



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

March 2019

Committee Members

F. Ferrer, Acting Chair

A. Albert

S. Feinberg

S. Metzger

M. Pally

L. Schwartz

V. Tessitore

P. Trottenberg

P. Ward

C. Weisbrod

N. Zuckerman

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 3/25/2019

2:00 - 3:30 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES FEBRUARY 25, 2019

- Minutes from February '19 - Page 3

3. COMMITTEE WORK PLAN

- 2019-2020 CPOC Committee Work Plan - Page 6

4. NYCT CAPITAL PROGRAM UPDATE

- Update on Stations Division - Page 8

- IEC Project Review on Sea Beach Line Projects - Page 38

- Update on Sandy Recovery and Resiliency Division - Page 41

- IEC Project Review on Coney Island Yard - Page 61

- IEC Project Review on Clifton Shop - Page 65

5. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 69

6. QUARTERLY TRAFFIC LIGHT REPORTS

- Fourth Quarter 2018 Core & Sandy Traffic Light Reports - Page 77

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

- CPOC Change Order Report - All Agencies - Page 156

Date of next meeting: Monday, April 15, 2019 at 2:00 PM

**MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
February 25, 2019
New York, New York
2:00 P.M.**

MTA CPOC members present:

Hon. Fernando Ferrer
Hon. Andrew Albert
Hon. Susan Metzger
Hon. Mitchell Pally
Hon. Neal Zuckerman

MTA CPOC members not present:

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

MTA staff present:

Ronnie Hakim
Tom Savio
Don Spero

B&T staff present:

Joe Keane

LIRR staff present:

Debbie Chin
Philip Eng

MNR staff present:

Anthony Forcina
Catherine Rinaldi

Independent Engineering Consultant staff present:

Mark Cosmedy
Joe DeVito
Nabil Ghaly

* * *

Acting Chairman Ferrer called the February 25, 2019 meeting of the Capital Program Oversight Committee to order at 3:32 P.M.

Public Comments Period

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

Meeting Minutes

Upon motion duly made and seconded, the CPOC members approved the minutes to the previous meeting held on January 22, 2019.

Committee Work Plan

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

LIRR and MNR Update on Positive Train Control

Rather than requiring LIRR and MNR to repeat the PTC Presentation that had been provided at the Joint LIRR-MNR Committee Meeting earlier in the day, Commissioner Metzger noted that the presentation is in the CPOC book, and then suggested that the IEC provide its oral remarks on PTC to the CPOC Committee, which it did. The IEC began by congratulating the project team for overcoming many challenges to achieve the important milestone of compliance with the FRA Mandate. The IEC then agreed with the current project status as indicated in the agency report, remarking that the agency presentation had provided a realistic assessment of remaining technical issues. The IEC noted that the project budget is currently under review, given that additional software releases are planned by the System Integrator (SI), which will require more testing time and resources. As indicated by the project team, the IEC stated that while revenue service demonstrations are progressing on the pilot lines, due to the complexity of the LIRR installation additional time is needed to resolve software variances and to progress the testing on the Port Washington Branch. In addition, as a result of a lack of adequate SI resources, the resolution of design issues and software variances is progressing at a slow pace, in turn impacting the start of revenue service demonstrations on the remaining line segments. Finally, the IEC noted that quality control issues with PTC equipment has necessitated replacement of certain hardware elements on the entire fleet for both railroads, resulting in a logistical challenge for the railroads. The IEC concluded its remarks by expressing its concern that the slow pace of resolving design issues and software variances, combined with the quality control issues, could have a negative impact on the schedule of remaining project activities. Further details of the presentation, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records

B&T Annual Capital Program Update

Mr. Keane provided a status report on the 2010-2014 and 2015-2019 Capital/Sandy Programs, Major Construction Commitments and Completions, Design-Build Program, Small Business Mentoring and Discretionary Architecture and Engineering Programs, as well as detailed updates on the Robert F. Kennedy Bridge Program, the Henry Hudson Bridge Program, the Verrazzano-Narrows Bridge Program, and the Throgs Neck Bridge Program. In its Project Review of the Robert F. Kennedy Bridge (RK 65-A) project, the IEC stated that despite challenges faced early in the project, the project team completed the work eight months ahead of schedule and approximately \$7M under budget, adding that the team should be commended for completing the base work, incorporating open road tolling and overcoming a 2-month stop-work order during last summer's Amtrak Penn Station work. With respect to the Throgs Neck Bridge Suspended Span Deck Replacement (TN-49) project, as reported by the agency, the IEC stated that the project was awarded in November 2018 at a cost that was lower than the engineer's estimate. The IEC then stated that the top cost and schedule risks are related to the orthotropic deck panel fabrication and installation. Lessons learned from previous B&T orthotropic deck projects have been incorporated into this one. Finally, the IEC acknowledged that both Sandy tunnel projects (i.e., Queens Midtown Tunnel and Hugh L. Carey Tunnel) were finished within budget and on schedule, minimizing the impact to the traveling public. 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 brought the Committee's attention to the Capital Program Commitments & Completions and MTA Capital Program Funding Reports in the CPOC Agenda and asked if there were any comments or questions with respect thereto, of which there was none.

Adjournment

Upon motion duly made and seconded, Acting Chairman Ferrer adjourned the February 25, 2019 meeting of the MTA Capital Program Oversight Committee at 4:08 PM.

Respectfully submitted,
Michael Jew-Gerals
Office of Construction Oversight



2019-2020 CPOC Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

April

MTACC Capital Program Update

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

Update on Minority, Women and Disadvantaged Business Participation

May

LIRR Capital Program Update

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

MNR Capital Program Update

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

Update on New Fare Payment System

June

NYCT Capital Program Update

- Signals and Train Control Division
- Systems and Security Division

Quarterly Change Order Report

Quarterly Traffic Light Reports

July

MTACC Capital Program Update

Update on Capital Program Security Projects (in Executive Session)

September

NYCT 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
LIRR and MNR Update on Positive Train Control (PTC)

November

NYCT Capital Program Update
Update on New Fare Payment System
Update on Minority, Women and Disadvantaged Business Participation
Update on Small Business Development Program

December

MTACC Capital Program Update
Quarterly Change Order Report
Quarterly Traffic Light Reports
Update on Capital Program Security Projects (in Executive Session)

January

NYCT Capital Program Update
NYCT Rolling Stock Procurement Program

February

B&T Capital Program Update

March

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

Stations Division

Capital Program Oversight Committee

Anthony Febrizio, Program Officer

William Montanile, Program Officer

New York City Transit

March 2019



Stations Program Update

- 2015-19 Stations Program
 - Stations Program Progress (since November 2018 CPOC Report)
- ADA Accessibility
 - Accessibility Projects Underway
 - Key Stations
 - Additional Stations
 - System-wide Evaluation / Next Steps
- Select Program Highlights
 - Sea Beach Line Projects Updates: Station Renewal/ADA
 - NYCT Project Risk Log – Sea Beach
 - ESI Project Update



2015-2019 Stations Program

Category	# of Stations	Budget (in \$M)
Renewal	16	\$532
Replacement of Elevators / Escalators	29	\$466
ADA Accessibility (Key and Additional)	23*	\$1,328
Component Investments (including SBMP)	107	\$423
Misc Projects / Station Reconstruction	13	\$436
Grand Total	158	\$3,192*

* No Significant change since the last CPOC report



Stations Program Progress

Projects Awarded since November 2018

Total of Projects Awarded: \$524.3M

	Station	Line	Award	SC Date
ADA Projects (\$354.9M)	59 St	N R	Nov 2018	Sept 2021
	Rockway Pkwy (including Intermodal)	L	Dec 2018	May 2020
	Times Sq	S	Mar 2019	Mar 2022
Components (\$66M)				
Platform Component	President St, Sterling St, Winthrop St	2 5	Dec 2018	Dec 2019
Water Condition Remedy	Various		Dec 2018	Sept 2020
Platform Component	Clark St, Hoyt St, Nevins St	2 3 4 5	Feb 2019	Jan 2020
Platform Component	Longwood Av	6	Mar 2019	July 2020
Platform Edges	Freeman St	2 5	Mar 2019	July 2020
Platform Component	Harlem 148 St, Central Park North (110 St)	2 3	Mar 2019	July 2020



Stations Program Progress

Projects Awarded since November 2018 (*cont.*)

Total of Projects Awarded: \$524.3M

	Station	Line	Award	SC Date
Elevator/ Escalator Replacements (\$95.4M)				
2 Escalator Replacement	Grand Central	4 5 6	Dec 2018	Feb 2021
Replace 1 Hydraulic Elev	Grand Central	4 5 6	Dec 2018	Feb 2021
Replace 6 Traction Elevators at 8 Av Line	181 St, 190 St	A	Dec 2018	Feb 2022
Escalator Realignment	Jay St	A C F R	Mar 2019	May 2021
Small Business Mentoring Program (SBMP) (\$8M)				
Refurbish 8 Stairs	Brighton Beach, 57 St	Various	Various	Various
Station Lighting	7 Av, Canal St	Various	Various	Various



Stations Program Progress

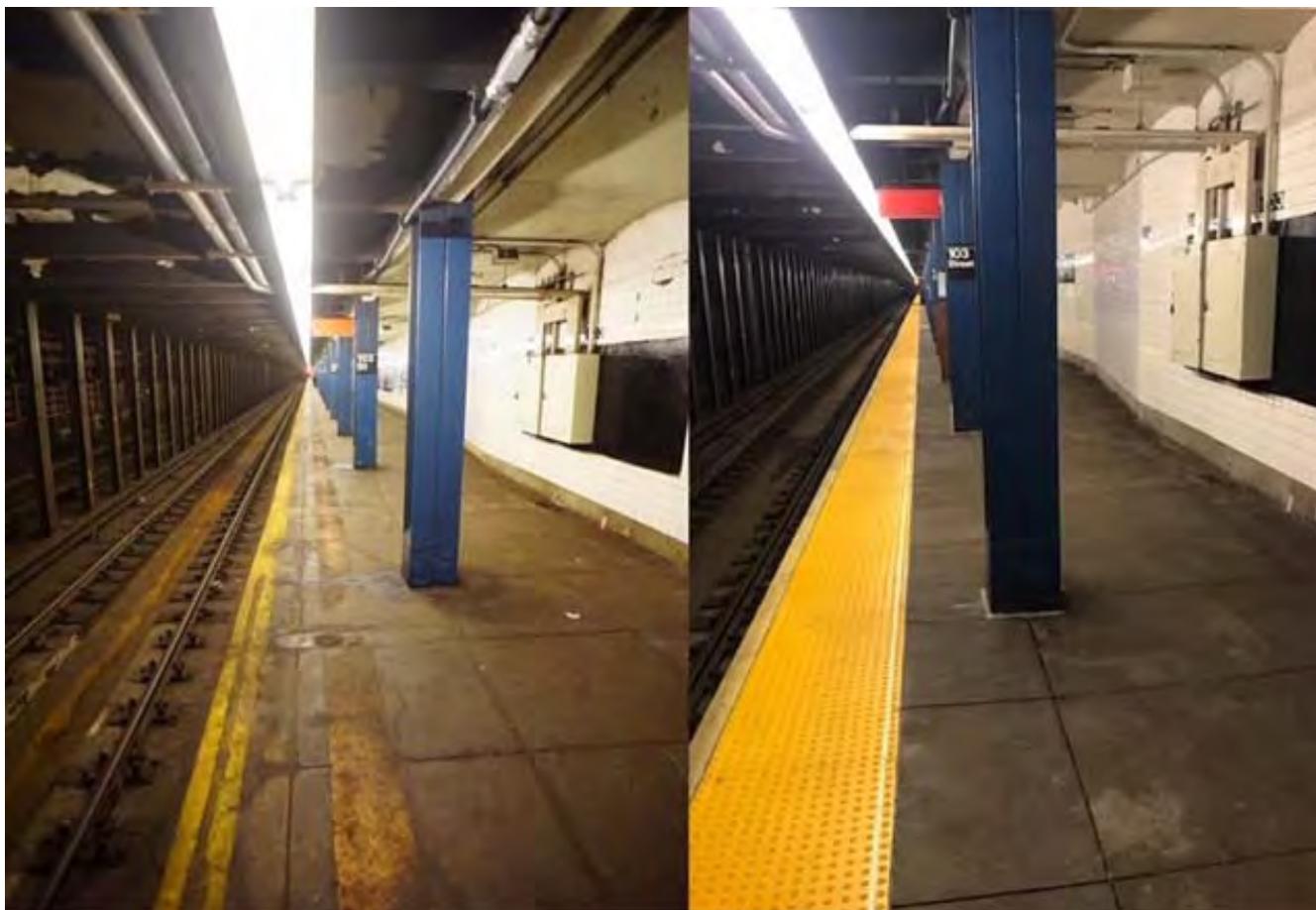
Projects Completed since November 2018

Total of Projects Completed: \$179.4M

Project	Station	Line	SC Date
Water Condition Remedy	Various		Nov 2018
Component Replacement: 3 Stairs (SBMP)	238 St. / BW7	1	Jan 2019
Component Replacement: 1 Stair (SBMP)	14 St / BW7	1 2 3	Feb 2019
Station Renewal and Line Structure Rehab	Kings Hwy, Avenue U, 86 St / Sea Beach	N	Mar 2019
Component Repair: Platform Edges, Stairs, and Ceiling	103 St, 145 St, 168 St / 8 Av	C	Mar 2019
Component Replacement: 2 Stairs	4 Av - 9 St / 6 Av	F G	Mar 2019
Component Replacement: 2 Stairs	Kingsbridge / BXC	B D	Mar 2019
Component Replacement: 1 Stair	Fulton St / BCT	G	Mar 2019
Component Replacement: 2 Stairs	Bowery / NAS	J Z	Mar 2019
Repair Subway Street Stairs	50 St / 8 Av	E C	Mar 2019



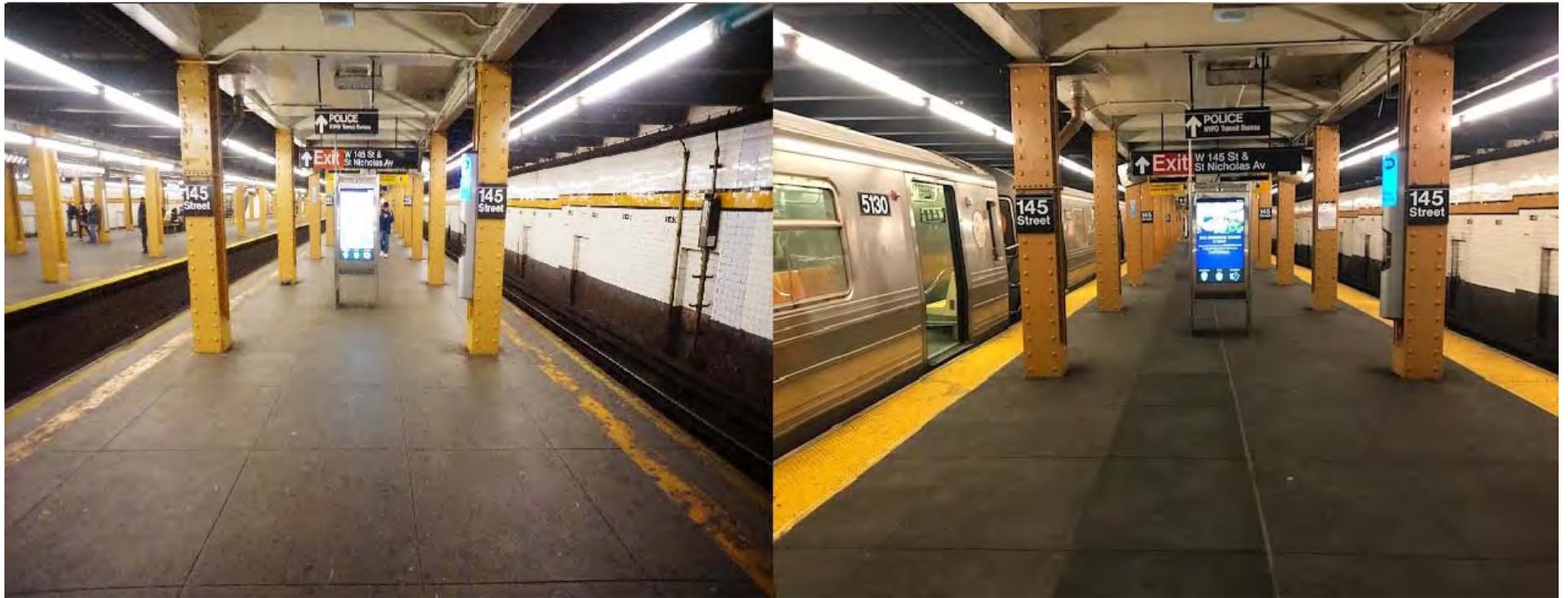
Completed Project



Component Repair – 103 St / 8 Av



Completed Project

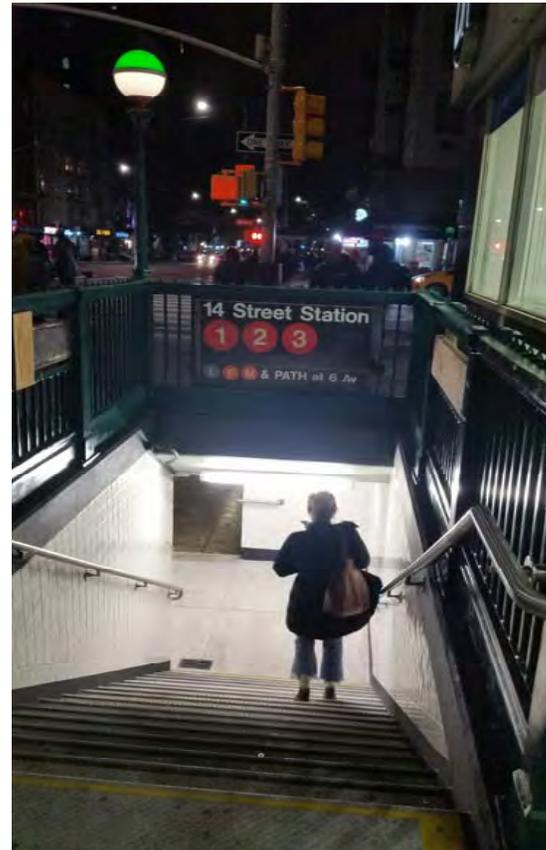


Component Repair – 145 St / 8 Av



Completed Project

Small Business Mentoring Program (SBMP)



Refurbished Stair – 14 St / BW7



Completed Project

Small Business Mentoring Program (SBMP)

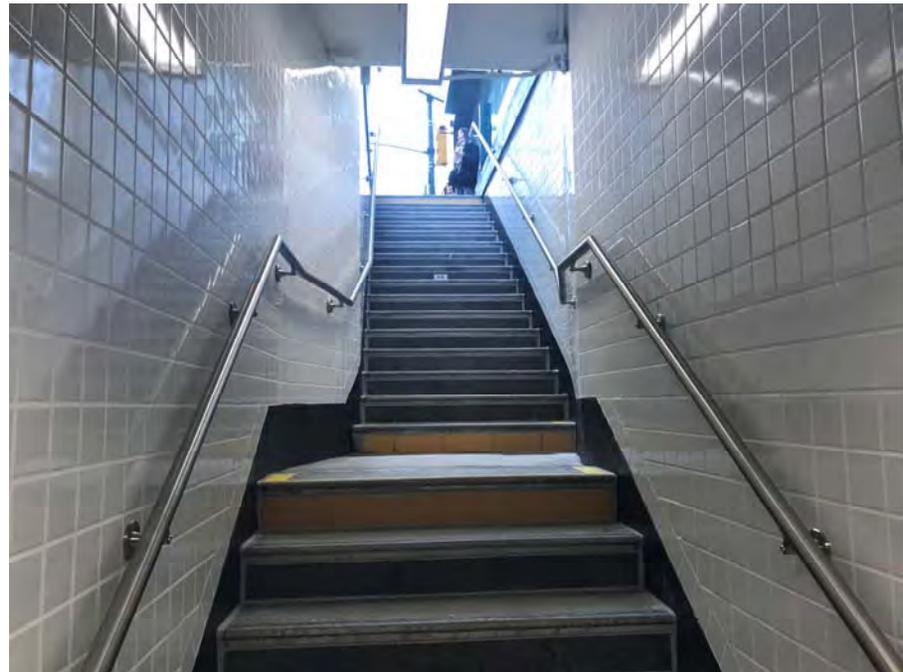


Refurbished Stair – 238th St / BW7



Completed Project

Small Business Mentoring Program (SBMP)



Refurbished Stair – 50th St-8th Ave  



ADA Accessibility

System-wide Accessibility Status

Total Stations	493
Accessible Stations	
Key Stations	87
Additional Stations	33
TOTAL	120

- Over 42% of total subway ridership



ADA Accessibility

Key ADA Stations: 13 Remaining

Project	Station	Line	Award Date	Change Since Last Report	SC Date	Change Since Last Report
Design (1 Station)	68 St Hunter College	6	Dec 2019	+ 9 months	TBD	none
Construction (12 Stations)	Bedford Av	L	Apr 2017	none	Nov 2020	none
	57 St – 7 Av	N Q R W	Dec 2017	none	Feb 2021	none
	86 St	R	Dec 2017	none	May 2020	none
	Bedford Pk Blvd	B D	Apr 2018	none	June 2020	none
	Gun Hill Rd	5	Apr 2018	none	July 2020	none
	Greenpoint Av	G	June 2018	none	Oct 2020	none
	Astoria Blvd	N W	June 2018	none	Nov 2020	none
	Eastern Pkwy Brooklyn Museum	2 3	Aug 2018	none	Oct 2020	none
	Chambers St	J Z	Aug 2018	none	Aug 2020	none
	59 St	N R	Nov 2018	none	Sept 2021	none
	Rockaway Pkwy	L	Dec 2018	+ 1 month	May 2020	none
	Times Sq	S	Mar 2019	+ 3 months	Mar 2022	+ 3 months



ADA Accessibility

Additional ADA Stations: 16 Stations

Project	Station	Line	Award Date	Change Since Last Report
Master Plan (3 Stations)	Bay Ridge - 95 St - 4 Av Line	R	Dec 2020	none
	Broadway Junction (Potential City-Funded) - Fulton Line	A C	TBD	none
	Tremont Ave - Concourse Line	B D	July 2020	none
Design (9 Stations)	6 Av - Canarsie Line	L	TBD	none
	149 St-Grand Concourse - WPR Line	2 5	Nov 2019	+ 3 months
	149 St-Grand Concourse - Jerome Line	4	Nov 2019	+ 3 months
	Woodhaven Blvd - Jamaica Line	J Z	Mar 2020	+ 3 months
	Court Sq (elevator phase) - Crosstown Line	G	Apr 2020	none
	170 St (Potential City-Funded) - Jerome Line	4	Sept 2019	none
	Livonia Av (Potential City-Funded) - Canarsie Line	L	Oct 2019	none
	Queensboro Plaza (Potential City-Funded) - Flushing Line	7 N W	Dec 2019	none
	Westchester Sq – East Tremont Av - Pelham Line	6	3rd Qtr 2019	none



ADA Accessibility

Additional ADA Stations: 16 Stations

Project	Station	Line	SC Date	Change Since Last Report
Construction (4 Stations)	1 Av	L	Nov 2020	none
	New Utrecht Av *	N	Fall 2019	TBD
	62 St *	D	Fall 2019	TBD
	8 Av * (NB)	N	Oct 2019	none

* 10-14 Capital Program Stations



Work in Progress



ADA: 57 St – 7 Av/ Broadway **N Q R**

ADA Accessibility

System-Wide Accessibility Evaluation

- Develop a conceptual accessibility plan and cost for each station
- Evaluation underway of the remaining 350 stations
 - In 2018, 150 stations were surveyed as scheduled;
 - 64 additional stations will be evaluated by end of the April 2019
 - Balance of stations will surveyed by the end of 2019



ADA Accessibility

Next Steps

- Identify stations and selection criteria in consultation with the community
 - Town Hall Meeting held on February 6th with the disabled community to identify potential ADA stations to inform the selection for the 2020-24 Capital Program
- Evaluate and advance ADA projects for scoping and design
 - 15 Stations have been identified and referred for design



ADA Accessibility

Next Steps (*cont.*)

- Fast Forward Plan calls for at least 50 stations in 2020-24 subject to funding availability
- Maintain Fast Forward Plan's ADA investment strategy – “no more than 2 stations away”



Select Program Progress

Sea Beach **N** Line Projects

STATIONS PLACED IN SERVICE:

Northbound	Stations	Closed	Placed in Service Date	Change Since Last Report
All Stations	8 Av Fort Hamilton Pkwy New Utrecht Av 18 Av 20 Av Bay Pkwy Kings Hwy Avenue U 86 St	Jan 2016	May 2017	none
Southbound	Stations	Closed	Placed in Service Date	Change Since Last Report
3 Stations	Kings Hwy Avenue U 86 St	July 2017	Oct 2018	none
6 Stations	8 Av Fort Hamilton Pkwy New Utrecht Av 18 Av 20 Av Bay Pkwy	July 2017	Summer 2019	TBD
ADA Elevators	New Utrecht Av /62 St	Not Applicable	Summer 2019	TBD
	8 Av Station (NB only)	Not Applicable	Oct 2019	none



Select Program Progress

Sea Beach **N** Line Projects cont.

SUBSTANTIAL COMPLETION DATES:

	Stations	SC Date	Change Since Last Report
3 Stations - Renewals	Kings Hwy Avenue U 86 St	Mar 2019	< 1 month
7 Ave Entrance	8 Av	Apr 2019	+ 1 month
6 Stations - Renewals / ADA	8 Av (ADA) Fort Hamilton Pkwy New Utrecht Av (ADA) 18 Av 20 Av Bay Pkwy	Fall 2019	TBD

	Budget	Change Since Last Report
Sea Beach Project	\$480M	+ \$25M *

* Additional AWOs are pending.



Completed Project

Sea Beach Rehabilitation



Avenue U Station and Passageway



Completed Project

Renewal Projects



Before



After



Kings Highway/ SEA 

Sea Beach Project Risks Log

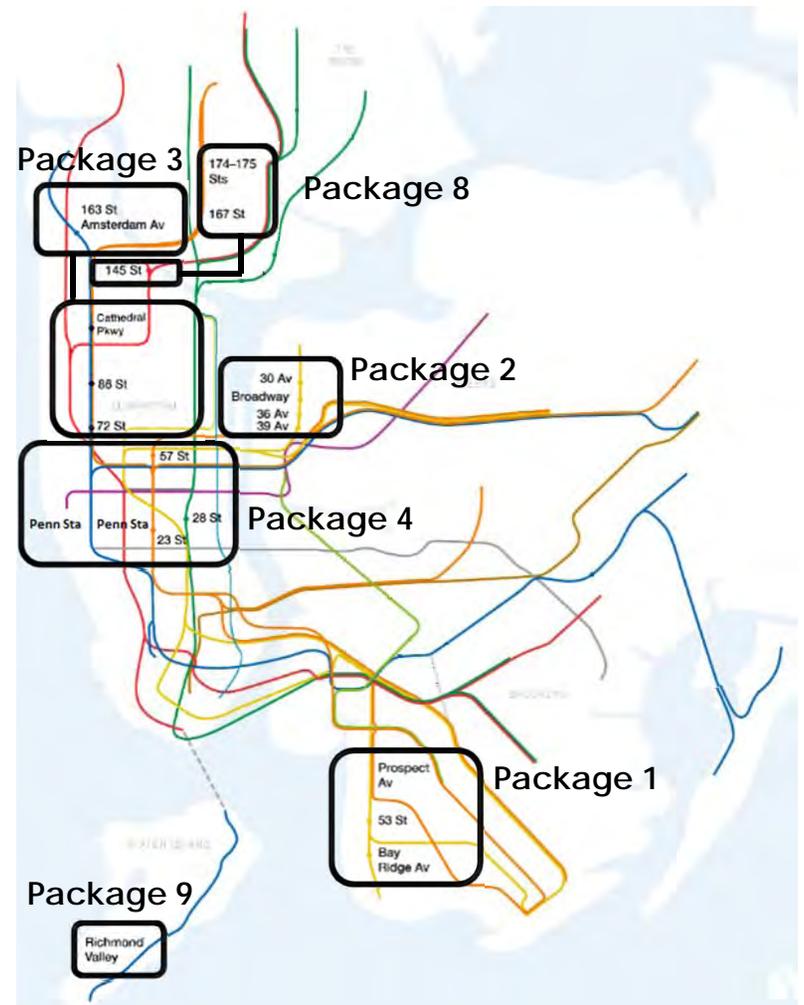
Sea Beach Risks	Sea Beach Mitigations
<p>1. Re-opening of the SB platforms – Ongoing construction may delay the return to service of the remaining six closed southbound station platforms by April 2019.</p>	<ul style="list-style-type: none"> • Temporary platforms at 8th Ave and Bay Pkwy will remain open until all SB platforms are returned to service.
<p>2. Leak Remediation – Completion of positive side waterproofing at NB and SB platform roof canopies to eliminate leaks, water infiltration and run-off from neighboring properties.</p>	<ul style="list-style-type: none"> • Avenue U NB platform leak mitigation will be performed under separate NYCT water remedy contract. • Leak remediation on Contract A-36090 will be performed prior to opening the SB platforms.
<p>3. 4 New Elevators at New Utrecht Station – Place into service four new ADA compliant elevators and the rebuilt accessible transfer bridge at the New Utrecht/62nd St Stations by April 2019.</p>	<ul style="list-style-type: none"> • The shafts, cabs and wiring in the EDR rooms are complete. The contractor is experiencing issues with procuring the elevator glass. Meetings with the contractor are requested to mitigate potential slippage.
<p>4. 2 New Elevators at 8th Ave Station – Place into service two new ADA compliant elevators ,added to the 8th Ave station scope by October 2019.</p>	<ul style="list-style-type: none"> • NB Elevator is on schedule to be completed by October 2019.



Select Program Progress

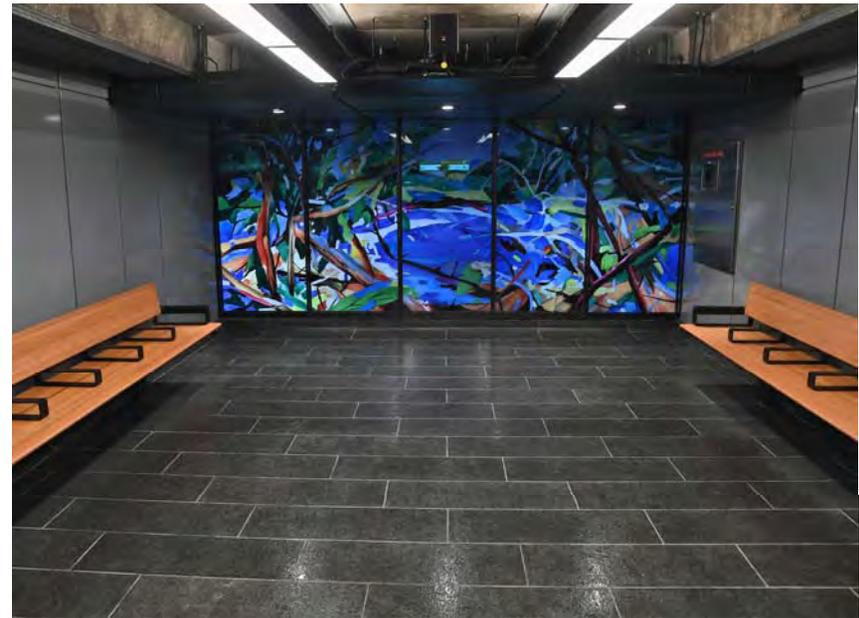
ESI Program Update

- 6 packages
- 20 stations
- 17 closed for construction
 - All have reopened
- 3 open during construction
 - 2 stations major work complete
 - 1 station ongoing



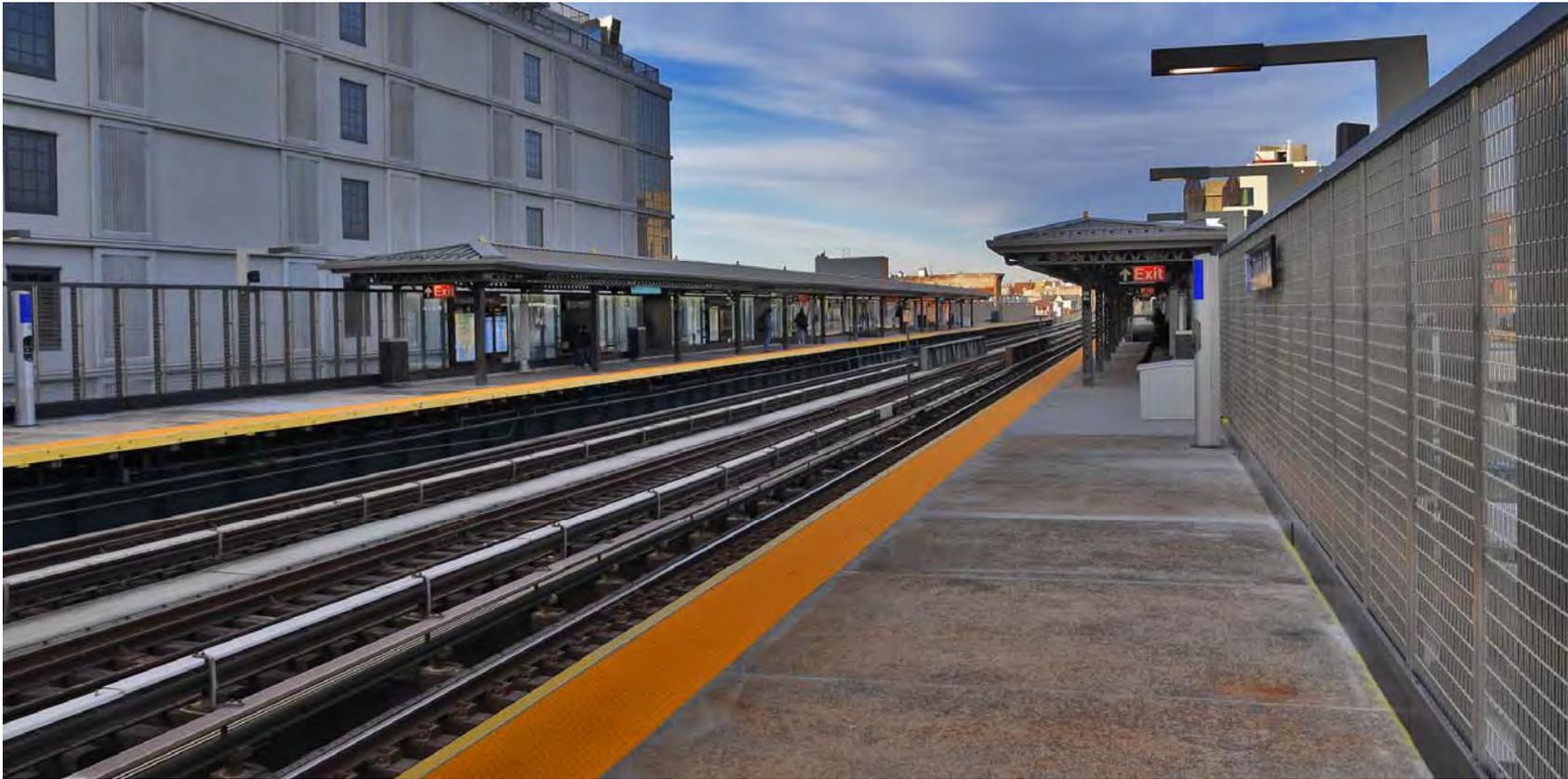
Completed Project

ESI Broadway Station N W



Completed Project

ESI 39 Avenue Station **N** **W**



Completed Project

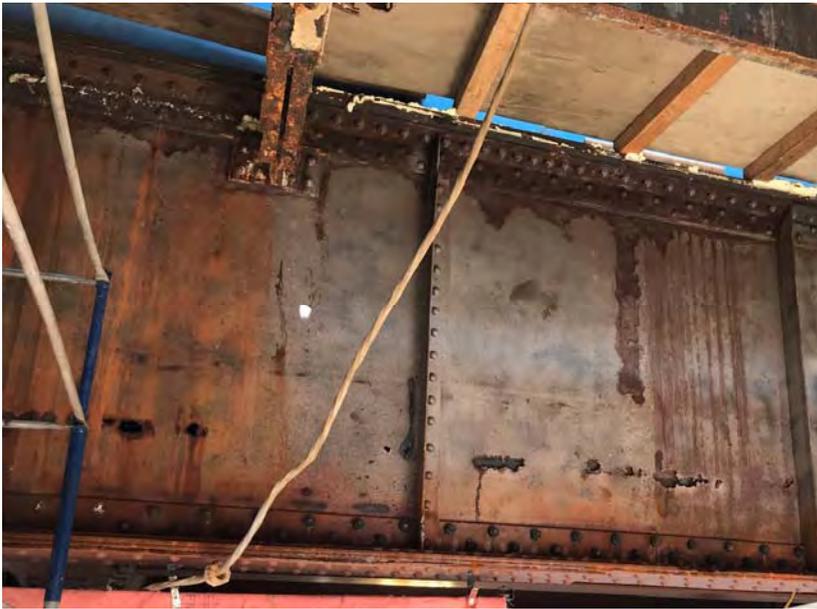


Deteriorated top flange



Repaired top flange

Completed Project



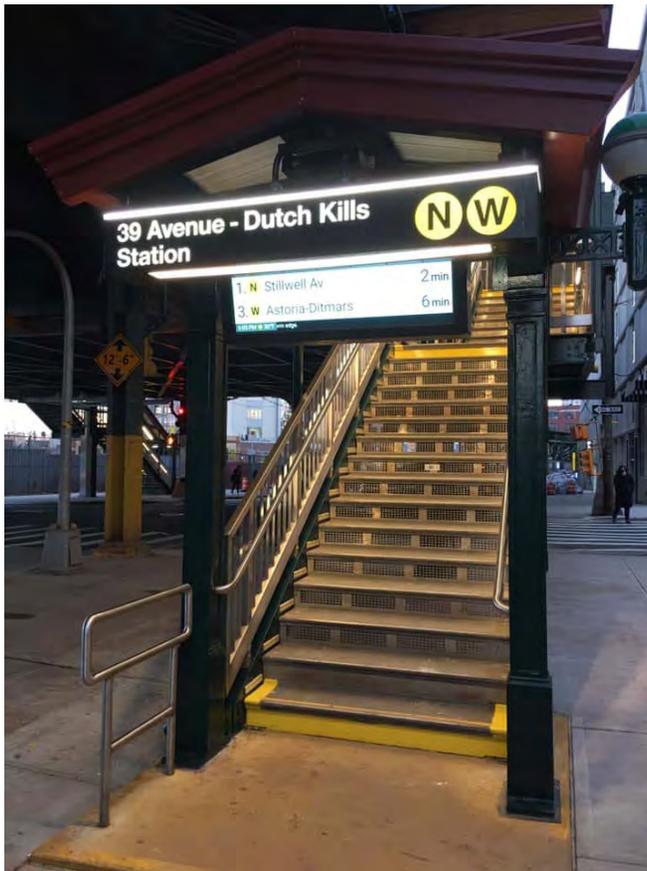
Deteriorated web



Repaired web

Completed Project

ESI 39 Avenue Station **N** **W**



March 2019 CPOC IEC Project Review

NYCT - Sea Beach Line, Brooklyn NY
Renewal of Nine Stations



Project Review

■ 3 Station Contract – Achievement

- The 3 Stations contract achieved Substantial Completion on March 6, 2019. The IEC commends the project team.

■ 6 Station Contract – Revised Forecast Milestones

- The IEC is concerned that the April 2019 milestones have been negatively impacted by unforeseen conditions, added project scope, leak remediation, fabrication and material delays.
- The impact effects:
 - The 6 SB stations platform return to service date.
 - The 6 stations contract Substantial Completion date.
 - The 4 Elevators - New Utrecht - place-in-service date.

■ Project Budget

- IECs review of the current project budget and EAC concurs with NYCT's latest budget estimate.



Risk Review

■ Remaining Project Risks:

- **Re-open South Bound Platforms:** Ongoing construction challenges may delay returning the last 6 SB platforms to service.
- **Leak Remediation:** Leak remediation measures underway at the platform roof canopies are forecast to be completed prior to re-opening the remaining SB platforms.
- **New Utrecht/62nd Street Elevators:** Material availability and fabrication delays may continue to impact the placement of 4 new ADA compliant elevators into service.
- **8th Avenue Elevator:** Ongoing construction and unforeseen conditions may delay the placement of the new Northbound ADA compliant elevator into service.



New York City Transit Sandy Recovery & Resiliency Division

Capital Program Oversight Committee

CPM

Branko Kleva, P.E.

Sonia Jaising, R.A.

Program Executives



March 2019

NYCT Sandy Recovery & Resiliency Program

Agenda

- Program Overview

- Project Update
 - Coney Island Yard Flood Mitigation
 - Clifton Shop



Program Overview

Recovery Program
\$3.2 billion

\$2.97 billion Committed*
(*includes contingency/reserves)

> Rehabilitate 9 under-river tubes

Completed to date

Montague 
 Greenpoint 
 Steinway 
 Cranberry  
 53rd Street  
 Joralemon  
 Clark Street  

In Construction

Canarsie 

Remaining

Rutgers 

> Repair damage at 4 subway yards

Completed to date

Rockaway Yard

In Construction

Coney Island Yard
148th Street Yard

207th Street Yard

> Reconstruct South Ferry Terminal

Reopened June 2017

> Rehabilitate St. George Terminal (SIR)

Completed March 2017

> Remaining Major Recovery Projects

Rockaway Line Wrap-Up

200 St - 207 St/A-Line Track and Signal Work



Program Overview

Resiliency Program
\$2.6 billion

\$2.03 billion Committed*
(*includes contingency/reserves)

> Seal approximately 3,200 street level openings

19 contracts completed to date, 7 in construction, 4 in design

- Street openings include station stairways, vent structures, hatches and manholes
- Solutions include marine doors, flex gates, flood logs and mechanical closure devices
- Most numerous are vent-bays – there are over 2300 of these receiving MCDs

> Protect 3 major subway yards

In Construction

*Coney Island Yard 207th Street Yard
148th Street Yard*

Remaining

207th Street Sewer Relocation

> Flood Mitigation of Rockaway Line

In Construction

Hammels Wye

In Design

Rockaway Line

> Construct new, resilient Clifton Shop (SIR)

In Construction - Design Build Project

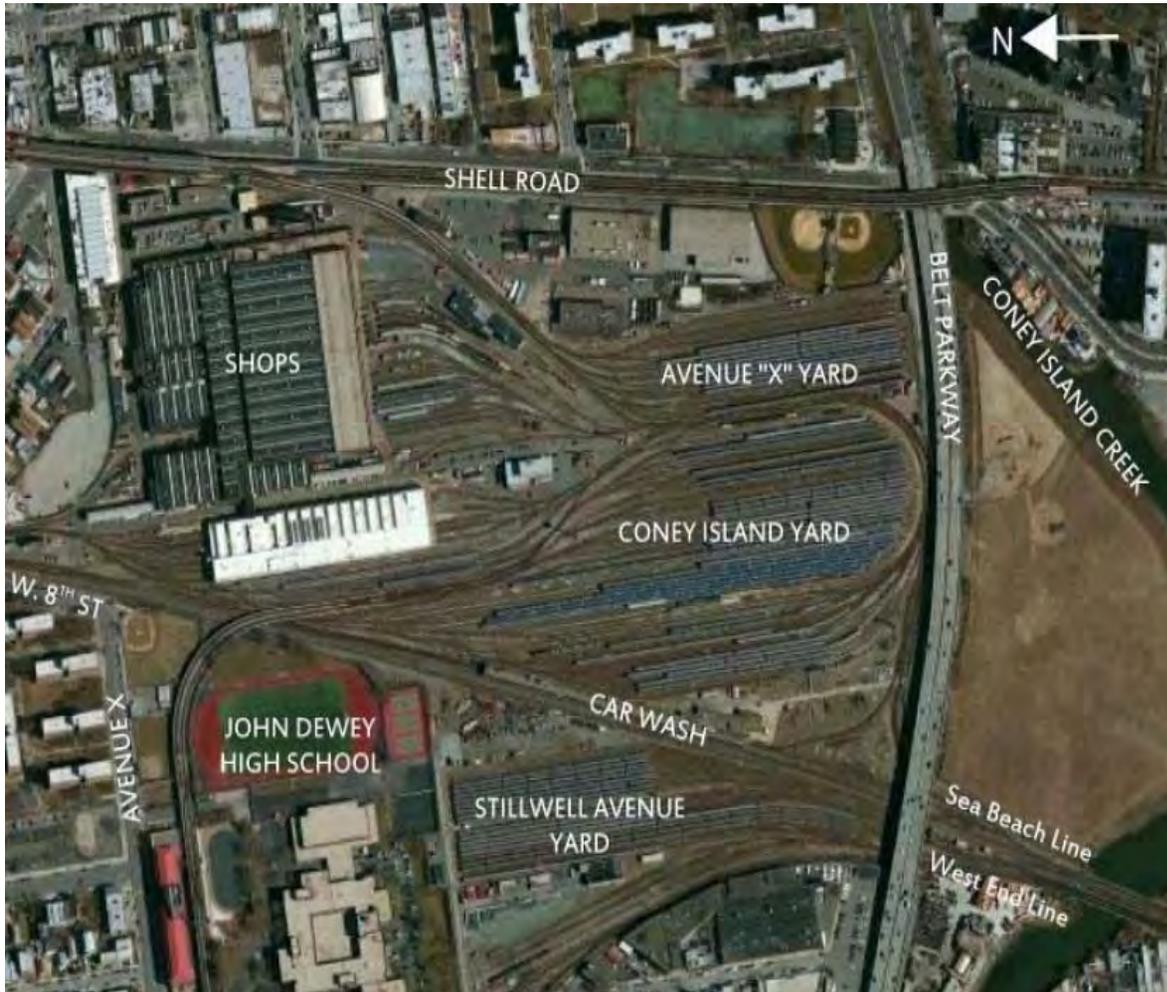
> Remaining Major Resiliency Projects

*Critical Facilities Protection
Internal Stations Hardening*

*St. George Terminal Wall
Substations Hardening*



Coney Island Yard Complex



Overview

- Largest rapid transit yard in the world - 75 acres
- Encompasses 3 Train Yards
 - Ave X Yard
 - Coney Island Yard
 - Stillwell Avenue Yard
- Capacity : 881 Cars
- Houses:
 - Train Maintenance Shops
 - Car Wash
 - Power Substations
 - Signal Towers



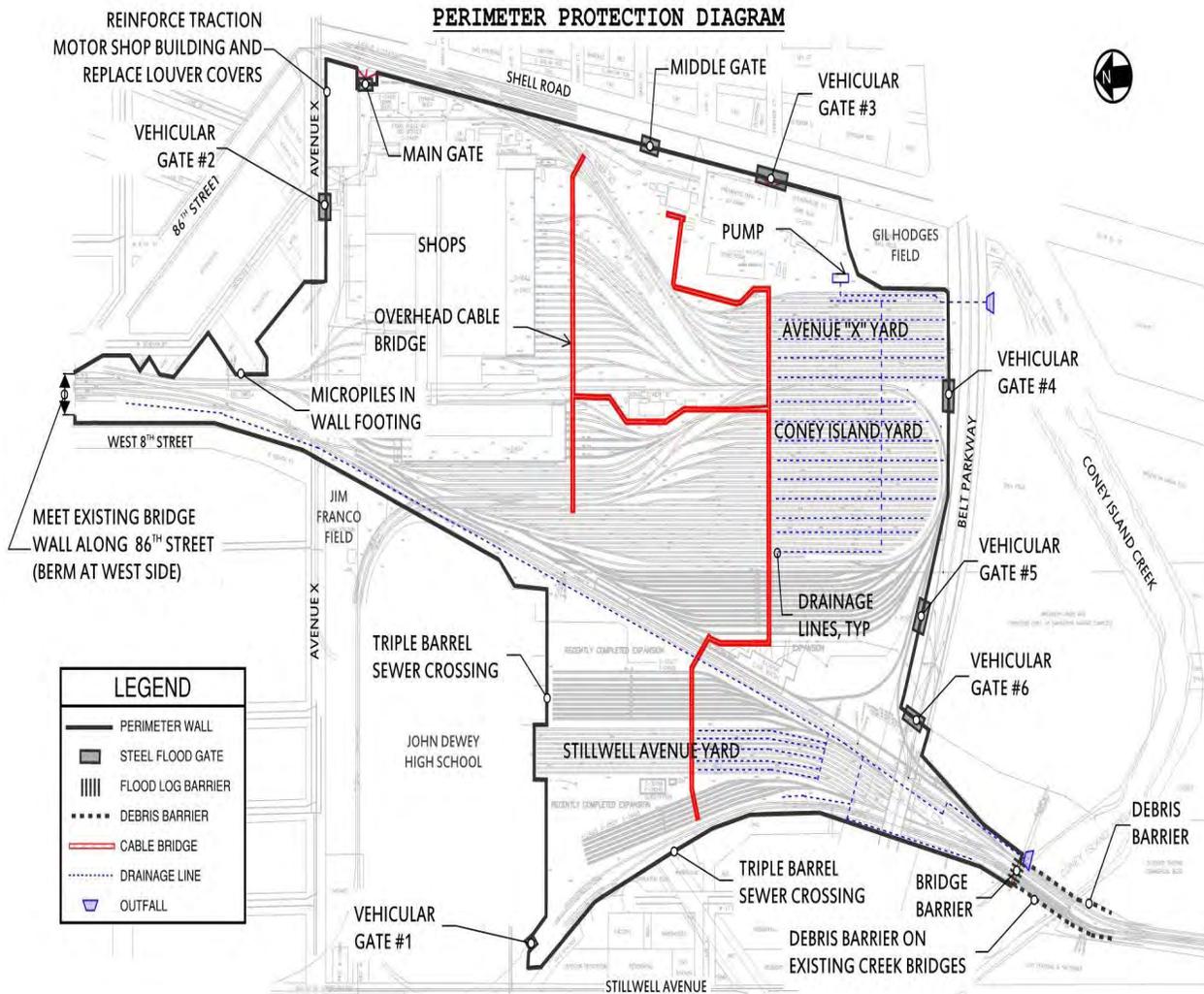
Coney Island Yard



Sandy Damages

- Yard flooded during Sandy
- More than 27 million gallons of water pumped out
- Impacts on subway service
- Damaged tracks, power & communication cables

Coney Island Yard



Project

- Awarded: **3/30/2018**
- Contractor: **Tully Construction Co, Inc.**
- Project Description:
 - Perimeter Flood Wall
 - Flood Gates
 - Improved Drainage
 - New Pump Station
 - Debris protection at creek bridges
 - Replacement of power and communication cables
 - Cable bridge crossing all tracks



Coney Island Yard

Project Status

Item	Comments
Schedule	<ul style="list-style-type: none">• Project is on schedule• Substantial Completion forecast is September 2022• Contract Duration: 54 Months
Cost	<ul style="list-style-type: none">• Within Total Budget of \$514M



Future Traction Power Cable Bridge



Future Debris Shields at Creek Bridges



Coney Island Yard

Project Highlights

Progress	<p>Project overall completion approximately 7% as of March 1, 2019:</p> <ul style="list-style-type: none">• Contractor team, project safety and quality plans accepted• Conducted pre-construction surveys, submittals and planning• Alternate means and methods reviewed• 1600 LF of steel perimeter wall installed• Tests of helical pile conducted• Test pits being excavated at various locations• Fabrication of cable bridge underway
180 Day Look Ahead	<ul style="list-style-type: none">• Begin drainage work including east outfall and pump station• Begin pile and pile cap installation in Avenue X Yard• Continue installation of steel sheeting for perimeter protection



Coney Island Yard



Perimeter Protection – Flood Wall running south along West 8 Street and Beyond



Coney Island Yard – Helical Pile



Installation of helical piles



Coney Island Yard – Cable Bridge



Fabrication of Steel Structure for Traction Power Cable Bridge



Coney Island Yard

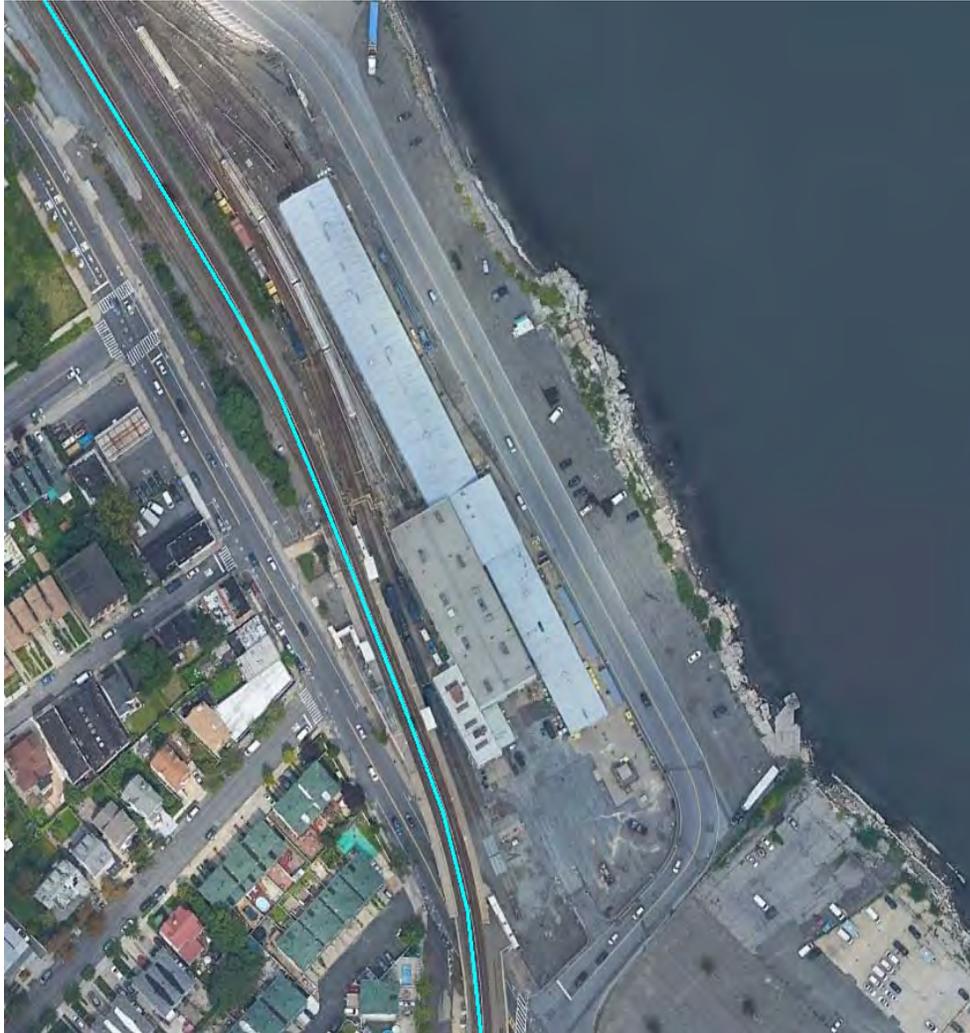
Note: there are no interim milestones in this complex heavily loaded coordination and logistically challenging project

Critical Project Milestones and Issues

Status	Activity	Date Needed	Issues
● Green	East Outfall	July 2019	None
● Green	West Outfall	December 2019	None
● Green	Cable Bridge Steel Fabrication	August 2020	None
● Green	Flood Gates	March 2022	None
● Green	Flood Wall Complete Construction	June 2022	None
● Green	Drainage and Substantial Completion	September 2022	None
●	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones	
●	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.	
●	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.	



Clifton Shop (Design / Build)



Project

- Awarded : 12/30/2016
- Contractor : Prismatic Development Corp.
- Substantial Completion: 7/31/2020

(43 month Duration)

- Project Description:
 - Reconstruction Sandy – damaged Clifton Maintenance Shop to be resilient to Category 2 hurricane
 - Demolish existing Shop and construct new shop, support facilities and associated work.
 - Phased construction to maintain the existing facility operational

Clifton Shop (Design / Build)



Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> • Latest project schedule update shows a 10 month delay, a slip of 7 months since the last CPOC report in July 2018. • Mitigation strategies being explored. • Disposal of hazardous soil delayed the pile driving activities that delayed subsequent activities.
Cost	<ul style="list-style-type: none"> • Within budget of \$211.7 M



Clifton Shop (Design/Build)

Project Highlights

<p>Progress 23%</p>	<ul style="list-style-type: none">➤ Disposed of hazardous soil to allow for the building foundation to proceed➤ Completed production piles.➤ Started concrete placement for pile caps➤ 3 additional construction permits were issued.➤ Approved Commissioning plan and Electrical load letter.➤ Communications kick-off meeting➤ Environmental surveys for Work to be done for existing Clifton Shop➤ Early procurement of roof top units
<p>180 Day Look Ahead</p>	<ul style="list-style-type: none">➤ Complete pile caps, building foundations and grade beams➤ Continue installation of underground utilities➤ Start slabs on grade, deck and track drainage➤ Start installation of structural steel for the building➤ Issue remaining construction permits for the Mechanical, Electrical and Plumbing.



Clifton Shop (Design/Build)



Pile Driving at Stairwell



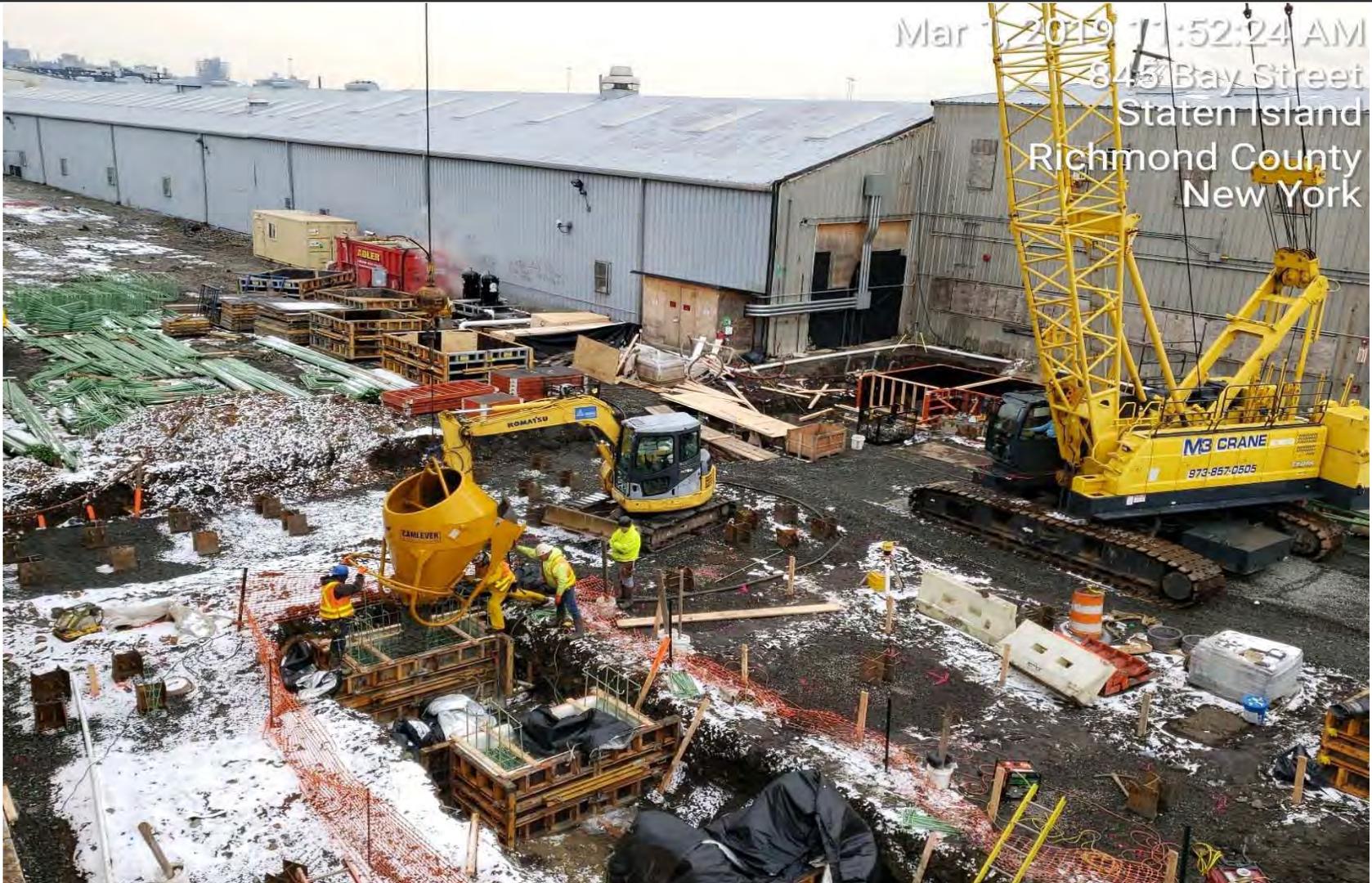
Clifton Shop (Design/Build)

Mar 11, 2019 4:59:19 PM
Staten Island
Richmond County
New York



Concrete prep work

Clifton Shop (Design/Build)



Concrete pour by Crane



Clifton Shop (Design Build)

Critical Project Milestones and Issues

Status	Activity	Date Needed	Issues
● Yellow	Complete Production Piles	March 15, 2019 (A)	Delay of 5 months due to disposal of hazardous soil and additional time due to pile driving
● Yellow	Complete Foundations	May 2019*	Delay of 5 months due to delay of the previous milestone.
● Yellow	Complete Superstructure	October 2019*	Delay of 5 months due to delay of the previous milestone.
● Yellow	Complete Clifton Shop	November 2020*	Delay of 7 months due to delay of the previous milestone.
● Yellow	Complete demolition of Store Room, MUE Shop, Remaining Structures	January 2021*	Delay of 6 months due to delay of the previous milestone.
● Yellow	Final Site Work and Finishes	April 2021*	Delay of 6 months due to delay of the previous milestone.
● Yellow	Substantial Completion	May 2021 *	Delay of 7 months due to delay of the previous milestone.

* Mitigation strategies being explored.

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



March 2019 CPOC IEC Project Review

NYCT Coney Island Yard



Schedule and Budget Review

□ Schedule

- The project was awarded on March 30, 2018 with a Substantial Completion date of September 2022.
- The first update to the baseline schedule is under review.

□ Budget

- The IEC has reviewed the Total Project Budget of \$514M. A cost analysis for the design, construction and soft cost to verify the project's estimate at completion was performed. Based on this analysis, the IEC concurs that this project is within budget.



Risk Management

■ Top Schedule Risks/Mitigations

- Relocating the signal bundle on the Traction Power Cable Bridge may require extensive work.
 - Contractor will be installing conduits on the bridge as part of the bridge fabrication to minimize cable movement .
- Water-proof motors for signal work are a new technology, they may not operate as planned.
 - Motors will be installed late in the contract, providing sufficient testing time.



Risk Management

■ Top Cost Risks/Mitigation

- Unforeseen delays with Broadway Line CBTC may delay construction.
 - Coordination with CBTC, test track will be taken out and a second test track will be provided.
- Tight clearances for the Traction Power Cable Bridge may increase cost & reduce productivity.
 - Contractor has performed field surveys and verified clearances.



March 2019 CPOC IEC Project Review

NYCT/SIR - Clifton Shop (Design/Build)



NYCT/SIR Clifton Shop

Schedule

IEC analysis of schedule update #10 reflects progress through January 2019 and indicates:

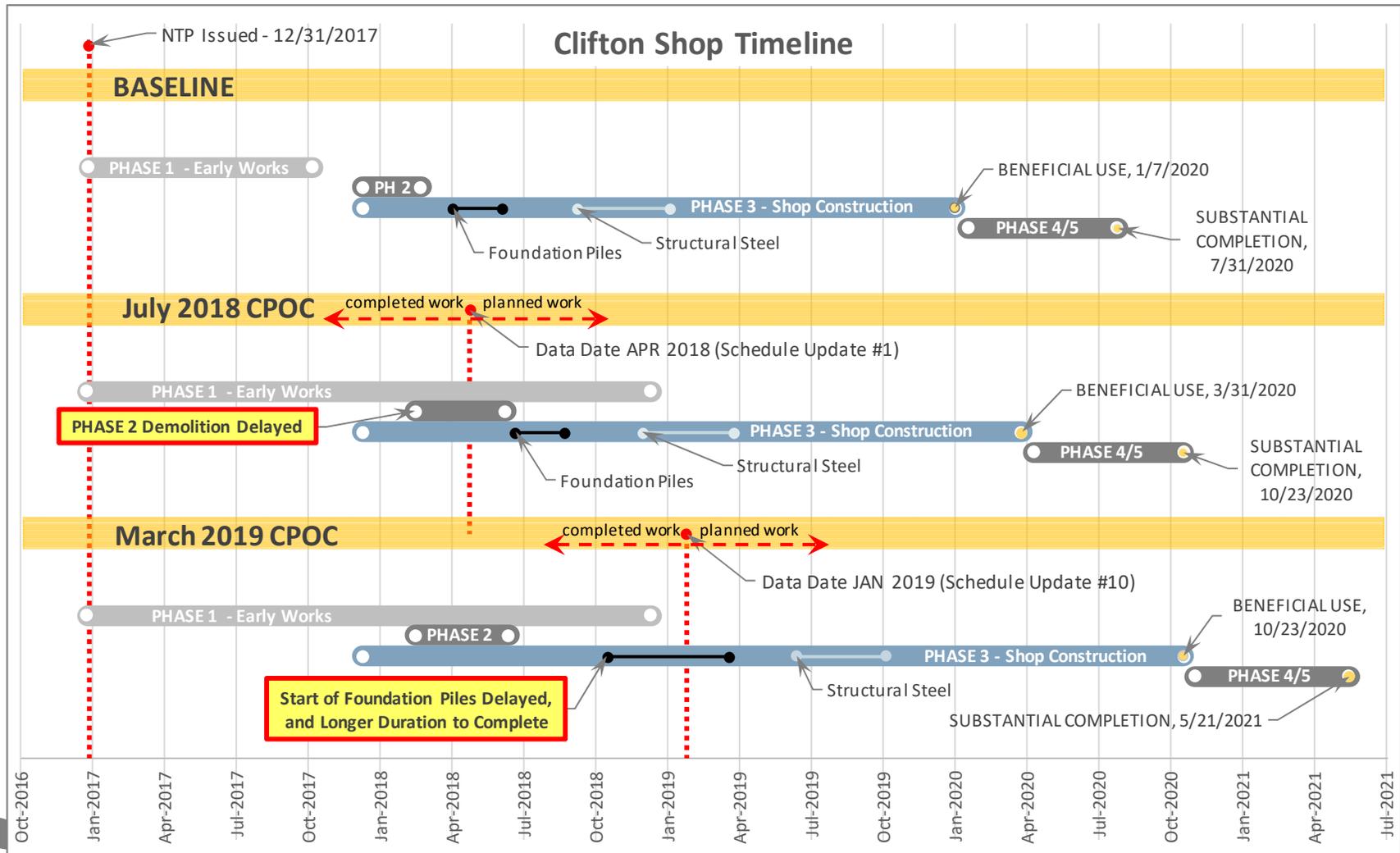
- Beneficial use in October 2020 and substantial completion in May 2021.
- A total delay of 10 months and a 7-month slip since last report to CPOC in July 2018, due to delays in starting critical foundation pile driving activities and a longer duration to complete. (*as illustrated in the timeline on the following page of this report*).

Budget

- Based on analysis of project expenditures to date, the IEC concurs that the project is within budget of \$211.7M.



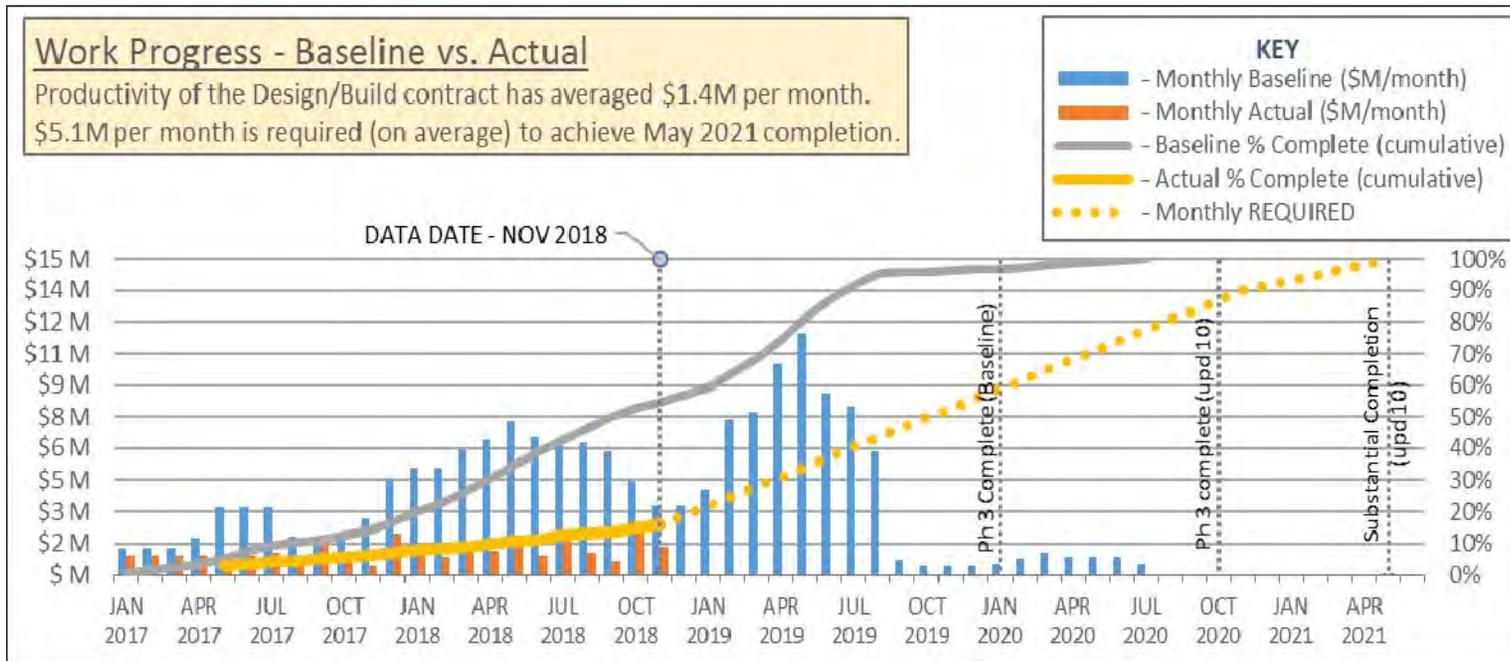
NYCT/SIR Clifton Shop



NYCT/SIR Clifton Shop

Achieving May 2021 substantial completion will be a challenge

- Productivity must increase significantly in order to meet the current plan.
- The IEC is concerned that delays in accepting and permitting Design Package #5 (MEP) may impact the project team's ability to increase productivity.



MTA Capital Program Commitments & Completions

through February 28, 2019

Capital Projects – Major Commitments – February 2019

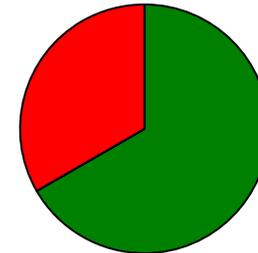
In 2019, agencies have a goal of \$5.6 billion in overall commitments. 37 major commitments are included; nineteen for NYCT, two for LIRR, four for MNR, six for B&T, one for MTACC, two for MTA Bus and three for MTA Police Department.

Through February, agencies have committed \$256 million versus a \$367 million YTD goal. The shortfall is due to a delays of non-major commitments, such as NYCT's ISIM B-Div: Module 3A RCC Build Out (\$25M), Station Renewal: 138 Street-Grand Concourse/Jerome (\$23M), and Replace Jay St Escalator Realignment (\$21M), and various MNR power projects.

Two major commitments were made on time or early, and one major commitment is delayed. The delay is explained on the following page.

By year-end, the MTA forecasts meeting or exceeding its overall \$5.6 billion goal.

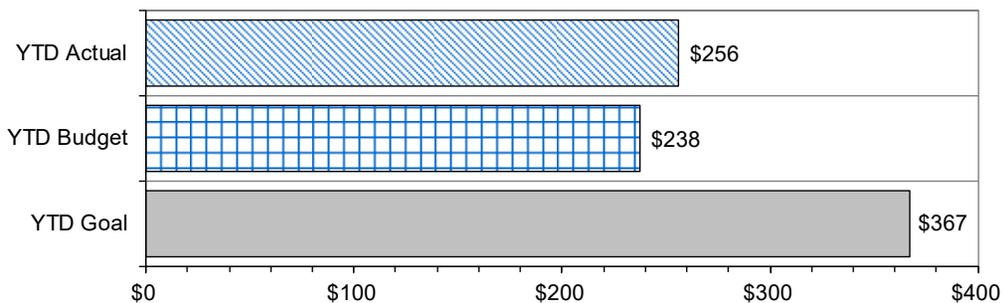
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w ithin Goal	2	67%	↑ 2
YELLOW = Commitments delayed beyond Goal (already achieved)	0	-	-
RED = Commitments delayed beyond Goal (not yet achieved)	1	33%	↑ 1
Total	3	100%	↑ 3

Budget Analysis

2019 Annual Goal	\$5,613	(\$ in millions)
2019 Forecast	109%	of Annual Goal
Forecast Left to commit	96%	(\$5,875)



Year-to-Date Agency Breakdown

2019 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
1	+1 GREEN	----	----
Long Island Rail Road			
1	+1 GREEN	----	----
Metro-North Railroad			
1	----	----	+1 RED
Bridges and Tunnels			
	----	----	----
Capital Construction Company			
	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

Capital Projects – Major Commitments – February 2019 – Schedule Variances

Project	Commitment	Goal	Forecast
1 All-Agency Red Commitments (1 new this month)			
MNR			
<i>Structures</i>			
Overhead Bridge Program E of H (New Item)	Construction Award	Feb- 19 \$23.4	Mar- 19 \$23.4
Bids were received. The award has been delayed to March due to revisions made to the notice of award which resulted in a protracted approval process.			

Capital Projects – Major Completions – February 2019

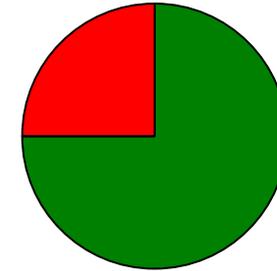
In 2019, agencies plan for a goal of \$3.4 billion in overall completions. 24 major completions are planned, including 14 for NYCT, four for LIRR, three for MNR, one for B&T, one for MTACC, and one for MTA Bus.

Through February, agencies have completed \$711 million versus a \$895 million YTD goal. The shortfall is mostly due to delays with NYCT's Station Components: 4 Stations Jamaica (\$95M) and non-major completions, such as various NYCT Mainline Track Projects.

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

By year-end, the MTA forecasts meeting or exceeding its overall \$3.4 billion completion goal.

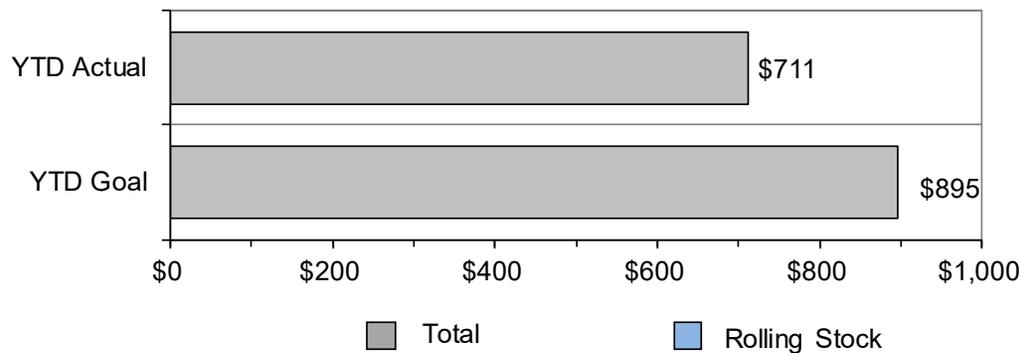
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	3	75%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	1	25%	↑ 1
Total	4	100%	↑ 2

Budget Analysis

2019 Annual Goal \$3,428 (\$ in millions)
 2019 Forecast 103% of Annual Goal
 Forecast left to Complete 80% (\$2,830)



Year-to-Date Agency Breakdown

2019 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
3 GREEN 1 RED	+1 GREEN	----	+1 RED
Long Island Rail Road			
	----	----	----
Metro-North Railroad			
	----	----	----
Bridges and Tunnels			
	----	----	----
Capital Construction Company			
	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
	----	----	----

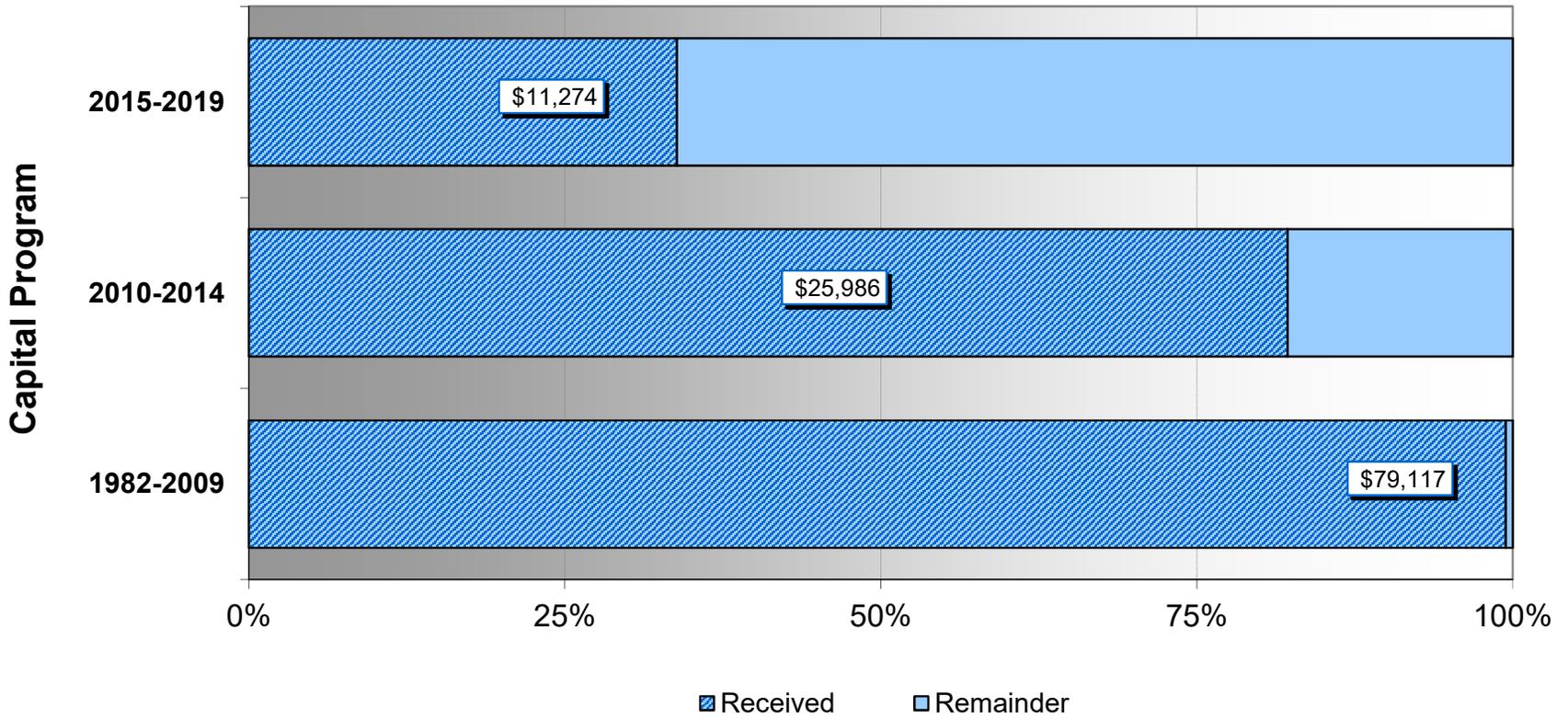
Capital Projects – Major Completions – February 2019 – Schedule Variances

Project	Completion	Goal	Forecast
1 All-Agency Red Completions (1 new this month)			
NYCT			
<i>Passenger Stations</i>			
Station Component: 4 Stations / Jamaica (New Item)	Construction	Feb-19	Jun-19
		\$87.0	\$94.5
<p>Project delay due to extension granted to the contractor to complete additional work.</p> <p>Project cost increased to repair 30 tons of steel after a detailed steel repair survey revealed significant amount of steel deterioration.</p>			

Status of MTA Capital Program Funding

Capital Funding (February 2019)

\$ in millions



Capital Funding Detail (February 28, 2019)

\$ in millions

	Funding Plan	Receipts		
	Current	January	This month	Received to date
1992-1999 Program	18,095	18,099	(4)	18,095
2000-2004 Program	21,668	21,682	(15)	21,668
2005-2009 Program	24,399	23,946	17	23,963

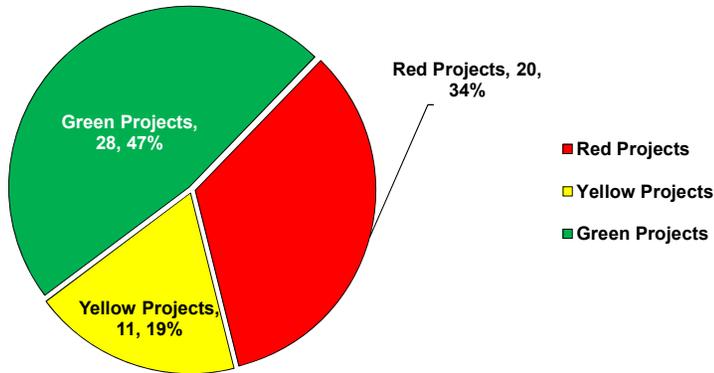
	Funding Plan	Receipts		
	Current	January	This month	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,853	\$5,839	\$ -	\$5,839
Federal High Speed Rail	295	295	-	295
Federal New Start	1,257	1,257	-	1,257
Federal Security	189	100	-	100
Federal RIFF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	400	-	400
MTA Bus Federal and City Match	132	108	-	108
MTA Bonds (Payroll Mobility Tax)	11,483	9,320	83	9,403
Other (Including Operating to Capital)	1,343	1,213	23	1,236
B&T Bonds	2,025	1,812	-	1,812
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&T Bonds</i>	230	18	-	18
Total	31,618	25,881	106	25,986

	Funding Plan	Receipts		
	Current	January	This month	Received to date
2015-2019 Program				
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	805	-	805
City Capital Funds	2,666	667	-	667
MTA Bonds	7,968	3,773	343	4,116
Asset Sales/Leases	1,018	297	20	318
Pay-as-you-go (PAYGO)	2,145	1,730	-	1,730
Other	592	-	-	-
B&T Bonds & PAYGO	2,936	553	-	553
Total	33,273	10,911	364	11,274

4th Quarter 2018 Traffic Light Report on MTA Core Capital Program Projects

A total of 364 Projects were Reviewed for the 4th Quarter 2018

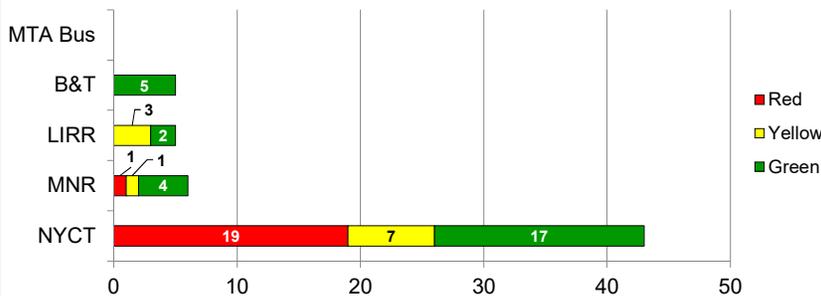
59 Projects in Design



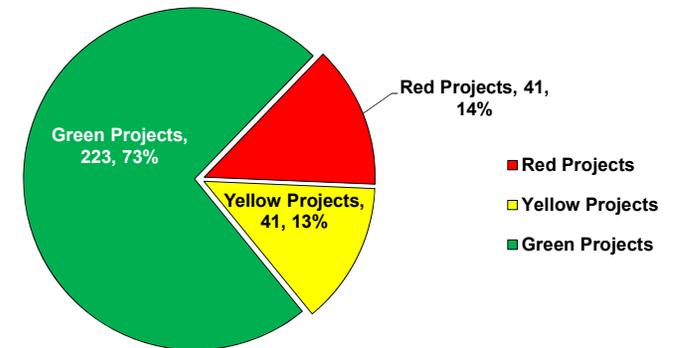
Projects in Design: 59 projects were reviewed in the design phase with 28 (47%) projects designated green, 11 (19%) yellow, and 20 (34%) red. This is an increase of 7 red projects since the 3rd quarter 2018. Of the 20 red projects, 19 (95%) were red for a schedule variance and 1 was red for a cost variance. For the 19 projects designated red for schedule, the issues were due in part to additional scope, required design changes, reprioritization of resources, community issues, and coordination with other projects.

Last Quarter: 63 projects were reviewed in the design phase with 33 (52%) projects designated green, 17 (27%) yellow, and 13 (21%) red.

59 Projects in Design



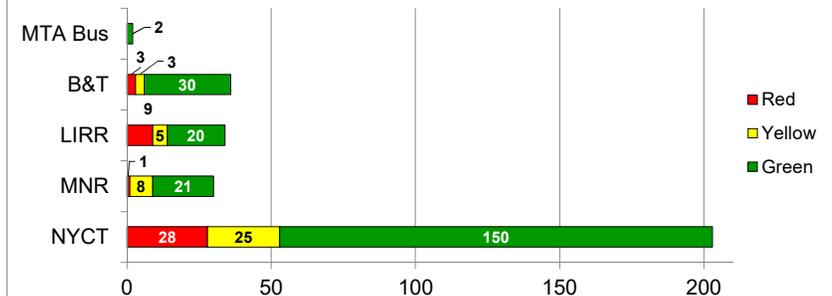
305 Projects in Construction



Projects in Construction: 305 projects were reviewed in the construction phase with 223 (73%) designated green, 41 (13%) yellow and 41 (14%) red. This is an increase of 7 red projects since the 3rd quarter 2018. Of the 41 red projects, 33 (79%) were red for a schedule variance, 5 were red for a contingency variance, and 4 were red for a cost variance. For the 41 projects designated red for schedule, the variances ranged from 3 to 22 months. The schedule variances were due in part to added scope, reprioritization of in-house workforces, poor fabrication quality and delays associated with the replacement, submittal approvals, limited track access, and conflict with adjacent developers.

Last Quarter: 281 projects were reviewed in the construction phase with 197 (70%) designated green, 50 (18%) yellow and 34 (12%) red.

305 Projects in Construction



Terms and Definitions

4th Quarter 2018 Traffic Light Report on MTA Core Capital Program Projects

The following Terms and Definitions are used to identify a project's Traffic Light color designation using variances from quarter to quarter and are based on three performance indicators: cost, contingency and schedule. A project is designated a "**red light project**" when one or more of the three indicators exceed a specified threshold. Agencies are required to produce follow-up variance reports for all qualified red light projects. Included in these reports are one-page agency summaries (on pink paper stock) of issues associated with each project showing a **red** indicator and how the issues are being resolved. A project is designated a "**yellow light project**" after one or more performance indicators had triggered a red in a previous quarter. A yellow project may revert back to green after four consecutive quarters if the performance indicators have not worsened. A project is designated a "**green light project**" when no performance indicator has exceeded the Traffic Light Reports specified thresholds.

Traffic Light Report Project Terms and Definitions

Projects in Design: 59

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

Projects in Construction: 305

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

Report Index Formulas and Criteria:

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

Report Index Formulas and Criteria:

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

**4th 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											
NYCT - ADA Accessibility Program - Projects in Construction											
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	Construction	\$35,857,557	22	.00	■	1.00	■	0	■	G
T7041301	ADA: Bedford Av CNR	Construction	\$77,705,330	32	1.22	■	1.00	■	0	■	G
T7041302	ADA: Astoria Blvd AST	Construction	\$41,990,140	4	.00	■	1.00	■	0	■	G
T7041303	ADA: Bedford Pk Blvd BXC	Construction	\$34,128,311	10	.00	■	1.00	■	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$32,175,001	11	3.92	▲	.99	■	0	■	G
T7041305	ADA: Gun Hill Road DYR	Construction	\$57,742,837	7	.00	■	.99	■	0	■	G
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Construction	\$42,396,423	4	.00	■	1.00	■	0	■	G
T7041308	ADA: Chambers St NAS	Construction	\$47,432,563	4	1.81	▲	1.00	■	0	■	G
T7041309	ADA: Greenpoint Av XTN	Construction	\$41,345,663	22	.00	■	1.00	■	0	■	G
T7041310	ADA: 59 St 4AV	Construction	\$58,741,379	0	.00	■	.99	▲	0	■	G
T7041311	ADA: Rockaway Parkway CNR	Construction	\$13,003,646	0	.00	■	1.06	▼	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$44,922,891	32	.13	■	1.00	■	0	■	G
All Other NYCT Projects											
T5041419	Intermodal Rockaway Pkwy CNR	Construction	\$10,960,869	0	.00	■	.95	▼	0	■	G
T5160749	Ulmer Park Depot Mezzanine Extension	Construction	\$8,754,011	49	.00	■	1.12	▲	0	■	R
T5160750	Perimeter Protection Livingston Plaza	Construction	\$7,056,101	8	.00	■	1.00	■	0	■	G
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$11,756,609	25	.00	■	.51	■	0	■	Y
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	76	.00	■	1.00	■	0	■	G
T6040712	Replace 1 Hydraulic Elevator at GCT LEX	Construction	\$6,773,858	0	.00	■	1.04	■	0	■	G
T6041260	Components: 4 Stations JAM	Construction	\$97,525,773	70	.34	▼	1.10	▼	0	■	Y
T6041295	Station Ventilators: Ph 6 - 5 Loc / Upper MH/BX	Construction	\$10,772,617	100	.00	■	1.00	■	0	■	G
T60412C4	Components: 3 Locs / 8th Avenue	Construction	\$28,799,229	77	.00	▲	1.00	■	0	■	G
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$9,175,000	98	.00	■	1.00	■	1	▲	Y
T60412G9	Station Ventilators Ph 10 - 4 locs N Bklyn	Construction	\$5,408,636	100	.00	■	1.06	■	-3	▼	G
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	Construction	\$11,146,037	42	.00	■	1.00	■	0	■	G

**4th 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											
All Other NYCT Projects											
T6060203	Tunnel Lighting:Roosevelt Av-36 St QBL	Construction	\$52,192,907	94	.00	■	1.00	■	0	■	G
T6070306	Demolish Abandoned Structures	Construction	\$15,116,583	74	.00	■	.99	■	9	▲	R
T6070316	Structural Repairs: 39 St - 60 St 4AV Ph1	Construction	\$31,200,170	27	.00	■	1.00	■	0	■	G
T6080315	Interlocking Modernization: 34 St - 6th Av Line	Construction	\$176,434,307	100	.74	■	1.00	■	0	■	G
T6080316	Interlocking Modernization:W. 4 St - 6th Ave Line	Construction	\$196,252,716	100	.53	▲	1.03	■	0	■	Y
T6080601	Fiber Optic Cable Replacement Phase 1	Construction	\$11,891,473	90	.00	■	.99	■	0	■	G
T6080604	Public Address/Customer Info Screen at 45 Stations	Construction	\$64,821,368	100	.00	■	.99	■	0	■	G
T6080605	Communication Room Upgrade/Expansion Phase 1	Construction	\$17,638,553	100	2.54	▼	1.00	■	1	▲	Y
T6080606	Portable Radio Unit Replacement	Construction	\$6,719,210	80	.00	■	1.00	■	3	▲	R
T6090408	Replace Negative Cables 59 St-36 St - 4th Av Line	Construction	\$5,216,543	100	.00	■	1.00	■	0	■	G
T6090409	Rehab Circuit Breaker House #275 Clark St.Line	Construction	\$9,633,611	100	1.01	▲	1.00	■	-1	▼	G
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	\$19,024,868	30	.00	■	1.00	■	3	▲	R
T6130202	Purchase 65 Flatcars	Construction	\$47,597,644	16	.00	■	1.04	■	0	■	G
T6130207	Purchase 3 Vacuum Trains	Construction	\$34,704,131	52	.00	■	.99	■	0	■	Y
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,268,148	85	.00	■	.99	■	0	■	Y
T6160605	Sprinkler Alarm Systems at 11 Employee Facilities	Construction	\$26,162,899	100	.98	■	.99	■	0	■	G
T6160607	Groundwater, Soil Remediation	Construction	\$5,738,227	86	1.08	■	1.00	■	0	■	Y
T6160717	Livingston Plaza Repairs	Construction	\$51,513,273	34	-3.08	▼	1.00	■	0	■	G
T6160719	Facility Roof Repair/Replacement Phase 4	Construction	\$17,004,318	100	.38	■	1.00	▼	0	■	Y
T7030205	Purchase 15 Artic Electric Buses & Depot Chargers	Construction	\$33,973,842	0	.00	■	1.00	■	0	■	G
T7030213	Automatic Passenger Counting - Phase 1 Rollout	Construction	\$5,590,885	24	.00	■	1.00	■	0	■	G
T7030214	Purchase 110 Articulated CNG Buses	Construction	\$107,502,624	82	.00	■	1.01	■	1	▲	G
T7030215	AVLM for Paratransit Vehicles	Construction	\$26,938,276	1	.00	■	1.00	■	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	41	.00	■	1.00	■	0	■	G

**4th 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											
All Other NYCT Projects											
T7030220	Purchase 72 Articulated Buses (Nova)	Construction	\$65,821,793	24	.00	■	1.00	■	1	▲	G
T7030221	Purchase 108 Articulated Buses (New Flyer)	Construction	\$99,592,763	14	.00	■	1.00	■	1	▲	G
T7040402	AFC Low Turnstile Procurement	Construction	\$11,640,000	77	.00	■	1.00	■	0	■	G
T7040403	AFC Replacement, Phase 2: Electronic Boards	Construction	\$13,861,520	60	.00	■	1.00	■	0	■	G
T7040702	Replace 12 Traction Elevators BW7	Construction	\$98,901,384	7	.00	■	1.00	■	5	▲	G
T7040704	Replace 6 Traction Elevators 8AV	Construction	\$43,674,329	0	.00	■	.99	■	0	■	G
T7040706	Replace 2 Escalators: Grand Central-42 St LEX	Construction	\$22,939,835	0	.00	■	.98	▲	0	■	G
T7041203	Renewal: Astoria-Ditmars Blvd AST	Construction	\$23,988,512	49	.52	▲	1.01	■	0	■	G
T7041204	Renewal: Astoria Blvd AST	Construction	\$52,721,060	4	.00	■	1.00	■	0	■	G
T7041221	Station Ventilators: Ph 12 - 2 Locations / Bronx	Construction	\$6,958,942	54	.00	■	1.00	■	0	■	G
T7041235	Platform Components: Bedford-Nostrand XTN	Construction	\$10,077,235	13	.00	■	1.05	■	0	■	G
T7041251	Platform Components: 4 Locs CNR	Construction	\$27,403,161	0	.00	■	1.01	▲	0	■	G
T7041263	Platform Components: 3 Locs NOS	Construction	\$19,236,236	0	.00	■	1.00	▲	0	■	G
T7041290	Enhanced Station Initiative: Design and Support	Construction	\$21,937,309	100	.00	■	.90	■	-1	▼	G
T7041292	Enhanced Station Initiative: Pkg 4 - 34 St BW7	Construction	\$29,996,217	66	.00	■	1.00	■	4	▲	R
T7041293	Enhanced Station Initiative: Pkg 2 - Broadway AST	Construction	\$49,120,442	88	1.45	▼	1.00	■	0	■	R
T7041294	Enhanced Station Initiative: Pkg 2 - 30 Ave AST	Construction	\$65,474,784	88	1.12	▲	1.00	■	0	■	R
T7041295	Enhanced Station Initiative: Pkg 2 - 36 Ave AST	Construction	\$64,941,489	88	1.10	▲	1.00	■	0	■	R
T7041296	Enhanced Station Initiative: Pkg 2 - 39 Ave AST	Construction	\$48,991,981	88	1.59	▲	1.00	■	0	■	R
T70412C2	Enhanced Stn Init: Pkg 3 - 163St -Amsterdam Av 8AV	Construction	\$41,862,533	100	.37	▼	.99	■	0	■	G
T70412C3	Enhanced Stn Init: Pkg 3 - Cathedral Pkwy 8AV	Construction	\$41,670,100	100	.97	▼	1.02	■	0	■	Y
T70412C4	Enhanced Stn Init: Pkg 3 - 86 St 8AV	Construction	\$40,363,489	100	.29	▼	1.03	■	0	■	G
T70412C5	Enhanced Stn Init: Pkg 3 - 72 St 8AV	Construction	\$35,819,302	100	.29	▼	1.00	■	0	■	G
T70412C9	Enhanced Station Initiative: Pkg 4 - 57 St 6AV	Construction	\$49,789,560	85	.00	■	.99	■	4	▲	R
T70412D1	Enhanced Station Initiative: Pkg 4 - 23 St 6AV	Construction	\$30,746,242	85	.00	■	1.01	■	4	▲	R

**4th 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											
All Other NYCT Projects											
T70412D2	Enhanced Station Initiative: Pkg 4 - 28 St LEX	Construction	\$33,911,822	85	.00	■	1.01	■	4	▲	R
T70412D3	Enhanced Station Initiative: Pkg 4 - 34 St 8AV	Construction	\$26,186,712	85	.00	■	.99	■	4	▲	R
T70412E8	Enhanced Stn Init: Pkg 8 - 174-175 Sts BXC	Construction	\$42,620,008	90	.00	■	1.00	■	0	■	G
T70412E9	Enhanced Stn Init: Pkg 8 - 167 St BXC	Construction	\$43,167,080	90	.00	■	1.00	■	0	■	G
T70412F1	Enhanced Stn Init: Pkg 8 - 145 St LNX	Construction	\$38,833,865	90	.00	■	1.00	■	0	■	G
T70412I4	Station Ventilators: Ph 11 - 4 Locs / Manhattan	Construction	\$6,650,047	0	.00	■	1.00	▲	0	■	G
T70412I5	Station Ventilators: Ph 13 - 4 Locs / Brooklyn	Construction	\$6,894,231	6	.00	■	1.00	▲	0	■	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$45,737,443	22	.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	\$70,880,600	0	.00	■	.94	■	0	■	G
T7041403	Reopen Station Entrance: 8 Av SEA	Construction	\$16,792,458	60	.72	▲	1.02	■	12	▲	G
T7041405	2015 Water Condition Remedy	Construction	\$8,530,532	100	.00	■	1.00	■	0	■	G
T7041408	2017 Water Condition Remedy	Construction	\$9,966,029	100	.00	■	1.00	▼	0	■	G
T7041410	Church St Corridor Improvements	Construction	\$30,000,000	99	.00	■	1.00	■	1	▲	Y
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$6,710,627	32	2.08	▼	.92	▼	0	■	G
T7041416	Circulation Improvements: Union Square CNR	Construction	\$17,577,047	8	.00	■	1.00	■	0	■	G
T7041419	Station Capacity Enhancements: Broadway Jct JAM	Construction	\$10,748,475	68	1.12	▲	.99	■	0	■	G
T7041420	Station Capacity Enhancements: Marcy Avenue JAM	Construction	\$12,935,407	50	.00	■	1.00	■	0	■	G
T7050203	2017 Mainline Track Repl: Design/Support	Construction	\$5,322,209	100	.00	■	.91	■	0	■	G
T7050204	2018 Mainline Track Repl: Design/Support	Construction	\$6,603,084	40	.00	■	.98	▲	0	■	G
T7050205	2019 Mainline Track Replacement	Construction	\$5,949,818	0	.00	■	.11	▼	0	■	G
T7050208	2016 CWR: Queens Blvd	Construction	\$26,265,704	100	.00	■	.93	■	2	▲	Y
T7050210	2018 Continuous Welded Rail	Construction	\$11,148,473	85	.00	■	.86	■	0	■	G
T7050222	2015 Mainline Track Repl: Jerome	Construction	\$9,190,368	98	.00	■	1.05	▼	2	▲	Y
T7050233	2016 Mainline Track Repl: Dyre	Construction	\$13,437,165	99	.00	■	.97	■	3	▲	R

**4th 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											
All Other NYCT Projects											
T7050236	2016 CWR: 8th Avenue	Construction	\$48,151,976	100	.00	■	1.00	▲	2	▲	Y
T7050239	2016 Mainline Track Repl: Bushwick Cut	Construction	\$10,193,327	100	.44	■	1.00	■	0	■	G
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$65,013,949	18	.00	■	1.00	■	0	■	G
T7050245	2016 Mainline Track Repl: Flushing	Construction	\$11,797,649	98	.00	■	1.00	▼	3	▲	R
T7050246	2016 Mainline Track Repl: 8th Avenue	Construction	\$39,155,757	97	.00	■	.97	▲	2	▲	Y
T7050250	2016 Mainline Track Repl: Jerome	Construction	\$16,080,571	63	.00	■	.89	▲	2	▲	G
T7050256	2017 Mainline Track Repl: Crosstown	Construction	\$19,233,105	51	.00	■	1.00	■	3	▲	R
T7050258	2017 Mainline Track Repl: Eastern Parkway	Construction	\$25,789,620	94	.00	■	.97	▼	1	▲	Y
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$23,849,946	40	.00	■	1.00	■	0	■	Y
T7050260	2017 Mainline Track Repl: Lexington	Construction	\$9,345,501	25	.00	■	1.00	■	8	▲	R
T7050261	2017 Mainline Track Repl: Pelham	Construction	\$8,375,570	28	.00	■	1.00	■	5	▲	R
T7050262	2017 Mainline Track Repl: 7th Avenue	Construction	\$5,628,275	32	.00	■	1.00	■	8	▲	R
T7050264	2017 Mainline Track Repl: Concourse	Construction	\$32,535,763	100	.00	■	1.00	▼	0	■	Y
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$28,684,237	70	.00	■	1.00	■	4	▲	R
T7050269	Continuous Welded Rail (SAP)	Construction	\$32,000,000	30	.00	■	.60	▲	0	■	G
T7050270	2018 Mainline Track Repl: Astoria	Construction	\$15,832,370	93	.00	■	1.17	▲	1	▲	R
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	\$11,938,807	48	.00	■	1.05	▲	4	▲	R
T7050277	2018 Mainline Track Repl: Broadway-7th Avenue	Construction	\$11,868,000	96	.00	■	1.21	▲	1	▲	Y
T7050278	2018 Mainline Track Repl: Canarsie	Construction	\$8,615,368	17	.00	■	1.00	■	5	▲	R
T7050279	2018 Mainline Track Repl: Concourse	Construction	\$13,092,700	24	.00	■	1.00	■	0	■	G
T7050280	2018 Mainline Track Repl: 6th Ave/Culver	Construction	\$21,512,343	24	.00	■	.86	▼	0	■	G
T7050283	2018 Mainline Track Repl: Archer Ave	Construction	\$10,030,262	15	.00	■	1.00	■	0	■	G

**4th 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											
All Other NYCT Projects											
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	\$11,896,699	63	.00	■	.90	■	0	■	G
T7050287	2018 Mainline Track Repl: Brighton Line, BMT	Construction	\$10,528,093	43	.00	■	1.00	■	0	■	G
T7050288	2018 Mainline Track Repl: 4th Avenue Line, BMT	Construction	\$14,002,940	19	.00	■	.98	■	0	■	Y
T7050290	2018 Mainline Track Repl: Myrtle	Construction	\$7,465,755	0	.00	■	1.00	▲	0	■	G
T7050303	2017 Mainline Switch Repl: Design/Support	Construction	\$6,624,226	100	.00	■	.87	■	0	■	G
T7050304	2018 Mainline Switch Repl: Design/Support	Construction	\$9,542,432	60	.00	■	1.00	■	0	■	G
T7050327	2018 Mainline Switch Repl: Jamaica	Construction	\$17,972,609	41	.00	■	1.00	■	0	■	Y
T7050328	2018 Mainline Switch Repl: Astoria	Construction	\$10,919,135	96	.00	■	1.28	▲	1	▲	R
T7050329	2018 Mainline Switch Repl: Canarsie	Construction	\$20,583,194	80	.00	■	1.00	■	0	■	G
T7050330	2018 Mainline Switch Repl: 6th Ave/Culver	Construction	\$9,715,605	100	.00	■	1.04	■	-2	▼	G
T7050331	2018 Mainline Switch Repl: Lenox-White Plains Rd	Construction	\$14,600,000	94	.00	■	1.01	■	0	■	G
T7050332	2018 Mainline Switch Repl: White Plains Rd	Construction	\$7,398,926	0	.00	■	1.00	■	0	■	Y
T7050333	2018 Mainline Switch Repl: 4th Avenue Line, BMT	Construction	\$8,452,505	95	.00	■	1.32	▲	0	■	R
T7050334	2018 Mainline Switch Repl: Culver (Ditmas)	Construction	\$8,458,606	40	.00	■	1.00	▲	0	■	G
T7060502	Replace Vent Plant Motor Control Sys Var Locs	Construction	\$11,123,219	100	.00	■	1.00	■	-12	▼	G
T7060503	Replace Supervisory Vent Controls - Var Locs	Construction	\$29,812,789	0	.00	■	.94	■	0	■	G
T7060506	Rehab Forsyth St Vent Plant	Construction	\$91,587,785	0	.00	■	1.00	■	0	■	G
T7070302	Struct Replacement: Bridge over Atlantic RR MYT	Construction	\$22,151,409	100	.07	▲	1.00	■	0	■	G
T7070303	Struct Rehab: Livonia Yard Overpass & Retain Wall	Construction	\$27,083,332	0	.00	■	1.00	■	0	■	G
T7070304	Struct Replacement: Viaduct and Deck MYT	Construction	\$137,689,364	100	1.01	▲	1.02	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	50	.00	■	1.00	■	0	■	G
T7070312	Overcoat: 157 St Portal - 164 St JER	Construction	\$11,708,644	100	1.11	▲	1.00	■	0	■	G
T7070313	Overcoat: 72 St - 104 St FLS	Construction	\$60,965,120	8	.00	■	1.00	■	0	■	G
T7070321	Struct Rehab: 4AV - Ph2	Construction	\$57,879,076	27	.00	■	1.00	■	0	■	G
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$360,089,680	0	.00	■	.99	▼	0	■	G

**4th 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											
All Other NYCT Projects											
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,619,498	51	.05	■	1.00	■	0	■	G
T7080319	Signal Control Line Modifications, Ph6	Construction	\$33,011,628	40	.00	■	1.00	■	0	■	G
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	21	.00	■	1.00	■	0	■	G
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	42	.00	■	1.00	■	0	■	Y
T7080325	Signal Room Fire Suppression, Phase 2	Construction	\$25,705,288	4	.00	■	1.00	■	0	■	G
T7080337	Signals Improvements (SAP)	Construction	\$190,104,234	100	.00	■	1.00	▼	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$31,456,812	17	.48	▼	1.00	■	0	■	G
T7080603	PBX Upgrade	Construction	\$41,507,342	35	.27	▼	1.00	■	0	■	G
T7080604	Fiber Optic Cable Replacement Ph2	Construction	\$29,844,921	3	.00	■	1.04	■	0	■	G
T7080617	LiftNet Transition to Ethernet	Construction	\$15,965,060	0	.00	■	1.00	■	0	■	G
T7080646	Antenna Cable: Next Generation Pilot & Testing	Construction	\$10,911,976	4	.00	■	1.00	■	0	■	G
T7090201	Substation Renewal: Burnside Av BXC	Construction	\$23,654,352	4	.00	■	1.01	■	0	■	G
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,235,223	0	.00	■	.99	■	0	■	G
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	\$19,205,969	19	.00	■	1.00	■	0	■	G
T7090206	Replace HT Switchgear - Various Locs	Construction	\$32,767,140	0	.00	■	1.09	▲	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	32	.01	■	.99	■	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$53,765,527	9	.00	■	1.00	▲	0	■	G
T7090218	Install Low-Resistance Contact Rail QBL	Construction	\$48,418,850	10	.00	■	1.00	▲	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$82,360,935	32	1.12	▲	.99	■	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,494,716	46	.23	▲	1.00	■	0	■	G
T7090223	New Substation: Harrison Pl CNR	Construction	\$58,204,402	43	.00	■	.98	■	0	■	G
T7090401	Rehab CBH # 586 - 18 Av CUL	Construction	\$14,475,998	17	.00	■	1.00	■	0	■	G
T7090403	Rehab CBH # 210 - 239 St WPR	Construction	\$22,456,327	100	.51	■	1.00	■	-8	▼	G
T7090404	Rehab CBH # 86 - Wilson Av CNR	Construction	\$5,578,665	59	.58	▲	1.00	■	0	■	G
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	\$13,408,815	44	.23	▲	1.00	■	0	■	G

**4th 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											
All Other NYCT Projects											
T7090407	Rehab CBH # 5 - 53 St BWY	Construction	\$17,077,102	0	.00	■	1.00	▼	0	■	G
T7090414	Repl Control & Bat Cables: Substation CZs	Construction	\$29,440,563	5	.00	■	1.02	■	0	■	G
T7090417	Replace Negative Cables 4AV Ph 2	Construction	\$16,068,510	100	.61	■	1.00	■	0	■	G
T7100402	207th St Maint & OH Shop Roof & Component Repl	Construction	\$60,129,680	0	.00	■	1.00	▲	0	■	G
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY	Construction	\$45,131,297	0	.00	■	1.00	■	0	■	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,127,290	45	.14	▼	1.00	■	2	▲	G
T7100409	Heavy Shop Equipment	Construction	\$14,700,000	44	.00	■	1.00	▼	0	■	G
T7100422	Yard Lighting: 207th St Yard	Construction	\$24,991,485	80	-.08	■	1.00	■	0	■	G
T7120302	Roof: Gun Hill Depot	Construction	\$12,274,634	100	.55	▲	1.00	■	-5	▼	G
T7120314	HVAC: Manhattanville Depot	Construction	\$16,433,656	25	.00	■	.99	■	0	■	G
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	\$22,889,295	19	.00	■	1.00	■	0	■	G
T7120412	Portable Lift Replacement	Construction	\$5,362,025	41	.00	■	1.00	■	0	■	G
T7120422	Storage Tanks: Jackie Gleason and Castleton Depots	Construction	\$9,330,816	55	.46	▼	1.00	■	2	▲	Y
T7130212	Purchase 202 Non-Revenue Vehicles	Construction	\$33,772,829	54	.00	■	.99	■	22	▲	R
T7130214	Purchase 53 Non-Revenue Vehicles (SAP)	Construction	\$8,530,000	100	.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	14	.00	■	1.00	■	0	■	G
T7160704	Emp Fac Component Repairs: 10 Locs / Manhattan	Construction	\$9,739,980	92	.00	■	1.00	■	12	▲	R
T7160714	Livingston Plz Elec, Mechanical, Generator Phase A	Construction	\$33,614,557	3	.00	■	1.05	■	0	■	G
T7160716	RCC and PCC Power Upgrade	Construction	\$55,470,962	31	.57	■	1.00	■	0	■	G
T7160721	EDR Rprs: DO #20 - Briarwood-Van Wyck	Construction	\$8,035,914	15	.00	■	1.00	■	0	■	G
T7040701	Replace 11 Hydraulic Elevators / Various	Design	\$48,459,144	90	.00	■	.95	■	1	▲	Y
T7040707	Replace 7 Escalators / Various (Bx/M)	Design	\$42,374,461	70	.00	■	1.06	■	0	■	G
T7040708	Replace 2 Escalators: Pelham Pkwy WPR	Design	\$15,277,076	50	.00	■	.99	■	0	■	G
T7040709	Replace 6 Escalators / Various	Design	\$57,266,421	60	.00	■	1.90	▲	0	■	R

4th 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											
All Other NYCT Projects											
T7040712	Replace 3 Escalators: Main St FLS	Design	\$20,313,388	50	.00	■	1.00	■	0	■	
T7040713	Replace 5 Escalators / Various (Bk/M)	Design	\$26,632,509	50	.00	■	1.01	▼	0	■	
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$48,798,636	60	.00	■	1.12	▲	72	▲	
T7041210	Renewal: 111 St FLS	Design	\$15,832,706	75	.00	■	.45	■	6	▲	
T7041211	Renewal: 103 St-Corona Plaza FLS	Design	\$17,536,705	75	.00	■	.70	■	6	▲	
T7041212	Renewal: 82 St-Jackson Heights FLS	Design	\$20,777,213	75	.00	■	.85	■	6	▲	
T7041217	Renewal: 69 St FLS	Design	\$15,029,176	75	.00	■	.60	■	6	▲	
T7041218	Renewal: 61 St-Woodside FLS	Design	\$2,106,741	37	.00	■	.04	■	0	■	
T7041219	Renewal: 52 St FLS	Design	\$15,825,836	75	.00	■	.45	■	6	▲	
T7041224	Platform Components: 2 Locs JER	Design	\$4,059,165	70	.00	■	.20	■	27	▲	
T7041231	Station Lighting: 5 Locs / Various M/Bx [SBDP]	Design	\$5,544,757	35	.00	■	1.05	■	1	▲	
T7041267	Platform Components: 10 Locs BW7	Design	\$50,108,160	30	.00	■	1.00	■	2	▲	
T7041270	Subway Interior Stairs: 5 Locs 8AV, BW7 [SBDP]	Design	\$12,414,455	80	.00	■	.96	■	1	▲	
T7041281	Subway Interior Stairs: 5 Locs 8AV [SBDP]	Design	\$7,491,352	40	.00	■	.97	■	1	▲	
T7041286	Station Lighting: 6 Locs 8AV, WPR [SBDP]	Design	\$5,454,971	50	.00	■	.98	■	4	▲	
T7060505	Rehab Vent Plant Damper System - Var Locs	Design	\$69,470,287	70	.00	■	1.70	■	2	▲	
T7070308	Rehab Emergency Exits (3rd Party) - Var Loc [SBDP]	Design	\$9,497,000	80	.00	■	1.01	■	0	■	
T7070323	LSCRP: Brooklyn (EPK)	Design	\$5,354,676	70	.00	■	1.00	■	3	▲	
T7070331	LSCRP: Bronx (BXC)	Design	\$76,579,870	80	.00	■	.99	■	2	▲	
T7070341	Vents Between Stations: E192 St-E198 St BXC [SBDP]	Design	\$4,980,000	50	.00	■	.99	■	3	▲	
T7070342	Vents Between Stations: E198 St-E205 St BXC [SBDP]	Design	\$4,980,000	50	.00	■	.99	■	5	▲	
T7080324	Code Cable Replacement BW7	Design	\$28,497,648	50	.00	■	.97	■	2	▲	
T7080607	UHF T-Band Radio System Replacement	Design	\$33,758,561	85	.00	■	.77	■	3	▲	
T7080647	Connection-Oriented Ethernet (COE), [SBDP]	Design	\$20,878,716	90	.00	■	1.00	■	2	▲	
T7090203	Substation Rnwl & New Rectifier: Centrl SS 6AV	Design	\$48,360,753	80	.00	■	1.01	■	2	▲	

**4th 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											
All Other NYCT Projects											
T7090220	New Substation: 28 St 8AV	Design	\$64,931,585	80	.00	■	1.03	■	23	▲	R
T7090413	Upgrade SCADA System	Design	\$26,756,533	95	.00	■	.66	■	0	■	G
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	\$55,600,152	50	.00	■	1.01	■	0	■	G
T7120303	Roof, HVAC: Queens Village Depot	Design	\$16,901,193	99	.00	■	1.00	■	2	▲	Y
T7120306	Generator: Yukon Depot	Design	\$10,390,564	98	.00	■	1.03	■	4	▲	R
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Design	\$6,610,121	60	.00	■	.26	■	2	▲	Y
T7120321	Artic Modification Windows/Façade: ENY Depot	Design	\$10,816,000	99	.00	■	1.04	■	3	▲	R
T7120419	Queens Depot Property & Environmental Prep	Design	\$40,000,000	90	.00	■	1.00	■	5	▲	R
T7130207	Purchase 27 Refuse Flats	Design	\$24,854,608	99	.00	■	1.00	■	5	▲	Y
T7130208	Purchase 12 3-Ton Crane Cars	Design	\$28,780,641	55	.00	■	1.00	■	0	■	G
T7130211	Purchase Locomotives	Design	\$130,472,053	95	.00	■	1.00	■	3	▲	R
T7160734	Livingston Plz Elec, Mechanical, Generator Phase B	Design	\$55,495,000	45	.00	■	1.63	■	3	▲	R
S7070103	SIR Mainline Track Replacement	Construction	\$48,862,918	0	.00	■	1.00	■	0	■	G
S7070105	New Power Substation: Tottenville	Construction	\$27,523,205	45	.06	■	.99	■	6	▲	Y
S7070106	New Power Substation: New Dorp	Construction	\$24,256,682	22	.00	■	1.00	■	0	■	G
S7070107	New Power Substation: Clifton	Construction	\$31,210,073	22	.00	■	1.00	■	0	■	G
S7070110	Rehabilitation of Amboy Rd Bridge	Construction	\$8,282,466	25	.00	■	.98	■	0	■	G
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,141,188	21	.22	■	1.00	■	4	▲	R
S7070112	Enhanced Stn Init: Richmond Valley SIR [SBDP]	Construction	\$8,169,503	90	.28	▲	1.00	■	0	■	G
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	\$17,706,979	0	.00	■	1.01	■	0	■	G
S7070102	SIR Station Component Program	Design	\$17,530,733	90	.00	■	2.39	■	0	■	Y
S7070104	UHF T-Band Radio System Replacement, SIR	Design	\$29,223,126	85	.00	■	1.12	■	3	▲	R
LIRR - Long Island Rail Road Program											
L50206VJ	Station Masters Office	Construction	\$6,021,320	10	.00	■	1.00	■	0	■	G
L50304TQ	MLC-Hicksville North Siding	Construction	\$44,190,617	48	-.51	■	1.00	▼	12	▲	R

**4th Quarter 2018 Traffic Light Report
Projects in Design and Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
LIRR - Long Island Rail Road Program											
L60502LF	Centralized Train Control - Movement Bureau	Construction	\$17,899,999	92	.29	▲	1.00	■	4	▲	R
L60701AQ	Replacement of Port Washington Substation	Construction	\$26,159,452	90	.11	■	1.00	■	1	▲	Y
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,617,791	7	.00	■	1.00	■	0	■	G
L60206VL	Penn Station Heating, Ventilation & Air Conditioning	Design	\$10,928,813	35	.00	■	.78	■	1	▲	Y
L70204UJ	Enhanced Station Initiative: Shared Des & 2 Stns	Construction	\$20,337,937	95	1.06	▼	.98	■	-30	▼	Y
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,500,000	18	.25	▲	1.00	■	3	▲	R
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$28,158,681	50	.21	▼	1.00	■	7	▲	R
L70204UW	GCT/ESA UNIFIED TRASH FACILITY	Construction	\$11,100,000	15	.00	■	1.00	■	42	▲	G
L70204V5	Enhanced Station Initiative: 8 Stations	Construction	\$93,849,999	85	.95	▼	1.00	■	0	■	G
L70204V6	Enhanced Station Initiative: Stewart Manor [SBDP]	Construction	\$5,289,650	25	.00	■	1.00	■	7	▲	R
L70204V9	Enhanced Station Initiative: 6 Stations	Construction	\$27,376,513	44	.83	▼	1.02	■	6	▲	R
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	\$12,441,500	16	1.75	▲	1.00	■	0	■	G
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$113,880,000	77	.00	■	1.00	■	0	■	Y
L70301WD	2018 ANNUAL TRACK PROGRAM	Construction	\$74,000,000	98	.00	■	1.00	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$10,000,000	61	.00	■	1.00	■	15	▲	R
L70304WV	Amtrak Territory Investments	Construction	\$67,500,000	59	.00	■	1.00	■	0	■	G
L70401BQ	Bridge Program - Buckram Road	Construction	\$18,240,000	77	.25	▼	1.00	■	-2	▼	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	8	.00	■	1.00	■	8	▲	R
L70401BV	North Main Street & Accabonac Road	Construction	\$21,080,494	13	.00	■	1.00	■	0	■	Y
L70401BX	Springfield Blvd & Union Tpke	Construction	\$7,400,000	2	.00	■	1.00	▼	3	▲	R
L70501SE	Comm. Pole Line	Construction	\$5,700,000	74	.00	■	1.00	■	0	■	G
L70502LJ	Signal Normal Replacement Program	Construction	\$30,000,000	35	.00	■	1.00	■	0	■	G
L70502LN	Babylon to Patchogue	Construction	\$47,970,000	2	.00	■	1.04	▲	0	■	G

**4th Quarter 2018 Traffic Light Report
Projects in Design and Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
LIRR - Long Island Rail Road Program											
L70502LP	LIGHTNING PROTECTION	Construction	\$5,000,000	5	.00	■	1.00	■	0	■	G
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	\$101,965,000	28	.64	▼	.99	■	0	■	G
L70701XA	Substation Repl Pkg 1: Constr & 5 Substation: DES	Construction	\$22,894,523	10	.00	■	1.00	▼	0	■	Y
L70701XB	Substation Components	Construction	\$40,162,855	6	.00	■	1.03	■	0	■	G
L70701XE	3rd Rail - Protection Board	Construction	\$6,800,000	48	.00	■	1.00	■	0	■	G
L70701XF	3rd Rail -Composite Rail	Construction	\$11,150,000	64	.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
L70204UA	Station Component Replacement	Design	\$31,408,873	40	.00	■	1.07	▲	0	■	G
L70204UG	Mets-Willets Point Station DES	Design	\$20,000,000	95	.00	■	2.00	▲	0	■	G
L70205V1	PARKING REHABILITATION SBFP	Design	\$5,000,000	40	.97	▲	1.00	■	3	▲	Y
L70206VR	PENN STATION COMPLEX IMPROVEMENTS	Design	\$11,558,500	97	.92	▼	1.00	■	0	■	Y
MNR - Metro-North Railroad Program											
M6020108	GCT Utilities	Construction	\$35,772,105	88	1.09	▼	.95	▼	3	▲	Y
M6020208	Customer Communication / Connectivity Improvements	Construction	\$19,909,796	92	.00	■	1.18	▲	0	■	G
M6030102	Turnouts: Mainline / High Speed	Construction	\$58,304,194	97	.00	■	.96	■	0	■	Y
M6030212	Overhead Bridge Program - East of Hudson	Construction	\$18,963,114	40	2.36	▲	.99	■	0	■	Y
M6040102	West of Hudson Signal Improvements	Construction	\$63,917,192	26	.00	■	.94	■	0	■	G
M6050101	Substation Bridge 23 - Construction	Construction	\$41,452,052	95	.00	■	.99	■	5	▲	R
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$43,173,590	79	1.91	▼	1.27	▲	0	■	Y
M6030210	Replace / Repair Undergrade Bridges	Design	\$24,658,340	90	1.72	■	1.00	■	0	■	Y
M7020104	GCT Fire Protection	Construction	\$13,449,677	88	1.09	▲	1.00	▼	3	▲	Y
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,176,649	31	.07	■	.96	■	0	■	G
M7020207	Customer Communication-Stations	Construction	\$79,292,100	12	3.98	▲	.98	■	0	■	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	\$12,824,875	30	.00	■	.99	■	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,160,364	30	.00	■	.91	■	0	■	G

**4th Quarter 2018 Traffic Light Report
Projects in Design and Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Program											
M7020213	Enhanced Station Initiative	Construction	\$116,503,506	30	3.03	▼	.94	■	0	■	G
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	45	3.02	▼	.86	■	0	■	Y
M7030104	Turnouts - Mainline/High Speed	Construction	\$51,321,034	42	.00	■	.99	■	12	▲	G
M7030105	GCT Turnouts/Switch Renewal	Construction	\$24,582,113	62	.00	■	.98	■	0	■	G
M7030106	Turnouts - Yards/Sidings	Construction	\$5,161,213	12	.00	■	1.00	▲	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$22,058,371	34	.00	■	1.00	■	0	■	G
M7030111	2018 Cyclical Track Program	Construction	\$21,700,000	45	.00	■	1.00	■	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$65,471,479	25	.35	■	.99	■	0	■	G
M7030208	Replace Timbers - Undergrade Bridges	Construction	\$5,000,000	72	.00	■	1.00	■	0	■	Y
M7030301	Rock Slope Remediation	Construction	\$12,738,248	60	2.66	▼	.92	■	0	■	Y
M7040101	Network Infrastructure Replacement	Construction	\$42,915,820	30	.00	■	.98	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$84,298,075	3	19.53	▲	.96	■	0	■	G
M7040111	West of Hudson Signal Improvements	Construction	\$21,079,000	3	.00	■	1.00	■	0	■	G
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	\$38,098,610	25	.00	■	.94	■	0	■	G
M7050105	Harlem and Hudson Power Improvements	Construction	\$25,584,840	0	.00	■	1.03	■	0	■	G
M7050113	H&H Power (86th St / 110th St)	Construction	\$9,542,784	79	2.11	▲	.95	■	0	■	G
M7080113	Customer Communication-CM	Construction	\$15,785,854	25	7.82	▲	.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	50	.00	■	.98	■	0	■	G
M7020204	Harlem Line Station Improvements	Design	\$76,256,399	80	1.25	■	.98	■	12	▲	R
M7030107	Rebuild Retaining Walls	Design	\$7,450,999	85	.00	■	.99	■	0	■	G
M7080109	GCT/ESA Investments	Design	\$32,497,686	30	.00	■	1.25	■	0	■	G
B&T - Bridges and Tunnels Program											
D601MPXB	Miscellaneous Structural Rehab	Construction	\$33,834,578	94	1.23	▲	1.15	■	0	■	R
D602RK75	Interim Repairs - Toll Plaza Deck	Construction	\$53,379,590	98	.98	▼	1.00	■	0	■	Y

**4th Quarter 2018 Traffic Light Report
Projects in Design and Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Program											
D604MPXA	Mechanical Systems Rehab	Construction	\$45,212,912	98	1.07	▲	1.07	▲	0	■	G
D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	\$54,760,931	96	.69	■	.97	■	6	▲	Y
D607MPXC	Zone and Spot Painting of Roadway Structures	Construction	\$29,515,654	94	1.06	▲	1.00	▼	0	■	G
D607RK65	Paint - Plaza and Approach Ramps	Construction	\$21,758,541	98	.00	■	1.09	■	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$13,294,650	98	.13	▲	.65	■	0	■	G
D701BW84	Cable & Suspender Rope Investigation/Testing	Construction	\$7,417,779	98	.00	■	.82	■	0	■	G
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	Construction	\$62,410,049	0	.00	■	.94	■	0	■	G
D701HH89	Skewback Retrofit	Construction	\$96,285,529	41	1.27	▼	.95	■	0	■	G
D701RK22	Interim Repairs - FDR Ramp	Construction	\$16,415,105	40	.00	■	.95	■	0	■	G
D701VN10	Anchorage & Piers Rehabilitation and Sealing	Construction	\$46,219,826	12	.00	■	.94	▼	0	■	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	\$29,998,086	38	.00	■	.97	■	0	■	G
D701VN89	Tower Pier Rehab/Construct Mooring Platform	Construction	\$36,137,783	1	.00	■	.95	▼	0	■	G
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	Construction	\$38,334,522	40	.13	▲	.97	■	0	■	G
D703AW63	Replace Toll Equipment & New Toll Initiatives	Construction	\$88,289,742	95	.00	■	.96	■	0	■	Y
D703BW63	Open Road Tolling Initiative at BWB	Construction	\$46,631,716	0	.00	■	.97	■	0	■	G
D703CB63	Open Road Tolling Initiative at CBB	Construction	\$21,520,009	89	.00	▼	.94	■	6	▲	R
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$91,825,272	25	.85	■	.95	■	2	▲	G
D703MP63	Open Road Tolling Initiative at MPP	Construction	\$21,566,743	89	.93	■	.94	■	8	▲	R
D703RK63	Open Road Tolling Initiative RFK Bridge	Construction	\$76,079,074	99	.16	▼	.96	■	0	■	G
D703TN63	Open Road Tolling Initiative at TNB	Construction	\$51,133,099	0	.00	■	.95	▼	0	■	G
D704AW67	Overheight Vehicle Detection Systems	Construction	\$11,588,105	9	.00	■	.95	■	0	■	G
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	\$34,705,923	30	.00	■	.95	■	0	■	G
D704HC07	Rehabilitation of HCT Ventilation Systems	Construction	\$84,355,548	0	.00	■	.95	■	0	■	G
D704HC30	Installation of Smoke Detection/Alarm Systems	Construction	\$11,151,276	0	.00	■	.95	■	0	■	G
D704HC64	Brooklyn Service Building Electrical Rehab.	Construction	\$8,572,439	17	.00	■	.96	▲	-6	▼	G

**4th Quarter 2018 Traffic Light Report
Projects in Design and Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Program											
D704HH13	Replacement of Facility Lighting System	Construction	\$13,201,960	66	.78	▲	.93	■	0	■	G
D704QM81	Rehab of Tunnel Controls & Communication Systems	Construction	\$37,508,136	0	.00	■	.95	■	0	■	G
D704QM91	Installation of Smoke Detection/Alarm Systems	Construction	\$12,204,479	0	.00	■	.96	■	0	■	G
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	Construction	\$34,796,567	25	-2.17	▼	.95	■	0	■	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$21,637,777	38	.00	■	.95	■	0	■	G
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	\$49,080,581	15	.00	■	.94	■	0	■	G
D704VN30	Elevator Rehabilitation	Construction	\$6,310,455	1	.00	■	.98	■	0	■	G
D707BW84	Paint Tower Interior Base Cells and Struts	Construction	\$28,690,955	98	.29	■	.93	■	0	■	G
D707TN49	Painting of Suspended Span	Construction	\$20,440,998	2	.00	■	.95	▲	0	■	G
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Design	\$71,029,672	63	.00	■	1.13	▼	0	■	G
D701RK20	Cable Inspection and Rehabilitation	Design	\$16,342,037	90	.00	■	1.00	■	-42	▼	G
D701RK70	Miscellaneous Structural Rehabilitation	Design	\$26,715,545	63	.00	■	.99	▼	0	■	G
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Design	\$249,065,580	75	.00	■	.99	■	2	▲	G
D707RK70	Paint Suspended Span/Bronx Truss Steel	Design	\$10,823,632	63	.00	■	.33	■	0	■	G
MTA Bus Program											
U6030226	Bus Radio System	Construction	\$27,820,675	16	.15	▲	.99	■	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
(Fourth Quarter 2018 - As of December 31, 2018)**

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
NYCT - New York City Transit Program							
T7040709	Replacement of 6 Escalators / Various Locations	Cost	\$57.2M	Feb 2019	The Estimate At Completion (EAC) increased \$27.2M (from \$30.0M to \$57.2M) and was adjusted to reflect design progress; the gap between the EAC and the current budget is due to higher than anticipated costs for the conveying system and added electrical/communication work compared to similar previous projects.	Additional funding and cost-saving measures are being explored by NYCT and any decisions will be made at final design completion.	An Agency ACE evaluation is not required for this project
T7041210 T7041211 T7041212 T7041217 T7041219	Station Renewals: 111 St, 103 St-Corona Plaza, 82 St-Jackson Heights, 69 St, 52 St / Flushing Line	Schedule	\$15.8M \$17.5M \$20.7M \$15.0M \$15.8M	Jun 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 6 months, from December 2018 to June 2019. The design schedule was extended in order to add additional structural surveys and destructive probes for the steel and concrete repairs tasks.	The surveys and inspections are currently being performed and the final design is being modified to accommodate the changes.	An Agency ACE evaluation is not required for this project
T7041224	Platform Components: 2 Locations - Jerome Line	Schedule	\$4.05M	Jan 2021	During the Fourth Quarter 2018 the forecast Design Completion date slipped 27 months, from October 2018 to January 2021. The reasons for the schedule delays are 1) GOs are not available for the work in the short term, so the schedule cannot be finalized and 2) structure repair work was added to the design.	The project has been deferred until further direction can be obtained regarding the availability of General Orders (GOs) and finalization of the additional structural scope of work. Both issues are under review by various agency departments.	An Agency ACE evaluation is not required for this project
T7041286	Station Lighting: 3 Locations - 50th St, 8th Ave Line, 149th St/3rd Ave and 149th St/GC White Plains Line	Schedule	\$5.4M	May 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 4 months, from January 2018 to May 2019. Design priority was changed due to the lack of bidders in the Tier 2 Small Business program, so resources were temporarily diverted from this project.	The program area is committed to design completion as the search for qualified bidders continues at a high level.	An Agency ACE evaluation is not required for this project
T7070323	Line Structure Component Repairs: Brooklyn Stations, Eastern Pkwy Line	Schedule	\$5.3M	Jul 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 3 months, from April 2019 to July 2019. The schedule was revised because 1) this project was reprioritized due to the originally planned Canarsie Tube shutdown and 2) the sponsor group added additional work to this project.	1) The Designers/ Engineers have resumed the design after postponement of projected impacted by the Canarsie Shutdown and 2) additional field surveys and design tasks have taken place regarding the added work.	An Agency ACE evaluation is not required for this project
T7070341	Component Repairs - Vents Between Stations: E192 St-E198 St Bronx Concourse Line [SBDP]	Schedule	\$4.9M	June 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 3 months, from March 2019 to June 2019. Design priority was changed due to the lack of bidders in the Tier 2 Small Business program, so resources were temporarily diverted from this project.	The program area is committed to design completion as the search for qualified bidders continues at a high level.	An Agency ACE evaluation is not required for this project
T7070342	Component Repairs - Vents Between Stations: E198 St-E205 St Bronx Concourse Line [SBDP]	Schedule	\$4.9M	Aug 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 5 months, from March 2019 to August 2019. Design priority was changed due to the lack of bidders in the Tier 2 Small Business program, so resources were temporarily diverted from this project.	The program area is committed to design completion as the search for qualified bidders continues at a high level.	An Agency ACE evaluation is not required for this project
T7080607 S7070104	UHF T-Band Radio System Replacement (includes SIR)	Schedule	\$33.7M \$29.2M	April 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 3 months, from January 2019 to April 2019. This was due in part to the design consultant indicating that they will restart the Design work after their payments are approved. The consultants lost some of the personnel that were working on the project, and new personnel did not address reviewer comments in the subsequent submissions for Final Engineering. Therefore, several iterations are needed to address existing issues with the design packages.	Extensive discipline based meetings are being held with the consultant to address comments in the design packages. Weekly conference calls with the consultant are continuing to address issues and deadline dates.	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.

**Summary of Core Traffic Light Report Design Exceptions
(Fourth Quarter 2018 - As of December 31, 2018)**

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
NYCT - New York City Transit Program							
T7090220	New Substation: 28 St 8th Ave	Schedule	\$64.9M	Sep 2020	During the Fourth Quarter 2018 the forecast Design Completion date slipped 23 months, from October 2018 to September 2020. This was due in part to objections raised by the community and city government regarding the underground substation at this location.	NYCT is currently exploring alternative sites to build the substation. Some locations under consideration are 27th, 36th, 39th and 42nd Streets.	An Agency ACE evaluation is not required for this project
T7120306	Emergency Generator: Yukon Bus Depot	Schedule	\$10.3M	Mar 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 4 months, from November 2018 to March 2019. This was due in part to a conflict of phasing the project with other work going on at the depot.	NYPA is making the requested phasing changes to avoid conflict with ongoing depot projects.	An Agency ACE evaluation is not required for this project
T7120321	Window Replacement and Façade Repairs: East New York Bus Depot	Schedule	\$10.8M	Feb 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 4 months, from November 2018 to February 2019. This was due in part to a delay in the preparation of the specifications.	The specifications are being reviewed and finalized.	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.
T7120419	New Bus Parking at Tully Site/Queens Depot Property & Environmental Prep	Schedule	\$40.0M	Apr 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 5 months, from November 2018 to April 2019. This is due to the need to put the project on hold in order to coordinate with the nearby Port Authority of New York and New Jersey (PANYNJ) Air Train project.	Coordination between MTA Headquarters and PANYNJ on finalizing the layout is ongoing.	An Agency ACE evaluation is not required for this project
T7130211	Purchase Locomotives - Option to Purchase up to an additional 35	Schedule	\$130.4M	Mar 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 3 months, from December 2018 to March 2019. This is due to the requirement for extensive technical discussions with proposers in order to evaluate proposers' technical approaches and delivery schedules.	Efforts to finalize technical discussions and conduct negotiations with proposers are ongoing.	An Agency ACE evaluation is not required for this project
T7160734	Livingston Plaza Electrical and Mechanical Systems, Emergency Generator Phase B	Schedule	\$55.5M	Jul 2019	During the Fourth Quarter 2018 the forecast Design Completion date slipped 3 months, from April 2019 to July 2019. This due in part to various issues which needed to be worked out with the design consultant. In particular, Construction award of this project cannot be done until the current façade construction work at 130 Livingston Plaza has been completed. It is anticipated that all work will be done by the 1st quarter of 2020.	Design work for this project is ongoing with the façade contract in mind; the completion of the project design is anticipated in July 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.
MNR - Metro-North Railroad Program							
M7020204	Harlem Line Station Improvements	Schedule	\$76.26M	Dec-19	During the Fourth Quarter of 2018, the forecasted design completion date slipped 12 months from December 2018 to December 2019. This was due to severe deterioration discovered during inspections at the Hartsdale and Scarsdale platforms. It was decided the consultant would prepare the preliminary design for the replacement of these stations' platforms via design-build delivery method. The above decision to reprioritize has delayed the completion of non- priority design packages, i.e. the North White Plains Yard 100% documents and the 100% Upper Harlem Line Stations documents, which are to be shelved for the next Capital Program.	The design consultant has been granted a time extension to December 2019 to complete the 100% design documents.	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Ulmer Park Depot Mezzanine Extension	Current Budget: \$7.7M
	Project EAC: \$8.7M
	Substantial Completion Date at Award: Oct 2018
Project No: T5160749	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 49%

Project Description
<p>This project will construct an extension of the existing mezzanine at the Ulmer Park Depot in Brooklyn. The scope of work will include an 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>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter of 2018, the Estimate at Completion (EAC) exceeded the current budget by \$1.0M. This was due to the user's request for a modified mezzanine extension design that required additional mechanical and architectural work.</p>
What is Being Done
<p>Cost: A budget modification staff summary is being prepared to cover the cost of the additional work.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Demolition of Abandoned Structures – Phase 1	Current Budget: \$15.2M
	Project EAC: \$15.1M
	Substantial Completion Date at Award: Dec 2014
Project No: T6070306	Current Substantial Completion Date: Sep 2019
Project Phase: Construction	Phase Complete: 74%

Project Description

The objective of this project is to remediate and demolish 50 abandoned structures throughout the system that are in the worst condition. The scope of work includes environmental surveys/designs for the abatement and removal of asbestos, lead based paint, pigeon guano, PCB's, mercury and contaminated soil. The work is being done by NYCT's Environmental Engineering Division Indefinite Quantity (IQ) Hazardous Remediation Contractors.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped nine months from December 2018 to September 2019. This was due to the complexity of performing demolition at some abandoned structures located adjacent to or on the right of way (ROW) which require General Orders (GOs). Additional abandoned structures have also been added to the original list. Furthermore, Executive Order #168 of the Subway Action Plan reallocated many project resources such as NYCT personnel (CPM Environmental, MOW, etc.), IQ contractor and consultant through the end of 2018.

What is Being Done

Schedule: The remaining structures to be demolished are in the procurement phase (estimating, negotiations and execution of work orders) and work will commence shortly. Presently, 15 Abandoned Structure remain to be demolished. One additional structure (Westchester Yard – Diesel Shop) was added to the overall list and is presently being demolished. The balance of structures are expected to be demolished by September 2019.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Rapid Transit Operations (RTO) Portable Radio Unit Replacement	Current Budget: \$6.7M
	Project EAC: \$6.7M
	Substantial Completion Date at Award: Mar 2011
Project No: T6080606	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 80%

Project Description

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

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped three months, from December 2018 to March 2019. This was due to newly imposed agency restrictions on overtime labor hours during this period, which slowed the ongoing installation work at the RCC and field locations. In addition, higher priority work related to the Subway Action Plan, negatively impacted in-house labor forces available to complete equipment installations on this project.

What is Being Done

Schedule: In order to complete this work, management has prioritized the availability of the necessary labor force toward this project. This work is included in the scope of a new task force created to remedy deficiencies and jump start improvements in operations related communications systems.

Subsequent to the report, forecasted substantial completion slipped an additional six months to September 2019.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Replacement of Oil-Water Separators at 4 Locations	Current Budget: \$19.0M
	Project EAC: \$19.0M
	Substantial Completion Date at Award: Dec 2019
Project No: T6120436	Current Substantial Completion Date: Mar 2020
Project Phase: Construction	Phase Complete: 30%

Project Description
<p>This project will provide for the replacement/upgrade of oil-water separators at the Castleton, Gun Hill, Manhattanville and Yukon Bus Depots.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped three months from December 2019 to March 2020, to limit the impact on the day to day operation of the Gun Hill Bus Depot. The original scope of work had an underground tank being installed, which required the relocation of a Keen machine. It was determined the operations of the Gun Hill Depot would be heavily impacted if that work went on as planned. Based on a feasibility study, it was determined that it would be better to install an above ground tank and avoid relocation of the Keen Machine.</p>
What is Being Done
<p>Schedule: The schedule has been shifted to incorporate the changes from an underground tank to an above ground tank. The additional time in the schedule should be sufficient for the contractor to complete his work and place the new tank in service. The schedule is being monitored to avoid any further impact to the Substantial Completion date.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Enhanced Station Initiative: Pkg No. 4 - 34 St / BW7, 57 St / 6AV, 23 St / 6AV, 28 St / LEX, 34 St / 8AV	Current Budget: \$29.9M, \$49.7M, \$30.2M, \$33.4M, \$26.2M
	Project EAC: \$29.9M, \$49.7M, \$30.7M, \$33.9M, \$26.1M
	Substantial Completion Date at Award: Jan 2019
Project No: T7041292, T70412C9, T70412D1, T70412D2, T70412D3	Current Substantial Completion Date: May 2019
Project Phase: Construction	Phase Complete: 66%, 85%, 85%, 85%, 85%

Project Description
<p>This project package will redesign five stations in Manhattan 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> <p>The five stations that will receive ESI modifications are: 34th Street-Penn station on the Broadway-7th Avenue and 8th Avenue Lines, 23rd Street and 57th Street stations on the 6th Avenue Line, and the 28th Street station on the Lexington Line.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped four months from January 2019 to May 2019, due to an unforeseen condition which will require additional steel work for the ceiling repair at the 28th Street station.</p>
What is Being Done
<p>Schedule: The station was reopened to the public on January 14, 2019 with two barricaded areas where the contractor will perform the steel repairs. The repairs include replacing the sidewalk above the station and the necessary coordination with the two adjacent building owners is occurring. One business owner needs to modify the existing building scaffolding on his property so the steel repair work can proceed.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Enhanced Station Initiative: Package 2 - Broadway, 30 Ave, 36 Ave, 39 Ave / Astoria Line	Current Budget: \$49.1M, \$65.4M, \$64.4M, \$48.8M
	Project EAC: \$49.1M, \$55.4M, \$64.9M, \$48.8M
	Substantial Completion Date at Award: Jan 2019
Project No: T7041293, T7041294, T7041295, T7041296	Current Substantial Completion Date: Feb 2019
Project Phase: Construction	Phase Complete: 88%

Project Description
<p>This project package will redesign four stations on the Astoria Line in Queens 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. The four Astoria Line stations that will receive ESI modifications are: Broadway, 30th Avenue, 36th Avenue, and 39th Avenue.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Fourth Quarter of 2018, the Contingency Index was high for ESI Package 2, due to the AWOs which impacted the contingency budgets at the following stations:</p> <ul style="list-style-type: none"> • Broadway - \$6.4M in pending and approved additional work orders (AWOs) were reported compared to the \$6.5M contingency budget at 68% third party contract completion • 30th Ave - \$6.4M in pending and approved AWOs were reported compared to the \$6.4M contingency budget. at 90% third party contract completion • 36th Ave - \$6.4M in pending and approved AWOs were reported compared to the \$6.3M contingency budget at 91% third party contract completion • 39th Ave - \$7.0M in pending and approved AWOs were reported compared to the \$6.5M contingency budget at 67% third party contract completion <p>The major AWOs included:</p> <ul style="list-style-type: none"> • AWO #3: The installation of Digital Screens at all stations • AWO #48: Outfront Digital Screens Integration at the 39th Avenue and Broadway stations • AWO #36: A revised mezzanine layout at 39th Ave Station for Track Maintenance Crew Quarters changes • AWO #39/40: Repairs to the track girder top flanges at all stations
What is Being Done
<p>Contingency: Additional funding requests have been submitted to cover the contingency need and are pending approval.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2016 Mainline Track Replacement - Dyre Avenue Line	Current Budget: \$13.8M
	Project EAC: \$13.4M
	Substantial Completion Date at Award: Jun 2017
Project No: T7050233	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>This project will involve the reconstruction of segments of mainline track that have reached the end of their useful life on the Dyre Avenue Line. The locations of the track segments were determined by the most recent track condition survey. The scope of work will include the replacement of track, associated equipment, and materials including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped by three months, from October 2018 to January 2019. This was due to the lack of General Orders (GOs) needed for the installation of Electrical Protection Rooms (EPR).</p>
What is Being Done
<p>Schedule: A prospective schedule for the EPR installation is under review; the project is also pending final inspection.</p> <p>Subsequent to the reporting period, Substantial Completion has slipped an additional two months to March 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2016 Mainline Track Replacement – Flushing Line	Current Budget: \$11.8M
	Project EAC: \$11.8M
	Substantial Completion Date at Award: Mar 2017
Project No: T7050245	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This Track Reconstruction project includes replacement of mainline track components on the Flushing Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. The locations addressed are determined by asset condition rating and the scope typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped three months, from October 2018 to January 2019. This delay was due to the continued limited track access resulting from the Communication Based Train Control (CBTC) Signal Project on the Flushing Line.</p>
What is Being Done
<p>Schedule: Subsequent to the reporting period, the necessary track access was obtained and the project achieved Substantial Completion on January 8, 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2017 Mainline Track Replacement – Crosstown Line	Current Budget: \$19.2M
	Project EAC: \$19.2M
	Substantial Completion Date at Award:
Project No: T7050256	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 51%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion Date slipped three months, from October 2018 to January 2019. This was due to the unavailability of track access to finish the track reconstruction work in 2018.

What is Being Done

Schedule: The remaining track work is currently scheduled to start mid-March 2019.
Subsequent to the reporting period, Substantial Completion has slipped an additional three months to April 2019.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2017 Mainline Track Replacement - Lexington Ave Line	Current Budget: \$9.3M
	Project EAC: \$9.3M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050260	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 25%

Project Description
<p>This project will reconstruct segments of mainline track that have reached the end of their useful life on the Lexington Avenue Line. Locations will be determined based on the most recent track condition survey. The scope of work will include the replacement of track, associated equipment and materials, including signals, contact rails, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped by eight months, from December 2018 to August 2019 to complete the 1,030 Track Feet of Type II SCRCP Track Reconstruction work at N/O – S/O Astor Place, Track MM-2. This was due to the unavailability of track access in 2018 resulting from the prioritization of completing track projects that would have conflicts with the Canarsie Tube Sandy Work Project scheduled for April 2019.</p>
What is Being Done
<p>Schedule: The above Type II SCRCP track reconstruction work is scheduled to start in the First Quarter of 2019 with Substantial Completion expected in August 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2017 Mainline Track Replacement - Pelham Line	Current Budget: \$8.4M
	Project EAC: \$8.4M
	Substantial Completion Date at Award: Feb 2018
Project No: T7050261	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 28%

Project Description	
<p>This project will involve the reconstruction of segments of mainline track on the Pelham Line that have reached the end of their useful life. The location of the track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment and materials, including signals, contact rail, ballast, etc.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped by five months, from March 2019 to August 2019. This project could not resume in 2018 as initially anticipated. The 2018 planned schedule for other track jobs resulted in the inability of Track Construction obtaining the General Orders required to resume doing this project.</p>	
What is Being Done	
<p>Schedule: The materials (Resilient Fasteners) are available for this project. The above Type II SCRP track reconstruction work is scheduled to start March 2019 with Substantial Completion expected in August 2019.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>	

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2017 Mainline Track Replacement - 7th Avenue Line	Current Budget: \$5.6M
	Project EAC: \$5.6M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050262	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 32%

Project Description

This project will involve the reconstruction of segments of mainline track that have reached the end of their useful life on the 7th Avenue Line. The locations of the track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment, and materials including signals, contact rail, ballast, etc.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped by eight months, from December 2018 to August 2019. This was due the unavailability of track access in the 3rd and 4th Quarters of 2018 resulting from the prioritization of completing track projects that would have conflicts with the Canarsie Tube Sandy project scheduled for April 2019.

What is Being Done

Schedule: The track reconstruction work is scheduled to start in March 2019 with Substantial Completion expected in August 2019.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2017 Mainline Track Replacement - Flushing Line	Current Budget: \$28.7M
	Project EAC: \$28.7M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050266	Current Substantial Completion Date: Apr 2019
Project Phase: Construction	Phase Complete: 70%

Project Description
<p>This project involves the reconstruction of track segments of mainline track that have reached the end of their useful life on the Flushing Line. The location of track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment, and materials, including signals, contact rails, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped by four months, from December 2018 to April 2019. This delay was due to the continued limited track access resulting from the Communication Based Train Control (CBTC) signal project on the Flushing Line.</p>
What is Being Done
<p>Schedule: The above Type III Panels installation on the Flushing Line is scheduled to start mid-January 2019 with Substantial Completion expected in April 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2018 Mainline Track Replacement - Astoria Line	Current Budget: \$13.5M
	Project EAC: \$15.8M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050270	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 93%

Project Description
<p>This project will involve the reconstruction of segments of mainline track that have reached the end of their useful life on the Astoria Line. The location of track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment, and materials including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter 2018, the Estimate at Completion (EAC) exceeded the current budget by \$2.3M. This was due in part to:</p> <ul style="list-style-type: none"> • Additional weekend General Orders (GOs) required due to inclement weather • Bus shuttle costs being higher than originally estimated.
What is Being Done
<p>Cost: The additional funds required for this project will be derived from the 2015 – 2019 Track Reserve Funds (M44109, Task # 40984).</p> <p>Subsequent to the reporting period, the project’s forecasted substantial completion slipped two months to March 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2018 Mainline Track Replacement - Eastern Parkway Line	Current Budget: \$11.2M
	Project EAC: \$11.9M
	Substantial Completion Date at Award: Nov 2018
Project No: T7050276	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 48%

Project Description
<p>This project involves the reconstruction of segments of mainline track that have reached the end of their useful life on the Eastern Parkway Line. The location of track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment, and materials including signals, contact rail,, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion slipped four months, from November 2018 to March 2019. This delay was due in part to inclement weather on weekends, which is the only available access for Type III Panel installation, and reprioritization of scheduled commitments for other projects.</p>
What is Being Done
<p>Schedule: The installation of Type III Panels for this project is planned to resume in the second Quarter of 2019. Subsequent to this report, Substantial Completion has slipped an additional five months to August 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2018 Mainline Track Replacement - Canarsie Line	Current Budget: \$8.6M
	Project EAC: \$8.6M
	Substantial Completion Date at Award: Nov 2018
Project No: T7050278	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 17%

Project Description
<p>This project involves the reconstruction of track segments of mainline tracks that have reached the end of their useful life on the Canarsie Line. The location of track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment, and materials, including signals, contact rails, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion slipped five months, from November 2018 to April 2019. This was due to a scheduling conflict with other work on the Canarsie Line that did not allow the 1,279 track feet of Type II Ekki Hilti work at N/O - S/E Wilson Avenue, on Track Q-1, to be done during the fourth Quarter of 2018.</p>
What is Being Done
<p>Schedule: The track reconstruction is scheduled to start in January 2019. Subsequent to this report, Substantial Completion has slipped further due to inclement weather delays and a new date is being evaluated at this time.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2018 Mainline Switch Replacement - Astoria Line	Current Budget: \$8.5M
	Project EAC: \$10.9M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050328	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 96%

Project Description
<p>This project includes the replacement of the mainline switches on the Astoria Line. The locations were determined by the most recent condition survey. The scope of work includes the replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cables (including positive and negative connections), and any associated signal and equipment tasks.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter of 2018, the Estimate at Completion (EAC) exceeded the current budget by \$2.4M. The cost overrun was the result of bus shuttle costs being higher than originally estimated and additional weekend General Orders (GOs) required due to additional occurrences inclement weather since the last quarter.</p>
What is Being Done
<p>Cost: The balance of the funds will come from savings realized in the 2015 – 2016 Track and Switch Program. The delayed work is ongoing and subsequent to the reporting period, Substantial Completion slipped an additional month to February 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: 2018 Mainline Switch Replacement - 4th Avenue Line	Current Budget: \$6.4M
	Project EAC: \$8.5M
	Substantial Completion Date at Award: May 2019
Project No: T7050333	Current Substantial Completion Date: May 2019
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This project includes the replacement of mainline switches on the 4th Avenue Line. The locations were determined by the most recent condition survey. The scope of work includes the replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cables (including positive and negative connections), and any associated signal and equipment tasks.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter of 2018, the Estimate at Completion (EAC) exceeded the current budget by \$2.1M. The cost overrun is due in part to:</p> <ul style="list-style-type: none"> • Support costs for Rapid Transit Operations (RTO), Buses and Stations • Construction costs for Signals, Third Rail Operations and track construction being higher than originally estimated • An additional 15 track feet of Type II Ekki Hilti in Mortar that was required to do the three Type I – I switches for this project.
What is Being Done
<p>Cost: The balance of the necessary funds will come from the 2015 – 2019 Track Reserve Funds, (M44109, Task # T40984).</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Purchase 202 Non-Revenue Vehicles	Current Budget: \$33.8M
	Project EAC: \$33.8M
	Substantial Completion Date at Award: Sep 2018
Project No: T7130212	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 54%

Project Description
<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>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped 22 months, from February 2019 to December 2020. This was due to the MTA’s Subway Action Plan (SAP) initiative vehicle orders taking precedence over the capital vehicle orders which, in turn, has pushed back the production dates for all of the remaining contracts. Additionally, a stop order was issued for certain vehicles deliveries due to issues with the rear pressure wash units that were discovered after the vehicles were placed into service.</p>
What is Being Done
<p>Schedule: The vendor has provided a new schedule to expedite the outstanding vehicle deliveries; all vehicles in this contract are now anticipated to be delivered and acceptance completed by December 2020. Subsequent to this report, the stop order was lifted in January 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Consolidated Employee Facilities Component Repairs – 7 Locations in Manhattan	Current Budget: \$9.7M
	Project EAC: \$9.7M
	Substantial Completion Date at Award: Mar 2017
Project No: T7160704	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 92%

Project Description

This project provides for the component repairs of various employee facilities, located throughout the borough of Manhattan. The work includes the replacement of flooring, ceiling tiles, HVAC repairs, communication upgrades, electrical upgrades, cleaning, painting and other moderate repairs and updates. The seven locations are: Chambers Street/Nassau Loop, 14th Street/8th Avenue, 47th-50th Streets - Rockefeller Center/6 Avenue, Delancey Street 6th Avenue, 14th Street/Broadway IRT, Grand Central Station/Shuttle and 148th Street/Lenox Avenue.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped 12 months from December 2018 to December 2019. This was due to delays related to the 148th Street - Lenox Avenue location, which is 50% complete. In the project’s scope of work, this location calls for the replacement and upgrading of the existing HVAC equipment on the roof. The increased extent of replacement and upgrade work triggered the need for additional design efforts from the structural support and electrical groups for Mechanical, Instrument & Controls (I&C), and structural drawings (for roof dunnage).

What is Being Done

Schedule: All design drawings pertaining to the replacement of HVAC equipment, i.e. Mechanical, I&C, and structural framing (for roof dunnage), are currently being generated and cross-coordinated by various departments. Upon completion, all materials and equipment required will be procured and construction will commence. Construction completion of this remaining location is anticipated in December 2019.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Reconstruction/Relocation of the Clifton Car Repair Shop	Current Budget: \$9.1M
	Project EAC: \$9.1M
	Substantial Completion Date at Award: Jul 2020
Project No: S7070111	Current Substantial Completion Date: Feb 2021
Project Phase: Construction	Phase Complete: 21%

Project Description	
<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>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped four months, from October 2020 to February 2021. This was due to changes that occurred during pile driving. A number of H- piles required more splicing than anticipated by the contractor as unforeseen site conditions required piles to be driven to greater depths of 58 feet, 85 feet and 107 feet. It was anticipated that all piles would be in the range of 44 to 72 feet when the schedule was developed.</p>	
What is Being Done	
<p>Schedule: The contractor brought additional pile rigs on site to address the additional work; a dedicated pile rig was used for the battered piles along the perimeter of the building. Depending on work site access, 2 or 3 pile rigs were used to advance the pile work.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>	

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Main Line Corridor – Hicksville North Siding	Current Budget: \$44.2M
	Project EAC: \$44.2M
	Substantial Completion Date at Award: Sep 2019
Project No: L50304TQ	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 48%

Project Description

This project involves construction of a new North Track Siding located west of Hicksville Station between Station Track #1 and the existing North Track Siding. The new siding will be a fully electrified third rail single track with a fully interlocked signal system and controlled signal switches to the Main Line Track. Approximately 6,200 LF of new track will be installed, including associated signals, switches, and third rail power to connect the existing North Track Siding in Hicksville with Station Track #1 to increase capacity along this eastern Main Line segment.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion has slipped 12 months, from September 2019 to September 2020. This was due to the Force Account resources being reallocated to support higher priority projects.

What is Being Done

Schedule: The work is proceeding and Substantial Completion is expected in September 2020.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Centralized Train Control – Movement Bureau	Current Budget: \$17.9M
	Project EAC: \$17.9M
	Substantial Completion Date at Award: Sep 2018
Project No: L60502LF	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 92%

Project Description

This project will centralize control of all LIRR train movement to a full Centralized Train Control (CTC) system. This project will provide the initial architectural fit-out of the CTC facility, with furnishings and installation of: flooring, ceiling, electrical, security, communication, and fire suppression systems; HVAC system and connection to the Building Management System; floor covering, interior finishes, walls, doors, and windows; new staircase; acoustic treatments and console furniture.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped four months from November 2018 to March 2019. This was due to the determination that LIRR needed to order custom fabricated pedestals for the BARCO wall, in the new Power Director Location, because of sight line issues. Additionally, the Siemens Supervisory Control and Data Acquisition (SCADA) network equipment has a long lead-time.

What is Being Done

Schedule: The LIRR has reached out to the vendor for expedited fabrication and delivery. SCADA network equipment has been delivered and LIRR conducted all back-end network and electrical power wiring prior to the delivery to expedite the process.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Murray Hill Station – New Elevators	Current Budget: \$11.5M
	Project EAC: \$11.5M
	Substantial Completion Date at Award: Jun 2019
Project No: L70204UM	Current Substantial Completion Date: Sep 2019
Project Phase: Construction	Phase Complete: 18%

Project Description	
<p>This project includes street level improvements to support ADA compliance and the installation of new elevators at both east and west bound platforms at Murray Hill Station in Queens, on the Port Washington Branch. Murray Hill is a below grade station with two 4-car length platforms, an overpass, and two sets of stairs for each platform. Station platforms are located below street level.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped by three months from June 2019 to September 2019. This was due to contractor delays in obtaining proper insurance for lead and asbestos abatement and design approval of the platform barricade.</p>	
What is Being Done	
<p>Schedule: The contractor has obtained proper insurance and design approval for the platform barricade. Work is progressing and Substantial Completion is expected September 2019.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>	

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Nostrand Avenue Station Rehabilitation	Current Budget: \$28.1M
	Project EAC: \$28.1M
	Substantial Completion Date at Award: Mar 2019
Project No: L70204UN	Current Substantial Completion Date: Oct 2019
Project Phase: Construction	Phase Complete: 50%

Project Description

Station Rehabilitation of the circa 1976 elevated Nostrand Avenue Station is the final element in a multi-phased investment in the Atlantic Avenue Viaduct, located in Brooklyn. The station rehabilitation builds upon viaduct renewal work completed under the 2005-2009 Capital Program. Station rehabilitation includes: replacement of the station platforms, railings, and canopy roofing systems; Replacement of 4 overpasses and platform stairs, with the new stairs having ADA-compliant railings; installation of 2 new elevators; replacement of and upgrades to station lighting, electrical & communications systems, CCTV security system, and signage; and general improvements to site accessibility.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped seven months, from March 2019 to October 2019. This was due to ongoing legal issues with the developer of the adjacent property.

What is Being Done

Schedule: The LIRR project management has mitigated the legal issues by altering the northwest staircase landing to proceed with the construction.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Enhanced Station Initiative – Stewart Manor	Current Budget: \$5.3M
	Project EAC: \$5.3M
	Substantial Completion Date at Award: Nov 2018
Project No: L70204V6	Current Substantial Completion Date: Jun 2019
Project Phase: Construction	Phase Complete: 25%

Project Description

This project will add station enhancements to Stewart Manor Station, located on the Hempstead Branch in Nassau County, to improve the appearance of the station. Construction activities include installation of new art glass within the platform shelter sheds, landscaping, new stamped concrete sidewalks, bike racks, and new curbs.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion slipped seven months, from November 2018 to June 2019. This was due to design approval of the railing and shelter shed for the Port Jefferson Station. The longer design approval process resulted in fabrication and delivery being pushed out.

What is Being Done

Schedule: The design for the railing and shelter shed was approved and Substantial Completion is anticipated June 2019.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Enhanced Station Initiative - 6 Stations	Current Budget: \$26.6M
	Project EAC: \$27.3M
	Substantial Completion Date at Award: Dec 2018
Project No: L70204V9	Current Substantial Completion Date: Jun 2019
Project Phase: Construction	Phase Complete: 44%

Project Description

As part of Enhanced Station Initiatives [ESI], this project will enhance the appearance, function, safety, and customer experience at six stations: Great Neck, Bayside, Northport, Valley Stream, Ronkonkoma, and Baldwin. Work includes new curbs, stamped concrete sidewalks, bollards, ticket machine shelters, fencing, planter boxes, signage, CCTV cameras, Wi-Fi, bike racks, artwork and trash receptacles. Northport will also include interior renovations to the station building.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped six months, from December 2018 to June 2019. This was due to the following:

- The benches installed initially were of poor quality and needed to be replaced.
- The trash receptacles design and approval process.
- Design and approval of station signage shop drawings which in turn delayed the fabrication and pushed installation out.

What is Being Done

Schedule: New benches are being fabricated and will be installed. LIRR has provided comments to the trash receptacles manufacturer and a fourth prototype will be provided. The review of design submittals for the station signage packages is ongoing.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Retaining Walls / Right of Way Projects	Current Budget: \$10.0M
	Project EAC: \$10.0M
	Substantial Completion Date at Award: Dec 2019
Project No: L70301WH	Current Substantial Completion Date: Mar 2021
Project Phase: Construction	Phase Complete: 61%

Project Description

This project will improve the physical condition of the Right of Way (ROW) to ensure safe and efficient operation of trains system-wide. The work will include construction / renewal of retaining walls, culvert rehabilitation, and will address areas with drainage and flooding conditions to ensure the track structures and other Rail Road assets along the ROW are in a state of good repair.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped 15 months, from December 2019 to March 2021. This was due to Force Account resources being reallocated to support higher priority projects.

What is Being Done

Schedule: The work is proceeding and Substantial Completion is expected March 2021.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Mentor Allowance – Line Structures	Current Budget: \$17.7M
	Project EAC: \$17.7M
	Substantial Completion Date at Award: May 2020
Project No: L70401BU	Current Substantial Completion Date: Jan 2021
Project Phase: Construction	Phase Complete: 8%

Project Description

This project will prepare the surface of and paint 15 bridges in 10 locations using a new painting application. Also included in the scope of work is lead abatement, air monitoring and MPT (Maintenance and Protection of Traffic). A containment system will be temporarily constructed as part of the lead abatement.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped eight months, from May 2020 to January 2021. This was due to the following:

- Construction restrictions in Southampton, from Memorial Day to Labor Day, which affected the Forge River Bridge in Mastic and the Main Street Bridge in Southampton.
- The lack of available Mentor Contractors.

What is Being Done

Schedule: The procurement for Mentor Contractors is ongoing and an aggressive construction schedule has been set to reduce the time needed from nine months to five months by painting the bridges concurrently.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Springfield Blvd and Union Turnpike Bridge Rehab	Current Budget: \$7.4M
	Project EAC: \$7.4M
	Substantial Completion Date at Award: May 2019
Project No: L70401BX	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 2%

Project Description

This project will rehabilitate structural elements of the Springfield Boulevard and the Union Turnpike Bridges. Springfield Boulevard Bridge is a single span, four track bridge, located on the Main Line Branch, in Queens County, at the LIRR Queens Village Station. The construction items include: Repair girders that present moderate corrosion, condition typical at all girders; repair platform support steel brackets and platform stubs that present moderate corrosion; parapet concrete crack repairs; remove existing concrete platforms, light poles, conduits, and concrete and replacement of passenger platforms currently supported by fascia girders and steel brackets. Union Turnpike Bridge is a single span, two track bridge that carries only freight traffic, located on the Montauk Branch in Queens County. The construction items include: Rehabilitate bearings; remove and rebuild partial bridge seat and pedestals and repair back wall as necessary.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped three months, from May 2019 to August 2019. This was to allow for the possibility of track outages not being available due to higher priority operational needs.

What is Being Done

Schedule: The LIRR Department of Project Management facilitated discussions between New York and Atlantic Railway and the contractor, which resulted in an opportunity to accomplish the work on the Union Turnpike Bridge with a minimum number of outages than originally planned. The second bridge, Springfield Blvd., now has up to six full single-track weekend outages on the schedule. The goal remains to achieve Substantial Completion as soon as possible for both sites.

IEC Comment

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

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

MTA Agency: Metro-North Railroad	Status as of December 31, 2018
Project Name: Replace and Upgrade Bridge 23 Substation	Current Budget: \$41.7M
	Project EAC: \$41.5M
	Substantial Completion Date at Award: Jul 2014
Project No: M6050101	Current Substantial Completion Date: Mar 2019
Project Phase: Construction	Phase Complete: 95%

Project Description	
<p>Metro-North Railroad (MNR) entered into a joint agreement with the New York Power Authority (NYPA) to design and construct a replacement of the existing Bridge 23 substation. The design scope includes a new breaker house at Pelham, new 27 kv feeders, new switchgear at New Rochelle and a new signal power supply station (MA Set) at the C-14 substation. In addition, the existing Bridge 23 substation at Mount Vernon was reconfigured to better utilize the existing 138KV three phase supply.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped five months from October 2018 to March 2019. This was due to the complexity of the construction work requiring continued coordination of engineering design, manufacturer submittals and overall system integration while maintaining an active “supply” substation serving the New Haven Line. In addition, the slip was due to the following contributing factors:</p> <ul style="list-style-type: none"> • Delay due to replacement of defective relays found during testing and commissioning process. • Lack of flagging and force account support due to other higher priority projects on the railroad. • Contractor work cancellations & longer than anticipated local utility company response for service energization. 	
What is Being Done	
<p>Schedule: To mitigate negative schedule impact to the project, the following actions have been, or are in the process of being taken:</p> <ul style="list-style-type: none"> • Defective relays have been replaced without additional cost to Metro-North. • Continue to work closely with Force Account department to improve coordination and monitor resource allocations for better support. • Continue to involve local utility company to expedite electrical service work. 	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>	

MTA Agency: Bridges and Tunnels	Status as of December 31, 2018
Project Name: Miscellaneous Steel Repairs at the Marine Parkway Bridge	Current Budget: \$31.8M
	Project EAC: \$33.8M
	Substantial Completion Date at Award: Dec 2018
Project No: D601MPXB	Current Substantial Completion Date: Dec 2018
Project Phase: Construction	Phase Complete: 94%

Project Description
<p>This project involves miscellaneous structural repairs at the Marine Parkway Bridge, including: steel repairs identified in the biennial inspections, plus installation of a fire suppression system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency
<p>Contingency: During the Fourth Quarter of 2018, the rate of expenditures exceeded the overall percent complete causing a Contingency Index of 1.23. Primarily due to additional critical work items, the percentage of planned contingency usage and cost expenditures are running slightly greater than the projects percent complete. These increases are mainly due to the need to perform critical steel repairs and to compensate the contractor for cost impacts due to the Authority's directive for restricted lane closures from June 29, 2017 through September 4, 2017.</p>
What is Being Done
<p>Contingency: No budgetary adjustments nor additional funding was required. The project has achieved Substantial Completion.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of December 31, 2018
Project Name: Open Road Tolling Initiative at the Cross-Bay Bridge	Current Budget: \$22.7M
	Project EAC: \$21.5M
	Substantial Completion Date at Award: Dec 2018
Project No: D703CB63	Current Substantial Completion Date: Jun 2019
Project Phase: Construction	Phase Complete: 89%

Project Description
<p>Civil Package 4 construction work is needed after the "go live" of Open Road Tolling (ORT) at the Cross-Bay Bridge. Package 4 civil construction work is for replacement of the pavement, install barriers, curbs, drainage, and lighting.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecast Substantial Completion date slipped six months, from December 2018 to June 2019. The project was originally planned to maintain one lane of traffic open in each direction. During construction, this requirement caused extensive operational and traffic issues and was modified to allow for two lanes of traffic. This revision has negatively impacted construction and the Substantial Completion date.</p> <p>In addition, for safety reasons, the agency decided to upgrade and install new sidewalks near the ORT Plaza and the service building to safely access equipment and public areas to and from the facility.</p>
What is Being Done
<p>Schedule: To mitigate schedule issues, the construction manager is aggressively managing the turnaround submittal review time, reviewing and approving the Safe Work Plan, and collaborating with the contractor to minimize Requests For Information (RFI's).</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Bridges and Tunnels	Status as of December 31, 2018
Project Name: Open Road Tolling Initiative at the Marine Parkway Bridge	Current Budget: \$22.9M
	Project EAC: \$21.6M
	Substantial Completion Date at Award: Dec 2018
Project No: D703MP63	Current Substantial Completion Date: Jun 2019
Project Phase: Construction	Phase Complete: 89%

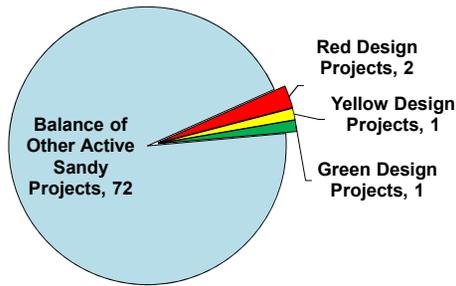
Project Description	
<p>Civil Package 4 involves construction work is needed after the "go live" of Open Road Tolling (ORT) at the Marine Parkway Bridge commenced. Civil Package 4 construction work is for replacement of the pavement, install barriers, curbs, drainage, and lighting.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter of 2018, the forecast Substantial Completion date slipped eight months, from October 2018 to June 2019. For safety reasons, the agency decided to upgrade and install new sidewalks near the ORT Plaza and the service building to safely access equipment and public areas to and from the facility. This additional site work has negatively impacted the project schedule.</p>	
What is Being Done	
<p>Schedule: The project now requires additional time to process and complete the additional work and execute punch list items.</p> <p>The project team is closely monitoring the remaining work to complete and will aggressively expedite the schedule for substantial completion in March 2019.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the agency.</p>	
<p>All Agency Contractor Evaluation: 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>	

4th Quarter 2018 Traffic Light Report on MTA SANDY Program

A total of 76 Active Sandy Projects were Reviewed for the 4th Quarter 2018

The 76 active projects include 4 projects in Design, 13 in Post-Design to Construction Award, 59 in Construction

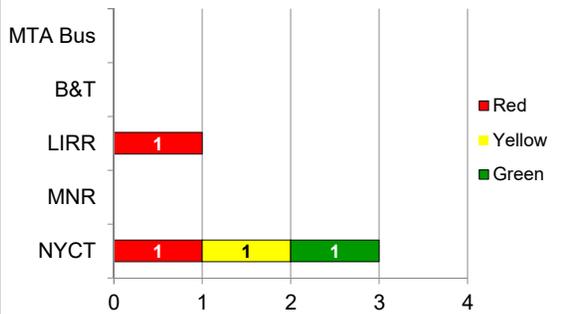
4 of 76 Projects in Design



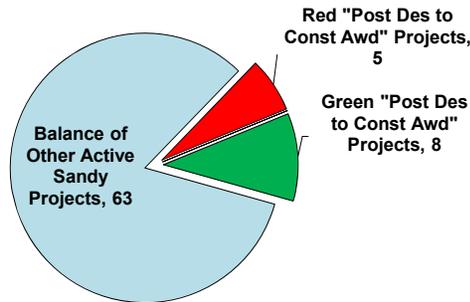
Summary of Projects in Design: 4 projects were reviewed in the design phase this quarter with 1 (25%) designated Green, 1 (25%) Yellow and 2 (50%) were Red. Both of the projects designated Red were for a schedule variance. The variances were due in part to the need to answer questions about the specifications & Amtrak permit approval.

Last Quarter: 7 projects were reviewed in the design phase this quarter with 4 (57%) designated Green and 1 (14%) Yellow and 2 (29%) were Red.

4 Projects in Design



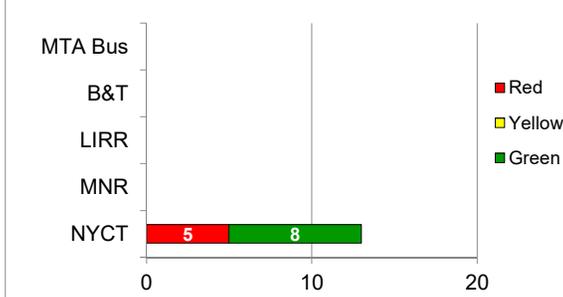
13 of 76 Projects in Post-Design to Construction Award



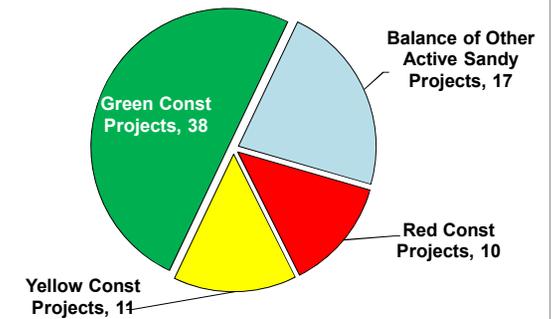
Summary of Projects in Post-Design to Construction Award: 13 projects were reviewed in this phase with 8 (62%) designated green and 5 (38%) Red. All 5 of the projects designated Red were for a schedule variance. The schedule variances were due to the low bidder being disqualified, bids being significantly higher than engineer's estimate, and coordination with other agencies.

Last Quarter: 13 projects were reviewed in this phase with 9 (69%) designated green and 4 (31%) Yellow.

13 Projects in Post-Design to Construction Award



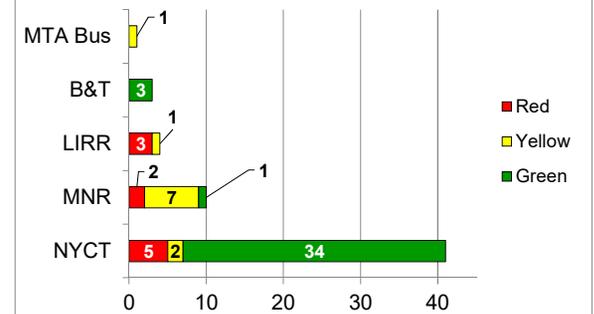
59 of 76 Projects in Construction



Summary of Projects in Construction: 59 projects were reviewed in this phase with 38 (64%) designated green, 11 (19%) yellow and 10 (17%) were Red. Of the 10 projects which were designated Red, 6 (60%) were for a schedule variance, 2 for a Cost, 1 for Contingency, and 1 was for both a contingency and schedule variance. The schedule variances were due to force account availability, added scope and unforeseen conditions.

Last Quarter: 58 projects were reviewed in this phase with 42 (72%) designated green, 11 (19%) yellow and 5 (9%) were Red.

59 Projects in Construction



MTA Sandy Recovery Projects Terms and Definitions

4th 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: 4

	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: 59

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

Projects in Planning:

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

Projects Completed:

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

Report Index Formulas and Criteria:
--

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

**4th Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Coney Island Yard Flood Mitigation												
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	2	.00	■	.99	■	0	■	G
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,835,502	91	.22	▼	1.00	■	0	■	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$33,806,612	27	.00	■	1.00	■	0	■	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$48,831,538	34	.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	34	.00	■	1.00	■	0	■	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,778,677	42	.00	■	.99	■	0	■	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$275,885,316	32	.00	■	.87	■	0	■	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$100,628,800	21	.00	■	1.00	■	0	■	G
Clark Tube												
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	\$7,274,319	84	.16	▲	1.38	▲	0	■	R
ET060234	Recovery: Pump Room (Clark Tube)	Construction	Recovery	\$7,988,704	88	.38	■	1.00	■	0	■	G
ET060324	Mitigation: 3 Pump Rooms (Clark Tube)	Construction	Mitigation	\$6,074,200	92	.36	▲	1.00	■	0	■	G
ET080212	Recovery: Signals (Clark Tube)	Construction	Recovery	\$9,204,970	96	.00	■	1.00	■	0	■	G
ET090224	Recovery: Power and Communication Cables (Clark Street Tube)	Construction	Recovery	\$87,023,097	95	.29	■	1.10	▲	0	■	R
148th Street Yard												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	\$14,570,909	2	.00	■	.98	■	0	■	G

4th Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
148th Street Yard												
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Construction	Mitigation	\$78,012,673	5	.00	■	1.00	■	0	■	G
ET100311	Mitigation: 148th Street Yard Portal	Construction	Mitigation	\$5,059,135	4	.00	■	1.00	■	0	■	G
Rutgers Tube												
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$8,093,094	100	.00	■	1.00	■	0	■	G
ET060232	Recovery: 2 Pump Rooms (Rutgers Tube)	Post Des to Const Awd	Recovery	\$6,682,531	100	.00	■	1.00	■	0	■	G
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	\$9,964,848	100	.00	■	1.00	■	0	■	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$55,678,402	100	.00	■	1.01	■	0	■	G
207th Street Yard												
ET100210	Recovery: Power Cable at 207 Street Yard	Construction	Recovery	\$31,082,239	0	.00	■	1.00	■	1	▲	G
ET100218	Recovery: 207 Street Yard Signal System	Construction	Recovery	\$300,715,243	0	.00	■	1.00	■	0	■	G
ET100219	Recovery: Yard Track (207 Street Yard)	Construction	Recovery	\$61,670,982	0	.00	■	1.00	■	1	▲	G
ET100220	Recovery: Yard Switches (207 Street Yard)	Construction	Recovery	\$50,839,784	0	.00	■	1.00	■	1	▲	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Construction	Mitigation	\$165,142,468	5	.00	■	1.01	■	1	▲	G
ET100312	Mitigation: 207th Street Yard Portal	Construction	Mitigation	\$25,645,199	0	.00	■	1.00	■	1	▲	G
All Other NYCT Projects												
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Construction	Mitigation	\$78,976,372	11	.00	■	1.00	■	0	■	G
ET040320	Mitigation: Critical Room Resiliency	Construction	Mitigation	\$22,652,684	94	.33	▼	1.00	■	1	▲	Y

**4th Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	50	.88	▲	1.00	■	0	■	G
ET040323	Mitigation: Upgrade Backup Command Center	Construction	Mitigation	\$9,554,786	0	.00	■	.92	■	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	22	.19	▲	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,578,496	40	-1.05	▲	1.00	■	1	▲	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,439,194	65	1.39	▼	1.00	■	0	■	Y
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	64	.68	▲	1.00	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,602,129	51	.60	■	1.00	■	1	▲	G
ET060325	Mitigation: 1 Fan Plant	Construction	Mitigation	\$5,910,081	41	.43	▲	1.00	■	1	▲	G
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Construction	Mitigation	\$5,265,977	0	.00	■	1.00	▼	0	■	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Construction	Mitigation	\$24,685,789	50	1.27	▲	.99	■	0	■	R
ET120307	Mitigation: Various Bus Depots	Construction	Mitigation	\$26,422,164	0	.00	■	1.00	▲	0	■	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	93	.00	■	1.15	■	5	▲	R
ET070209	Recovery: Wrap-up Rockaway Line	Design	Recovery	\$30,877,511	50	.00	■	1.02	■	0	■	G
ET090310	Mitigation: Back-up Power Control Center	Design	Mitigation	\$11,907,600	95	.00	■	1.15	■	0	■	Y
ET040325	Mitigation: Internal Station Hardening	Post Des to Const Awd	Mitigation	\$13,821,495	100	.00	■	.72	■	3	▲	R
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Post Des to Const Awd	Mitigation	\$14,977,375	70	.00	■	1.00	▲	0	■	G
ET070308	Mitigation: Steinway Portal	Post Des to Const Awd	Mitigation	\$15,064,993	100	.00	■	1.00	■	0	■	G

4th Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	\$48,280,226	100	.00	─	1.52	─	6	▲	R
ET100314	Mitigation: 207th Street Yard Sewers	Post Des to Const Awd	Mitigation	\$128,161,992	100	.00	─	6.93	▲	7	▲	R
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$16,925,571	100	.00	─	1.47	─	7	▲	R
ET160311	Mitigation: Zerega Maintenance Facility	Post Des to Const Awd	Mitigation	\$11,344,441	95	.00	─	1.00	─	0	─	G
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$25,522,822	100	.00	─	2.18	─	7	▲	R
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	0	.00	─	.99	─	4	▲	R
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$167,732,374	15	.14	▼	1.00	─	4	▲	R
ES070303	Mitigation: St. George Terminal Yard	Post Des to Const Awd	Mitigation	\$66,172,625	100	.00	─	.90	─	1	▲	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$18,685,203	0	.00	─	.93	▼	6	▲	R
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$70,886,202	95	.02	─	1.03	─	24	▲	R
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,512,962	46	.00	─	1.06	─	41	▲	R
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$28,318,222	19	-1.08	▼	1.16	▲	0	─	Y
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$94,529,494	2	.00	─	1.04	▼	4	▲	R
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph 1 & 2 Power and C & S Restoration												
EM040205	Communications & Signal Infrastructure Restoration Phase 1	Construction	Recovery	\$53,572,882	75	.96	▼	.96	─	0	─	Y

4th Quarter 2018 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Sandy Program												
Hudson Line Ph 1 & 2 Power and C & S Restoration												
EM040206	Communications & Signal Infrastructure Restoration Phase 2	Construction	Recovery	\$31,658,614	3	.00	■	.92	▼	0	■	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$45,920,692	75	.00	■	.91	■	0	■	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$33,275,430	75	.00	■	1.00	■	0	■	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$100,629,279	75	1.21	▼	.98	■	0	■	Y
EM050207	Power Infrastructure Restoration Phase 2	Construction	Recovery	\$67,023,440	3	.00	■	.93	▼	0	■	Y
All Other Projects												
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	■	2	▲	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$45,653,743	89	1.12	▲	1.00	■	4	▲	R
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,609,126	10	10.00	▲	.99	■	12	▲	R
B&T - Bridges and Tunnels Sandy Program												
Hugh Carey Tunnel Restoration												
ED010301	Hugh Carey Tunnel mitigation - perimeter work	Construction	Mitigation	\$36,245,985	97	.42	▲	.99	■	0	■	G
ED050303	Hugh Carey Tunnel - Raise seawalls at the Governors Island Vent Building	Construction	Mitigation	\$10,293,448	99	.90	▲	.33	▼	0	■	G
Queens Midtown Tunnel Rehab												
ED010304	Queens Midtown Tunnel mitigation - flood gates and other	Construction	Mitigation	\$29,254,989	97	.00	▼	1.00	■	0	■	G
MTA Bus Program												
All Other Projects												
EU030201	Recovery: Far Rockaway Depot	Construction	Recovery	\$11,000,000	98	1.13	▼	.96	■	0	■	Y

Summary of Sandy Traffic Light Report Design Exceptions
(Fourth Quarter 2018 - As of December 31, 2018)

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
NYCT - New York City Transit Program							
ET060317	Mitigation: Conversion of 2 Pump Trains	Schedule	\$19.1M	Mar 2019	During the Fourth Quarter of 2018, the forecast Design Completion Date slipped from October 2018 to March 2019. This was because after advertisement, prospective proposers requested additional time to submit their proposals due to scope questions.	An addenda has been issued to respond to the proposers' questions and the schedule has been adjusted accordingly.	An Agency ACE evaluation is not required for this project.
LIRR - Long Island Rail Road Program							
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Schedule	\$94.5M	Jul 2019	During the Fourth Quarter 2018, the forecasted Design Completion date slipped four months, from March 2019 to July 2019. This was due to an Amtrak delay in granting a Permit to Enter upon Amtrak property to conduct field investigations and soil borings.	LIRR and Amtrak to expedite the East River Tunnel Queens Portal Site Access for survey only work which does not include any disturbance of the soil. LIRR is awaiting full access to complete the required soil borings.	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Recovery - Fan Plant (Clark Street Tube)	Current Budget: \$5.2M
	Project EAC: \$7.2M
	Substantial Completion Date at Award: Jan 2019
Project No: ET060226	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>This project will replace the existing ventilation systems, actuator and bearings at fan plant #7229 that were damaged in Superstorm Sandy. The fan plant is located at Old Slip in the Clark Street Tube in the Borough of Manhattan. This project is part of the much larger construction project which is rehabilitating the Clark Street Tube which was damaged by Superstorm Sandy. Work includes the replacement of the fan plant as well as additional work on the track components, signals, power and communication cables, substations, pump rooms and the tube structure itself.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Fourth Quarter of 2018, the Estimate at Completion (EAC) exceeded the current budget by \$2.0M. This was due to operating overhead charges on the Clark Street Tube project which were not accounted for in the TA labor budget.</p>
What is Being Done
<p>Cost: A budget modification staff summary is being prepared to address the shortfall.</p> <p>Subsequent to the reporting period, the project achieved Substantial Completion on January 17, 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Recovery - Power and Communication Cables (Clark Street Tube)	Current Budget: \$78.6M
	Project EAC: \$87.0M
	Substantial Completion Date at Award: Jan 2019
Project No: ET090224	Current Substantial Completion Date: Jan 2019
Project Phase: Construction	Phase Complete: 99%

Project Description

This project will facilitate the replacement of power and communication cables as a part of the larger restoration of the Clark Street Tube, located between Manhattan and Brooklyn, which was damaged during Superstorm Sandy.

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the Fourth Quarter of 2018, the Estimate at Completion (EAC) exceeded the current budget by \$8.4M. This was due to additional flagging requirements and operating overhead charges that were not included in the TA labor budget.

What is Being Done

Cost: A budget modification staff summary is being prepared to address the shortfall.

Subsequent to the reporting period, the project achieved Substantial Completion on January 17, 2019.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Mitigation - Long Term Flood Protection at Hammels Wye	Current Budget: \$24.8M
	Project EAC: \$24.6M
	Substantial Completion Date at Award: May 2019
Project No: ET070309	Current Substantial Completion Date: May 2019
Project Phase: Construction	Phase Complete: 60%

Project Description

This project will build a flood wall around the perimeter of the Hammels Wye campus on the Rockaway Line in Queens, which contains facilities housing critical equipment such as a signal compressor, hydraulic rooms, circuit breaker houses, crew quarters, a signal tower, and a power substation. Resiliency measures will prevent flooding from Jamaica Bay and the Atlantic Ocean during storm events and minimize service disruptions.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Fourth Quarter of 2018, there were \$0.8M in pending and approved Additional Work Orders (AWOs) compared to the projects \$1.2M contingency budget at 50% third party contract completion. This was due to unforeseen conditions (i.e., utility duct banks) found in the field during excavation for the sheet pile flood wall. Design for the flood wall was revised to install a concrete wall with jet grouting for seepage cut-off.

What is Being Done

Contingency: Work has been completed for the flood wall. The design AWOs have been negotiated with the contractor and the costs are within contingency. Based on the remaining work in the project, the current contingency is expected to be sufficient to cover any AWOs through Substantial Completion.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Mitigation - Internal Station Hardening	Current Budget: \$19.1M
	Project EAC: \$13.8M
	Original Award Date: Oct 2018
Project No: ET040325	Current Award Date: Mar 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will provide flood protection to the equipment located in the communication and signal rooms at the following six stations: 148th Street, Lenox Line, in Manhattan, 86th Street, Sea Beach Line, in Brooklyn, Stillwell Avenue, “D” “F” “N” “Q” Lines, in Brooklyn, and Beach 116th, Howard Beach, and Broad Channel, Rockaway Line, in Queens.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2018, the forecasted award date slipped three months, from December 2018 to March 2019. This was due to a longer than expected time to qualify the second low bidder. Bids were opened on November 20, 2018, but the low bidder was disqualified because they did not sign the Buy America certification. Award was postponed and subsequent to the reporting period, two qualification hearings for the second low bidder were required to ensure they had qualified subcontractors.</p>
What is Being Done
<p>Schedule: The contractor has been evaluated and they have provided adequate communications and signals qualified subcontractors and were determined to be technically qualified for the project. The Procurement Staff Summary is in circulation so that the contract can be awarded by March 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Mitigation - Deployable Substations	Current Budget: \$31.6M
	Project EAC: \$48.2M
	Original Award Date: Jun 2018
Project No: ET090308	Current Award Date: Aug 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will procure four Deployable Battery Power Systems (DBPS). The DPBS are designed to be quickly transported and connected to the system when substations are disabled and emergency power needs to be provided. Once deployed to the incident site, the unit will fill the gap between working substations, allowing basic train service to be restored until repairs are complete at the damaged location.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2018, the forecasted award date slipped six months, from February 2019 to August 2019. This was due to a negative finding regarding one of the proposed subcontractors, uncovered during the Request For Proposal (RFP) period. The issue needs to be resolved through the Vendor Relations process.</p>
What is Being Done
<p>Schedule: Vendor Relations is reviewing the finding and will schedule a hearing once their review is complete. The schedule has been adjusted to allow time for the hearing to conclude.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Mitigation - 207th Street Yard Sewers	Current Budget: \$18.4M
	Project EAC: \$128.1M
	Original Award Date: Dec 2018
Project No: ET100314	Current Award Date: July 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description	
<p>This project will provide flood mitigation at the 207th Street Yard, located in Manhattan, by relocating Department of Environmental Protection (DEP) owned sewers from the yard. Work includes reconfiguration of the yards sanitary sewer system, construction of a pumping station, new regulators, tide gates and branch interceptors, the installation of new manholes and the sealing of all existing manholes.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter 2018, the forecasted award date slipped seven months, from December 2018 to July 2019. This was due to the issue in obtaining Department of Transportation (DOT) stipulations. Part of the construction activities slated to occur on 215th Street affects the Department of Sanitation (DSNY) truck parking. As a result, the DSNY is requesting DOT to provide designated parking for their garbage trucks for the duration of construction.</p>	
What is Being Done	
<p>Schedule: Consultations between NYCT management and the DOT are underway in pursuit of a resolution to this matter. The issue is expected to be mitigated soon. Once an agreement is reached, the project can be awarded.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>	

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Mitigation - Consolidated Revenue Facility	Current Budget: \$11.4M
	Project EAC: \$16.9M
	Original Award Date: Jul 2018
Project No: ET160310	Current Award Date: Jun 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description	
<p>This project will provide an effective flood mitigation scheme to protect the Consolidated Revenue Facility located in Maspeth, Queens. The project consists of a perimeter flood wall to protect against storm surges, as well as improvements of the drainage system to mitigate effects of heavy rain fall. Deployable flood walls will be used at the facility entrances to maintain access and will be deployed when a storm is forecasted to arrive.</p>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter 2018, the forecasted award date slipped seven months, from November 2018 to June 2019. This was due to the bids, which were received in October 2018, coming in significantly higher than the Engineer's estimate.</p>	
What is Being Done	
<p>Schedule: NYCT is currently evaluating the bids and a decision on how to proceed should be reached in the second quarter of 2019.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>	

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Mitigation - Tiffany Central Warehouse	Current Budget: \$11.6M
	Project EAC: \$25.5M
	Original Award Date: Jul 2018
Project No: ET160312	Current Award Date: Jun 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will repair and strengthen the building exterior walls at the Tiffany Central Warehouse, located in the Bronx. The existing walls require repairs, and the replacement walls will be built to withstand flood loads from future storm events. Work includes the construction of a new foundations, new exterior wall panels, reinforcement of interior columns, new windows, frames, watertight doors, sump pumps and a perimeter drainage system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2018, the forecasted award date slipped seven months, from November 2018 to June 2019. This was due to the bids which were received in October 2018, coming in significantly higher than the Engineer's estimate.</p>
What is Being Done
<p>Schedule: NYCT is currently evaluating the bids and a decision on how to proceed should be reached in the second quarter of 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of December 31, 2018
Project Name: Sandy Repair and Mitigation – Clifton Shop	Current Budget: \$35.1M, \$167.7M
	Project EAC: \$34.8M, \$167.7M
	Substantial Completion Date at Award: Jul 2020
Project No: ES070211, ES070302	Current Substantial Completion Date: Feb 2021
Project Phase: Construction	Phase Complete: 21%, 16%

Project Description	
<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>	
Problem Since Last Quarterly Report	
Index Trigger(s): Schedule	
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped four months, from October 2020 to February 2021. This was due to changes that occurred during pile driving. A number of H- piles required more splicing than anticipated by the contractor as unforeseen site conditions required piles to be driven to greater depths of 58 feet, 85 feet and 107 feet. It was anticipated that all piles would be in the range of 44 to 72 feet when the schedule was developed.</p>	
What is Being Done	
<p>Schedule: The contractor brought additional pile rigs on site to address the additional work; a dedicated pile rig was used for the battered piles along the perimeter of the building. Depending on work site access, 2 or 3 pile rigs were used to advance the pile work.</p>	
IEC Comment	
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>	
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>	

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Emergency Management Equipment Mitigation	Current Budget: \$20.0M
	Project EAC: \$18.7M
	Substantial Completion Date at Award: Oct 2020
Project No: EL0303ZH	Current Substantial Completion Date: Apr 2021
Project Phase: Construction	Phase Complete: 30%

Project Description

As part of LIRR's efforts to prepare for future extreme weather events, Emergency Management Equipment will be purchased for systemwide utilization but with emphasis in flood prone areas, including major yards and towers, which play a vital role in train operations. Equipment purchases include: Emergency Generators and Site Specific backups; Vehicle Fueling Station; Communication Upgrades and Weather Fighting Equipment.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped by six months, from October 2020 to April 2021. This was due to the extended procurement and installation time needed for the Mobile Substation, as it is a unique piece of equipment not previously procured by the LIRR.

What is Being Done

Schedule: This project has already procured 22 out of 30 different types of equipment. The Mobile Substation is a unique piece of equipment and the first time the LIRR is purchasing this type of equipment. LIRR received requests for time extensions for the RFP from all of the potential vendors which resulted in an extended period of procurement time. Currently the award of the Mobile Substation contract is anticipated for March 2019.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: Long Beach Branch – System Restoration	Current Budget: \$68.7M
	Project EAC: \$70.9M
	Substantial Completion Date at Award: Sep 2019
Project No: EL0502ZC	Current Substantial Completion Date: Sep 2021
Project Phase: Construction	Phase Complete: 70%

Project Description

This project will replace various systems along the Long Beach Branch damaged by Superstorm Sandy. Work will include: Complete preliminary signal design and provisions for Supervisory Control and Data Acquisition (SCADA), hardware and software; the fabrication, delivery, and placement of new signal huts and cases on elevated platforms; the fabrication, delivery, and installation of elevated platforms and the replacement of third rail cables, switch boxes, splice bars, and protection boards.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped 24 months, from September 2019 to September 2021. The schedule slippage was due to force account resource availability and their assignment to other priority signal projects.

What is Being Done

Schedule: The LIRR continues to assess Agency-wide availability of force account signal labor resources. Starting January 2019, the Signal Department has dedicated two full time crews to complete the project work. Additionally, the LIRR will continue to evaluate mitigation strategies to complete the project by the scheduled Substantial Completion date in September 2021.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2018
Project Name: West Side Storage Yard Restoration	Current Budget: \$41.0M
	Project EAC: \$43.5M
	Substantial Completion Date at Award: Apr 2019
Project No: EL0602ZD	Current Substantial Completion Date: Sep 2022
Project Phase: Construction	Phase Complete: 46%

Project Description
<p>This project will replace various systems damaged by Superstorm Sandy in 2012 including: Third Rail disconnect switches / protection boards and brackets / MCM2000 Feeder Cable / 500MCM bonding cables; switch machines, signal cables and racks, switch timbers; tower switch controls and signal equipment; communication radio base stations and combiner networks, a fiber optic distribution panel, CCTV recording system; PA amplifiers, PA and radio infrastructure ancillary equipment and racks; facilities power and components, and a fire alarm detection system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter 2018, the forecasted Substantial Completion date slipped 41 months from April 2019 to September 2022. The schedule slippage was due to force account resource availability and their assignment to other priority signal projects.</p>
What is Being Done
<p>Schedule: The LIRR continues to access Agency-wide availability of force account signal labor resources. Starting January 2019, the Signal Department has dedicated a full time crew to complete the work. Additionally, the LIRR will continue to evaluate mitigation strategies to complete the project by the scheduled Substantial Completion date in September 2022.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: Metro-North Railroad	Status as of December 31, 2018
Project Name: Power Infrastructure Restoration of Hudson Line Substations	Current Budget: \$45.7M
	Project EAC: \$45.7M
	Substantial Completion Date at Award: Feb 2017
Project No: EM050208	Current Substantial Completion Date: Apr 2019
Project Phase: Construction	Phase Complete: 89%

Project Description

This project will replace three Hudson Line substations damaged by Superstorm Sandy. While the three substations, located at Tarrytown, Riverdale and Croton-Harmon, were repaired after Sandy and returned to service, their useful lives were reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. Resiliency will be incorporated by constructing the new substations to Above Base Flood Elevation (ABFE) plus 4 feet. The Base Flood Elevation is the regulatory height requirement in relation to the mean sea level that has a one percent chance or greater of flooding in a given year as determined by the Federal Emergency Management Agency (FEMA). In addition, a fourth substation located in Brewster, New York that is funded under another project, is also a part of this contract's scope of work.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency & Schedule

Contingency: During the Fourth Quarter 2018, the Sandy Substations project had a Contingency Index of 1.12 due to the following change orders per Technical Advisories (TA) issued:

- Extension of the replacement paving (by approximately 80 feet) to the existing construction limit with porous asphalt to improve the road conditions adjacent to the Croton-Harmon substation.
- To improve lighting conditions, as per the local utility company requirements, new canopy lighting was installed above the substation switchgear at Riverdale, Tarrytown and Croton-Harmon substations.

Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped four months from December 2018 to April 2019 due to longer than expected testing and commissioning of the DC substation integrated components and obtaining acceptance by the local utility company.

What is Being Done

Contingency: The change orders are currently in negotiation. Additional funds required for the change orders are available from within the project contingency.

Schedule: MNR is actively working with the contractor to complete corrections noted as deficient during the last inspection by the local utility company. This will help in obtaining final acceptance and determine a schedule for the utility outage.

IEC Comment

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

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

MTA Agency: Metro-North Railroad	Status as of December 31, 2018
Project Name: Power Infrastructure Restoration – HRLB Facility Houses	Current Budget: \$7.7M
	Project EAC: \$7.6M
	Substantial Completion Date at Award: Jan 2019
Project No: EM050209	Current Substantial Completion Date: Jan 2020
Project Phase: Construction	Phase Complete: 10%

Project Description
<p>This project provides for a Bronx-Manhattan power cable tie system to provide back-up power between the two sides of the Harlem River Lift Bridge (HRLB). The new power cable tie will be installed in the existing ductbank/manhole system of the existing micro tunnel that spans under the Harlem River. Two 350KVA transformers and switches will be provided to AC substations in Manhattan and the Bronx. This project also provides Programmable Logic Controller (PLC) programming for controlling the power between the two sides of the HRLB.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Fourth Quarter of 2018, the forecasted Substantial Completion date slipped 12 months from January 2019 to January 2020 due to the following:</p> <ul style="list-style-type: none"> • Unavailability of Power Department personnel to support the third-party construction schedule due to other higher priority work on the railroad. • An owner requested change for a double door design at the entrance to the Circuit Breaker Houses 6 & 7 for maintenance personnel to maintain the system in a more efficient manner. • The prime contractor had difficulty finding a PLC subcontractor who would ensure compatibility with the existing system.
What is Being Done
<p>Schedule: To mitigate any negative schedule impact, the following actions have been, or are in the process of being taken:</p> <ul style="list-style-type: none"> • The project is actively and closely working with the Force Account department to improve coordination for better support. • A supplemental agreement is currently in negotiation for the double door design. • The project continues to monitor the progress of the contract procurement of a suitable PLC subcontractor.
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>



**Projects in CPOC’s Risk-Based Monitoring Program
(4th Quarter 2018 Traffic Light Report – Period Ending December 31, 2018)**

The following projects in CPOC’s Risk-based Monitoring Program are currently reported on by the responsible agency in accordance with the CPOC Work Plan schedule, and are continually monitored by the Independent Engineering Consultant. Monitored Capital Program projects are not included in the Quarterly Capital Traffic Light Report. Monitored Sandy Program projects are included in the Quarterly Sandy Traffic Light Report. The program/project list is subject to periodic review and adjustment by the MTA.

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



**Projects in CPOC's Risk-Based Monitoring Program
(4th Quarter 2018 Traffic Light Report – Period Ending December 31, 2018)**

Capital Program		Agency	Project
2010-14	2015-19		
Passenger Stations Program			
X		NYCT	Sea Beach Line - Renewal of 9 Stations
	X	NYCT	ADA Reconstruction Times Square Station
	X	NYCT	Enhanced Station Initiative
	X	NYCT/CRR	New Fare Payment System - Phase 2
Shops and Yards			
X		MNR	Harmon Shop Replacement Phase V, Stage 1
	X	MNR	Harmon Shop Replacement Phase V, Stage 2
X		LIRR	New Mid Suffolk Electric Yard
	X	LIRR	Morris Park Diesel Locomotive Shop
Line Structures and Track			
	X	NYCT	Myrtle Avenue Viaduct Replacement
X		LIRR	Jamaica Capacity Improvements Phase 1
X	X	LIRR	Main Line Double Track - Farmingdale to Ronkonkoma
Bridges and Tunnels			
X		B&T	RFK Bridge Bronx Toll Plaza Reconstruction
	X	B&T	Throgs Neck Bridge Replace Suspended Span Deck
Sandy Program			
Sandy Program		B&T	Hugh L. Carey Tunnel Restoration
Sandy Program		B&T	Queens Midtown Tunnel Rehabilitation
Sandy Program		MNR	Hudson Line Phase 1 & 2 Power and Communication & Signal Restoration
Sandy Program		NYCT	Canarsie Tube Restoration and Resiliency
Sandy Program		NYCT	Reconstruct Clifton Repair Shop
Sandy Program		NYCT	Coney Island Yard Long Term Perimeter Protection
Sandy Program		NYCT	207 th Street Yard Long Term Perimeter Protection

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 4th 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	6241	Morris Prk Locomotive Shop & Employee Fac - DB	\$89,859,236	\$338,019	\$469,838	0.52%	2	12/6/2018	Design, Power & Misc Changes
LIRR	6289	Enhanced Station Initiatives	\$80,350,000	\$1,024,126	\$374,310	0.47%	5	12/21/2018	Mod 5 for CR 5,6,13,16
MNR	92250	Design and construction for Enhanced Station Improvements	\$90,865,900	-	\$250,461	0.28%	2	10/22/2018	Vertical coating system at different locations at White Plains Station
MNR	92250	Design and construction for Enhanced Station Improvements	\$90,865,900	\$508,993	\$512,953	0.56%	5	12/11/2018	Design, fabrication and installation of ornamental ironwork at Harlem-125 street
MNR	92250	Design and construction for Enhanced Station Improvements	\$90,865,900	\$508,993	\$487,016	0.54%	7	12/11/2018	To furnish Palo Alto Equipment and software
MTACC	CS179	Systems Facilities Package No. 1 for East Side Access Project	\$333,588,000	\$31,359,398	\$250,000	0.07%	145	11/19/18	Increase in Bid Item 9 - Cleaning and Finishing
MTACC	CS179	Systems Facilities Package No. 1 for East Side Access Project	\$333,588,000	\$35,141,041	\$254,376	0.08%	136	12/17/18	Fire Detection Devices in Power Substations
MTACC	CS179	Systems Facilities Package No. 1 for East Side Access Project	\$333,588,000	\$34,615,929	\$277,500	0.08%	134	12/10/18	Plaza Trolley Beams
MTACC	98-0040-01R	ESA General Engineering Consultant (GEC) Services	\$140,000,000	\$490,789,533	\$339,327	0.24%	126	10/5/18	CMMP2 - Concourse Security Closures
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$33,352,050	\$412,419	0.10%	188	10/26/18	Substation B20 : Provide Alternative Temp Power (CPR-098)
MTACC	CH057D	Harold Trackwork Part 3 for the East Side Access Project	\$19,243,145	\$76,260	\$444,800	2.31%	3	12/7/18	Installation of Turnouts at ML1 and ML3 Tracks
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$37,116,144	\$485,150	0.11%	189	12/6/18	Shaft 4 Wireless Conduits (CPR-099)
MTACC	CQ033	Mid Day Storage Yard	\$291,503,430	\$4,817,811	\$703,000	0.24%	20	10/5/18	CH053 Catenary Demolition Transfer
MTACC	A-35301	Cortlandt Street #1 Line Station Rehabilitation	\$101,150,000	\$10,401,970	\$700,000	0.69%	186	11/13/18	Acceleration agreement to provide revenue service on September 8, 2018
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Reconstruction of Entrances	\$176,450,000	\$41,537,387	\$545,614	0.31%	223	11/28/18	Installation of platform ceiling panels
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Reconstruction of Entrances	\$176,450,000	\$40,012,482	\$580,000	0.33%	309	11/9/18	Pile claim settlement

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 4th Quarter 2018
(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$33,060,136	\$493,000	0.19%	121	12/20/18	Public Address Customer Information Screens integration at 63rd Street
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$33,150,136	\$372,500	0.14%	219	11/5/18	Customer Information Screens Input/output cable and Customer Information Screens relocations and deletions
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$31,486,391	\$520,000	0.20%	258	10/17/18	Additional fire alarm devices for water mist activation at all stations
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$60,715,884	\$749,800	0.29%	118	11/6/18	Acceleration cost for the installation of equipment and associated materials for facility permanent power work
NYCT	C-34918	Overcoating painting - Jerome Line from portal 152nd St to 162nd St.	\$5,155,000	\$0	\$393,000	7.62%	1	12/6/18	Remove lead-based paint from the pedestrian walkway stair areas and elevated supporting steel members lead abatement
NYCT	A-37612	Furnishing & Installing Flood Protection Device at Various NYCT facilities in the borough of Manhattan	\$39,898,412	\$510,188	\$312,500	0.78%	4	10/25/18	Type 1 rebar repairs at 34 vent bay battery
NYCT	C-52122-R2	Electronic Security System, Atlantic-Barclays station complex	\$9,487,480	\$1,270,388	\$286,000	3.01%	22	11/19/18	Training credits and additions
NYCT	C-48702	Viaduct and Bridge Replacement on the Myrtle Avenue Line	\$80,680,000	\$2,068,988	\$705,500	0.87%	35	11/9/18	Natural gas design at car inspection facility
NYCT	CM-1345	Independent Safety Assessor services for Communications-Based Train Control signal system modernization	\$6,738,202	\$617,679	\$386,495	5.74%	5	12/28/18	25 month contract extension
NYCT	CM-1235	Consultant services for the design and construction support for CBTC/AWS signal system	\$14,365,957	\$9,734,379	\$708,012	4.93%	23	12/28/18	Continued Technical Support Services during closeout activities and 19 month contract extension
NYCT	S-32769	71st Continental Avenue and Union Turnpike Interlocking	\$167,024,560	\$4,727,496	\$317,000	0.19%	118	10/16/18	Modification of circuits and PLC Logic
NYCT	A-36090	Station renewal of six stations - Sea Beach Line	\$188,761,000	\$11,760,020	\$343,000	0.18%	287	10/30/18	Demolition for remedial work at Fort Hamilton Parkway Control House

*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