Enhanced Station Initiative: Stewart Manor [SBDP]	Construction	\$5,289,650	30	.00	■	1.00	■	-11	▼	G
L70204V9	Enhanced Station Initiative: 6 Stations	Construction	\$27,376,513	17	1.13	▲	1.02	▲	0	■	G
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	\$12,441,500	16	.00	■	1.00	■	0	■	G
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$113,500,000	77	.00	■	1.00	■	0	■	Y
L70301WD	2018 ANNUAL TRACK PROGRAM	Construction	\$74,000,000	42	.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	.47	▲	1.00	■	0	■	G
L70401BS	Bridge Waterproofing	Construction	\$8,048,756	22	.00	■	1.00	▼	0	■	G
L70401BT	Removal of Montauk Cut-Off Viaduct	Construction	\$5,700,000	74	.00	■	1.00	■	0	■	G
L70401BU	MENTOR ALLOWANCE - LINE STRUCTURES	Construction	\$17,675,423	5	.00	■	1.00	■	0	■	G
L70401BV	North Main Street & Accabonac Road	Construction	\$15,080,494	10	.00	■	1.00	■	0	■	Y
L70401BX	Springfield Blvd & Union Tpke	Construction	\$9,400,000	3	.00	■	1.27	■	0	■	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	29	.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	24	.75	▼	.99	■	0	■	G
L70701XA	Substation Repl Pkg 1: Constr & 5 Substation: DES	Construction	\$59,130,000	9	.00	■	2.58	▲	0	■	Y
L70701XB	Substation Components	Construction	\$40,162,855	6	.00	■	1.03	■	0	■	Y



### 3rd 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
<b>LIRR - Long Island Rail Road Program</b>											
L70701XE	3rd Rail - Protection Board	Construction	\$8,800,000	35	.00	■	1.00	■	0	■	G
L70701XF	3rd Rail -Composite Rail	Construction	\$11,150,000	63	.00	■	1.00	■	0	■	G
L70701XK	Signal PowerMotor Generator Replacement	Construction	\$6,400,000	10	.00	■	1.00	■	0	■	G
L70701XP	Atlantic Avenue Tunnel Lighting	Construction	\$5,000,000	40	.00	■	1.00	■	0	■	G
L70701XR	New Substations DES	Construction	\$5,000,000	7	.00	■	1.00	■	0	■	G
L70204UA	Station Component Replacement	Design	\$31,408,873	30	.00	■	1.00	■	0	■	G
L70205V1	PARKING REHABILITATION	Design	\$5,000,000	30	.00	■	1.00	■	4	▲	R
L70206VR	PENN STATION COMPLEX IMPROVEMENTS	Design	\$11,558,500	82	1.09	▲	1.00	■	7	▲	R
<b>MNR - Metro-North Railroad Program</b>											
M6020105	GCT Leaks Remediation	Construction	\$17,814,497	100	.64	▼	.96	▼	1	▲	Y
M6020108	GCT Utilities	Construction	\$35,772,105	85	1.17	▼	1.07	■	0	■	R
M6020208	Customer Communication / Connectivity Improvements	Construction	\$19,909,796	91	.00	■	.99	▲	0	■	G
M6030102	Turnouts: Mainline / High Speed	Construction	\$58,304,194	94	.00	■	.96	■	2	▲	Y
M6030212	Overhead Bridge Program - East of Hudson	Construction	\$18,747,633	30	.64	▲	.97	▼	4	▲	R
M6040102	West of Hudson Signal Improvements	Construction	\$63,917,192	26	.00	■	.94	■	0	■	Y
M6050101	Substation Bridge 23 - Construction	Construction	\$41,452,052	95	.00	■	.99	■	0	■	Y
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$37,242,525	75	2.01	▼	1.10	■	0	■	R
M6030210	Replace / Repair Undergrade Bridges	Design	\$24,552,530	90	1.72	■	.99	■	0	■	Y
M7020104	GCT Fire Protection	Construction	\$12,621,622	85	.00	■	1.10	▼	0	■	R
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,176,649	21	.10	■	.96	■	0	■	G
M7020207	Customer Communication-Stations	Construction	\$78,772,100	9	2.88	▲	.97	■	0	■	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	\$12,775,614	12	.00	■	.99	■	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,160,364	30	.00	■	.91	■	0	■	G
M7020213	Enhanced Station Initiative	Construction	\$117,503,506	12	4.00	▲	.95	▲	0	■	G

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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
<b>MNR - Metro-North Railroad Program</b>											
M7020214	East of Hudson Station Priority Repairs	Construction	\$6,070,000	0	.00	■	1.00	■	0	■	G
M7030103	Rock Slope Remediation	Construction	\$16,072,906	38	5.89	■	.86	■	0	■	Y
M7030104	Turnouts - Mainline/High Speed	Construction	\$51,321,034	40	.00	■	.99	■	0	■	G
M7030105	GCT Turnouts/Switch Renewal	Construction	\$24,582,113	62	.00	■	.98	■	0	■	G
M7030106	Turnouts - Yards/Sidings	Construction	\$4,786,213	7	.00	■	.92	■	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$22,058,371	30	.00	■	1.00	■	0	■	G
M7030111	2018 Cyclical Track Program	Construction	\$21,700,000	28	.00	■	1.00	■	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$63,349,198	23	.40	▲	.95	■	-1	▼	G
M7030208	Replace Timbers - Undergrade Bridges	Construction	\$5,000,000	72	.00	■	1.00	■	0	■	Y
M7030301	Rock Slope Remediation	Construction	\$12,738,248	60	3.32	▼	.92	■	0	■	Y
M7040101	Network Infrastructure Replacement	Construction	\$42,915,820	30	.00	■	.98	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$84,298,014	3	.00	■	.96	■	0	■	G
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	\$38,098,610	1	.00	■	.94	■	0	■	G
M7050113	H&H Power (86th St / 110th St)	Construction	\$9,542,784	75	.00	■	.95	■	0	■	G
M7080113	Customer Communication-CM	Construction	\$15,785,854	18	5.55	■	.99	■	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
M7020204	Harlem Line Station Improvements	Design	\$74,396,260	80	1.25	▼	.96	■	0	■	R
M7030107	Rebuild Retaining Walls	Design	\$7,450,999	85	.00	■	.99	■	0	■	G
M7080109	GCT/ESA Investments	Design	\$32,407,186	30	.00	■	1.24	■	1	▲	G
<b>B&amp;T - Bridges and Tunnels Program</b>											
D601MPXB	Miscellaneous Structural Rehab	Construction	\$34,618,549	89	.96	■	1.19	▲	0	■	Y
D602RK75	Interim Repairs - Toll Plaza Deck	Construction	\$51,924,848	93	1.05	■	.98	■	0	■	Y
D604MPXA	Mechanical Systems Rehab	Construction	\$42,500,000	95	.98	■	1.00	■	0	■	G
D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	\$54,151,859	96	.66	▲	.96	■	3	▲	R



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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
<b>B&amp;T - Bridges and Tunnels Program</b>											
D607MPXC	Zone and Spot Painting of Roadway Structures	Construction	\$29,938,098	89	.00	■	1.07	■	0	■	G
D607RK65	Paint - Plaza and Approach Ramps	Construction	\$21,758,541	93	.00	■	1.09	■	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$13,294,650	95	-3.01	▼	.65	▼	0	■	G
D701BW84	Cable & Suspender Rope Investigation/Testing	Construction	\$7,417,779	95	.00	■	.82	▼	0	■	G
D701HH89	Skewback Retrofit	Construction	\$96,285,529	28	2.21	▲	.95	■	0	■	G
D701RK22	Interim Repairs - FDR Ramp	Construction	\$17,105,905	15	.00	▼	1.00	■	0	■	G
D701VN10	Anchorage & Piers Rehabilitation and Sealing	Construction	\$49,401,366	10	.00	▼	1.00	■	0	■	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	\$29,998,086	21	.00	■	.97	■	-6	▼	G
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	Construction	\$37,960,494	0	.00	■	.96	■	0	■	G
D703AW63	Replace Toll Equipment & New Toll Initiatives	Construction	\$88,468,855	61	.00	■	.96	■	0	■	Y
D703CB63	Open Road Tolling Initiative at CBB	Construction	\$20,585,181	85	.24	■	.90	▲	0	■	G
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$91,557,699	20	.81	▲	.94	■	0	■	G
D703MP63	Open Road Tolling Initiative at MPP	Construction	\$22,184,655	85	.97	▲	.96	▲	0	■	G
D703RK63	Open Road Tolling Initiative RFK Bridge	Construction	\$72,323,540	99	.64	■	.91	■	0	■	G
D704AW67	Overheight Vehicle Detection Systems	Construction	\$11,588,105	0	.00	■	.95	■	0	■	G
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	\$33,955,923	8	.00	■	.93	■	0	■	G
D704HC64	Brooklyn Service Building Electrical Rehab.	Construction	\$8,566,107	0	.00	■	.86	■	0	■	G
D704HH13	Replacement of Facility Lighting System	Construction	\$12,683,416	60	.16	▼	.90	■	0	■	G
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	Construction	\$35,136,567	20	.00	■	.96	■	0	■	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$21,637,777	29	.00	■	.95	■	0	■	G
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	\$48,330,581	9	.00	■	.92	■	0	■	G
D704TN60	Anchorage Dehumidification	Construction	\$38,733,653	97	-1.08	▼	.88	▼	0	■	G
D707BW84	Paint Tower Interior Base Cells and Struts	Construction	\$28,690,955	95	.30	■	.93	■	0	■	G
D707TN60	Anchorage Dehumidification - Painting	Construction	\$7,466,371	97	.00	■	.90	■	0	■	G



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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
<b>B&amp;T - Bridges and Tunnels Program</b>											
D701HH07	Structural Rehabilitation	Design	\$23,686,921	99	.00	■	1.00	■	1	▲	G
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Design	\$107,669,005	51	.00	■	1.71	■	0	■	G
D701RK20	Cable Inspection and Rehabilitation	Design	\$16,342,037	80	.00	■	1.00	■	0	■	G
D701RK70	Miscellaneous Structural Rehabilitation	Design	\$30,010,280	51	.00	■	1.12	▲	0	■	G
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Design	\$160,899,597	84	.00	■	.99	■	1	▲	G
D701VN32	Steel Repair & Concrete Rehabilitation	Design	\$33,760,252	100	.00	■	.99	■	1	▲	G
D702VN11	Brooklyn Approach Reconstruction	Design	\$31,130,375	90	.00	■	.99	■	0	■	Y
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	99	.00	■	1.00	■	1	▲	G
D707RK70	Paint Suspended Span/Bronx Truss Steel	Design	\$10,823,632	51	.00	■	.33	■	1	▲	G
<b>MTA Bus Program</b>											
U6030226	Bus Radio System	Construction	\$27,959,363	16	.05	■	1.00	■	0	■	G
U7030211	Bus Radio System - MTA Bus Share	Construction	\$34,500,000	16	.00	■	1.00	■	0	■	G

**Summary of Core Traffic Light Report Design Exceptions**  
(Third Quarter 2018 - As of September 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
<b>NYCT - New York City Transit Program</b>							
T7040701	Replace 11 Hydraulic Elevators / Various Locations	Schedule	\$48.7M	Dec 2018	During the Third Quarter 2018, the forecasted Design Completion date slipped 3 months, from September 2018 to December 2018. This was due to the addition of elevator work at Sutphin Blvd. (EL411) added to the project.	Final Design is continuing with this added work to the project and is now forecasted for completion in December 2018.	An Agency ACE evaluation is not required for this project
T7060507	Ventilation System Strategy Study	Schedule	\$5.0M	Oct 2018	During the Third Quarter 2018, the forecasted Design Completion date slipped 3 months, from July 2018 to October 2018. The consultants submitted their final draft report in April 2018. The report was reviewed by various NYCT departments and various revisions and updates have pushed back the forecasted design completion date. Subsequent to the reporting period the Design Completion date has further slipped to December 2018.	All stakeholders confirmed their satisfaction with the content of the revised draft report and the findings in September 2018. The consultant compiled stakeholder comments and the final draft report was submitted to NYCT for review on November 11, 2018.	An Agency ACE evaluation is not required for this project
T7070317	Overcoat: 48th St - 72nd St FLS	Cost	\$54.4M	Sept 2018	During the Third Quarter 2018 the EAC increased to \$54.4M which exceeds the current budget of \$28.5M. The cost increase was due to a change in the painting specification requirements and an adjustment was made to the EAC to reflect the change and related market conditions.	A budget modification has been requested to resolve the overrun and is awaiting approval.	An Agency ACE evaluation is not required for this project
T7080607	UHF T-Band Radio System Replacement	Schedule	\$33.7M	Jan 2019	During the Third Quarter 2018 the forecasted Design Completion date slipped 4 months, from September 2018 to January 2019, due to the time required to negotiate design modifications. The original scope of work located new equipment in existing towers and facilities. The radio coverage modeling during design added new equipment locations, many at new construction sites, which necessitated soil borings, surveys, and additional design services. Contract Mods #1 and #2 were issued to address this. Design consultants and subcontractors stopped work in June 2018 due to the negotiation and procurement process for the contract modifications.	The procurement process was completed to release the payments for the contract mods. Design consultants and subcontractors restarted work after receiving the payments in late September.	An Agency ACE evaluation is not required for this project
T7090415	Reconstruction of Circuit Breaker House # 392 Flushing River Bridge FLS	Cost	\$17.8M	Oct 2018	During the Third Quarter 2018 the EAC increased to \$17.8M which exceeds the current budget of \$7.3M. The original budget of \$8.5M was insufficient to build the CBH based on similar rehabilitations and the scope of this project. The budget issue was noted during Master Planning, when the cost was estimated at \$17.2M. During Preliminary Engineering (PE) the cost was estimated at \$18.3M. Subsequent to the reporting period Final Design was achieved on October 24, 2018.	A budget modification is being prepared to request the additional funds necessary for the project.	An Agency ACE evaluation is not required for this project

**Summary of Core Traffic Light Report Design Exceptions**  
(Third Quarter 2018 - As of September 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
<b>NYCT - New York City Transit Program</b>							
T7120307	Fresh Pond Depot Roof Replacement: Office and HVAC	Schedule	\$6.6M	Mar 2019	During the Third Quarter 2018 the forecasted Design Completion date slipped 5 months, from October 2018 to March 2019, due to the decision to split the project into two projects for a phased execution. The HVAC installation will be done by the New York Power Authority (NYPA) and will be followed by the roof replacement. Coordination with NYPA for design of the HVAC system has been longer than forecast, therefore the design of the roof replacement is on hold in order to coordinate with the HVAC's final design.	Design review of HVAC is continuing, with 90% submission due in December 2018 from the NYPA.	An Agency ACE evaluation is not required for this project
T7130207	Purchase of 27 Refuse Flat Cars	Schedule	\$24.9M	Oct 2018	During the Third Quarter 2018 the forecasted Design Completion date slipped 3 months, from July 2018 to October 2018. This was because the refuse cars were advertised simultaneously with the regular flat cars in August 2017, but the regular flat cars were prioritized as they are more critical to meet NYCT's capital program and maintenance needs. This has delayed the procurement of for the refuse cars.	The funding for the project is still in place. Negotiations to reduce cost of new refuse flat cars are ongoing. Subsequent to the reporting period, the schedule Design Completion / Construction Award date slipped to March 31st, 2019.	An Agency ACE evaluation is not required for this project
T7160734	Livingston Plaza Elec, Mechanical, Generator Phase B	Cost	\$55.5M	Apr 2019	During the Third Quarter 2018 the EAC increased to \$55.5M which exceeds the current budget of \$33.8M. The estimated cost for this project increased during the preliminary engineering (PE) phase due to new architectural and HVAC scope and the transfer of roofing scope from the Livingston Plaza Elevators, Roof, & Façade project.	The first phase of this project was awarded in July 2018, with the remaining budget moved into this subproject for the second phase. Budgetary needs for the project will be reassessed as design of the second phase continues.	An Agency ACE evaluation is not required for this project
S7070102	SIR Station Component Program	Cost and Schedule	\$17.5M	Feb 2019	During the Third Quarter 2018 the forecasted Design Completion date slipped 4 months, from October 2018 to February 2019, due to a shortage of structural engineers, which has impacted the completion of the design phase. In addition, the EAC increased to \$17.5M which exceeds the current budget of \$7.3M. The higher cost estimates have reduced the number of station locations to be rehabbed in Phase I.	Final design is in progress and is on schedule for completion in February 2019. Project scope and cost estimate reductions have been explored since the Master Plan estimate. The preliminary engineering (PE) package (with a reduced EAC of \$17.5M) was approved on April 6, 2018 with the understanding that most stair work would be deleted from the project. Further budgetary needs or scope reductions will be considered at design completion.	An Agency ACE evaluation is not required for this project
S7070104	UHF T-Band Radio System Replacement, Staten Island Railway	Schedule	\$29.2M	Jan 2019	During the Third Quarter 2018 the forecasted Design Completion date slipped 4 months, from September 2018 to January 2019, due to the time required to negotiate design modifications. The original scope of work located new equipment in existing towers and facilities. The radio coverage modeling during design added new equipment locations, many at new construction sites, which necessitated soil borings, surveys, and additional design services. Contract Mods #1 and #2 were issued to address this. Design consultants and subcontractors stopped work in June 2018 due to the negotiation and procurement process for the contract modifications.	The procurement process was completed to release the payments for the contract mods. Design consultants and subcontractors restarted work after receiving the payments in late September.	An Agency ACE evaluation is not required for this project

**Summary of Core Traffic Light Report Design Exceptions**  
(Third Quarter 2018 - As of September 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
<b>LIRR - Long Island Rail Road Program</b>							
L70205V1	Parking Rehabilitation	Schedule	\$5.0M	Feb 2019	During the Third Quarter 2018, the forecasted Substantial Completion date slipped four months from October 2018 to February 2019 due to two tasks being added to the design scope: the design of a new fire protection standpipe system and a new Fire Alarm/Emergency Communication System for the parking garage.	The Project Management team continues to work with all interested parties to ensure timely review of design submittals. Subsequent to the reporting period, design completion slipped an additional 3 months to May 2019.	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	Schedule	\$11.6M	Mar 2019	During the Third Quarter 2018, the forecasted Substantial Completion date slipped seven months from August 2018 to March 2019 due to the request, from the Governor's office, for studies to determine whether new entrances, in the vicinity of 33rd St between 7th & 8th Avenues, and widening the 33rd Street Corridor from 30 ft to 60 feet, and from 30 feet to 88 ft., are feasible.	The Project Management office continues to work with the MTAHQ and the Governor's Office to fine-tune this project's design in order to incorporate these 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>MNR - Metro-North Railroad Program</b>							
M7020204	Harlem Line Station Improvements	Contingency	\$74.4M	Dec 2018	During the Third Quarter 2018, the contingency Index was 1.25. This is due to severe deterioration, discovered during inspections at the Hartdale and Scarsdale platforms. It was therefore decided that the consultant be requested to prepare the preliminary design for the replacement of these stations' platforms via design-build delivery method.	Additional cost was added from within the project contingency and a supplemental agreement has been executed.	The overall Contractor / Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

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

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Ulmer Park Depot Mezzanine Extension</b>	<b>Current Budget: \$7.8M</b>
	<b>Project EAC: \$7.8M</b>
	<b>Substantial Completion Date at Award: Oct 2018</b>
<b>Project No: T5160749</b>	<b>Current Substantial Completion Date: Dec 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 46%</b>

<b>Project Description</b>
<p>This project will construct an extension of the mezzanine at the Ulmer Park Depot in Brooklyn. Work will include extension of the locker rooms and lunch room over the mezzanine roof in the Transportation Area, general renovation of the existing mezzanine areas, ADA compliance, a new elevator to the mezzanine, and bathroom upgrades.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped 14 months, from October 2018 to December 2019. This was due to 2 factors: 1) an administrative error in updating the milestone forecast to reflect the project duration at time of award. The project was awarded May 31, 2017, with 23 months duration. The contractual Substantial Completion date should have correctly been recorded as April 30, 2019. 2) The removal of all the depot offices to the temporary office spaces and redesign of the mezzanine structure to accommodate an additional 3,000 sq. ft and HVAC needs resulted in further schedule delays.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The installation of the temporary modular office is finished and now in service. Three pending additional work orders (AWOs) will address the structural design and HVAC needs. The majority of submittals have been submitted and approved. All the demolition work was completed, structural steel members were fabricated, and shop inspection was performed. Two HVAC units were ordered, all air ducts are in fabrication, windows and doors were ordered, exterior wall and translucent wall panels have been ordered. The main electrical panel has been installed; conduits and wires have been run from the EDR to the second floor and the majority of in-wall plumbing has been installed. Substantial Completion is now forecasted for December 2019.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Digital Information Screens (DIS) – Phase 1 Retrofits</b>	<b>Current Budget: \$21.2M</b>
	<b>Project EAC: \$11.8M</b>
	<b>Substantial Completion Date at Award: Jun 2020</b>
<b>Project No: T6030227</b>	<b>Current Substantial Completion Date: Dec 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 15%</b>

<b>Project Description</b>
Phase 1 of the Digital Information Screens (DIS) retrofit program will equip 1,187 NYCT buses with Liquid Crystal Display (LCD) display screens designed to provide real time bus service and customer information on-board for customers. These buses will operate within the five boroughs. Two vendors were selected via a competitive bid process to perform the installations. One vendor will install screens on 690 buses and the other will install screens on 497 buses.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date was changed from June 2020 to December 2020 to align with the revised project execution strategy.
<b>What is Being Done</b>
<b>Schedule:</b> Project is scheduled to be completed well within the revised project execution timeline. As of November 19, 2018, the first vendor has installed screens on 386 of 690 buses and the second vendor has installed screens on 84 of 497 buses.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.



<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Station Component Investments: 4 Stations - Jamaica Line</b>	<b>Current Budget: \$82.2M</b>
	<b>Project EAC: \$97.5M</b>
	<b>Substantial Completion Date at Award: Feb 2019</b>
<b>Project No: T6041260</b>	<b>Current Substantial Completion Date: Feb 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 56%</b>

<b>Project Description</b>
<p>This project will replace the platform edges at the 121<sup>st</sup> Street, 111<sup>th</sup> Street, 104<sup>th</sup> Street and Myrtle Avenue stations. Work will include repair of the platform columns at the 121<sup>st</sup> Street and 104<sup>th</sup> Street stations and replacement of the mezzanine to platform stairs at the 104<sup>th</sup> Street station.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Third Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$15.4M. This was due to additional funding requirements for unforeseen steel repair work and other Additional Work Orders (AWOs) discovered during construction.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A Budget modification requesting \$15.4M was approved on October 8, 2018 by NYCT and is pending final approval by the MTA.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Interlocking Modernization: West 4<sup>th</sup> Street – 6<sup>th</sup> Ave Line</b>	<b>Current Budget: \$174.2M</b>
	<b>Project EAC: \$173.9M</b>
	<b>Substantial Completion Date at Award: Sep 2018</b>
<b>Project No: T6080316</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This project will modernize and improve the reliability of the West 4<sup>th</sup> Street Interlocking located on the 6<sup>th</sup> Avenue Line in the Borough of Manhattan. Work will include replacement with a new solid state interlocking and the construction of new relay room, train control room and ancillary rooms to house all associated equipment. This project is necessary for the future implementation of Communications Based Train Control (CBTC).</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped three months, from September 2018 to December 2018. This is due to the changes in the General Order (GO) schedule, which limited track access and delayed putting the new solid state interlocking (SSI) signal system into service after completion of the West 34<sup>th</sup> St Interlocking.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Additional 4-track weekend shutdowns were scheduled to prevent further schedule delays. Substantial Completion is currently forecasted for December 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: NYCT-Wide Storage Area Network/Disaster Recovery</b>	<b>Current Budget: \$22.4M</b>
	<b>Project EAC: \$22.3M</b>
	<b>Substantial Completion Date at Award: Mar 2015</b>
<b>Project No: T6160402</b>	<b>Current Substantial Completion Date: Jul 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 86%</b>

<b>Project Description</b>
<p>This project will purchase Storage Area Network (SAN) components in order to address the consolidation/virtualization of all the agencies' data centers and servers into three selected enterprise facilities connecting them to the NYCT-wide area SAN storage systems. The systems will be located at Livingston Plaza, Brooklyn, 2 Broadway, Manhattan, and a third disaster facility, location to be determined.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by seven months from December 2018 to July 2019. This was due to a power issue at the Rail Control Center (RCC) that prevented server replacement.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The power issue is ongoing, but all SAN/Servers equipment has been received and installed on racks in RCC Room 2308 in the interim. NYCT MOW Engineering is installing a new Con Ed electrical feed to supply power to the RCC computer room. As a result, RCC Windows 2003 Servers Migration is anticipated to be completed by June 2019 and Substantial Completion of the project by July 2019.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Groundwater and Soil Remediation</b>	<b>Current Budget: \$5.7M</b>
	<b>Project EAC: \$5.7M</b>
	<b>Substantial Completion Date at Award: Feb 2018</b>
<b>Project No: T6160607</b>	<b>Current Substantial Completion Date: Dec 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This is a Call Agreement (on-call) project for contractors to perform remediation of soil and groundwater petroleum contamination at various NYCT facilities, under separately awarded work orders. Each work order is competitively bid among contractors that are party to the Call Agreement. Remediation is necessary to comply with environmental regulations governing cleanup of contamination due to leaks from petroleum storage tanks. Remediation, possibly including recovery/removal and/or treatment of floating petroleum, soil and dissolved-phase groundwater contamination, will be performed at any number of sites depending on the results of the investigations and requirements mandated by the New York State Department of Environmental Conservation (NYSDEC). Remediation may also include post-construction maintenance and monitoring of pump and treatment systems and/or other remediation technologies as mandated by the NYSDEC.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped 12 months, from December 2018 to December 2019. This is due to the following:</p> <ul style="list-style-type: none"> <li>• To avoid a lapse between the existing remediation contract and its replacement which is forecasted for award in the second quarter of 2019.</li> <li>• No Work Orders can be issued under the new contract before the fourth quarter of 2019 due to the time that would be needed for design and procurement.</li> <li>• There is an urgent need to decommission and remove the remediation system sheds at four sites: Flatbush, Kingsbridge, Castleton and Jamaica Bus Depots. Decommissioning/removal of the shed at the Jamaica Bus Depot must be completed no later than the fourth quarter of 2019 to provide space for the construction of a new radio base station and a monopole antenna (scheduled for 1Q 2020). With On-call bid solicitations to begin during the second quarter of 2019, it is imperative that the existing contracts Substantial Completion be extended to December 2019 to allow for the issuance of a work order to facilitate the shed decommissioning/removal work during the last half of 2019.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> Extending the current Substantial Completion date facilitates the necessary linkage to its successor project and allows for the completion of the remediation shed decommissioning work order. No further schedule mitigation is anticipated.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Facility Roof Repair/Replacement - Phase 4</b>	<b>Current Budget: \$17.0M</b>
	<b>Project EAC: \$20.1M</b>
	<b>Substantial Completion Date at Award: Oct 2017</b>
<b>Project No: T6160719</b>	<b>Current Substantial Completion Date: Nov 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 93%</b>

<b>Project Description</b>
<p>This project is the fourth phase of an ongoing initiative to repair roofs of various NYCT 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 143<sup>rd</sup> Street Substation, the Avenue “T” Substation, the Broadway-Cornelia Substation, and the Flagging Crew Quarters and Relay Room at Prospect Park Station.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Third Quarter 2018, the project’s Estimate at Completion (EAC) exceeded its current budget by \$3.1M. This was due to the contract duration being extended by 13 months to November 2018, which was needed to address approved Additional Work Orders (AWOs).</p>
<b>What is Being Done</b>
<p><b>Cost:</b> A budget modification that covered the cost of the AWOs, was approved and the total construction budget was increased by \$3.1M on October 10, 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Enhanced Stations Initiative: Pkg 3 - Cathedral Pkwy 8<sup>th</sup> Ave.</b>	<b>Current Budget: \$40.2M</b>
	<b>Project EAC: \$40.5M</b>
	<b>Substantial Completion Date at Award: Dec 2018</b>
<b>Project No: T70412C3</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
<p>This project will redesign and renew Cathedral Parkway (110<sup>th</sup> St) station on the 8<sup>th</sup> Avenue Line as a part of the Enhanced Station Initiative (ESI). ESI uses revised Station Guidelines to focus on improving the customer experience, providing a state of good repair and the development of underlying station aesthetics through design innovation.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Third Quarter of 2018, the project had \$1.6M in approved Additional Work Orders (AWOs) compared to a \$1.6M contingency budget at 58% third party contract completion. This contingency variance was triggered due to the issuance of AWO #1 for the relocation of the Transit Wireless system and AWO #4 for the platform edge replacement work at 110<sup>th</sup> St. Station.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> AWO #s 1 and 4 have been negotiated. Additional contingency needs for Package 3 is being finalized for the pending, anticipated and unanticipated AWOs of the project. A Budget Modification is also being finalized.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Church St Corridor Improvements</b>	<b>Current Budget: \$30.0M</b>
	<b>Project EAC: \$30.0M</b>
	<b>Substantial Completion Date at Award: Jun 2018</b>
<b>Project No: T7041410</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project will reimburse the Port Authority of New York and New Jersey for transportation improvements to the Church Street corridor of the World Trade Center Site located in the borough of Manhattan. This project is part of a larger agreement regarding the reconstruction of the Cortlandt Street Station on the Broadway/7<sup>th</sup> Ave Line, a connection between the World Trade Center E line Terminal and the Cortlandt Street R line station, and shared ADA access to the complex.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped five months, from July 2018 to December 2018. This is due to water infiltration in the existing communication rooms where the newly installed communication devices, such as Access Notes and CCTV, are to be terminated and integrated. The integration and commissioning of communication devices are to be performed by NYCT in-house forces and cannot be done until the water damage is repaired.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> MTACC is providing additional communication equipment to NYCT in-house forces in order to commission the necessary communication devices.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2016 Continuous Welded Rail - Queens Blvd Line</b>	<b>Current Budget: \$27.4M</b>
	<b>Project EAC: \$26.9M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050208</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<p>This project will reduce the number of broken rails in subway tracks and improve the condition of track plates and ties in subway tunnels on the Queens Boulevard Line, extending their useful life. Work will include surface preparation and replacement of obsolete plates, spikes and jointed rails with new welded rails along with any associated cables and signal works.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by three months from July 2018 to October 2018. This was due to late completion of the pre-final inspections due to a reprioritization of work.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Work is proceeding with Substantial Completion now forecasted for November 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2015 Mainline Track Replacement - Jerome</b>	<b>Current Budget: \$6.4M</b>
	<b>Project EAC: \$10.5M</b>
	<b>Substantial Completion Date at Award: May 2017</b>
<b>Project No: T7050222</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline track that have reached the end of their useful life on the Jerome Line. Locations will be determined based on the latest track condition survey. Work will include the replacement of track and associated equipment/materials such as signals, contact rail and ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by four months, from July 2018 to November 2018. This was due to limited track access availability on the Jerome Line from April through October on account of the soccer games and baseball games at Yankee Stadium as well as the reallocation of manpower to other track projects.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is proceeding and Substantial Completion is expected December 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2016 Mainline Track Replacement - Dyre Avenue Line</b>	<b>Current Budget: \$13.8M</b>
	<b>Project EAC: \$13.2M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050233</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 99%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline tracks that have reached the end of their useful life on the Dyre Avenue Line. Locations will be determined based on the latest track condition survey. Work will include the replacement of track and associated equipment/materials such as signals, contact rails, and ballasts.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by three months, from July 2018 to October 2018. This was due to track access for the Continuous Welded Rail (CWR) Installation on the Dyre Avenue Line only being available in September 2018.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Type VI panels for CWR were installed in September 2018. Subsequent to the reporting period, the remaining work was determined to require some additional time and Substantial Completion is now forecasted for November 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2016 Continuous Welded Rail - 8<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$61.5M</b>
	<b>Project EAC: \$47.8M</b>
	<b>Substantial Completion Date at Award: Aug 2017</b>
<b>Project No: T7050236</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 97%</b>

<b>Project Description</b>
<p>This program will reduce the number of broken rails in subway tracks and improve the condition of track plates and ties in subways tunnels on the 8<sup>th</sup> Avenue Line, extending their useful life. Work will include surface preparation and replacement of obsolete plates, spikes, and jointed rails with new welded rails along with any associated cables and signal work.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by three months from July 2018 to October 2018. This was due the time awaiting the results of the Pre-Final Inspections for a few locations on the 8<sup>th</sup> Avenue Line.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the remaining work was determined to require some additional time and Substantial Completion is now forecasted for November 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2016 Mainline Track Replacement – Flushing Line</b>	<b>Current Budget: \$6.8M</b>
	<b>Project EAC: \$11.8M</b>
	<b>Substantial Completion Date at Award: Mar 2017</b>
<b>Project No: T7050245</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 98%</b>

<b>Project Description</b>
<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>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped three months, from July 2018 to October 2018. This delay was due to extremely limited track access on the Flushing Line due to the ongoing Communications-Based Train Control (CBTC) project on the Flushing Line.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, the remaining work was determined to require some additional time and Substantial Completion is now forecasted for November 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2016 Mainline Track Replacement - 8<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$55.8M</b>
	<b>Project EAC: \$40.1M</b>
	<b>Substantial Completion Date at Award: Jun 2017</b>
<b>Project No: T7050246</b>	<b>Current Substantial Completion Date: Nov 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 90%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline tracks on the 8<sup>th</sup> Avenue Line that have reached the end of their useful life. Locations will be determined based on the latest track condition survey. Work will include the replacement of track and associate equipment/materials, such as signals, contact rails, running rails, and ballast.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by four months, from July 2018 to November 2018. This was due to a delay in completing a Type II Scheduled Component Replacement Program (SCRCP) job at one location and pending Pre-Final Inspections.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is proceeding and Substantial Completion is expected November 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2017 Mainline Track Replacement - Eastern Parkway</b>	<b>Current Budget: \$23.6M</b>
	<b>Project EAC: \$26.4M</b>
	<b>Substantial Completion Date at Award: Dec 2018</b>
<b>Project No: T7050258</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 82%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline track on the Eastern Parkway Line that have reached the end of their useful life. Locations will be determined based on the latest condition survey. Work will include the replacement of track and associated equipment and materials, such as signals, contact rail, and ballast etc.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Third Quarter of 2018, the project's Estimate at Completion (EAC) exceeded the current budget by \$2.8M. The budget was exceeded due to required girder repair work, which resulted in additional track panel work.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The balance of the funds for the additional work will come from project savings in the 2015 – 2016 Track Program.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>



<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2018 Mainline Track Replacement - Broadway-7<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$9.7M</b>
	<b>Project EAC: \$11.3M</b>
	<b>Substantial Completion Date at Award: Dec 2018</b>
<b>Project No: T7050277</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline tracks on the Broadway-7<sup>th</sup> Avenue Line that have reached the end of their useful life. Locations will be determined based on the latest condition survey. Work will include the replacement of track and associated equipment and materials, such as signals, contact rails, and ballast, etc.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Cost</b></p> <p><b>Cost:</b> During the Third Quarter of 2018, the Estimate at Completion (EAC) exceeded the current budget by \$1.6M. This was due to 23 additional Type III Panels requiring installation on the Harlem River Bridge. This additional work fully utilized the opportunity of track access and the replacement of interlocking panels in poor conditions on the Harlem River Bridge.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Project savings in the Year 2015 – 2016 Track and Switch Program will provide funding for the additional work.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2018 Mainline Track Replacement - 4<sup>th</sup> Avenue Line</b>	<b>Current Budget: \$14.2M</b>
	<b>Project EAC: \$14.2M</b>
	<b>Substantial Completion Date at Award: Dec 2019</b>
<b>Project No: T7050288</b>	<b>Current Substantial Completion Date: Aug 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 7%</b>

<b>Project Description</b>
<p>This project will reconstruct segments of mainline track on the 4<sup>th</sup> Avenue Line that have reached the end of their useful life. Locations will be determined based on the latest condition survey. The work will include the replacement of tracks and associated equipment and materials such as, signals, contact rails and ballasts.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped eight months, from December 2019 to August 2020. The slip occurred because the forecasted Substantial Completion date did not include the installment of Ekki-Hilti from the S/E Barclay to N/O Union Street locations on Track 1. This work was advanced from the 2019 track program and the full extent of the scope was only recently finalized.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The work is proceeding and Substantial Completion is now forecasted for August 2020.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2018 Mainline Switch Replacement - Jamaica Line</b>	<b>Current Budget: \$18.0M</b>
	<b>Project EAC: \$18.0M</b>
	<b>Substantial Completion Date at Award: Jan 2019</b>
<b>Project No: T7050327</b>	<b>Current Substantial Completion Date: Aug 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 40%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the Jamaica Line. Locations will be determined based on the latest condition survey. Work will include, as required, the replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, tires, ballasts, signal cables (including positive and negative connections), and any associated signal and equipment tasks.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped seven months, from January 2019 to August 2019. The delay occurred because material (timber) was not available to begin the reconstruction of Type II – II switches from S/O Parsons to Archer Avenue, on Track’s J-1 &amp; J-2.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Switch reconstruction for this project is scheduled to start in December 2018, which establishes the revised Substantial Completion forecast to August 2019.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2018 Mainline Switch Replacement - Astoria Line</b>	<b>Current Budget: \$8.5M</b>
	<b>Project EAC: \$9.9M</b>
	<b>Substantial Completion Date at Award: Dec 2018</b>
<b>Project No: T7050328</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 92%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the Astoria Line. Locations will be determined based on the latest condition survey. Work will include, as required, the replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballasts, signal cables (including positive and negative connections), and any associated signal and equipment tasks.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Third Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$1.4M. The cost overrun was the result of bus service costs being higher than estimated, inclement weather resulting in the need for additional weekend General Orders (GOs), and because NYC Department Of Transportation (DOT) issued more agents to safely divert traffic than was initially estimated.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> Project savings in the 2015 – 2016 Track and Switch Program will provide funding for the additional charges and personnel.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: 2018 Mainline Switch Replacement - White Plains Rd</b>	<b>Current Budget: \$7.4M</b>
	<b>Project EAC: \$7.4M</b>
	<b>Substantial Completion Date at Award: Feb 2019</b>
<b>Project No: T7050332</b>	<b>Current Substantial Completion Date: Sept 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 0%</b>

<b>Project Description</b>
<p>This project will replace mainline switches on the White Plains Road Line. Locations will be determined based on the latest condition survey. Work will include, as required, the replacement of existing turnouts, track switches, switch valves, connecting tracks, contact rails, ties, ballasts, signal cables (including positive and negative connections), and any associated signal and equipment tasks.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped seven months, from February 2019 to September 2019. This was due to material (timber) delay for the reconstruction of Type III switches, located from N/O 238<sup>th</sup> Street to Nereid Avenue, on track's W-2 &amp; W-M.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Switch reconstruction for this project will begin in the year 2019, which established the revised Substantial Completion forecast to September 2019.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Signal Key-By Modifications, Phase 4</b>	<b>Current Budget: \$18.4M</b>
	<b>Project EAC: \$18.4M</b>
	<b>Substantial Completion Date at Award: Jan 2019</b>
<b>Project No: T7080323</b>	<b>Current Substantial Completion Date: Jul 2021</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 39%</b>

<b>Project Description</b>
Phase IV of the Signal Key-By Circuit Modification will install signal key-by timers into the existing circuits of all automatic and approach signals. These signals protect the entrance to station platforms and signals in approach to stations located on curves where there is limited visibility to the next signal or station.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped 30 months, from January 2019 to July 2021. This was due to the temporary reassignment of the TA Labor force to work on the Subway Action Plan (SAP). The Subway Action Plan aims to reduce subway delays by addressing critical components of the system that have the highest incidence of failure.
<b>What is Being Done</b>
<b>Schedule:</b> Approximately 55 locations will be completed per year beginning in January 2019 until the forecasted completion of the project in July 2021. 102 locations are anticipated to be completed by December 2018 and all 240 locations by July 2021.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Storage Tanks - Jackie Gleason and Castleton Depots</b>	<b>Current Budget: \$9.3M</b>
	<b>Project EAC: \$9.3M</b>
	<b>Substantial Completion Date at Award: Sep 2018</b>
<b>Project No: T7120422</b>	<b>Current Substantial Completion Date: May 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 36%</b>

<b>Project Description</b>
At Castleton Bus Depot in the Borough of Staten Island and Jackie Gleason Bus Depot in the Borough of Brooklyn, the existing diesel storage tanks and various components are in poor condition and beyond their useful life. This project will rehabilitate the diesel storage and dispensing equipment at the depots. Additionally, new regulatory and code requirements shall be addressed.
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped by five months, from December 2018 to May 2019. This was due to two additional work orders (AWO) requests by the user, the Department of Buses (DOB). AWO #02 involves a revised scope for Castleton Depot and AWO #03 involves the cleaning and relining of two existing heating oil tanks.
<b>What is Being Done</b>
<b>Schedule:</b> The Jackie Gleason site has been placed in service which provides significant flexibility to the DOB in terms of fleet assignment to this depot facility. AWO #02 work is on track for completion by the revised Substantial Completion date of May 2019.
<b>IEC Comment</b>
<b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.
<b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.



<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Purchase 202 Non-Revenue Vehicles</b>	<b>Current Budget: \$33.8M</b>
	<b>Project EAC: \$33.8M</b>
	<b>Substantial Completion Date at Award: Sep 2018</b>
<b>Project No: T7130212</b>	<b>Current Substantial Completion Date: Feb 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 41%</b>

<b>Project Description</b>
<p>This project will purchase 202 non-revenue vehicles that are over-age and in need of replacement. These vehicles are used by NYCT for essential services such as emergency response, material transportation, track repair and elevated structure repair.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped five months, from September 2018 to February 2019. This was due to the subcontractor falling behind on the schedule for completing the truck order.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> A meeting held was with the Prime Contractor, Subcontractor, the Procurement Dept. and Support Fleet Services to address the delays and concerns for this project, review the plan of action and to expedite vehicle production. Based on this meeting, forecasted Substantial Completion was revised to February 2019.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: New Power Substation - Tottenville</b>	<b>Current Budget: \$27.5M</b>
	<b>Project EAC: \$27.5M</b>
	<b>Substantial Completion Date at Award: Apr 2019</b>
<b>Project No: S7070105</b>	<b>Current Substantial Completion Date: Aug 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 42%</b>

<b>Project Description</b>
<p>This project involves constructing a new substation at Tottenville in Staten Island, which will improve the reliability of Staten Island Railroad (SIR) service by providing adequate electrical power along the right of way.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped four months, from April 2019 to August 2019. This was due to a delay in the delivery of the prefabricated substation.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The contractor has submitted a revised schedule which shows a Substantial Completion date of February 2020. NYCT is reviewing the contractor's schedule to try and mitigate this additional delay.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Reconstruction/Relocation of the Clifton Car Repair Shop</b>	<b>Current Budget: \$9.1M</b>
	<b>Project EAC: \$9.1M</b>
	<b>Substantial Completion Date at Award: Jul 2020</b>
<b>Project No: S7070111</b>	<b>Current Substantial Completion Date: Oct 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 18%</b>

<b>Project Description</b>
<p>This project will develop an effective flood mitigation scheme to protect the Clifton Yard and Shop in the Borough of Staten Island. The goal of the project is to repair previous damage from Superstorm Sandy and fortify the shop assets against flooding and storm surges from up to a Category 2 hurricane coupled with high tides. The design-build project also incorporates capital improvements to the Clifton yard facility which includes the demolition of the existing shop buildings and the construction of a new Clifton Car Repair Shop with new equipment, track realignments in the yard and site drainage improvements. The Sandy Program work, authorized under ES070211 and ES070302 and the Capital Program improvements, under S7070111 are simultaneously in construction.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped three months, from July 2020 to October 2020. The design-build contract did not include hazardous waste disposal provisions for the excavated soil from the yard. During environmental boring sampling performed by the Design Builder, laboratory test results revealed the presence of lead hazardous soil on the property. The off-site transportation and disposal of the lead hazardous soil requires compliance to NYSDEC guidelines.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> An AWO was issued to the Design Builder to dispose of 1,000 tons of lead hazardous soil that required immediate removal in order to proceed with subsequent work activities. Additional quantities will be processed under a separate AWO.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Wantagh Station Platform Replacement</b>	<b>Current Budget: \$23.4M</b>
	<b>Project EAC: \$23.6M</b>
	<b>Substantial Completion Date at Award: Mar 2018</b>
<b>Project No: L60204UC</b>	<b>Current Substantial Completion Date: Sep 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 95%</b>

<b>Project Description</b>
<p>This project will rehabilitate the existing elevated 12-car center island platform at Wantagh Station on the Babylon Branch. Work includes replacement of the platform, canopy, stairs, and escalator; repair of the understructure; an Automated Snow and Ice Melt System; installation of a new elevator between the station and platform level; new lighting, communications systems, and signage.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Third Quarter 2018, the expenditures on contingency exceeded the overall project percent complete causing a contingency index of 1.12. This was due to multiple change orders as a result of unforeseen field conditions and Station Upgrades. The changes included revisions to the Wantagh Ave. Bridge precast concrete platform design and additional procurements for some long lead electrical components that were initially to be supplied by LIRR. The additional Station Upgrades work included free public Wi-Fi, station help points, station totems and associated conduit and wire. Also included was the minor repair and painting of the station building interior and exterior, cleaning of viaduct handrails, installation of bicycle racks and the installation of bird prevention devices.</p>
<b>What is Being Done</b>
<p><b>Contingency:</b> The project budget is under review and funding requirements will be evaluated and any additional funds will be requested. Project achieved Substantial Completion in September 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Port Washington Substation Replacement</b>	<b>Current Budget: \$26.2M</b>
	<b>Project EAC: \$26.2M</b>
	<b>Substantial Completion Date at Award: Mar 2018</b>
<b>Project No: L60701AQ</b>	<b>Current Substantial Completion Date: Nov 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 77%</b>

<b>Project Description</b>
<p>This project involves replacement of the Port Washington substation building and associated equipment. Work includes demolition of the existing building and replacement with a new prefabricated modular substation housing new preinstalled AC and DC switchgears, rectifiers, control cabinets, and associated equipment. Other new equipment includes signal power Signal Power MG, high tension feeders, DC cables, control cables, a Supervisory Control and Data Acquisition (SCADA) system, fiber optic cables for Programmable Logic Controller (PLC), and fire alarm system. New dry type transformers will be installed outside the modular substation building.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> Over the last three quarters, the forecasted Substantial Completion has slipped two months each quarter totaling a six month Schedule slip. The multiple schedule delays to the Substantial Completion date were due to the following:</p> <ul style="list-style-type: none"> <li>• Public Service Enterprise Group (PSEG)'s postponement of a needed power outage, due to weather conditions, which impacted the 3<sup>rd</sup> rail conduit installation.</li> <li>• Force Account resources being allocated to support higher priority projects which impacted the construction progress.</li> </ul>
<b>What is Being Done</b>
<p><b>Schedule:</b> Subsequent to the reporting period, while PSEG provided the necessary power outage and Force Account forces continued to work on site, the Substantial Completion date slipped another month to December 2018.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Long Island Rail Road</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Springfield Boulevard &amp; Union Turnpike Bridge Rehabilitation</b>	<b>Current Budget: \$7.4M</b>
	<b>Project EAC: \$9.4M</b>
	<b>Substantial Completion Date at Award: May 2019</b>
<b>Project No: L70401BX</b>	<b>Current Substantial Completion Date: May 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 3%</b>

<b>Project Description</b>
<p>This project involves the rehabilitation of the Springfield and Union Turnpike bridges. Springfield Boulevard Bridge work includes the repair of girders, platform support steel brackets and platform stubs; parapet concrete crack repairs; removal of existing concrete platforms, light poles, conduits, and concrete; and the replacement of passenger platforms currently supported by fascia girders and steel brackets. Union Turnpike Bridge work includes the removal and rebuilding of partial bridge seat and pedestals and rehabilitation of bearings.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Third Quarter 2018, the Estimate at Completion (EAC) of \$9.4M exceeds the current budget by \$2.0M due to the reallocation of funds in Amendment # 3 to the 2015-2019 Capital Program. The funding reallocation which triggered this quarter's cost variance, was due to a favorable 3<sup>rd</sup> party contract being awarded in July which was less than LIRR's original estimate. The current budget reflects this cost reduction.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The EAC is in the process of being adjusted to match the current budget. The excess funds will be reallocated and the overall project budget for the Springfield and Union Turnpike Bridges will reflect this change in next quarter's report.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Grand Central Terminal Utilities and Fire Protection</b>	<b>Current Budget: \$33.3M &amp; \$11.5M</b>
	<b>Project EAC: \$35.8M &amp; \$12.6M</b>
	<b>Substantial Completion Date at Award: Nov 2017 &amp; Dec 2017</b>
<b>Project No: M6020108 &amp; M7020104</b>	<b>Current Substantial Completion Date: Jan 2019 &amp; Jan 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 85%</b>

<b>Project Description</b>
<p>This project will replace the Grand Central Terminal (GCT) domestic water services, the domestic water holding tank and pumping system (this work was completed in 2015), replace the GCT lower level standpipe (fire suppression water distribution system), the 49<sup>th</sup> St. fire pump assembly, and install additional fire department connections (FDC) required by the MNR Fire Brigade to pair new system FDCs with existing system FDCs at two locations.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Contingency</b>
<p><b>Contingency:</b> During the Third Quarter 2018, the combined GCT Utilities project had a Contingency Index of 2.86 due to pending and approved change orders. These additional work orders are a result of the following design omissions and errors:</p> <ul style="list-style-type: none"> <li>• Costs for providing a new 1200 Amp electrical distribution panel. The panel designated in the contract documents was from a power source not suitable for heat trace circuits.</li> <li>• Costs for providing additional heat trace circuits for the heat trace panels. This was due to an omission in the contract documents.</li> </ul> <p><b>Schedule and Cost:</b> Subsequent to the reporting period, the project substantial completion date has been revised from January 2019 to April 2019 and the project Cost Index has been increased to 1.14 due to the work for an additional heat trace panel and circuits, as noted above and the associated soft cost increases for; project management, 3<sup>rd</sup> party construction management, flagging, etc.</p>
<b>What is Being Done</b>
<p><b>Contingency and Cost:</b> Additional funding has been requested and upon approval will be utilized to execute change orders to the existing construction contract.</p> <p><b>Schedule:</b> The contractor has been requested to submit documentation to support a time extension, which will be reviewed by the project team. Components of the monthly schedule updates that are on the critical path are actively reviewed by the project management team to avoid any further delays.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>



<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Overhead Bridge Program – East of Hudson</b>	<b>Current Budget: \$19.2M</b>
	<b>Project EAC: \$18.7M</b>
	<b>Substantial Completion Date at Award: Feb 2019</b>
<b>Project No: M6030212</b>	<b>Current Substantial Completion Date: Jun 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: Construction</b>

<b>Project Description</b>
<p>This project is a continuation of repairs/replacement to selected overhead bridges located East of Hudson in New York State initiated in the prior Capital Program. This program includes the design of four overhead bridges (6<sup>th</sup>, 10<sup>th</sup>, 14<sup>th</sup>, and Fulton Avenues) in Mount Vernon, New York and the Third Party Construction of just the 10<sup>th</sup> and 14<sup>th</sup> Avenue bridges.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date for the 14<sup>th</sup> Ave Bridge construction slipped four months, from February 2019 to June 2019. This was a result of the unavailability of Power Department personnel to support and complete the remainder of the sidepower relocation work this summer due to higher priority emergency work on the Metro-North system. As a result, Metro-North requested that the contractor perform the sidepower relocation work under their contract. The completion of the removal and relocation of the signal sidepower system is a critical path schedule item and the existing bridge could not be demolished until these sidepower lines were physically detached.</p> <p>In addition, late cancellations of track and power outages and a shortage of flagging personnel were also contributing factors to the four-month delay.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> The signal sidepower work is now substantially complete. No further delays are anticipated at this time.</p> <p>Metro-North project management will continue to monitor track and power outage availabilities and flagging resource allocations to mitigate any further delay.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Harlem &amp; Hudson Lines Power Improvements</b>	<b>Current Budget: \$33.7M</b>
	<b>Project EAC: \$37.2M</b>
	<b>Substantial Completion Date at Award: Aug 2016</b>
<b>Project No: M6050103</b>	<b>Current Substantial Completion Date: Mar 2019</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 75%</b>

<b>Project Description</b>
<p>This project includes; the construction of a new 86<sup>th</sup> Street Substation, replacement of the existing negative return reactors at 110<sup>th</sup> Street with larger size units, and the construction of a new substation at Brewster. This work is required in order to improve power capabilities and to provide system redundancy.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Cost</b>
<p><b>Cost:</b> During the Third Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$3.5M. This was due to the additional costs, for the following design changes, associated with the New York State Department of Transportation (NYSDOT) realignment of the Route 6 Ave. Bridge:</p> <ul style="list-style-type: none"> <li>• The new routing of 15KV high tension services to the new point of entry (POE) platform location</li> <li>• Design coordination with NYSDOT for the new POE platform construction location</li> <li>• New York State Electric and Gas Co. design engineering and construction for two dedicated 15KV feeder service lines from the Tilly Foster Substation to the new POE location</li> </ul> <p>Subsequent to the reporting period, the EAC has increased to \$43.2M due to the same reasons, as noted above.</p>
<b>What is Being Done</b>
<p><b>Cost:</b> The additional funding required for the project has been requested and upon approval, will be added to the project through changes orders to the existing construction contract.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: Bridges and Tunnels</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Tunnel Ventilation Building Electrical Upgrade at the Queens Midtown Tunnel</b>	<b>Current Budget: \$55.6M</b>
	<b>Project EAC: \$54.2M</b>
	<b>Substantial Completion Date at Award: Mar 2017</b>
<b>Project No: D604QM30</b>	<b>Current Substantial Completion Date: Oct 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 96%</b>

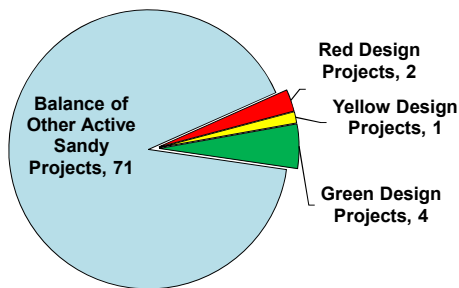
<b>Project Description</b>
<p>This project will upgrade the facility wide electrical systems, which includes replacement of the ventilation switchgear and motor control center, at the Queens-Midtown Tunnel. Scope of work includes the replacement of existing switchgear, fan motors and motor control centers, as well as startup and commissioning of all systems; asbestos abatement and incidental lead abatement.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Substantial Completion date slipped three months from September 2018 to October 2018. This was primarily due to issues which arose during the factory acceptance testing (FAT) on the 50/7 HP motors. The FAT revealed several issues such as motor noise readings that exceed acceptable standards and motor oil leaks that need to be remedied by the motor manufacturer. The delay in schedule is due to need to diagnose the root cause of the problems, engineer a solution, and finally implement a fix by repairing the in-service motors that were initially built out of specification.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Project Management has taken into account the time required to correct this flaw and have adjusted the schedule accordingly. Subsequent to the reporting period Substantial Completion slipped an additional six months to April 2019. The extension of the project schedule will have no impact on the overall construction cost.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

### 3<sup>rd</sup> Quarter 2018 Traffic Light Report on MTA SANDY Program

**A total of 78 Active Sandy Projects were Reviewed for the 3rd Quarter 2018**

The 78 active projects include 7 projects in Design, 13 in Post-Design to Construction Award, 58 in Construction

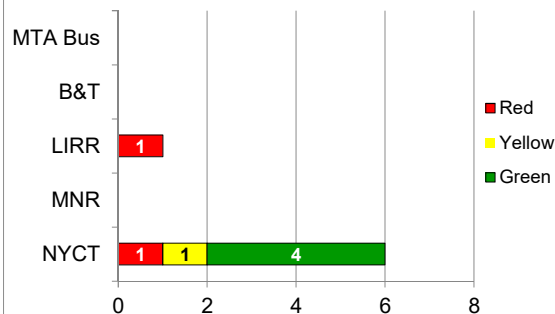
#### 7 of 78 Projects in Design



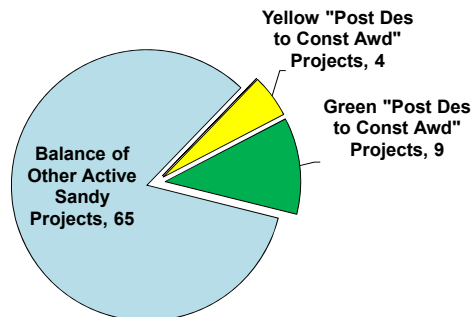
**Summary of Projects in Design:** 7 projects were reviewed in the design phase this quarter with 4 (57%) designated Green and 1 (14%) Yellow and 2 (29%) were Red. Of the 2 projects designated Red, 1 was for a schedule variance and the other was for both a cost and schedule variance. The variances were due in part to the need to revise specifications & coordination with another ongoing project.

**Last Quarter:** 8 projects were reviewed in the design phase this quarter with 3 (38%) designated Green and 3 (37%) Yellow and 2 (25%) were Red.

#### 7 Projects in Design



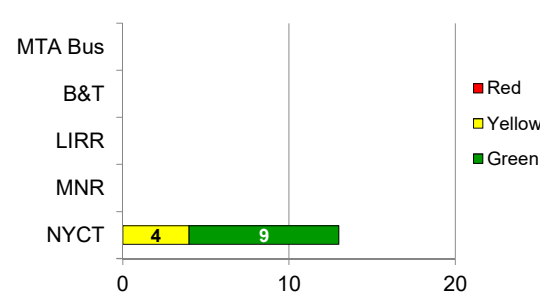
#### 13 of 78 Projects in Post-Design to Construction Award



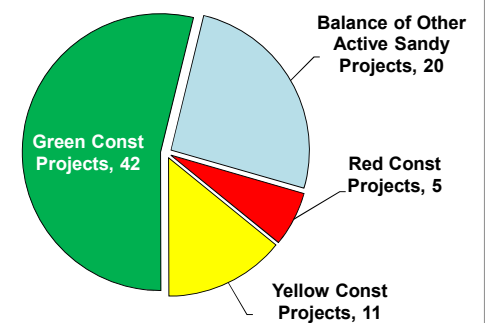
**Summary of Projects in Post-Design to Construction Award:** 13 projects were reviewed in this phase with 9 (69%) designated green and 4 (31%) Yellow. There were no projects designated Red this quarter.

**Last Quarter:** 17 projects were reviewed in this phase with 10 (59%) designated green, 4 (23%) Yellow and 3 (18%) were Red.

#### 13 Projects in Post-Design to Construction Award



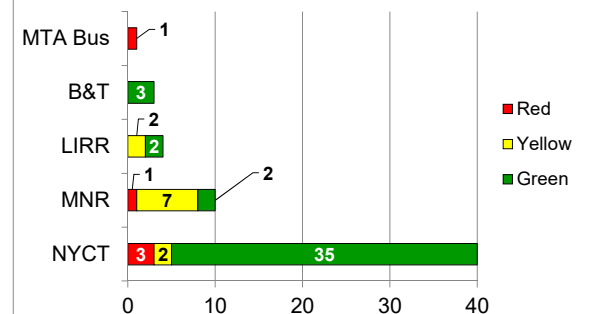
#### 58 of 78 Projects in Construction



**Summary of Projects in Construction:** 58 projects were reviewed in this phase with 42 (72%) designated green, 11 (19%) yellow and 5 (9%) were Red. Of the 5 projects which were designated Red, 4 (80%) were for a schedule variance and 1 was for both a contingency and schedule variance. The schedule variances were due to added scope and unforeseen field conditions.

**Last Quarter:** 57 projects were reviewed in this phase with 45 (79%) designated green, 9 (16%) yellow and 3 (5%) were Red.

#### 58 Projects in Construction









## MTA Sandy Recovery Projects Terms and Definitions

### 3<sup>rd</sup> 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: 7

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

##### Projects in Post Design to Construction Award Phase: 13

-  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: 58

-  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.



### 3rd Quarter 2018 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>Coney Island Yard Flood Mitigation</b>												
ET100211	Recovery: Power Cable at Coney Island Yard	Construction	Recovery	\$164,367,005	0	.00	■	1.00	■	0	■	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$349,769,875	1	.00	■	.99	■	0	■	G
<b>Canarsie Tube</b>												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,835,502	59	.34	▲	1.00	■	0	■	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,306,612	9	.00	■	1.00	■	0	■	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$49,331,538	24	.00	■	1.00	■	0	■	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$18,011,167	7	.94	▲	1.00	■	0	■	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$36,380,305	4	.00	■	1.00	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,812,990	38	.00	■	.99	■	0	■	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$279,392,116	22	.00	■	.88	■	0	■	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$102,628,800	11	.00	■	1.00	■	0	■	G
<b>Clark Tube</b>												
ET050211	Recovery: Mainline Track (Clark Tube)	Construction	Recovery	\$9,581,139	97	.28	▲	1.00	■	0	■	G
ET060226	Recovery: Fan Plant (Clark Tube)	Construction	Recovery	\$5,234,519	53	.00	■	1.00	■	0	■	G
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	81	.39	▲	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	89	.27	▼	1.00	■	0	■	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	93	.00	■	1.00	■	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$78,698,081	92	.28	▲	1.00	■	0	■	G
<b>148th Street Yard</b>												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	\$14,570,909	0	.00	■	.98	■	0	■	G





### 3rd Quarter 2018 Traffic Light Report

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

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

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

■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>NYCT - New York City Transit Sandy Program</b>												
<b>148th Street Yard</b>												
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
<b>Rutgers Tube</b>												
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
<b>207th Street Yard</b>												
ET100210	Recovery: Power Cable at 207 Street Yard	Construction	Recovery	\$31,067,157	0	.00	■	1.00	■	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Construction	Recovery	\$302,156,510	0	.00	■	1.00	■	0	■	G
ET100219	Recovery: Yard Track (207 Street Yard)	Construction	Recovery	\$61,670,982	0	.00	■	1.00	■	0	■	G
ET100220	Recovery: Yard Switches (207 Street Yard)	Construction	Recovery	\$50,839,784	0	.00	■	1.00	■	0	■	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Construction	Mitigation	\$165,066,217	0	.00	■	1.01	▼	0	■	G
ET100312	Mitigation: 207th Street Yard Portal	Construction	Mitigation	\$25,632,560	0	.00	■	1.00	▼	0	■	G
<b>All Other NYCT Projects</b>												
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	80	.39	▲	1.00	■	3	▲	R



### 3rd Quarter 2018 Traffic Light Report

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

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

■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	36	.70	■	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	14	.05	▲	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,578,496	23	-1.60	▼	1.00	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,439,194	57	1.59	▲	1.00	■	0	■	Y
ET060306	Mitigation: Above-Grade Surface Protection at 6 Fan Plants	Construction	Mitigation	\$7,611,349	73	.00	■	1.10	■	-1	▼	Y
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	58	.34	■	1.00	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,602,129	43	.60	▲	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	23	.00	■	.99	■	0	■	G
ET160316	Mitigation Reserve	Construction	Mitigation	\$83,719,535	0	.00	■	.31	■	0	■	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	92	.00	■	1.15	■	3	▲	R
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Design	Mitigation	\$1,950,458	55	.00	■	.13	■	0	■	G
ET070209	Recovery: Wrap-up Rockaway Line	Design	Recovery	\$30,877,511	50	.00	■	1.02	■	-13	▼	G
ET070308	Mitigation: Steinway Portal	Design	Mitigation	\$15,064,993	38	.00	■	1.00	■	0	■	G
ET090310	Mitigation: Back-up Power Control Center	Design	Mitigation	\$11,877,500	75	.00	■	1.15	■	0	■	Y
ET160311	Mitigation: Zerega Maintenance Facility	Design	Mitigation	\$11,339,150	90	.00	■	1.00	■	0	■	G
ET100314	Mitigation: 207th Street Yard Sewers	Post Des to Const Awd		\$20,920,406	100	.00	■	1.13	▲	0	■	G
ET040323	Mitigation: Upgrade Backup Command Center	Post Des to Const Awd	Mitigation	\$9,792,086	98	.00	■	.89	■	0	■	G



### 3rd Quarter 2018 Traffic Light Report

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

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▬ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040325	Mitigation: Internal Station Hardening	Post Des to Const Awd	Mitigation	\$13,821,495	100	.00	▬	.72	▼	1	▲	G
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Post Des to Const Awd	Mitigation	\$7,506,638	100	.00	▬	1.14	▬	1	▲	G
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	\$48,279,134	100	.00	▬	1.52	▬	0	▬	Y
ET120307	Mitigation: Various Bus Depots	Post Des to Const Awd	Mitigation	\$25,352,304	82	.00	▬	.46	▬	1	▲	Y
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$16,570,200	100	.00	▬	1.44	▬	0	▬	Y
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$25,141,339	100	.00	▬	2.15	▬	0	▬	Y
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	0	.00	▬	.99	▬	3	▲	R
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$167,732,374	11	.19	▲	1.00	▬	3	▲	R
ES070303	Mitigation: St. George Terminal Yard	Post Des to Const Awd	Mitigation	\$66,172,625	100	.00	▬	.90	▼	0	▬	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,355,446	0	.00	▬	1.01	▬	0	▬	Y
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	\$26,738,775	8	.00	▬	1.10	▬	0	▬	Y
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$108,009,472	2	.00	▬	1.19	▲	7	▲	R



### 3rd Quarter 2018 Traffic Light Report

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

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
<b>MNR - Metro-North Railroad Sandy Program</b>												
<b>Hudson Line Ph 1 &amp; 2 Power and C &amp; S Restoration</b>												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$52,532,813	68	1.06	▼	.95	—	0	—	Y
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$35,062,852	3	.00	—	1.00	▲	0	—	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$47,257,801	68	.00	—	.94	—	0	—	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$33,275,430	66	.00	—	1.00	—	0	—	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$99,428,243	68	1.33	▼	.98	—	0	—	Y
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$72,465,602	3	.00	—	1.00	—	0	—	Y
<b>All Other Projects</b>												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,635,000	93	.00	—	.95	—	0	—	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,136,302	54	.00	—	.85	—	4	▲	R
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$45,033,236	89	.96	▼	1.01	—	3	▲	Y
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,609,126	10	.00	—	.99	—	0	—	G
<b>B&amp;T - Bridges and Tunnels Sandy Program</b>												
<b>Hugh Carey Tunnel Restoration</b>												
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$35,059,789	84	.34	▲	.96	—	0	—	G
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Construction	Mitigation	\$30,860,892	84	.67	—	.99	—	0	—	G
<b>Queens Midtown Tunnel Rehab</b>												
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$28,133,489	84	.07	—	.96	—	0	—	G
<b>MTA Bus Program</b>												
<b>All Other Projects</b>												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$15,000,000	98	1.55	▲	1.00	—	3	▲	R

**Summary of Sandy Traffic Light Report Design Exceptions**  
**(Third Quarter 2018 - As of September 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
<b>NYCT - New York City Transit Program</b>							
ET060317	Mitigation: Conversion of 2 Pump Trains	Schedule	\$19.1M	Oct 2020	During the Third Quarter of 2018, the forecast Design Completion date slipped 3 months, from July 2018 to October 2018, due to requests from a few prospective bidders to add the option to use new-built cars in lieu of converting existing cars.	Revision of the technical specifications and contract documents is underway in order to incorporate the requirement for new-built cars.	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>LIRR - Long Island Rail Road Program</b>							
EL0603ZP	West Side Yard and East River Tunnel Mitigation	Cost and Schedule	\$108.0M	Mar 2019	<p><b>Cost:</b> During the Third Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$17.6 million. The budget reflects a \$13.5M transfer to Amtrak for East River Tunnel System Protection, and the EAC is under revision.</p> <p><b>Schedule:</b> During the Third Quarter 2018, the forecasted Design Completion date slipped seven months, from August 2018 to March 2019, due to on-going coordination with the West Side Yard-Overbuild project.</p>	<p><b>Cost:</b> Subsequent to the reporting period the project budget was updated and the forecast EAC decreased to \$94,529,494.</p> <p><b>Schedule:</b> Record of Concurrence to be circulated to finalize coordination efforts and to proceed with advertising for a design-builder.</p>	The overall design Contractor/Consultant Performance rating for the current All-Agency contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

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

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Sandy Mitigation - Critical Room Resiliency</b>	<b>Current Budget: \$22.7M</b>
	<b>Project EAC: \$22.7M</b>
	<b>Substantial Completion Date at Award: Sept 2018</b>
<b>Project No: ET040320</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 80%</b>

<b>Project Description</b>
<p>This project will protect critical facilities within subway stations from water damage in the case of flooding. Flood protection measures such as waterproof doors will be installed at the station's public stairwells that are vulnerable to coastal storm flooding. Additionally, sidewalk ventilation gratings will have Mechanical Closure Devices (MCDs) installed beneath that will close off flood water from entering the system when activated.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> During the Third Quarter of 2018, the forecast Substantial Completion date slipped three months, from September 2018 to December 2018. This was due to unforeseen field conditions that were encountered and had to be addressed during construction. The unforeseen field conditions included corroded existing station structure steel members at Rector Street, a hidden steel beam below the concrete floor at Bowling Green that impeded marine door installations, and an unexpected need for a new concrete wall at Whitehall Street in order to replace a deteriorating block wall.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> Numerous additional work orders (AWOs) were issued to address the unforeseen field conditions and the work has begun. The contractor was given an extension of time until December 2018 to complete the work.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

<b>MTA Agency: New York City Transit</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Sandy Repair and Mitigation – Clifton Shop</b>	<b>Current Budget: \$35.1M &amp; \$167.7M</b>
	<b>Project EAC: \$34.8M &amp; \$167.7M</b>
	<b>Substantial Completion Date at Award: Jul 2020</b>
<b>Project No: ES070211 &amp; ES070302</b>	<b>Current Substantial Completion Date: Oct 2020</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 18% &amp; 12%</b>

<b>Project Description</b>
<p>This project will develop an effective flood mitigation scheme to protect the Clifton Yard and Shop in the Borough of Staten Island. The goal of the project is to repair previous damage from Superstorm Sandy and fortify the shop assets against flooding and storm surges from up to a Category 2 hurricane coupled with high tides. The design-build project also incorporates capital improvements to the Clifton yard facility which includes the demolition of the existing shop buildings and the construction of a new Clifton Car Repair Shop with new equipment, track realignments in the yard and site drainage improvements. The Sandy Program work, authorized under ES070211 and ES070302 and the Capital Program improvements, which is under S7070111, are simultaneously in construction.</p>
<b>Problem Since Last Quarterly Report</b>
<p><b>Index Trigger(s): Schedule</b></p> <p><b>Schedule:</b> During the Third Quarter of 2018, the forecasted Substantial Completion date slipped three months, from July 2020 to October 2020. The design-build contract did not include hazardous waste disposal provisions for the excavated soil from the yard. During environmental boring sampling performed by the Design Builder, laboratory test results revealed the presence of lead hazardous soil on the property. The off-site transportation and disposal of the lead hazardous soil requires compliance to NYSDEC guidelines.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> An AWO was issued to the Design Builder to dispose of 1,000 tons of lead hazardous soil that required immediate removal in order to proceed with subsequent work activities. Additional quantities will be processed under a separate AWO.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>



<b>MTA Agency: Metro-North Railroad</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Rail Vacuum Mitigation</b>	<b>Current Budget: \$6.0M</b>
	<b>Project EAC: \$5.1M</b>
	<b>Substantial Completion Date at Award: Aug 2018</b>
<b>Project No: EM030301</b>	<b>Current Substantial Completion Date: Dec 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 54%</b>

<b>Project Description</b>
<p>This project will purchase two Vacuum Trucks and a Continuous Welded Platform (CWP) Machine (or slot train) to help expedite repairs and the restoration of passenger service after a storm.</p> <p>One of the key ways to reduce the risk of flooding is to keep the drainage infrastructure clear so that water can drain quickly and efficiently away from the right-of-way. The infrastructure includes culverts under the tracks, drainage facilities, catch basins, etc. The use of Vacuum Truck and CWP Machines provides a highly efficient means to keep these assets clear of silt, obstructions, etc. so that they can function properly.</p>
<b>Problem Since Last Quarterly Report</b>
<b>Index Trigger(s): Schedule</b>
<p><b>Schedule:</b> Due to the negotiation and clarification of terms and conditions of the contract documents between Metro-North Railroad (MNR) and the contractor, the project start date was delayed and the Substantial Completion slipped four months, from August 2018 to December 2018.</p>
<b>What is Being Done</b>
<p><b>Schedule:</b> MNR project management continues to provide oversight and monitoring of the work progress as well as conducting site visits to the vendor as necessary to avoid further project delay. The two Rail Vacuum Trucks have been delivered and accepted.</p>
<b>IEC Comment</b>
<p><b>Budget and Schedule Performance:</b> The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p><b>All Agency Contractor Evaluation:</b> An Agency ACE evaluation is not required for this project.</p>

<b>MTA Agency: MTA Bus</b>	<b>Status as of September 30, 2018</b>
<b>Project Name: Sandy Far Rockaway Depot Rehabilitation</b>	<b>Current Budget: \$15.0M</b>
	<b>Project EAC: \$15.0M</b>
	<b>Substantial Completion Date at Award: Mar 2018</b>
<b>Project No: EU030201</b>	<b>Current Substantial Completion Date: Nov 2018</b>
<b>Project Phase: Construction</b>	<b>Phase Complete: 61%</b>

### Project Description

The purpose of this project is to repair damages to the Far Rockaway Depot facilities that occurred as a result of Super Storm Sandy. This project is designed to restore the Far Rockaway Bus Depot to a fully operational facility.

Depot rehabilitation will restore damaged internal and external building structures and will include:

- Repairing and/or cleaning of the drainage system, including dry wells, etc.
- Rehab/restoration of windows and garage doors
- Rehab/restoration of the office/amenity spaces
- Repair of depot lighting, electrical receptacle outlets, fire alarm, paging, telephone and internet systems
- Repair of electrical, HVAC, and plumbing systems

### Problem Since Last Quarterly Report

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

**Contingency:** During the Third Quarter of 2018, the project had a 1.55 Contingency Index due to approximately \$540k allocated for Additional Work Orders (AWO) with only a \$352K contingency budget at 61% third party contract completion. The AWO expenditure was due to the repair and restoration of an existing parking lot and other design enhancements after construction commenced at the depot.

**Schedule:** During the Third Quarter of 2018, Substantial Completion slipped three months, from August 2018 to November 2018. The variance in the schedule is due to a recent Additional Work Order (AWO) which involves the restoration of the existing depot parking lot. The additional work is being negotiated and requires about three months for the work to be performed.

### What is Being Done

**Contingency:** The contingency budget will be replenished from project reserves. Evaluation of the remaining work indicates the remaining project contingency should be sufficient to close-out the project.

**Schedule:** The Substantial Completion date was revised by three months to November 2018 to accommodate the amount of time needed to complete the parking lot restoration work specified in the AWO currently being finalized. MTA Bus anticipates no cost impact due to the schedule variance. Subsequent to the reporting period, the project achieved Substantial Completion on November 20, 2018.

### IEC Comment

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

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



**Projects in CPOC's Risk-Based Monitoring Program**  
**(3<sup>rd</sup> Quarter 2018 Traffic Light Report – Period Ending September 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**  
**(3<sup>rd</sup> Quarter 2018 Traffic Light Report – Period Ending September 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 <sup>th</sup> Street Yard Long Term Perimeter Protection

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 3<sup>rd</sup> 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	PSC-13-2928	Construction Administration and Inspection Services for Projects RK-65A, Reconstruction of the Bronx Plaza and RK-75, Interim Repairs to the Manhattan Plaza at the RFK Bridge	\$15,943,224	\$1,236,273	\$256,696	1.61%	5	7/2/2018	Additional effort needed for expanded construction scope
MTA B&T	VN-80B	Replacement of the Upper Level Deck at the Suspended Span of the Verrazano-Narrows Bridge	\$235,728,000	\$68,248,029	\$739,249	0.31%	18	7/11/2018	Amend contract for: (i) enhancing overhead roadway signage and pavement markings; (ii) necessary infrastructure to implement Open Road Tolling (ORT) for both the Upper and Lower Levels within the Staten Island Plaza Approach and (iii) replacing swivel clamp nuts on roadway LED lighting fixtures
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK Bridge	\$213,400,794	\$38,614,571	\$702,495	0.33%	17	7/16/2018	Additional steel for overhead sign steel support, light pole fabrication and installation, additional downspout connections, and additional AOB funding
MTA B&T	PSC-14-2956	CI&A Services for Project RK-23A, Reconstruction and Rehabilitation of Manhattan Approach Ramps to the RFK Bridge	\$6,827,695	\$826,928	\$749,354	10.98%	3	7/31/2018	Additional services and time
MTA B&T	RK-75 PHIlb	Demolition of Occupied Spaces Beneath the Manhattan Plaza at the RFK Bridge	\$15,377,685	\$4,005,280	\$298,940	1.94%	7	8/9/2018	Add New Item A7.1 (Installation of Insulation and Steel Plating) and modifications to existing contract unit price items
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK Bridge	\$213,400,794	\$39,317,066	\$501,190	0.23%	18	8/21/2018	Extra Work for walkway connector ramp design changes and modifications at transitions between roadway elevations and newly installed attenuators
MTA B&T	PSC-11-2865	Design and Construction Support Services for Bronx Plaza Structure Rehabilitation and Interim Rehabilitation of the Manhattan Plaza at the RFK Bridge	\$10,428,880	\$11,104,135	\$473,524	4.54%	8	8/21/2018	Additional design services during construction related to ORT requirements (RK-65A) and unanticipated field conditions (RK-75 PHIlb)
MTA B&T	RK-22	Interim Repairs to the Ramps at the RFK Bridge	\$12,863,178	\$0	\$628,960	4.89%	1	8/22/2018	Extra work and contract unit item quantity adjustments
MTA B&T	RK-23A	Reconstruction and Rehabilitation of the 125 <sup>th</sup> Street Manhattan Approach Ramps to the RFK Bridge	\$68,300,001	\$49,063,180	\$687,184	1.01%	17	8/22/2018	Stringer repairs and contract unit price item adjustments
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	\$1,180,976	\$250,000	1.34%	4	8/29/2018	Amend contract to increase funding for additional construction management and inspection services required for Upper and Lower Level finger joint work
MTA B&T	PO 3000001380	Explosive Canine Detection Services	\$833,000	\$70,000	\$180,000	21.61%	2	9/17/2018	Extend contract term thorough 4/15/19 and increase funding to support services

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 3<sup>rd</sup> 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
LIRR	6268	Wyandanch Station Bldg Construction	\$4,747,704	\$247,591	\$252,465	5.30%	3	8/23/2018	Differing site conditions; Design E/O & field changes.
LIRR	6268	Wyandanch Station Bldg Construction	\$4,747,704	\$500,055	\$298,000	6.28%	4	9/7/2018	Wi-Fi access requirements
LIRR	6201	Design/Build Services for New Mainline Second Track-Ronkonkoma Branch Signal System	\$41,940,000	\$119,402	\$355,176	0.85%	1	9/12/2018	Installation of WIU & CCTV Racks
LIRR	6201	Design/Build Services for New Mainline Second Track-Ronkonkoma Branch Signal System	\$41,940,000	\$119,402	\$356,641	0.85%	3	9/12/2018	ML Huts from Cases
LIRR	6201	Design/Build Services for New Mainline Second Track-Ronkonkoma Branch Signal System	\$41,940,000	\$119,402	\$300,779	0.72%	12	9/12/2018	Change from Battery Cases to Battery Huts
LIRR	6257	Track & System Installation for the New Second Track on the Main Line Ronkonkoma Branch Phase II	\$66,530,000	\$5,445,422	\$317,320	0.48%	12	8/14/2018	Signal/Communications Systems Through Stations
LIRR	6257	Track & System Installation for the New Second Track on the Main Line Ronkonkoma Branch Phase II	\$66,530,000	\$5,445,422	\$749,372	1.13%	19	8/14/2018	Concrete Foundations
LIRR	6202	Hicksville Station Improvements	\$50,911,200	\$921,191	\$399,979	0.79%	17	7/12/2018	Storefront Curtain system
LIRR	6202	Hicksville Station Improvements	\$50,911,200	\$1,321,170	\$434,400	0.85%	32	7/17/2018	Storefront curtain system track 2
LIRR	6289	Ehnaced Station Improvements	\$80,350,000	\$0	\$360,034	0.45%	2	7/30/2018	SHPO Design Changes
LIRR	6290	Ehnaced Station Improvements	\$80,350,001	\$360,034	\$496,011	0.62%	7	8/24/2018	Design changes for ESI
MNR	27044	Harmon Shop Replacement Phase V - Stage 1	\$245,013,556	\$2,049,023	\$375,071	0.15%	27	7/17/2018	Furnish and Install furniture
MTACC	98-0040-01R	ESA General Engineering Consultant (GEC) Services	\$140,000,000	\$490,539,533	\$250,000	0.18%	159	9/13/2018	Additional Funding for Task Order Services
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$29,673,314	\$690,000	0.16%	165	8/1/2018	Add & Modify Stairways at the 47th Street Node
MTACC	CQ032	Plaza Substation and Queens Structures for the East Side Access Project	\$147,377,000	\$114,080,351	\$736,350	0.50%	82	9/6/2018	Additional Water Infiltration Remediation

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 3<sup>rd</sup> Quarter 2018**  
**(FOR INFORMATION ONLY)**

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	CS179	Systems Facilities Package No. 1 for East Side Access Project	\$333,588,000	\$20,685,475	\$739,500	0.22%	97	7/23/2018	Addition of Pull Box Covers
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$9,514,552	\$619,000	0.61%	105	7/24/2018	Bulletin No. 3 Structural Modifications
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Reconstruction of Entrances	\$176,450,000	\$14,179,634	\$282,000	0.16%	377	9/5/2018	Changes due to a bus duct failure in an electrical distribution room
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$68,110,040	\$420,200	0.16%	233	9/5/2018	Additional ground and test devices for facility power rooms
NYCT	CM-1325	Design of the 800 MHz Bus Radio System and Command Center	\$4,745,608	\$9,248,629	\$441,377	9.30%	11	8/14/2018	Provide additional design and construction support for the caisson repair of the East New York Radio tower and continued support for the temporary repair of the ENY Tower
NYCT	E-31705	Flood Mitigation and Resiliency at 17 Fan Plants and Adjacent Tunnels	\$22,763,000	\$756,870	\$290,000	1.27%	10	9/26/2018	Furnish and install locking system to secure mechanical closure devices to gratings
NYCT	A-36622A	Enhanced Station Initiative Package 1 - Three Stations on Fourth Avenue Line (BMT) in the Borough of Brooklyn	\$72,121,000	\$6,319,537	\$307,900	0.43%	31	7/25/2018	Changes to the consolidated wireways and light rails as well as deletion of several light fixtures at 53rd Street, Bay Ridge Avenue and Prospect Avenue stations
NYCT	A-36622A	Enhanced Station Initiative Package 1 - Three Stations on Fourth Avenue Line (BMT) in the Borough of Brooklyn	\$72,121,000	\$6,319,537	\$265,075	0.37%	50	8/29/2018	Additional waterproofing at 53rd Street, Bay Ridge Avenue and Prospect Avenue stations
NYCT	S-32723	Signal Modernization to Install CBTC Signaling - Flushing Line	\$343,518,371	\$5,128,034	\$660,000	0.20%	90	9/12/2018	Removal of Out of Service stop machines, wheel detectors and riser boxes
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$10,184,590	\$670,000	0.36%	66	8/16/2018	8th Avenue Station Modified stair
NYCT	A-37593	Rehabilitation of the South Ferry Terminal Complex	\$193,800,000	\$13,722,991	\$258,028	0.13%	176	8/3/2018	Manual transferring of power directly to the Signal Relay Room to maintain the signal system

\*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