



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 2019

Committee Members

P. Foye, Chair
N. Zuckerman, Vice Chair
A. Albert
N. Brown
S. Feinberg
D. Jones
L. Lacewell
R. Linn
D. Mack
S. Metzger
J. Samuelsen
V. Tessitore

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 9/23/2019

2:30 - 3:30 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES JULY 22, 2019

- Minutes from July '19 - Page 3

3. COMMITTEE WORK PLAN

- 2019-2020 CPOC Committee Work Plan - Page 7

4. NYCT CAPITAL PROGRAM UPDATE

- Update on Stations Division - Page 9*
- IEC Project Review on Sea Beach Line Projects - Page 38*
- Update on Sandy Recovery and Resiliency Division - Page 42*
- IEC Project Review on Coney Island Yard - Page 80*
- IEC Project Review on 207th Street Yard - Page 83*
- IEC Project Review on Clifton Shop - Page 88*

5. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 93

6. QUARTERLY TRAFFIC LIGHT REPORTS

Second Quarter 2019 Core & Sandy Traffic Light Reports - Page 103

Date of next meeting: Monday, October 21, 2019 at 2:30 PM

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
July 22, 2019
New York, New York
2:30 P.M.

MTA Board members present:

Hon. Patrick Foye
Hon. Andrew Albert
Hon. David Jones
Hon. Kevin Law
Hon. Robert Linn
Hon. Susan Metzger
Hon. Neal Zuckerman

MTA staff present:

Janno Lieber
Tom Savio
Don Spero

MTACC staff present:

Tim Gianfrancesco
Eve Michel
Mark Roche
Rob Troup

Independent Engineering Consultant staff present:

Joe DeVito
Mohammad Mohammadinia
Dianne Rinaldi

* * *

Chairman Foye called the July 22, 2019 meeting of the Capital Program Oversight Committee to order at 2:22 P.M., and provided opening remarks that highlighted the MTA Capital Construction projects comprising the CPOC Agenda. With respect to East Side Access, the Chairman said that the project “continues to gain momentum and has implemented improved metrics to better monitor project cost and schedule advancement, moving closer to the start of passenger service in 2022.” Regarding the LIRR Expansion Project, the Chairman noted that it is “progressing very well, and clearly demonstrates the advantages of the design-build approach”; he also cited the application of an innovative engineering approach to the Urban Avenue grade crossing elimination under extremely challenging conditions the weekend prior to the meeting. The Chairman concluded his opening remarks by citing the other two projects to be covered in the meeting, Second Avenue Subway Phase 2 and Penn Station Access, both of which are in early design phases and are “advancing with a clear focus on implementing cost containment strategies and utilizing lessons learned from earlier mega projects to achieve cost and schedule reductions”.

Public Comments Period

There were six public speakers in the public comments portion of the meeting: Jason Pineiro; Matt Kamper; Lisa Deglian; Shaul Picher; Finnley Staub; Andrew Pollack.

Meeting Minutes

The minutes to the meeting held on June 24, 2019 (with corrections, as requested by Commissioner Linn and a public speaker), were approved.

Committee Work Plan

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

East Side Access Project Update

Mr. Lieber began the presentation by citing the transformative benefits of the project to the region. He then referenced his presentation in April 2018, in which the MTA had recommitted to the 2022 Revenue Service Date and identified a number of significant changes that were needed to ensure that this goal would be met. Since then, the project has produced a new detailed 50-thousand activity schedule (3 or 4 times as detailed as the prior schedule); eliminated red tape in the change order management process; and maintained an intense focus on key risks, especially systems testing. Mr. Lieber then cited several Key Performance Indicators (KPI's) tracking project progress, and highlighted the successful turn-around of the critical and extremely challenging work at the Harold Interlocking, as well as the development of the North-East Corridor Regional Outage Schedule involving AMTRAK and other stakeholders. Mr. Lieber concluded his remarks by citing the recent approval of the deal with JPMorgan Chase regarding the development of their world headquarters at 270 Park Avenue. Mr. Lieber then turned the presentation over to Rob Troup, who provided further details on construction progress, including financial and schedule indicators, the 90-day Look-ahead and a review of Key Milestones and Issues. The IEC began its oral remarks by acknowledging the project team's efforts in improving management and execution of the work; the IEC then cited the momentum that is moving the project forward within the established cost and schedule. With respect to budget, the IEC stated that its analysis indicates that the project cost of \$11.13 billion, as forecasted by MTACC in April 2018, remains adequate. In terms of schedule, the IEC cited its forecast that six of the ten months of program schedule contingency remain in place until the December 2022 Revenue Service Date; the IEC attributed this contingency consumption to the additional time required for Reliability Demonstration Testing and LIRR takeover of East Side Access. The IEC then pointed out that the current Incremental Systems Testing (IST) plan remains a schedule risk to the program. Of particular note is that the contractor's schedule reflects a 16-month IST duration, which has been significantly compressed since the IST approach was first introduced in April 2018, and which will result in a substantial amount of concurrent testing activities in multiple locations. The IEC then offered the following formal recommendations: 1) LIRR and ESA need to finalize the required duration for LIRR takeover of ESA, and further develop the existing Takeover Plan to capture the agreed-upon takeover tasks and criteria; and 2) the project team needs to further strengthen Key Performance Indicators (KPI's) to measure, monitor, and report on the progress of installation and testing of critical systems against plan, including facility power, track and third rail, traction power, and signals and communications. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

LIRR Expansion Project Update

Mr. Roche touched briefly on the benefits of the project, as well as the various sub-elements within project's 10-mile span. He then stated that there had been concern at his last presentation about the rate of construction expenditures, which has since improved dramatically and has now reached the required level to maintain the project schedule. Mr. Roche then reviewed several slides on change order and schedule management, as well as key milestones for the balance of 2019, and concluded his presentation with project progress photos of work that has been executed since his last report. In its oral remarks regarding the project budget, the IEC stated that its review shows that during the past quarter productivity has improved significantly, as measured by the contractor's average monthly burn rate, which has increased from \$24.5 million to \$46 million. The IEC then noted that this level of productivity needs to be sustained to meet the project's completion date. The IEC added that the overall project budget has not changed, and the percent complete to date compares favorably to total expenditures and remaining contingency. In its

schedule review, the IEC verified that the project remains on schedule, with the longest path running through the design, procurement and installation of Nassau 1 and Nassau 3 interlocking signal systems. According to the IEC, the top project risks are as follows: design, procurement and delivery of long-lead items such as signal equipment, substations, track & precast concrete; and temporary and permanent utility relocations, specifically at Nassau 1 and Mineola. The IEC concluded its oral remarks with the following opinion: based on field observations, and schedule and risk reviews, the agency is taking appropriate steps to mitigate risks associated with achieving remaining 2019 key milestones. 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.

MTACC Second Avenue Subway Phase 2 Update

Mr. Gianfrancesco opened his review by citing the benefits of the Program, and then provided an update in the following areas: Federal Funding (including submitting a request for the Full Funding Grant Agreement in April 2020); Comprehensive FTA Readiness Review; and Next Steps, including completion of structural Design/Build documents expected by end of third quarter, 2019. In its oral remarks, the IEC stated that the project team had recently completed its Risk and Readiness workshops with the FTA, which the IEC characterized as a major step in meeting the goal of moving the project from preliminary design to engineering in the third quarter of this year. The IEC then stated that it had attended the FTA risk review sessions and observed the project team was well prepared with specific mitigation plans for every major risk, based on recent and relevant experiences completing Phase 1 of the Program. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

Penn Station Access Project Update

Ms. Michel outlined the project benefits and reviewed project elements and recent highlights, including the Preliminary Draft Environmental Assessment that was submitted to the FTA in June 2019. She then cited the following challenges to the project, together with strategies to address each: project complexity; busy construction market/lack of competition; Amtrak support during construction; selection of the optimal alignment for all stakeholder railroads operating on the Hell Gate Line; and capital funding. Ms. Michel concluded her presentation with a six-month look-ahead, including selection of the preferred alignment. In its oral remarks, the IEC commented that the project team is fully engaged with preliminary design, and commitments are progressing according to plan. The IEC then noted that absence of a Design Phase Agreement with Amtrak has impacted a desired early start of subsurface investigations, which are required for the geotechnical reports that will be made available to the design/build teams. The IEC concluded its oral remarks by stating that the next few months are crucial to keeping the project on track, noting that a major milestone that must be met prior to the next CPOC is obtaining stakeholder concurrence on a track alignment plan, and that all subsequent design work, including finalizing the budget, schedule and risk register, will be based on this alignment plan. 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

Mr. Spero noted that agencies plan to commit a total of \$5.6 billion in 2019, including 37 major commitments. The MTA made four major commitments through June and has committed \$1.4 billion (versus a \$2.4 billion year-to-date goal). With respect to completions in 2019, agencies plan to complete a total of \$3.4 billion, including 24 major completions. The MTA made nine major completions through June and has completed \$1.6 billion (versus a \$1.9 billion year-to-date goal).

Executive Session

Upon motion duly made and seconded, Chairman Foye adjourned the public CPOC meeting at 3:29 PM to go into Executive Session.

Adjournment

Upon motion duly made and seconded, Chairman Foye adjourned the Executive Session, reconvened the public session and then immediately adjourned the July 22, 2019 meeting of the MTA Capital Program Oversight Committee at 3:45 PM.

Respectfully submitted,
Michael Jew-Geralds
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

October

LIRR Capital Program Update

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

MNR Capital Program Update

- Harmon Shop Replacement
- Customer Information System

LIRR and MNR Joint Update on Rolling Stock

LIRR and MNR Update on Positive Train Control (PTC)

November

NYCT Capital Program Update

- Mainline Track and Switch Program

Update on OMNY Program

Update on Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Program

December

MTACC Capital Program Update

- East Side Access
- Second Avenue Subway
- Penn Station Access
- LIRR Expansion Project
- Times Square Reconstruction, ADA, Shuttle

Quarterly Traffic Light Reports

January

NYCT Capital Program Update

NYCT Rolling Stock Procurement Program

February

B&T Capital Program Update

Update on Capital Program Security Projects (in Executive Session)

March

NYCT Capital Program Update

Quarterly Traffic Light Reports

April

MTACC Capital Program Update

May

LIRR Capital Program Update

MNR Capital Program Update

LIRR and MNR Update on Positive Train Control (PTC)

Update on OMNY Program

Update on Minority, Women and Disadvantaged Business Participation

June

NYCT Capital Program Update

Quarterly Traffic Light Reports

July

MTACC Capital Program Update

September

NYCT Capital Program Update

Quarterly Traffic Light Reports

Stations Division

Capital Program Oversight Committee

Anthony Febrizio, RA Program Officer

William Montanile, PE Program Officer

New York City Transit

Sept 2019



Stations Program Update

- 2015-19 Stations Program
 - Stations program progress (since March 2019 CPOC Report)
- ADA Accessibility
 - Accessibility projects underway
 - Key stations
 - Additional stations
- System-wide Accessibility Evaluation
 - Next steps
 - Fast Forward
- Select program highlights
 - Sea Beach line projects updates: station renewal/ADA
 - NYCT project risk log – Sea Beach



2015-2019 Stations Program

Category	# of Stations	Budget (in \$M)
Renewal	16	\$527
Replacement of Elevators / Escalators	29	\$469
ADA Accessibility (Key and Additional)	23	\$1,333
Component Investments (including SBMP)	105	\$429
Misc Projects / Station Reconstruction	13	\$435
		\$3,194



Stations Program Progress

Projects Awarded since March 2019

Total of Projects Awarded: \$72.6M

Project	Station	Line	Award	SC Date
Renewal Project (\$25.6M)	138 St - Grand Concourse / JRM	4 5	May 2019	Nov 2020
Escalator Realignment Project (\$21.7M)	Jay St / FUL	A C F R	Apr 2019	Jan 2021
Component Projects (\$20.7M)				
Platform Component	Longwood Av / PEL	6	May 2019	Sept 2020
Platform Edges	Freeman St / WPR	2 5	May 2019	Sept 2020
Platform Component	Harlem 148 St, Central Park North (110 St) / LNX	2 3	May 2019	Sept 2020
Small Business Mentoring Program (SBMP) (\$4.6M)				
Station Painting	E 180 St / WPR	2 5	Apr 2019	Nov 2020
Refurbish 2 Stairs	Rector St / BWY	R	Sept 2019	May 2020



Stations Program Progress

Projects Completed since March 2019

Total of Projects Completed: \$186.4M

Project	Station	Line	SC Date	Budget % Change Since Award	Schedule (in months) Change Since Award
Station Circulation Enhancement (\$11.6M)	Broadway Junction / JAM	J Z	Apr 2019	on budget	on schedule
Renewal Project (\$23.8M)	Ditmars Blvd / AST	N Q	June 2019	on budget	on schedule
Components (\$125.5M)					
Station Entrance	8 Av / SEA	N	Apr 2019	10%	4
Platform Component	Bedford-Nostrand Av / BCT	G	June 2019	on budget	-2
Station Component and Painting	121 St, 111 St, 104-102 St, Myrtle Av / JAM	J Z	Aug 2019	19%	6
Small Business Mentoring Program (SBMP) (\$25.5M)					
Structure Component	Livonia Yard / NLT	3	Mar 2019	on budget	-1
Station Lighting	Kingsbridge Rd/ BXC, 182-183 St/BXC, 170 St/ BXC, 33 St/ LEX	B D 6	Mar 2019	-4%	-1
Mezzanine Component	Bowery / NAS	J Z	Apr 2019	-18%	-1
Substation Enclosure	Gates Av Ridgewood / CNR	L	May 2019	on budget	1
Refurbish 18 Stairs	Vernon Jackson / FLS, Grand Av / QBL, 2 Av / 6 Av, Winthrop St / NOS, Sterling St / NOS, Bergen St / EPK, Church Av / 6 Av, Carroll St / 6 Av, Franklin St / BW7, 155 St / 8 Av, 57 St / BWY	Various	Various	Various	Various



Completed Project



Station Renewal – Ditmars Blvd / AST



Completed Project



Removal of Existing Girders

Component Repair – 121 St, 111 St, 104-102 St,
Myrtle Av / JAM



Completed Project



Installation of New Girders



Component Repair – 121 St, 111 St, 104-102 St,
Myrtle Av / JAM



Completed Project



121 St Station



121 St Station



Component Repair – 121 St, 111 St, 104-102 St,
Myrtle Av / JAM



Completed Project



104 St Station



104 St Station

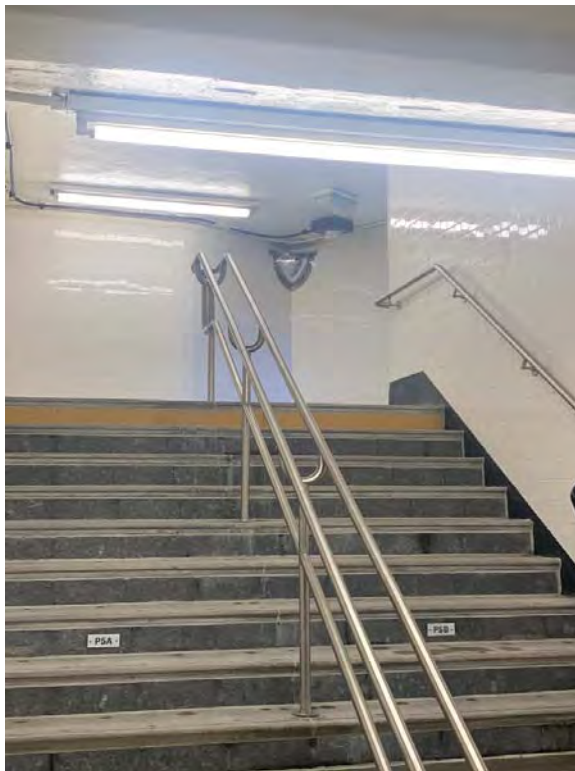


Component Repair – 121 St, 111 St, 104-102 St,
Myrtle Av / JAM



Completed Project

Small Business Mentoring Program (SBMP)

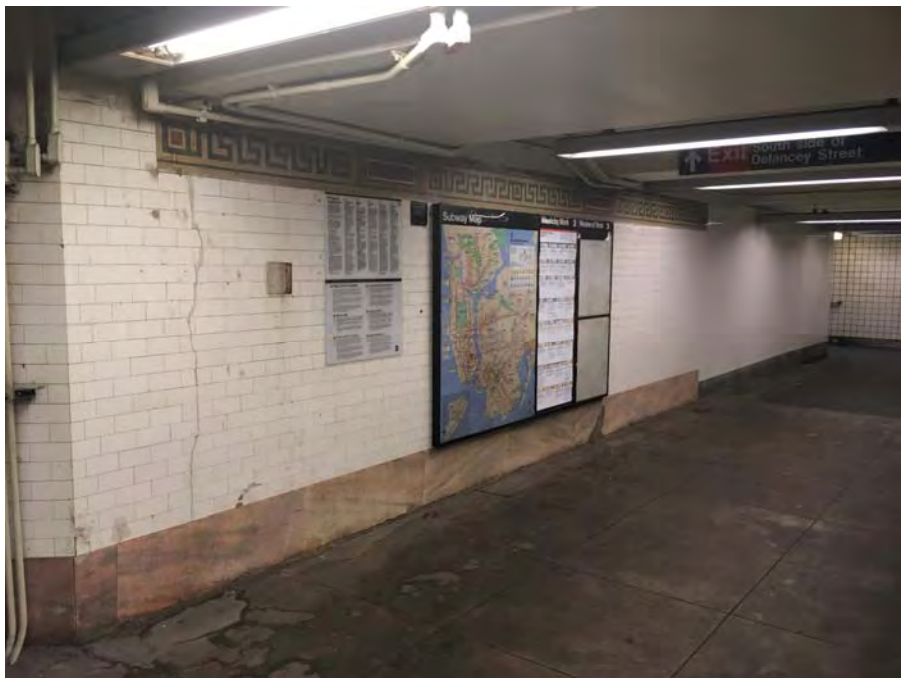


Refurbished Stair – Bergen St / EPK

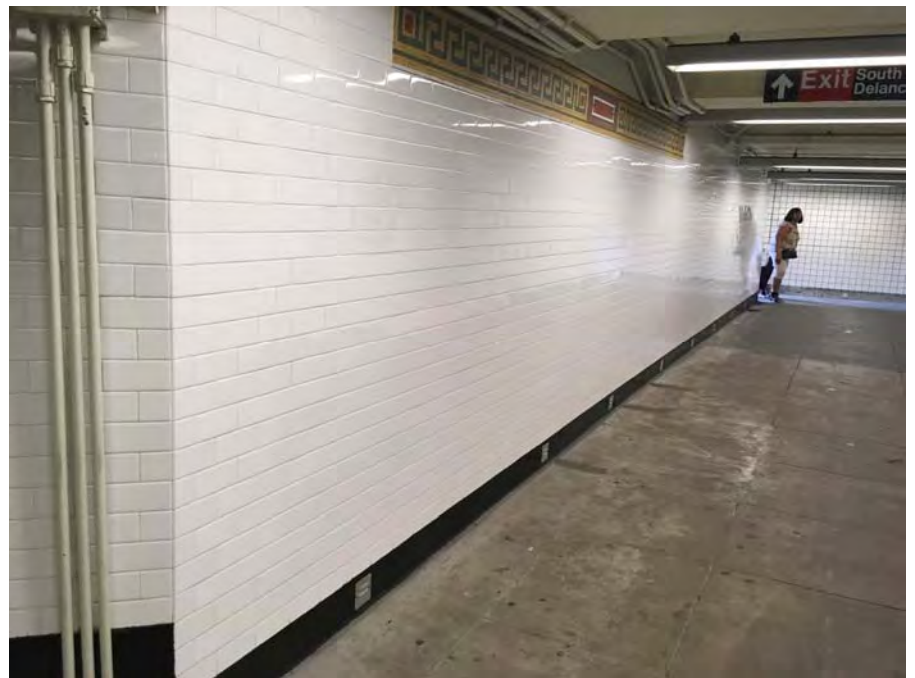


Completed Project

Small Business Mentoring Program (SBMP)



Before



After

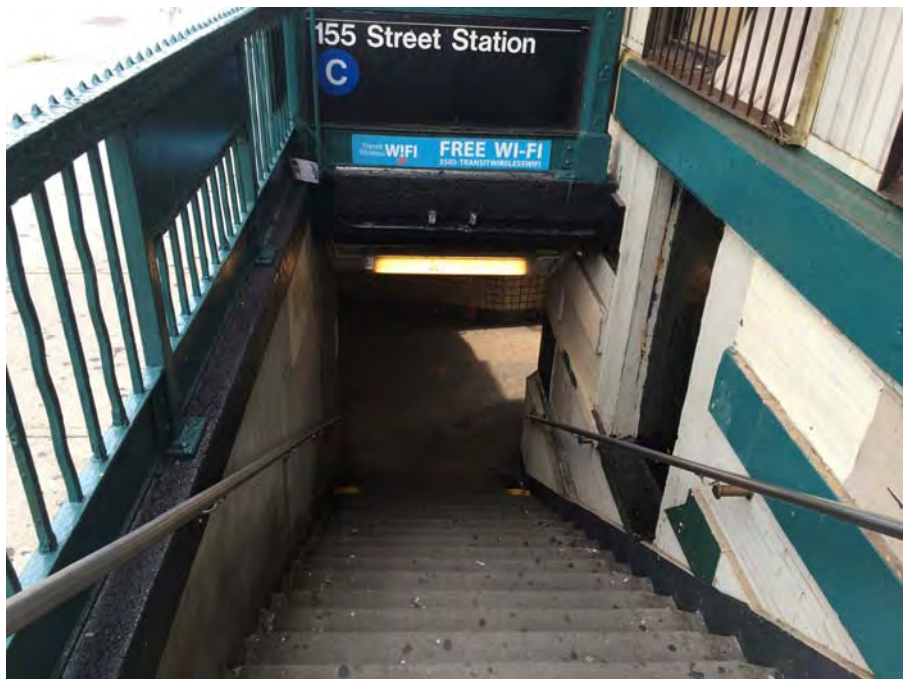


Mezz Component – Bowery / NAS

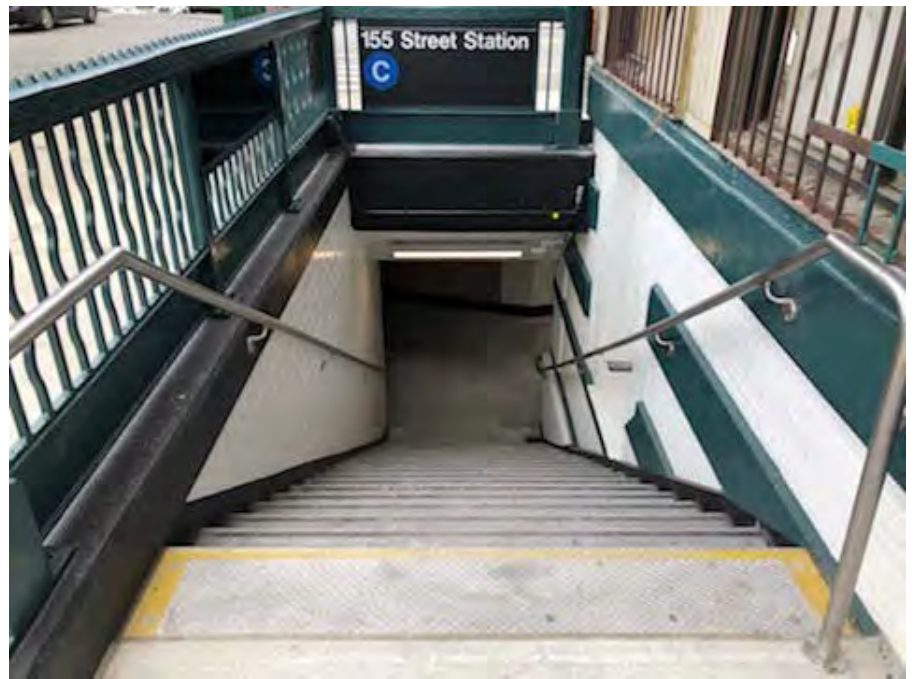


Completed Project

Small Business Mentoring Program (SBMP)




Before



After



Refurbished Stair – 155 St / 8 Av 

ADA Accessibility

System-wide Accessibility Status

Total Stations	493
Accessible stations	
Key stations	87
Additional stations	36
TOTAL	123

- Over 48% of total subway ridership including all turnstile entries, exits and transfers



ADA Accessibility

Key ADA Stations: 13 Remaining

Project	Station	Line	Award Date	Change Since Last Report	SC Date	Change Since Last Report
Final Design (1 Station)	68 St Hunter College	6	Dec 2019	none	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	none	June 2020	+1 month
	Times Sq	S	Mar 2019	none	Mar 2022	none



ADA Accessibility

Additional ADA Stations: 23 Stations

Project	Station	Line	Award Date	Change Since Last Report
Pre-Design (6 Stations)	Bay Ridge - 95 St - 4 Av Line	R	Dec 2020	none
	Broadway Junction - Fulton Line	A C	Sept 2021	none
	Broadway Junction - Jamaica Line	J Z	Sept 2021	new
	Broadway Junction - Canarsie Line	L	Sept 2021	new
	Tremont Ave - Concourse Line	B D	July 2020	none
	Neptune Ave - Culver Line	F	Nov 2020	new
Design (13 Stations)	6 Av - Canarsie Line	L	Mar 2020	none
	14 St - 6 Av Line	F M	Mar 2020	new
	14 St - 7 Av Line	1 2 3	Mar 2020	new
	8 Av (SB) - Sea Beach Line	N	Mar 2020	new
	149 St-Grand Concourse - WPR Line	2 5	June 2020	+ 7 months
	149 St-Grand Concourse - Jerome Line	4	June 2020	+ 7 months
	Woodhaven Blvd - Jamaica Line	J Z	Mar 2020	none
	Court Sq (elevator phase) - Crosstown Line	G	June 2020	+ 2 months
	170 St (City Funded) - Jerome Line	4	Dec 2019	+ 3 months
	Livonia Av (City Funded) - Canarsie Line	L	Jan 2020	+ 3 months
	Queensboro Plaza (City Funded) - Flushing Line	7 N W	Mar 2020	+ 3 months
	Westchester Sq – East Tremont Av - Pelham Line	6	4th Qtr 2019	+ 3 months
	Avenue H - Brighton Line	Q	Mar 2020	new



ADA Accessibility

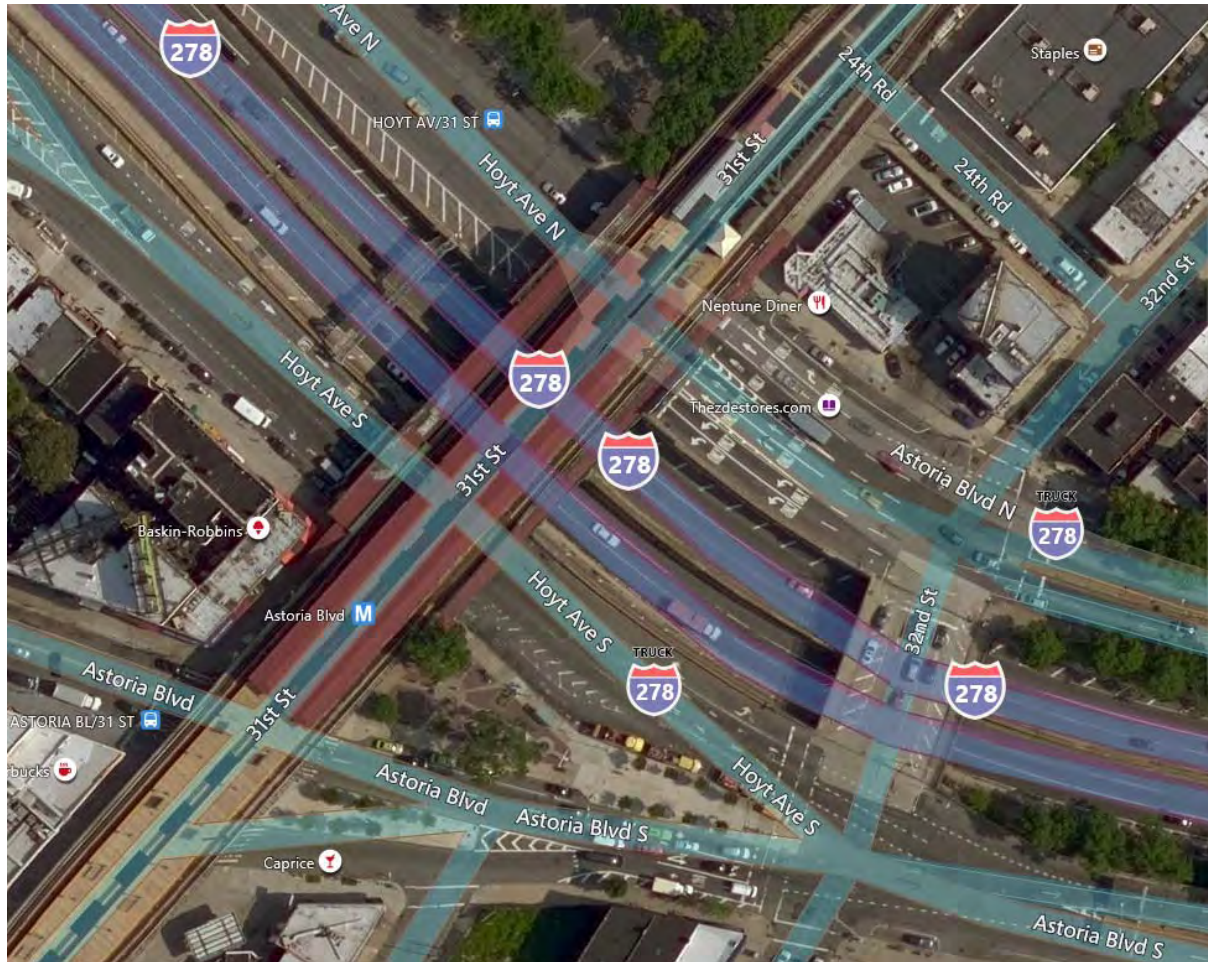
Additional ADA Stations: 23 Stations

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

* 10-14 Capital Program Stations



Work in Progress



ADA Accessibility – Astoria Blvd / AST



Work in Progress



Canopy replacement



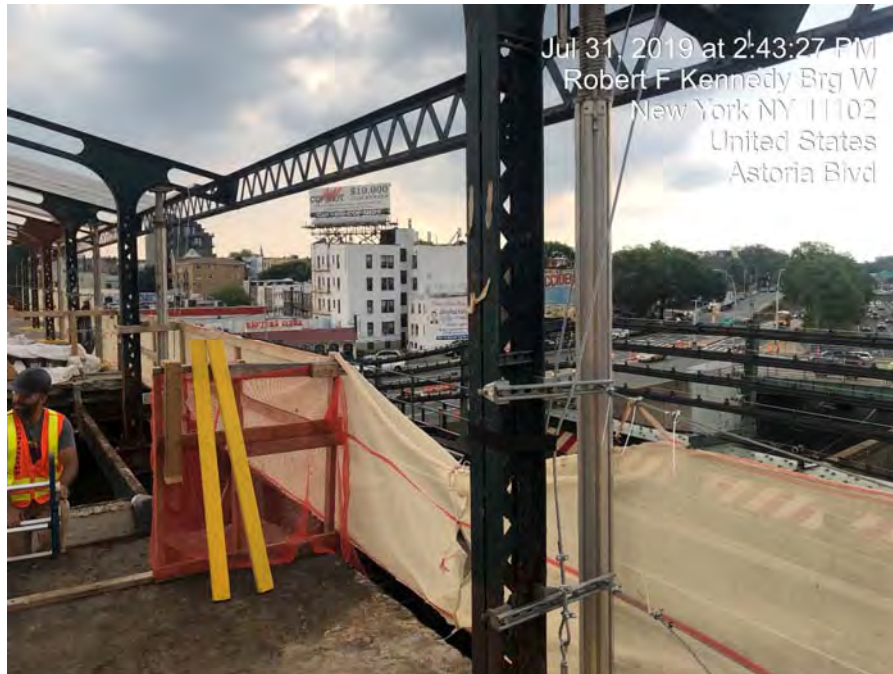
Raising of mezzanine



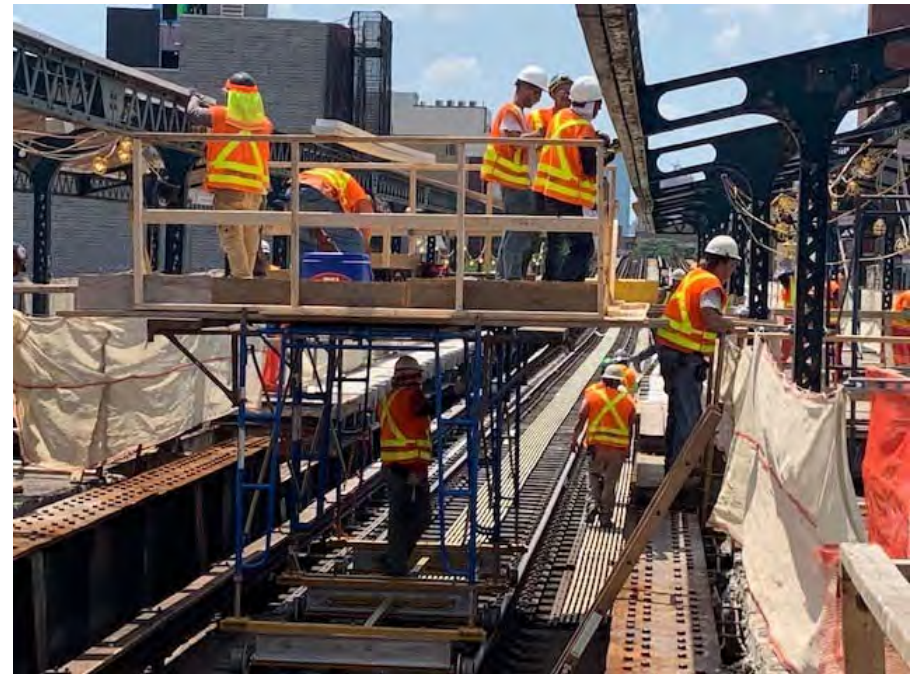
ADA Accessibility – Astoria Blvd / AST



Work in Progress



Canopy replacement



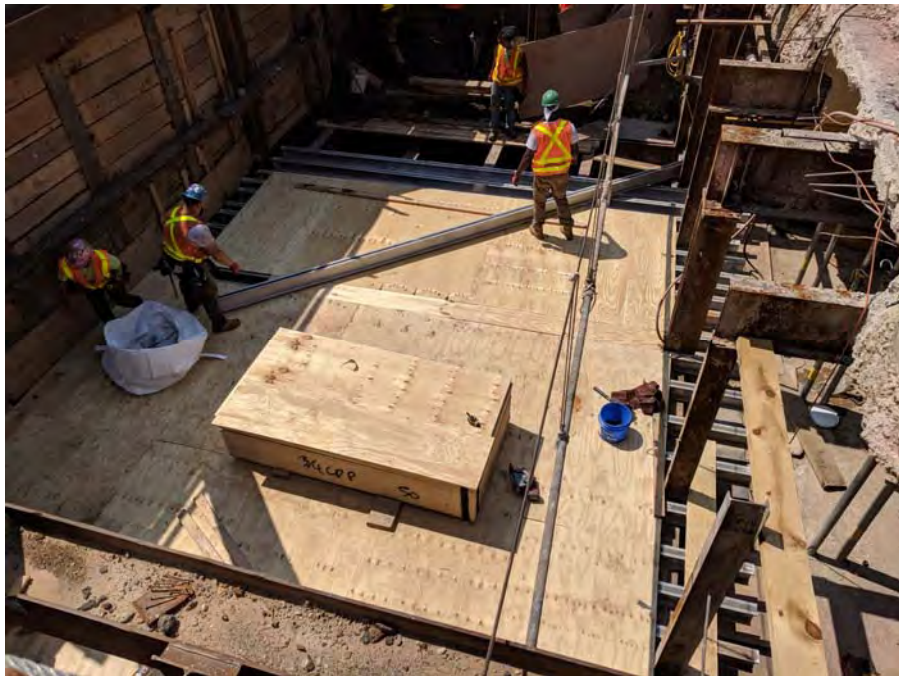
Platform reconstruction



ADA Accessibility – Astoria Blvd / AST



Work in Progress



Installed form work in the North Excavation area



Shielded the South Excavation area



ADA Accessibility – 59 St / 4 Av



Work in Progress



Tied-in 20" HP gas main



Reconfigured platform level barricade

ADA Accessibility – 59 St / 4 Av



ADA Accessibility

System-Wide Accessibility Evaluation

- Develop a conceptual accessibility plan and cost for each station – a priority of the Fast Forward plan
- Evaluation underway of the remaining 350 stations
 - In 2018, 150 stations were surveyed as scheduled
 - 152 additional station surveys will be completed by the end of Sept 2019
 - Balance of 48 stations will be surveyed by the end of 2019



ADA Accessibility

Next Steps

- Fast Forward Plan calls for at least 50 stations to be made accessible in 2020-24, subject to funding availability
- Maintain Fast Forward Plan's ADA investment strategy – “no more than 2 stations away”
- Evaluate and advance ADA projects for scoping and design



Select Program Progress

Sea Beach 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	July 2019	none
ADA Elevators	New Utrecht Av /62 St	Not Applicable	July 2019	none
	8 Av Station (NB only)	Not Applicable	Oct 2019	none



Select Program Progress

Sea Beach Line Projects cont.

SUBSTANTIAL COMPLETION DATES:

	Stations	SC Date	Change Since Last Report
3 Stations - Renewals	Kings Hwy Avenue U 86 St	Mar 2019	none
7 Ave Entrance	8 Av	Apr 2019	none
6 Stations - Renewals / ADA	8 Av (ADA) Fort Hamilton Pkwy New Utrecht Av (ADA) 18 Av 20 Av Bay Pkwy	Oct 2019	none

	Budget	Change Since Last Report
Sea Beach Project	\$462M	- \$18M




Completed Project

Renewal and ADA Projects



New Utrecht / SEA 



62 Street / WST 



Completed Project

Renewal and ADA Projects



Bay Parkway / SEA N



18 Av / SEA N

Sea Beach Project Risks Log

Sea Beach Risks	Sea Beach Mitigations
<p>1. Leak Remediation – Completion of positive side waterproofing at NB and SB platform roof canopies to eliminate leaks, water infiltration and to address run-off from neighboring properties</p>	<ul style="list-style-type: none"> • 3 station contract complete (NB & SB) • 6 station contract southbound complete, northbound will be completed by the end of September • 10 year warranty
<p>2. 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"> • The northbound elevator is scheduled to be commissioned by Oct. 31, 2019 • Southbound elevator is included in another contract to be awarded at the end of the first quarter of 2020.



September 2019 CPOC IEC Project Review

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



Project Review

■ Progress since March 2019:

- July 1, 2019 - SB platforms were re-opened.
- July 19, 2019 - 4 new elevators at New Utrecht and 62nd Street Stations were placed in service.
- The majority of original contractual construction work is complete.

■ Schedule:

- Original SC at award - Dec 30, 2018.
- Forecast SC - Oct 31, 2019. (10 months)

■ Budget:

- Original budget at award - \$389.2 M.
- Forecast EAC - \$466.3 M. (\$77M+)



Remaining Project Risks

- **Leak Remediation:** Ongoing mitigation measures continue. The majority of positive side grouting work completed to date at the platform roof canopies has been successful however leaks have re-occurred.
- Grouting re-application is ongoing and NYCT has secured a 10 year product/performance warranty with a secondary vendor to ensure that any reoccurrence of water infiltration will be addressed promptly.
- **8th Avenue Elevator:** Fabrication, material availability, delivery, testing and commissioning delays may impact the October 31, 2019 place in service date of the new NB elevator.
- NYCT is proactively monitoring all aspects of construction and testing to ensure the elevator acceptance date is achieved.



Recommendations

- The IEC is working with the CM/NYCT project team to record all lessons learned and recommendations for future planning. The IEC recommends the following;
 - Specified finishes should accommodate anti-graffiti coatings, be easy to clean and graffiti resistant to minimize re-painting.
 - Suggest increasing the frequency of inspections at open-cut stations to prevent rapid deterioration and address issues promptly.
 - Utilize more invasive pre-construction testing to minimize unforeseen conditions during construction.
 - Develop a rapid response Action Plan focused on addressing future leak remediation efforts.
 - Engage the community and neighbors to eliminate water runoff directed at the stations from adjacent properties.



NYCT Sandy Recovery & Resiliency Division

■ Capital Program Oversight Committee

CPM

Branko Kleva, P.E.

Sonia Jaising, R.A.

Program Executives

September 2019



NYCT Sandy Recovery & Resiliency Program

Agenda

- Program Overview

- Project Update

- Coney Island Yard
- 148 Street Yard
- 207 Street Yard
- Clifton Shop



Program Overview

Recovery Program
\$3.2 billion

\$2.46 billion Committed

> Rehabilitate 9 under-river tubes

7 Completed to date

Montague	R
Greenpoint	G
Steinway	7
Cranberry	A C
53 rd Street	E M
Joralemon	4 5
Clark Street	2 3

1 In-Construction

Canarsie **L**

1 Remaining

Rutgers **F**

> Repair damage at 4 subway yards

1 Completed to date

Rockaway Yard

3 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 Project Awards

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

> Remaining funds include program contingency



Program Overview

Resiliency Program
\$2.6 billion

\$1.62 billion Committed

> **Seal approximately 3,200 street level openings**

19 contracts completed to date, 7 in construction, 2 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*

In-Procurement

207th Street Sewer Relocation

> **Flood Mitigation of Rockaway Line**

In-Construction

Hammels Wye

In Design

Rockaway Line Protection

> **Resiliency projects in Staten Island (SIRR)**

In-Construction

Clifton Shop St George Terminal & Yard

> **Other Remaining Major Resiliency Project Awards**

Substations Hardening

> **Remaining funds Include program contingency**



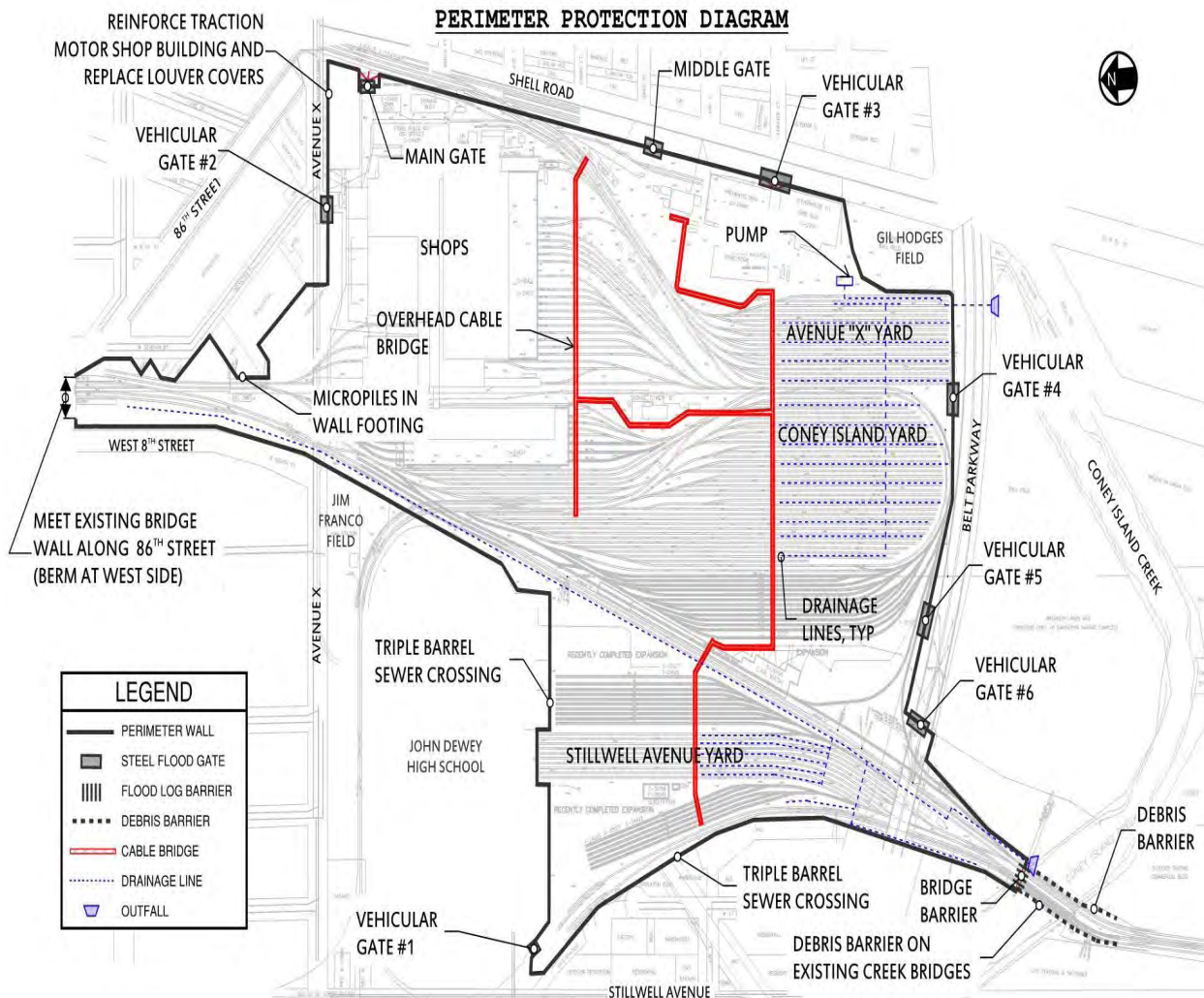
Coney Island Yard Complex



Overview

- Largest rapid transit yard in the world - 95 acres
- Encompasses 3 Train Yards
 - Ave X Yard (Culver)
 - Coney Island Yard
 - Stillwell Avenue Yard
- Capacity : 881 Cars
- Houses:
 - Train Maintenance Shops
 - Car Wash
 - Power Substations
 - Signal Towers

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 Budget of \$514M



Future Traction Power Cable Bridge



Future Debris Shields at Creek Bridges



Coney Island Yard

Project Highlights

Progress 15%	<ul style="list-style-type: none">• Completed 3,800 linear feet of sheet pile flood wall.• Installed 1,600 linear feet of new drain lines.• Installed 600 linear feet of new track and third rail.• Continued fabrication of cable bridge steel truss spans at Penn Steel manufacturing facility – first section delivered and installed.
180 Day Look Ahead	<ul style="list-style-type: none">• Continue installation of steel sheeting and concrete wall for perimeter protection.• Continue drainage installation.• Continue installation of cable bridge foundations.• Continue erection of cable bridge structural steel.• Install utility poles throughout the yard.



Coney Island Yard – Perimeter Protection



Perimeter Protection – Flood Wall along John Dewey High School in Stillwell Yard

Coney Island Yard – Drainage



Installation of a new 42" Storm Sewer



Coney Island Yard – Cable Bridge











First Section of Cable Bridge Delivered & Installed



Coney Island Yard

Critical Project Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Construct Perimeter Wall along John Dewey H.S	September 2020	None
 Green	Construct Cable Bridge Structure	December 2021	None
 Green	Complete Signal work and stop logs at creek bridge	March 2022	None
 Green	Complete Flood Wall	June 2022	None
 Green	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.		



Coney Island Yard Risks

Risks	Mitigations
1. Limited staging areas for work	Coordinate with adjacent properties and Yard management to acquire staging & storage space
2. Tight clearances for installation of cable bridge	Coordinate with Yard management for track outages and placement of crane to perform work



148th Street Yard

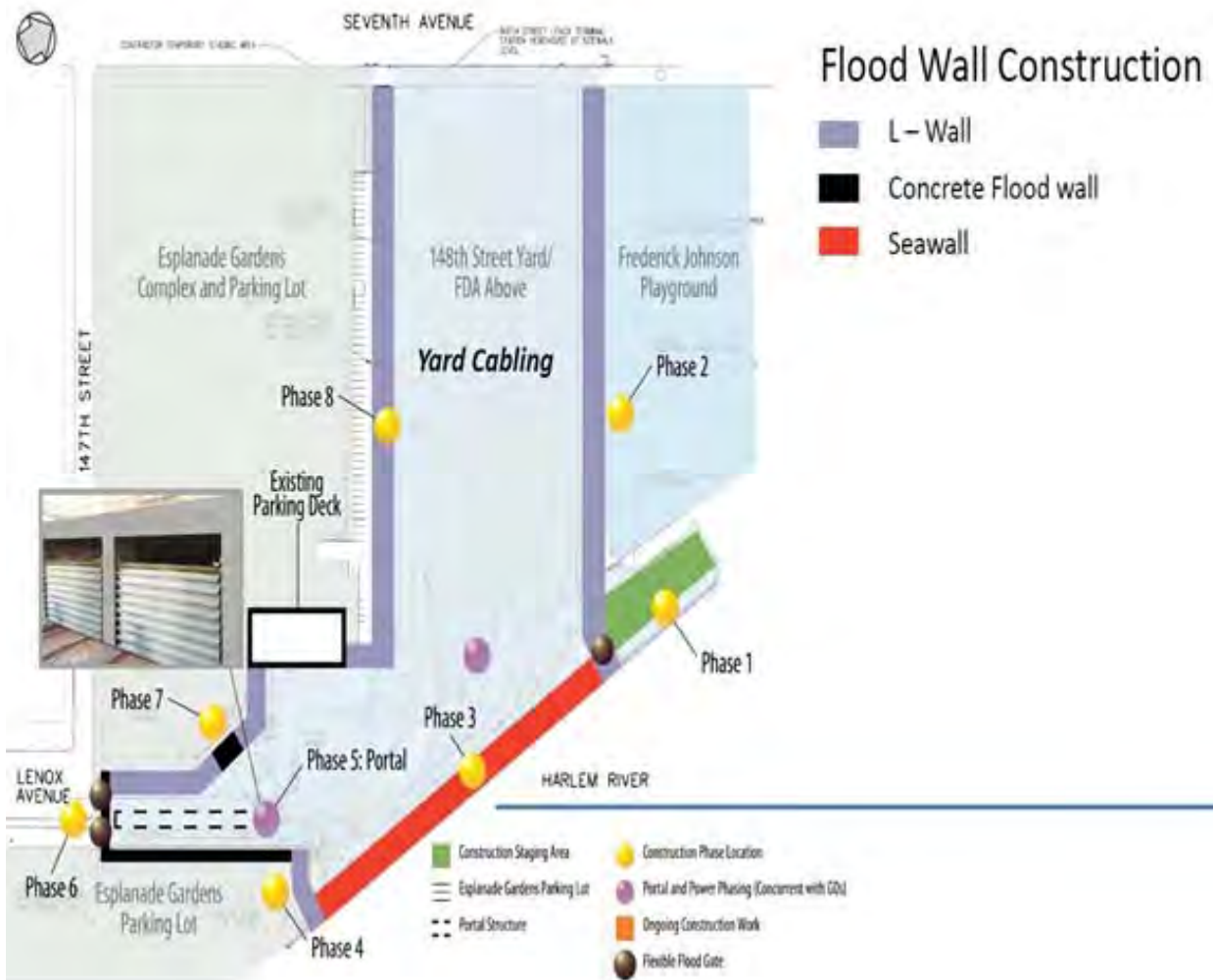


Overview

- The yard storage capacity is 200 cars.
- Located on the east side of Manhattan, with the Harlem river to the east, 147th street to the south, 7th avenue to the west and 152 street to the north.
- Includes 148 street station.



148th Street Yard



Project

- ❑ Awarded: **4/12/2018**
- ❑ Contractor: **EE Cruz and Company, Inc.**
- ❑ Project Description:
 - 3,000 LF of pile supported reinforced concrete perimeter flood walls.
 - 4 flood gates.
 - 24,600 linear feet of power cables.
 - Portal protection.

148th Street Yard

Highlights

<p>Progress 28%</p>	<ul style="list-style-type: none"> • Continued micro pile installation, excavation and commenced rebar and concrete installation for flood wall at tracks 25 and 26. • Commenced installation and welding of steel sheeting extensions along Harlem River. • Restarted pile load testing at Esplanade Gardens – West Parking Lot. • Commenced drilling of 36" piles for flood wall footings at Esplanade Gardens – East Parking Lot. • Removal of DC power cables.
<p>180 Day Look Ahead</p>	<ul style="list-style-type: none"> • Install piles, concrete footings and perimeter floodwalls. • Start installation of DC power cables for Tracks 5 through 26. • Start demolition and construction of the portal and supporting structure for the flood gate including piles, foundation, walls and tracks. • Continue steel sheeting installation along Harlem River.



148th Street Yard



Installation of Sheet Pile Extension Adjacent to Harlem River

148th Street Yard












Construction of Footing for Flood Wall



148th St Yard

Critical Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Initial Removals, Staging	December 2018 (A)	None
 Green	Start Production Piles for Track 25 & 26 Area	January 2019 (A)	None
 Green	Start Production Piles for Esplanade Gardens area	September 2019 (A)	None
 Green	Replacement of DC Power Cables	October 2021	None
 Green	Installation of Portal Flood Gate	October 2021	None
 Green	Substantial Completion	October 2021	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.



148th St Yard Risks

Risks	Mitigations
1. Access to Esplanade Gardens Parking Lots	Easements were negotiated with Esplanade Gardens in advance of project award and project team meets regularly with Esplanade Gardens management for access and staging requirements.
2. Track Accessibility for Portal Work	Develop detailed sequencing of work with timeline for each task and coordinate track access with Yard management and service planning.



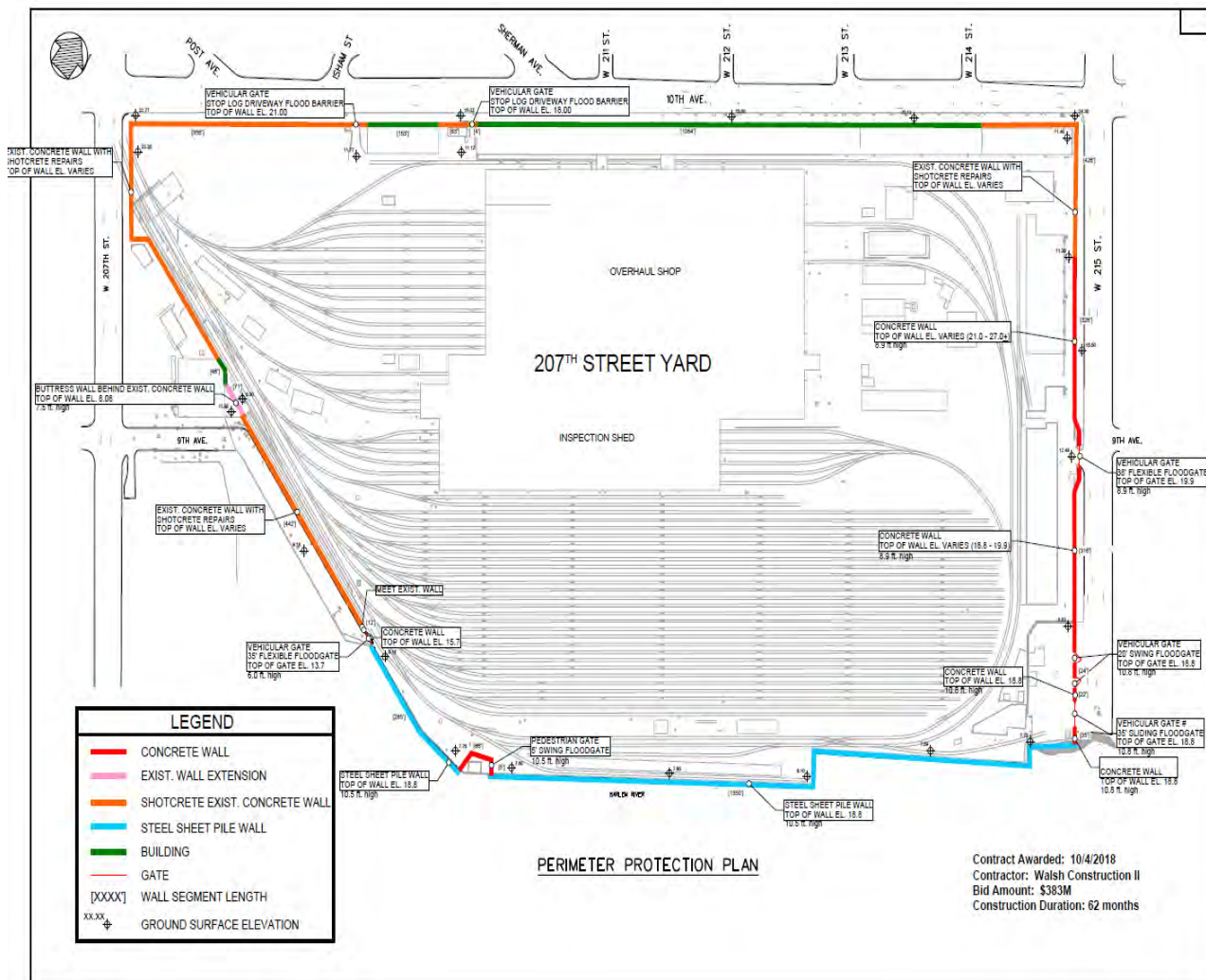
207th Street Yard



Overview

- The Yard is located at the north end of Manhattan, on a 43-acre site bounded by 10th Avenue on the west, 215th Street on the north, 207th Street on the south, and the Harlem River on the east.
- Main storage and repair facility for the rolling stock on the NYCT "A" and "C" Subway Lines.
- Houses:
 - Train Overhaul Shop
 - Inspection Shop
 - Car Wash
 - Power Substations
 - Signal Towers

207th Street Yard



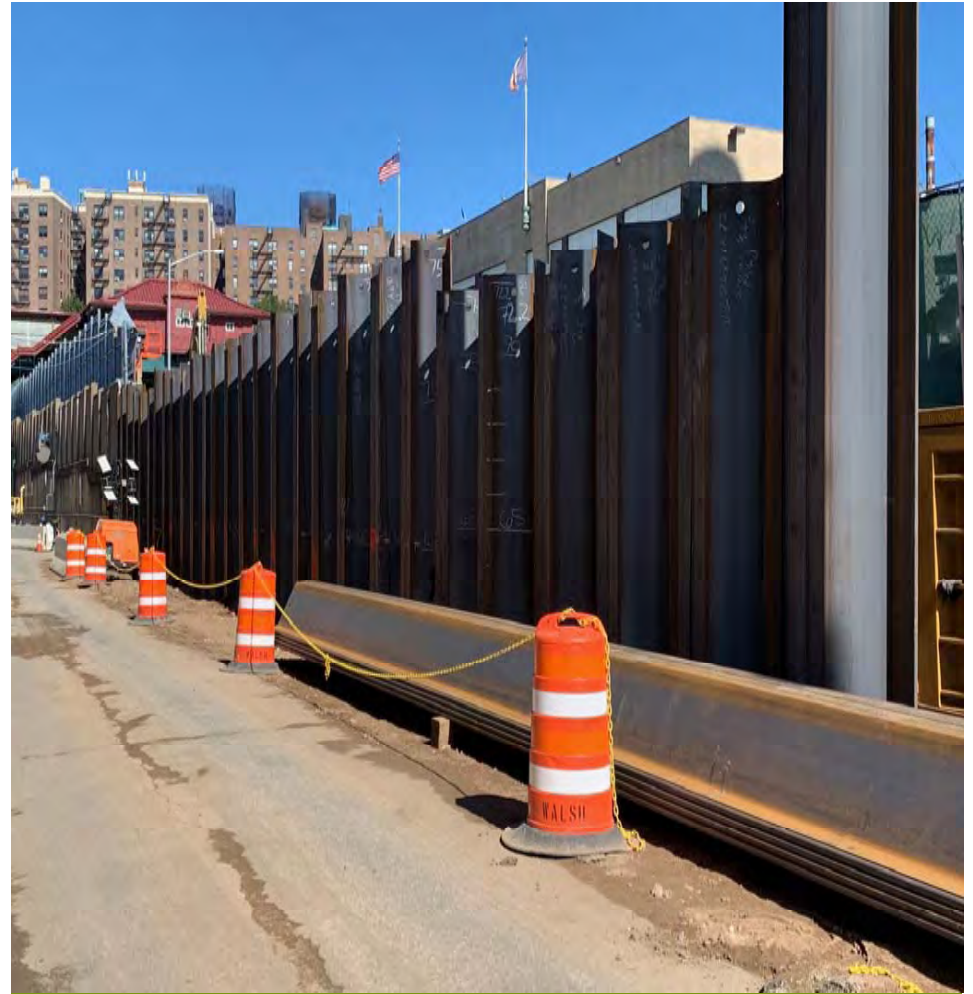
Project

- ❑ Awarded: 9/4/2018
- ❑ Contractor: **Walsh Construction Company II, LLC**
- ❑ Project Description:
 - Perimeter wall construction
 - Installation of portal protection
 - Repair of power cables, signal, track, and switches
 - Construct two new Relay Buildings

207th Street Yard

Project Status

Item	Comments
Schedule	<ul style="list-style-type: none">• Project is on schedule• Substantial Completion forecast is November 2023• Contract Duration: 62 Months
Cost	<ul style="list-style-type: none">• Within Budget of \$633M



New Flood Wall



207th Street Yard

Project Highlights

Progress 9%	<ul style="list-style-type: none">• Installed 81 linear feet of sheet pile flood wall at 215th street.• Installed 17 micro piles for Building. B foundation.• Completed abatement of wetland area in North Cove.• Removal of debris from river to install new pipe pile flood wall is ongoing.• Installed new fiber optic cable to Storage Building 30.• Installed conduits for power feed to Buildings A & B and inside the Overhaul Shop.• Installed conduit and cable for a new property line box for Storage Room 30.
180 Day Look Ahead	<ul style="list-style-type: none">• Continue micro-pile installation.• Continue marine debris removal.• Complete compressor room cable installation.• Continue and finish 215th Street existing wall demolition.• Continue clipboard surveys.• Continue conduit installation inside the Maintenance Shop.



207th Street Yard












New Utility Tie-ins for Building "B"






Marine Debris Removal at Seawall

207th Street Yard

Critical Project Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Sea wall repairs and construction	August 2020	Field surveys revealed more extensive deteriorating of sea wall which could impact goal and project cost. Project team has identified a solution that that will minimize impact on schedule and budget.
 Green	Installation of Flood Gates at portal	August 2020	None
 Green	CIHs and Z Enclosure - all civil, mechanical, electrical, and comm related work	August 2020	None
 Green	Filter Blanket Work	December 2020	None
 Green	All Relieving Platform Work	March 2021	None
 Yellow	Complete structural work for Relay Room Buildings	August 2022	Unexpected location of underground utilities required redesign of foundation for Building A
 Yellow	Place in Service Relay Room "B" -	November 2022	Unexpected location of underground utilities required redesign of foundation for Building A
 Green	Yard relay towers fully in-service	October 2023	None
 Green	Substantial Completion	November 2023	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.

207th Street Yard Risks

Risks	Mitigations
1. Scope change	Project team has been coordinating with the user department to minimize changes and define scope to expedite AWO processing.
2. Coordination of work with other projects in the yard	Maintain constant communication with other project teams and conduct bi-weekly coordination meetings with other contractors and Yard management
3. Sea wall condition	Work with design consultant, contractor and user department to develop solutions that will minimize impact on project cost & schedule.



Clifton Shop (Design / Build)



Clifton Shop (Design / Build)



Item	Comment
Schedule	<ul style="list-style-type: none"> ➤ Original SC: 7/31/2020 ➤ Revised SC; 10/30/2020 ➤ Forecasted SC: 6/2021 <p>Mitigation strategies implemented for steel erection. (Weekend and extended hours).</p>
Cost	<ul style="list-style-type: none"> ➤ Within budget of \$211.7 M

Clifton Shop (Design/Build)

Project Highlights

Progress 30%	<ul style="list-style-type: none">➤ Completed 80% of slab on grade including track drainage and underground utilities inside shop area.➤ Completed concrete placement for pile caps and grade beams.➤ Started Steel erection and metal deck installation.➤ Completed duct work for new Con Edison transformer and emergency generator.➤ All rooftop HVAC units procured and stored off site.➤ Started architectural concrete floodwall and north yard underground utilities work.
180 Day Look Ahead	<ul style="list-style-type: none">➤ Complete steel superstructure, metal deck and slabs on deck, track drainage, architectural concrete floodwall.➤ Start/complete, fire proofing, roofing and installation of the roof units.➤ Complete installation of all on site underground utilities.➤ Complete north yard work for installation of new track.➤ Start exterior metal siding, masonry, HVAC duct work, plumbing and electrical rough-in work and track rail posts.➤ Start bridge crane, elevator installation, interior stairways.➤ Completion of building enclosure



Clifton Shop (Design / Build)



Pile Caps installed

Clifton Shop (Design/Build)



Concrete pours and start of steel erection

Clifton Shop (Design/Build)



Front yard turntable form work



Clifton Shop (Design/Build)



Steel erection and metal deck installation North to South










Clifton Shop (Design/Build)



Work in Progress September 14, 2019




Clifton Shop (Design Build)

Revised Critical Project Milestones and Issues

Status	Activity	Date Needed	Issues
 Green	Complete Production Piles	March 15, 2019 (A)	100% of Production Piles completed.
 Yellow	Complete Foundations	July 30, 2019 (A)	No effect on subsequent activities due to change to sequencing work.
 Yellow	Complete Superstructure	October 2019*	No issues.
 Yellow	Complete Clifton Shop	November 2020*	No issues.
 Yellow	Complete demolition of Store Room, MUE Shop, Remaining Structures	January 2021*	No Issues.
 Yellow	Final Site Work and Finishes	April 2021*	No issues.
 Yellow	Substantial Completion	June 2021 *	Delay of 7 days since the last CPOC report.

* Mitigation strategies to be 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.

Clifton Shop (Design Build) Risk Log

Risks	Mitigations
1. Testing & Commissioning	<p>PDC is a new contractor for NYCT.</p> <p>Commissioning Plan & Team has approved</p> <p>Preliminary Submissions of test procedures & manuals have started</p>
2. Coordination with outside agencies	<p>Con Edison service has been approved</p> <p>Gas layout by National Grid has been approved</p> <p>Builders Pavement plan from NYCT DOT has been approved</p>



September 2019 CPOC IEC Project Review

NYCT Coney Island Yard



Schedule and Budget Review

■ Schedule

- IEC analysis of schedule update #9 reflects progress through August 2019 and indicates that the project is on schedule for a Substantial Completion date of September 2022.

■ 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 project is within budget.



Risk Management

■ Top Risks/Mitigations

- Contractor may be impeded by minimal staging area, uncertain logistics and other constructability issues.
 - An access agreement with National Grid was obtained, an MOU was developed with yard personnel for staging inside the yard. Coordination with outside agencies to utilize their areas for staging is ongoing.
- Tight clearances for the Traction Power Cable Bridge may increase cost & reduce productivity.
 - Contractor has spent a number of months field verifying clearance distances and planning for the cable bridge installation by coordinating with the yardmaster and operations planning.
- Contractor being late with submittals or submittals may be deficient.
 - CM/CCM has worked with the contractor to develop a manageable submittal schedule. Weekly meetings are held to advance submittals.



September 2019 CPOC IEC Project Review

NYCT 207th Street Yard



Schedule and Budget Review

Schedule

IEC analysis of the latest approved schedule reflects progress through August 2019 and indicates:

- Critical change orders are not yet finalized and integrated into the CPM schedule. Impacts, if any, due to these changes are not yet determined.
- Achieving November 2023 substantial completion will be a challenge but achievable if mitigation measures are effective and critical change orders are processed.

Budget

- The IEC has reviewed the Total Project Budget of \$633M. A cost analysis was performed of the design, construction, soft cost, and contingency to evaluate the project's estimate at completion. Based on this analysis, the IEC verifies that the project remains within budget.



Risk Management

- IEC review of the risk register finds that the following top risks were realized and are impacting the activities in the schedule.
 - Critical change orders are taking longer than expected to finalize.
 - Unidentified underground utilities and/or debris were discovered at various locations.
- A need for coordination between the upcoming major sewer project and the 207th street project that may have schedule impacts due to the interface required between the two projects.



IEC Observation

- The project needs to ramp up their burn rate starting in October 2019.
- Expedite change orders for signals, tracks and utilities.
- Ensure the project schedule contains coordination points of the upcoming sewer work.
 - Assess the impact from the sewer project risk analysis.



IEC Recommendations

- Conduct a risk assessment refresher to re-evaluate the impacts of the remaining risks and identify mitigations.



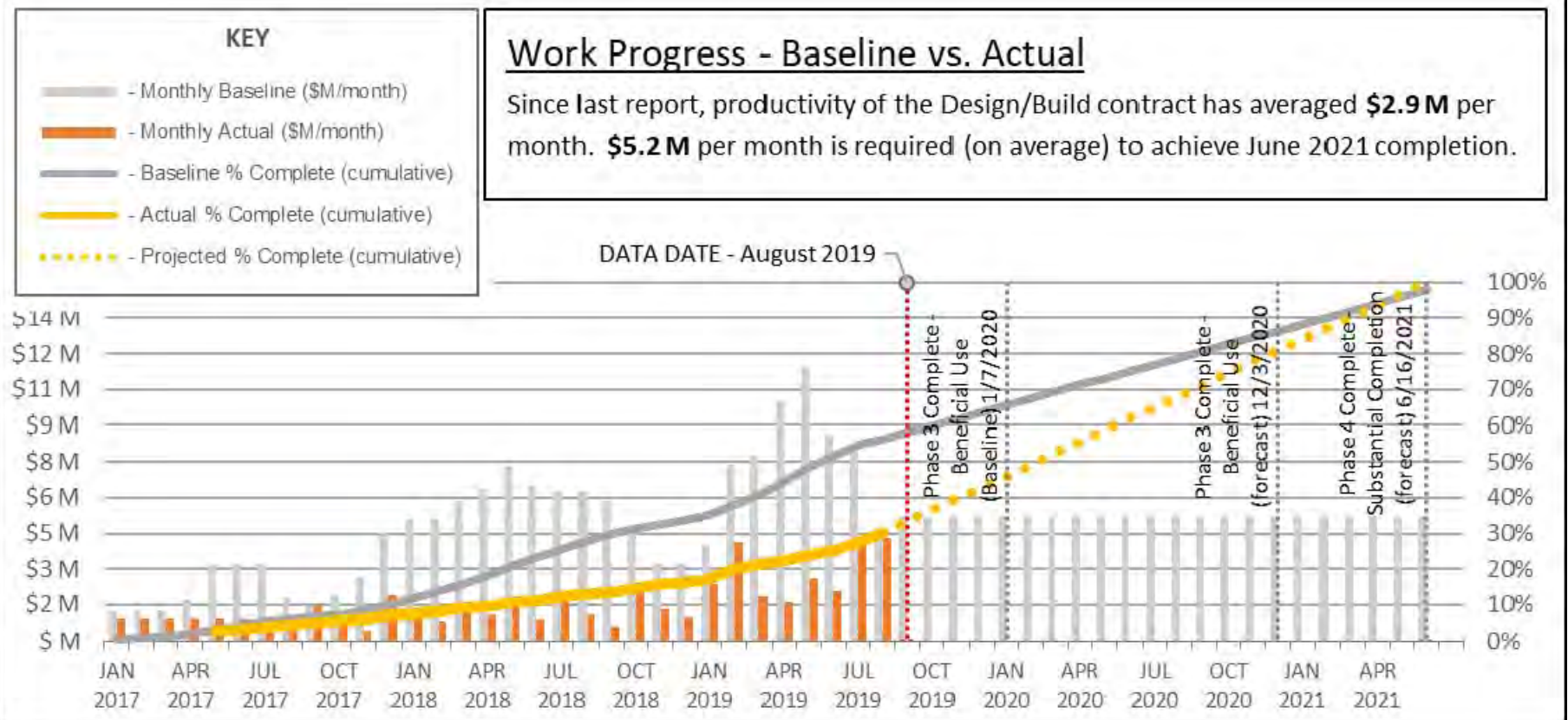
September 2019 CPOC IEC Project Review

NYCT/SIR - Clifton Shop (Design/Build)



NYCT/SIR Clifton Shop

Productivity has improved since last report,
and must be maintained in order to meet the current plan.



NYCT/SIR Clifton Shop

Schedule

The latest schedule update reflects progress through July 2019.

- The amount of schedule recovery that can be achieved is limited by work activities that are near-critical.

Actions taken by the Design/Build team

- Acceleration of structural steel erection by working extra hours and weekends.
- Re-sequencing the schedule logic. This enabled structural steel to proceed concurrent with concrete foundation work. Foundation work took longer to complete than projections but the re-sequencing mitigated the slip by removing this work from the critical path.



NYCT/SIR Clifton Shop

Schedule Observations

- In the IEC's opinion, schedule re-sequencing, plus an acceleration of structural steel erection could recover several weeks of schedule slippage.
- The amount of schedule recovery that can be achieved is limited by work activities that are near-critical.

IEC Recommendation

- The IEC recommends early User Group involvement in all Testing and Commissioning activities.



NYCT/SIR Clifton Shop

Budget

IEC analysis of program costs indicates the following:

- The rate of Design-Build contingency draw-down is currently in line with the amount of work completed, but does not include the potential cost of acceleration or the potential impact of outstanding contractor claims.
- The IEC is concerned that additional schedule delays may strain the budget during later phases and final closeout.
- In the IEC's opinion, the budgeted reserve may be inadequate to cover outstanding risks.



MTA Capital Program Commitments & Completions

through August 31, 2019

Capital Projects – Major Commitments – August 2019

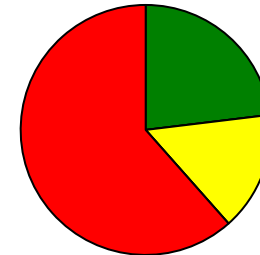
In 2019, agencies have a goal of \$5.6 billion in overall commitments. 37 major commitments are included; 19 for NYCT, two for LIRR, four for Metro-North, six for B&T, one for MTACC, two for MTA Bus and three for the MTA Police Department.

Through August, agencies have committed \$1.7 billion versus a \$3.1 billion YTD goal. The shortfall is primarily due to slips of eight major commitments explained on the following page. The remaining total shortfall is due to delays of non-major commitments, including force account and support costs related to MTACC projects as well as Metro-North rehabilitation projects.

Three other major commitments were made on time or early. All delays are explained on the following pages.

By year-end, the MTA forecasts meeting its overall \$5.6 billion goal. However, achieving this outcome is very much reliant upon agencies making all 16 major commitments (\$1.4 billion) currently forecast for award in December 2019.

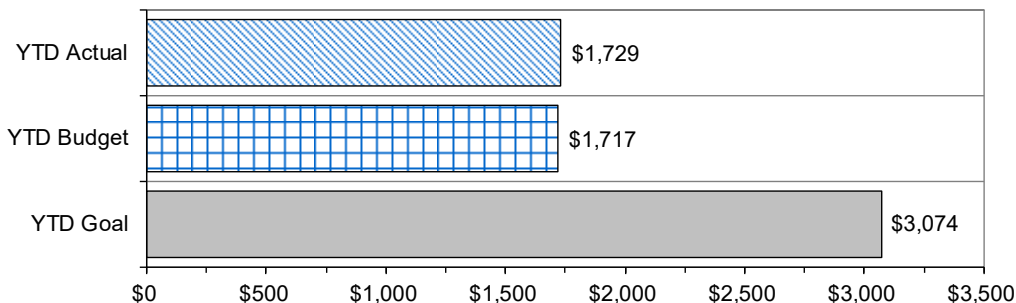
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast within Goal	3	23%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	2	15%	↑ 1
RED = Commitments delayed beyond Goal (not yet achieved)	8	62%	↑ 1
	13	100%	↑ 2

Budget Analysis

2019 Annual Goal	\$5,613	(\$ in millions)
2019 Forecast	110%	of Annual Goal
Forecast Left to commit	72%	(\$4,441)



Year-to-Date Agency Breakdown

2019 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit	1 1 4	---	---
Long Island Rail Road	1 1	---	---
Metro-North Railroad	1 1 1	---	---
Bridges and Tunnels	1	---	---
Capital Construction Company	---	---	---
MTA Bus Company	---	---	---
MTA Police Department	---	---	---

Capital Projects – Major Commitments – August 2019 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
8 All-Agency Red Commitments (2 New Items)				LIRR			
NYCT				Rolling Stock			
<u>Passenger Stations</u>				Work Locomotives	Purchase award	Mar- 19	Jan- 20
Replace 11 Hydraulic Elevators / Various	Construction Award	Jun- 19	Nov- 19			\$32.2	\$32.2
		\$46.4	\$66.9	An independent firm reviewed the procurement and recommended that work locomotives must not exceed required braking horsepower in order to deliver the cleanest locomotives. The award was rescheduled for vendors to revise their submissions.			
Award has been delayed due to change in procurement strategy. The project's cost increased due to additional scope including expansion of existing elevator machine rooms and new secondary machine room and an increased construction duration.							
Replace 8 Traction Elevators / Various	Construction Award	May- 19	Dec- 19	MNR			
		\$57.9	\$67.4	<u>Stations</u>			
Construction award delayed due to change in procurement strategy. Project cost increased due to additional scope including expansion of existing elevator machine rooms and new secondary machine room and an increased construction duration.				Harlem Line Station Improvements	Construction Award	Jun- 19	Dec- 19
						\$54.2	\$14.7
				Construction award delayed due to limited flagging resources. The scope of work has been revised to only capture the critical elements of this project.			
<u>Signals & Communications</u>				MTACC			
8th Ave CBTC and Interlockings	Construction Award	Jun- 19	Oct- 19	<u>East Side Access</u>			
		\$513.7	\$523.2	Electric Traction Catenary Work - Harold Systems (New Item)	Construction Award	Aug- 19	Dec- 19
Construction award delayed due to change in procurement strategy. Project cost increase is based on final engineer drawings.						\$29.8	\$29.8
<u>Shops & Yards</u>				Delay due to an extension to permit more time for prospective proposers to assemble qualified teams for bidding and the incorporation of contract modification to include additional scope.			
Sandy Mitigation: Sewer improvements at 207th Street	Construction Award	Jul- 19	Dec- 19				
		\$19.3	\$130.5	B&T			
Construction advertisement delayed due to issues with NYC DOT and the DSNY which were resolved in June. Project cost increased due to the addition of Signal and Track restoration work and relocation of existing utility and electrical ducts, extended construction duration, and extended daily work shift.				<u>Henry Hudson Bridge</u>			
				Structural Rehabilitation & Replacement of HHB Overcoat System (New Item)	Construction Award	Aug- 19	Dec- 19
						\$40.0	\$40.0
				Delayed due to change in procurement strategy. The contract's award is now forecast for December 2019.			

Capital Projects – Major Commitments – August 2019 – Schedule Variances

Actual Results Shaded

Project	Commitment	Goal	Actual
2 All-Agency Yellow Commitments (1 New Item)			
NYCT			
<i>Structures</i>			
Station and Tunnel Priority	N/A	N/A	N/A
Structural Defect Repairs, 1-8 Ave/CNR (New Item)		\$2.8M	N/A
Consistent with the 2015-19 Plan Amendment, this project is being repackaged as part of the Line Structure Component Repair Program and will be removed from future reports.			
MNR			
<i>Structures</i>			
Overhead Bridge Program East of Hudson	Construction Award	Feb-19 \$23.4	Mar-19 (A) \$25.6
Award was delayed to March due to revisions made to the notice of award which resulted in a protracted approval process.			

Capital Projects – Major Completions – August 2019

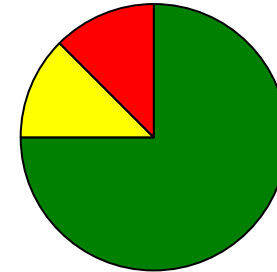
In 2019, agencies have a goal of \$3.4 billion in overall completions. 24 major completions are included, including 14 for NYCT, four for the LIRR, three for Metro-North, one for B&T, one for MTACC, and one for MTA Bus.

Through August, agencies have completed \$2.3 billion versus a \$2.5 billion YTD goal. The shortfall is mainly due to shortfalls in various NYCT Mainline Track and Switch projects totaling \$196 million, of which \$182 million is expected to be achieved by year-end. In addition, a major Metro-North project, Grand Central Terminal Utilities, remains delayed and is expected to be completed in October.

12 other major completions have been achieved on time or early including the purchase of 367 standard diesel buses and 10 standard hybrid-electric buses.

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

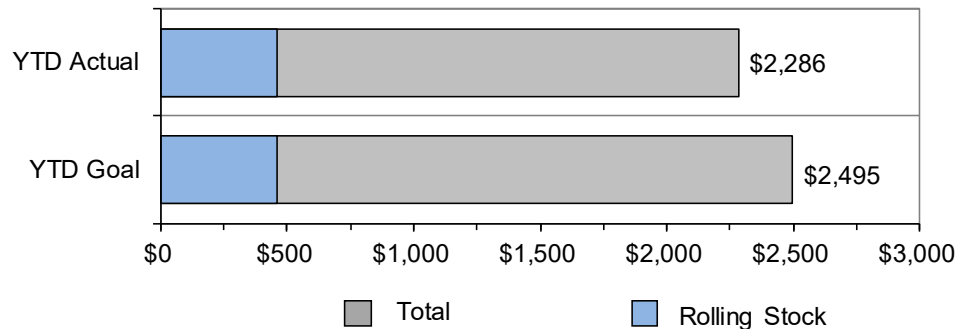
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	12	75%	↑ 1
YELLOW = Completions delayed beyond Goal (already achieved)	2	13%	↑ 2
RED = Completions delayed beyond Goal (not yet achieved)	2	13%	↓ 1
	16	100%	↑ 2

Budget Analysis

2019 Annual Goal \$3,428 (\$ in millions)
 2019 Forecast 102% of Annual Goal
 Forecast left to Complete 35% (\$1,208)



Year-to-Date Agency Breakdown

2019 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
9	+1 GREEN	+2 YELLOW	-2 RED
Long Island Rail Road			
1	----	----	----
Metro-North Railroad			
1 1	----	----	----
Bridges and Tunnels			
	----	----	----
Capital Construction Company			
1	----	----	----
MTA Bus Company			
1	----	----	+1 RED
MTA Police Department			
	----	----	----

Capital Projects – Major Completions – August 2019 – Schedule Variances

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

2 All-Agency Red Completions (1 new this month)

MNR

Stations

Grand Central Terminal Utilities	Construction	Apr-19	Oct-19
		\$44.7	\$51.0

Field conditions required the modification of a fire pump controller cabinet. The current forecast for project completion has consequently been delayed to October 2019.

MTA Bus Company

Facilities

Security: JFK & Spring Creek (New Item)	Construction	Aug-19	Sep-19
		\$8.5	\$8.5

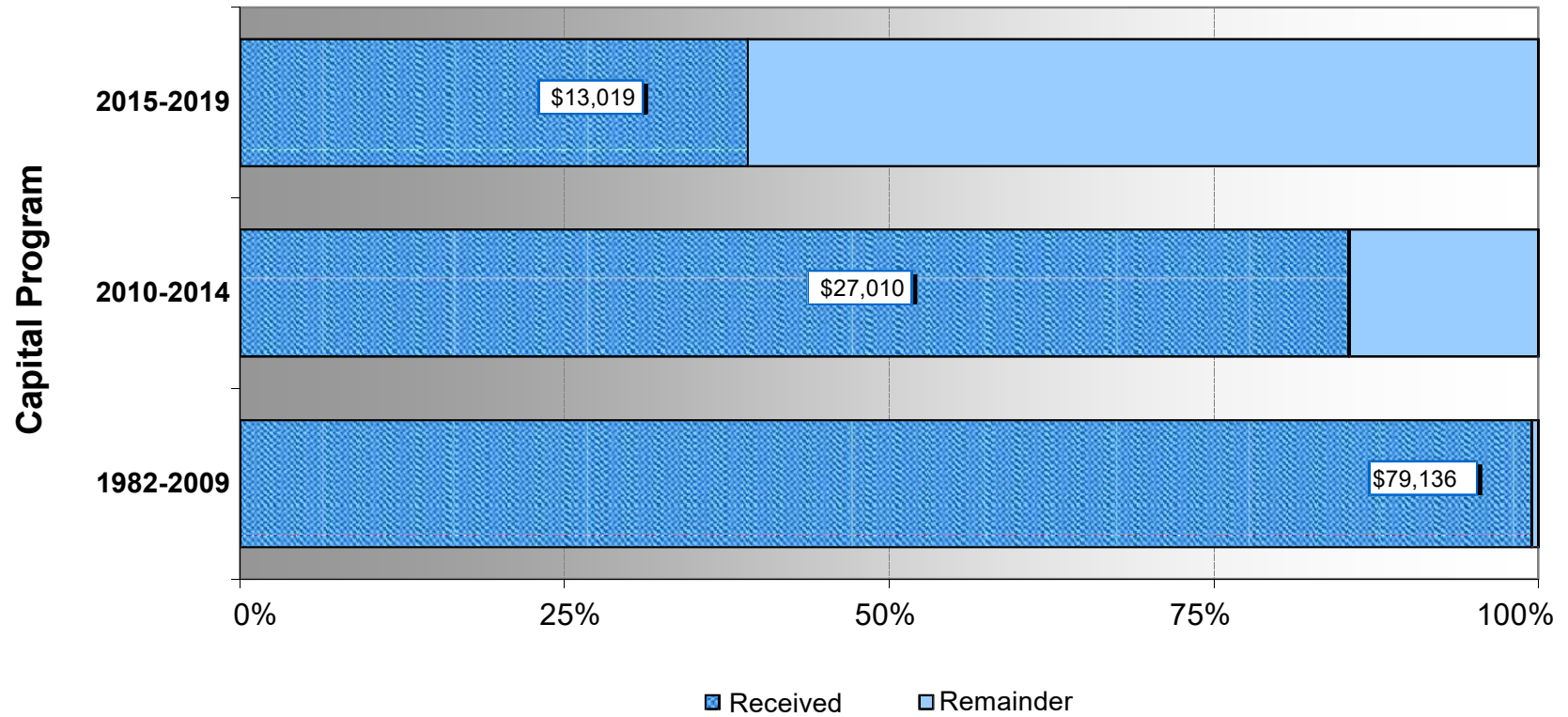
Delay due to an additional work order to replace a downed pole at JFK depot which needs to be negotiated.

Capital Projects – Major Completions – August 2019 – Schedule Variances *Actual Results Shaded*

Project	Completion	Goal	Actual
2 All-Agency Yellow Completions (2 new this month)			
NYCT			
<i>Bus Purchase</i>			
Purchase 251 Standard Diesel Buses (New Item)	Bus Purchase	Jul-19	Aug-19
		\$161.0	\$161.0
There was an initial two month delay in the start of production and delivery of buses. Later, delays during fleet production resulted in a one month slip.			
<i>Passenger Stations</i>			
Station Component: 4 Stations / Jamaica (New Item)	Construction	Feb-19	Aug-19
		\$87.0	\$104.7
A project extension was granted to the contractor to complete additional work. Track access was available until August. The project cost increased to repair 30 tons of steel after a detailed steel repair survey revealed a significant amount of steel deterioration.			

Status of MTA Capital Program Funding

Capital Funding (August 2019)
\$ in millions



Capital Funding Detail (August 31, 2019)

\$ in millions

	Funding Plan	Receipts		
	<u>Current</u>	<u>June</u>	<u>This month</u>	<u>Received to date</u>
1992-1999 Program	18,095	18,095	-	18,095
2000-2004 Program	21,668	21,668	-	21,668
2005-2009 Program	24,395	23,982	-	23,982

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	101	-	101
Federal RRIF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	400	-	400
MTA Bus Federal and City Match	132	108	4	112
MTA Bonds (Payroll Mobility Tax)	11,483	9,606	-	9,606
Other (Including Operating to Capital)	1,344	1,239	-	1,239
B&T Bonds	2,026	1,812	-	1,812
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,329	4,800	787	5,587
<i>PAYGO</i>	235	81	-	81
<i>Sandy Recovery MTA Bonds</i>	758	55	-	55
<i>Sandy Recovery B&T Bonds</i>	230	18	-	18

Total

Funding Plan	Receipts		
<u>Current</u>	<u>June</u>	<u>This month</u>	<u>Received to date</u>
31,619	26,219	791	27,010

2015-2019 Program

Federal Formula, Flexible, Misc	\$6,704	\$3,084	\$771	\$3,854
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	3	3	-	3
State Assistance	8,640	979	-	979
City Capital Funds	2,667	790	-	790
MTA Bonds	7,968	4,793	-	4,793
Asset Sales/Leases	1,017	318	-	318
Pay-as-you-go (PAYGO)	2,145	1,730	-	1,730
Other	592	-	-	-
B&T Bonds & PAYGO	2,936	553	-	553

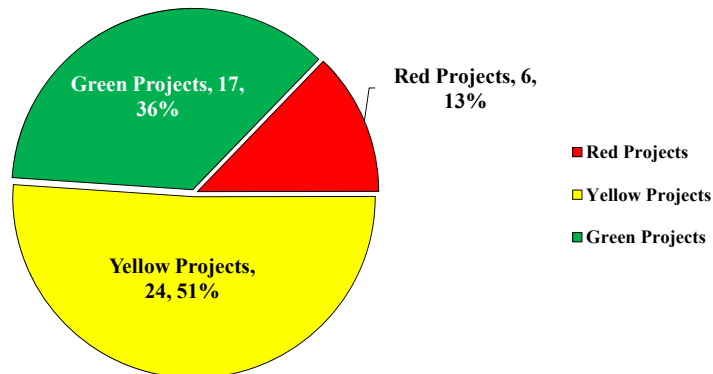
Total

Funding Plan	Receipts		
<u>Current</u>	<u>June</u>	<u>This month</u>	<u>Received to date</u>
33,273	12,248	771	13,019

2nd Quarter 2019 Traffic Light Report on MTA Core Capital Program Projects

A total of 323 Projects were Reviewed for the 2nd Quarter 2019

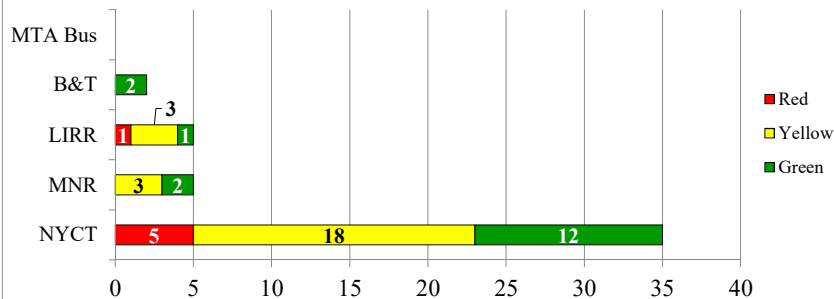
47 Projects in Design



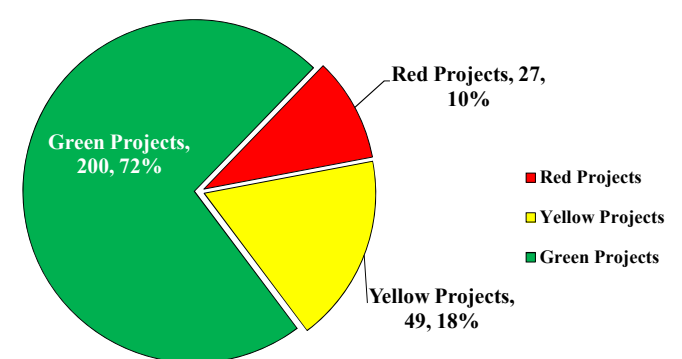
Projects in Design: 47 projects were reviewed in the design phase with 17 (36%) projects designated green, 24 (51%) yellow, and 6 (13%) red. This is a decrease of 10 red projects since the 1st quarter 2019. Of the 6 red projects, 4 (67%) were red for a schedule variance, 1 for a contingency variance and 1 for a cost variance. For the 4 projects designated red for schedule, the issues were due in part to revisions to the scope, repackaging of design for Design/Build award, and coordination with other projects.

Last Quarter: 53 projects were reviewed in the design phase with 18 (34%) projects designated green, 19 (36%) yellow, and 16 (30%) red.

47 Projects in Design



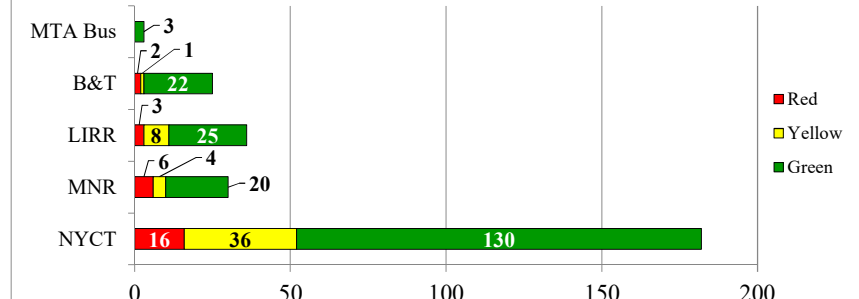
276 Projects in Construction



Projects in Construction: 276 projects were reviewed in the construction phase with 200 (72%) designated green, 49 (18%) yellow and 27 (10%) red. This is an increase of 2 red projects since the 1st quarter 2019. Of the 27 red projects, 13 (48%) were red for a schedule variance, 8 for a cost variance, 2 for a contingency variance, 2 for both cost and schedule variances, 1 for both contingency and schedule variances, and 1 for both contingency and cost variances. For the 13 projects designated red for schedule, the variances ranged from 3 to 7 months. The schedule variances were due in part to the need to address unforeseen structural deficiencies, added scope, reprioritization of in-house workforces, coordination with other projects, and limited track access.

Last Quarter: 272 projects were reviewed in the construction phase with 193 (71%) designated green, 54 (20%) yellow and 25 (9%) red.

276 Projects in Construction









Terms and Definitions

2nd Quarter 2019 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: 47

-  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 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 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: 276

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

Report Index Formulas and Criteria:

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



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



2nd Quarter 2019 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	32	.00	■	1.00	■	0	■	G
T7041301	ADA: Bedford Av CNR	Construction	\$76,628,816	46	.98	▼	.98	■	0	■	G
T7041302	ADA: Astoria Blvd AST	Construction	\$41,990,140	25	.34	▼	1.00	■	0	■	G
T7041303	ADA: Bedford Pk Blvd BXC	Construction	\$34,057,775	35	.50	▲	.99	■	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$32,376,135	28	1.82	▼	1.00	■	0	■	G
T7041305	ADA: Gun Hill Road DYR	Construction	\$60,990,436	18	-.08	▼	1.00	■	0	■	G
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Construction	\$42,298,636	21	.00	■	1.00	■	0	■	G
T7041307	ADA: Times Square Complex, Ph 3 - Shuttle	Construction	\$236,076,249	6	.00	■	.99	■	0	■	G
T7041308	ADA: Chambers St NAS	Construction	\$47,265,141	30	.26	▼	1.00	■	0	■	G
T7041309	ADA: Greenpoint Av XTN	Construction	\$41,345,663	38	.07	▲	1.00	■	0	■	G
T7041310	ADA: 59 St 4AV	Construction	\$58,733,105	21	.06	▲	1.00	■	0	■	G
T7041311	ADA: Rockaway Parkway CNR	Construction	\$12,787,053	25	.00	■	1.00	▼	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$40,880,075	46	.44	■	.90	▼	0	■	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$48,871,992	37	.00	■	.91	▼	0	■	G
All Other NYCT Projects											
T5041419	Intermodal Rockaway Pkwy CNR	Construction	\$11,491,690	25	.00	■	1.00	■	1	▲	G
T5160749	Ulmer Park Depot Mezzanine Extension	Construction	\$8,754,011	89	.00	■	1.12	■	0	■	Y
T5160750	Perimeter Protection Livingston Plaza	Construction	\$7,056,101	16	.00	■	1.00	■	0	■	G
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$11,756,609	69	.00	■	.51	■	0	■	Y
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	83	.00	■	1.00	■	0	■	G
T6040712	Replace 1 Hydraulic Elevator at GCT LEX	Construction	\$6,323,858	11	.00	■	.97	▼	0	■	G
T6041260	Components: 4 Stations JAM	Construction	\$97,568,098	99	1.00	▼	1.01	▼	3	▲	R
T60412C4	Components: 3 Locs / 8th Avenue	Construction	\$28,799,229	100	-.09	■	1.00	■	-3	▼	G
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$9,175,000	98	.00	■	1.00	■	3	▲	Y
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	Construction	\$11,146,037	58	.00	■	1.00	■	0	■	G

2nd Quarter 2019 Traffic Light Report Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T6060203	Tunnel Lighting:Roosevelt Av-36 St QBL	Construction	\$52,192,907	99	.00	■	1.00	■	0	■	G
T6070306	Demolish Abandoned Structures	Construction	\$15,116,583	74	.00	■	1.00	■	0	■	Y
T6070316	Structural Repairs: 39 St - 60 St 4AV Ph1	Construction	\$31,200,170	77	.00	■	1.00	■	0	■	G
T6080606	Portable Radio Unit Replacement	Construction	\$6,719,210	80	.00	■	1.00	■	0	■	Y
T6100454	207th St. OH Shop: Boiler Upgrades & Site Remed.	Construction	\$10,823,059	25	.00	■	1.00	■	0	■	G
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	\$19,024,868	65	.16	■	1.00	■	0	■	Y
T6130202	Purchase 65 Flatcars	Construction	\$47,597,644	25	.00	■	1.04	■	0	■	G
T6130207	Purchase 3 Vacuum Trains	Construction	\$34,704,131	64	.00	■	.99	■	0	■	G
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,268,148	85	.00	■	.99	■	2	▲	Y
T6160607	Groundwater, Soil Remediation	Construction	\$5,738,227	100	1.07	■	1.00	■	-1	▼	Y
T6160717	Livingston Plaza Repairs	Construction	\$51,620,490	39	-2.79	▲	1.00	■	0	■	G
T7030205	Purchase 15 Artic Electric Buses & Depot Chargers	Construction	\$34,378,339	4	.00	■	1.00	■	0	■	G
T7030213	Automatic Passenger Counting - Phase 1 Rollout	Construction	\$5,590,885	54	.00	■	1.00	■	0	■	Y
T7030215	AVLM for Paratransit Vehicles	Construction	\$28,138,276	14	.00	■	1.04	■	0	■	G
T7030218	Purchase 251 Standard Diesel Buses	Construction	\$161,041,149	63	.00	■	1.00	■	0	■	G
T7030219	Purchase 367 Diesel and 10 Hybrid Standard Buses	Construction	\$235,733,576	89	.00	■	1.00	■	0	■	G
T7030220	Purchase 72 Articulated Buses (Nova)	Construction	\$65,606,791	100	.00	■	.99	■	0	■	G
T7030221	Purchase 108 Articulated Buses (New Flyer)	Construction	\$99,592,763	43	.00	■	1.00	■	0	■	G
T7040402	AFC Low Turnstile Procurement	Construction	\$11,640,000	95	.00	■	1.00	■	0	■	G
T7040403	AFC Replacement, Phase 2: Electronic Boards	Construction	\$13,861,520	66	.00	■	1.00	■	0	■	G
T7040702	Replace 12 Traction Elevators BW7	Construction	\$98,873,454	19	.69	▲	.99	■	0	■	G
T7040704	Replace 6 Traction Elevators 8AV	Construction	\$43,618,067	8	.00	■	.99	■	-2	▼	G
T7040706	Replace 2 Escalators: Grand Central-42 St LEX	Construction	\$22,447,887	11	.00	■	.96	■	0	■	G
T7040710	Escalator Relocation: Jay St-MetroTech FUL	Construction	\$21,724,370	1	.00	■	1.00	■	0	■	G
T7041202	Renewal: 138 St-Grand Concourse JER	Construction	\$25,606,623	1	.00	■	1.00	▲	0	■	G

2nd Quarter 2019 Traffic Light Report Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7041203	Renewal: Astoria-Ditmars Blvd AST	Construction	\$23,918,715	93	.97	▲	1.00	■	0	■	G
T7041204	Renewal: Astoria Blvd AST	Construction	\$52,721,060	25	.23	▲	1.00	■	0	■	G
T7041221	Station Ventilators: Ph 12 - 2 Locations / Bronx	Construction	\$6,958,942	88	.00	■	1.00	■	3	▲	R
T7041235	Platform Components: Bedford-Nostrand XTN	Construction	\$10,077,235	100	.58	▲	1.05	■	-2	▼	G
T7041236	Platform Components: Longwood Ave PEL	Construction	\$10,329,087	2	.00	■	1.00	▼	0	■	G
T7041237	Platform Components: 2 Locs LEN	Construction	\$7,941,325	2	.00	■	1.04	▲	0	■	G
T7041251	Platform Components: 4 Locs CNR	Construction	\$27,403,161	15	.00	■	1.01	■	2	▲	G
T7041252	Platform Components: 3 Locs EPK, CLK	Construction	\$15,436,947	17	.00	■	1.00	■	0	■	G
T7041263	Platform Components: 3 Locs NOS	Construction	\$19,236,236	10	1.21	▲	1.00	■	0	■	G
T7041292	Enhanced Station Initiative: Pkg 4 - 34 St BW7	Construction	\$32,260,980	100	.00	■	1.00	■	-1	▼	Y
T70412C9	Enhanced Station Initiative: Pkg 4 - 57 St 6AV	Construction	\$49,255,023	100	.00	■	.99	■	-1	▼	Y
T70412D1	Enhanced Station Initiative: Pkg 4 - 23 St 6AV	Construction	\$31,406,505	100	.00	■	1.00	■	-1	▼	Y
T70412D2	Enhanced Station Initiative: Pkg 4 - 28 St LEX	Construction	\$42,247,569	100	.00	■	1.04	▼	-1	▼	Y
T70412D3	Enhanced Station Initiative: Pkg 4 - 34 St 8AV	Construction	\$26,337,787	100	.00	■	1.02	■	-1	▼	Y
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	25	.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	\$68,076,674	60	.00	■	1.00	■	0	■	G
T7041403	Reopen Station Entrance: 8 Av SEA	Construction	\$17,915,798	89	1.03	▲	1.00	▼	0	■	Y
T7041404	Reconstruction: Times Sq Complex, Ph3 - Shuttle	Construction	\$28,793,098	6	.00	■	.98	■	0	■	G
T7041408	2017 Water Condition Remedy	Construction	\$10,676,029	6	.00	■	1.07	■	0	■	G
T7041409	Reconstruct Cortlandt St Station BW7	Construction	\$61,659,779	95	.00	■	.85	■	4	▲	R
T7041410	Church St Corridor Improvements	Construction	\$31,049,326	99	.00	■	1.03	■	0	■	Y
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$6,984,727	46	1.09	▼	.92	■	0	■	G
T7041416	Circulation Improvements: Union Square CNR	Construction	\$17,577,047	35	.00	■	1.00	■	0	■	G



2nd Quarter 2019 Traffic Light Report Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7041419	Station Capacity Enhancements: Broadway Jct JAM	Construction	\$9,969,495	100	1.19	▲	.92	■	0	■	G
T7041420	Station Capacity Enhancements: Marcy Avenue JAM	Construction	\$12,935,407	100	.00	■	1.00	■	0	■	G
T7050204	2018 Mainline Track Repl: Design/Support	Construction	\$6,603,084	60	.00	■	.98	■	0	■	G
T7050205	2019 Mainline Track Replacement	Construction	\$5,949,818	10	.00	■	.19	■	0	■	G
T7050210	2018 Continuous Welded Rail	Construction	\$10,898,473	93	.00	■	1.00	▲	1	▲	G
T7050215	2018 Track Force Account	Construction	\$35,000,000	100	.00	■	1.00	■	0	■	G
T7050233	2016 Mainline Track Repl: Dyre	Construction	\$13,896,949	100	.00	■	1.00	■	1	▲	Y
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$64,758,007	34	.00	■	.98	■	0	■	G
T7050246	2016 Mainline Track Repl: 8th Avenue	Construction	\$39,540,917	98	.00	■	.98	■	1	▲	Y
T7050250	2016 Mainline Track Repl: Jerome	Construction	\$24,657,204	99	.00	■	1.37	▲	2	▲	R
T7050256	2017 Mainline Track Repl: Crosstown	Construction	\$23,673,105	98	.00	■	1.23	▲	1	▲	R
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$22,849,946	59	.00	■	.95	■	0	■	Y
T7050260	2017 Mainline Track Repl: Lexington	Construction	\$9,345,501	78	.00	■	1.00	■	0	■	Y
T7050261	2017 Mainline Track Repl: Pelham	Construction	\$12,850,569	67	.00	■	1.53	▲	0	■	R
T7050262	2017 Mainline Track Repl: 7th Avenue	Construction	\$7,678,275	98	.00	■	1.33	▲	-3	▼	R
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$36,634,237	83	.00	■	1.24	▲	7	▲	R
T7050269	Continuous Welded Rail (SAP)	Construction	\$53,000,000	75	.00	■	1.00	■	0	■	G
T7050270	2018 Mainline Track Repl: Astoria	Construction	\$17,383,603	98	.00	■	1.28	■	3	▲	R
T7050271	2018 Mainline Track Repl: Flushing	Construction	\$22,831,725	41	.00	■	1.00	■	0	■	Y
T7050272	2018 Mainline Track Repl: Jamaica	Construction	\$30,270,164	56	.00	■	.92	■	0	■	Y
T7050275	2018 Mainline Track Repl: Pelham	Construction	\$8,615,175	92	.00	■	.94	▼	0	■	Y
T7050276	2018 Mainline Track Repl: Eastern Parkway	Construction	\$13,213,807	82	.00	■	1.17	■	3	▲	R
T7050277	2018 Mainline Track Repl: Broadway-7th Avenue	Construction	\$12,718,000	97	.00	■	1.30	▲	3	▲	Y
T7050278	2018 Mainline Track Repl: Canarsie	Construction	\$8,615,368	19	.00	■	1.00	■	0	■	Y
T7050279	2018 Mainline Track Repl: Concourse	Construction	\$13,092,700	42	.00	■	1.00	■	3	▲	R

2nd Quarter 2019 Traffic Light Report Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7050280	2018 Mainline Track Repl: 6th Ave/Culver	Construction	\$22,512,343	90	.00	■	.90	■	0	■	G
T7050283	2018 Mainline Track Repl: Archer Ave	Construction	\$10,030,262	76	.00	■	1.00	■	0	■	G
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	\$11,896,699	63	.00	■	.90	■	2	▲	Y
T7050286	2018 Mainline Track Repl: Times Square Shuttle	Construction	\$5,684,280	6	.00	■	1.00	■	0	■	G
T7050287	2018 Mainline Track Repl: Brighton Line, BMT	Construction	\$10,528,093	54	.00	■	1.00	■	2	▲	G
T7050288	2018 Mainline Track Repl: 4th Avenue Line, BMT	Construction	\$19,802,940	95	.00	■	1.39	▲	0	■	R
T7050290	2018 Mainline Track Repl: Myrtle	Construction	\$7,465,755	82	.00	■	1.00	■	0	■	G
T7050292	2019 Mainline Track Repl: LWP	Construction	\$5,028,977	0	.00	■	1.00	■	0	■	G
T7050293	2019 Mainline Track Repl: Astoria	Construction	\$20,967,636	58	.00	■	1.00	■	0	■	G
T7050294	2019 Mainline Track Repl: Flushing	Construction	\$5,300,117	53	.00	■	1.00	■	0	■	G
T7050304	2018 Mainline Switch Repl: Design/Support	Construction	\$9,944,773	60	.00	■	1.04	■	0	■	G
T7050328	2018 Mainline Switch Repl: Astoria	Construction	\$10,959,838	97	.00	■	1.28	■	3	▲	R
T7050329	2018 Mainline Switch Repl: Canarsie	Construction	\$7,295,597	97	.00	■	.95	▲	0	■	Y
T7050332	2018 Mainline Switch Repl: White Plains Rd	Construction	\$7,398,926	9	.00	■	1.00	■	0	■	Y
T7050333	2018 Mainline Switch Repl: 4th Avenue Line, BMT	Construction	\$8,912,505	97	.00	■	1.39	■	2	▲	Y
T7050334	2018 Mainline Switch Repl: Culver (Ditmas)	Construction	\$10,708,606	95	.00	■	1.26	▲	0	■	R
T7050339	2019 Mainline Switch Repl: Bway-7th Ave.	Construction	\$22,311,140	46	.00	■	1.00	■	0	■	G
T7060503	Replace Supervisory Vent Controls - Var Locs	Construction	\$29,178,828	4	.00	■	.99	▲	0	■	G
T7060506	Rehab Forsyth St Vent Plant	Construction	\$90,374,945	2	.00	■	1.00	■	0	■	G
T7070303	Struct Rehab: Livonia Yard Overpass & Retain Wall	Construction	\$27,083,332	0	.00	■	1.00	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	66	.00	■	1.00	■	0	■	G
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs	Construction	\$11,668,076	2	.00	■	1.26	▲	0	■	G
T7070313	Overcoat: 72 St - 104 St FLS	Construction	\$60,965,120	25	.00	■	1.00	■	4	▲	R
T7070316	Overcoat: Broadway - End of Line MYR	Construction	\$58,258,534	4	.00	■	.99	■	0	■	G
T7070317	Overcoat: 48 St - 72 St FLS	Construction	\$57,142,230	0	.00	■	1.00	▼	0	■	G

2nd Quarter 2019 Traffic Light Report Projects in Design and Construction

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7070321	Struct Rehab: 4AV - Ph2	Construction	\$86,455,006	77	1.92	▲	1.00	▼	0	■	Y
T7070344	Repairing 'A' and 'B' Column Base Conditions WPR	Construction	\$17,401,817	0	.00	■	1.00	▼	0	■	G
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$134,083,237	3	.00	■	.99	■	0	■	G
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,435,183	59	.10	▲	1.00	■	0	■	G
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	37	.00	■	1.00	■	0	■	G
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	62	.00	■	1.00	■	0	■	Y
T7080325	Signal Room Fire Suppression, Phase 2	Construction	\$25,609,793	20	.10	▼	1.00	■	0	■	G
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$117,995,762	3	.00	■	1.00	■	0	■	G
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$200,959,157	3	.00	■	1.00	■	0	■	G
T7080339	Upgrade/Modernization of Signal Technology (SAP)	Construction	\$72,815,917	13	.00	■	1.00	■	1	▲	G
T7080346	Ultra-Wideband (UWB)-Based Train Control	Construction	\$57,817,674	25	.00	■	1.05	▼	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$31,556,345	40	.17	▼	1.00	■	0	■	G
T7080603	PBX Upgrade	Construction	\$41,507,342	53	.19	■	1.00	■	2	▲	G
T7080604	Fiber Optic Cable Replacement Ph2	Construction	\$29,713,921	38	.00	■	1.03	■	0	■	G
T7080617	LiftNet Transition to Ethernet	Construction	\$16,380,290	30	.00	■	1.02	■	0	■	G
T7080646	Antenna Cable: Next Generation Pilot & Testing	Construction	\$10,911,976	9	.00	■	1.00	■	0	■	G
T7090201	Substation Renewal: Burnside Av BXC	Construction	\$23,354,352	9	.00	■	1.00	■	0	■	G
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,517,194	3	.00	■	1.01	■	0	■	G
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	\$19,205,969	34	.00	■	1.00	■	0	■	G
T7090206	Replace HT Switchgear - Various Locs	Construction	\$29,930,773	4	.00	■	1.00	▼	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	46	.01	■	.99	■	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$53,765,527	17	.00	■	1.00	■	0	■	G
T7090218	Install Low-Resistance Contact Rail QBL	Construction	\$48,418,850	12	.00	■	1.00	■	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$81,798,718	46	1.43	▲	.99	■	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,540,916	80	.25	■	1.00	■	0	■	G

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7090223	New Substation: Harrison PI CNR	Construction	\$58,204,402	67	.00	■	.98	■	0	■	G
T7090401	Rehab CBH # 586 - 18 Av CUL	Construction	\$14,876,498	66	.00	■	1.02	■	0	■	G
T7090404	Rehab CBH # 86 - Wilson Av CNR	Construction	\$5,578,665	80	.76	■	1.00	■	0	■	G
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	\$13,400,910	57	.20	■	.99	■	0	■	G
T7090407	Rehab CBH # 5 - 53 St BWY	Construction	\$17,031,998	25	.00	■	1.01	■	0	■	G
T7090414	Repl Control & Bat Cables: Substation CZs	Construction	\$28,828,653	30	.00	■	1.00	■	0	■	G
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL	Construction	\$33,852,409	0	.00	■	1.00	▼	0	■	G
T7100402	207th St Maint & OH Shop Roof & Component Repl	Construction	\$60,111,172	8	.00	■	1.00	■	0	■	G
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY	Construction	\$45,506,450	7	.00	■	1.00	■	0	■	G
T7100405	DCE Shop Components Ph 4: 207 St Admin	Construction	\$24,654,982	5	.00	■	1.00	■	0	■	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,100,649	64	1.00	▲	.99	■	0	■	G
T7100409	Heavy Shop Equipment	Construction	\$14,729,150	47	.00	■	1.00	■	0	■	G
T7100422	Yard Lighting: 207th St Yard	Construction	\$27,630,979	95	-.13	▼	1.10	▲	0	■	R
T7120314	HVAC: Manhattanville Depot	Construction	\$16,516,303	60	.00	■	1.00	■	0	■	G
T7120315	HVAC: Zerega Consolidated Maintenance Facility	Construction	\$8,700,000	0	.00	■	1.02	■	0	■	G
T7120319	Roof: Queens Village Depot	Construction	\$6,229,702	5	.00	■	1.00	▲	0	■	G
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	\$22,842,795	28	.00	■	.99	■	0	■	G
T7120412	Portable Lift Replacement	Construction	\$5,362,025	98	.00	■	1.00	■	0	■	G
T7120422	Storage Tanks: Jackie Gleason and Castleton Depots	Construction	\$9,330,816	92	.39	■	1.00	■	0	■	Y
T7130212	Purchase 202 Non-Revenue Vehicles	Construction	\$33,772,829	88	.00	■	.99	■	0	■	Y
T7160512	Test Pits	Construction	\$10,756,669	29	.00	■	1.00	■	0	■	G
T7160601	Fire Alarm System Replacement - 3 Locs	Construction	\$19,960,202	40	.00	■	1.00	■	0	■	G
T7160704	Emp Fac Component Repairs: 10 Locs / Manhattan	Construction	\$9,739,980	92	.00	■	1.00	■	0	■	Y
T7160714	Livingston Plz Elec, Mechanical, Generator Phase A	Construction	\$33,550,597	28	.11	▲	1.05	■	0	■	G
T7160716	RCC and PCC Power Upgrade	Construction	\$59,070,962	42	.82	▲	1.06	▲	0	■	G

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7160721	EDR Rprs: DO #20 - Briarwood-Van Wyck	Construction	\$8,035,914	65	.00	■	1.00	■	0	■	G
T7040713	Replace 5 Escalators / Various (Bk/M)	Design	\$24,430,018	90	.00	■	1.00	■	1	▲	G
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$14,223,032	60	.00	■	.32	▼	0	■	G
T7041210	Renewal: 111 St FLS	Design	\$16,581,353	95	.00	■	.47	■	1	▲	Y
T7041211	Renewal: 103 St-Corona Plaza FLS	Design	\$17,536,705	95	.00	■	.70	■	1	▲	Y
T7041212	Renewal: 82 St-Jackson Heights FLS	Design	\$20,838,385	95	.00	■	.85	■	1	▲	Y
T7041214	Renewal: 85 St-Forest Parkway JAM	Design	\$16,462,936	40	.00	■	.65	■	0	■	G
T7041215	Renewal: 75 St-Elderts Lane JAM	Design	\$15,645,346	40	.00	■	.62	■	0	■	G
T7041216	Renewal: Cypress Hills JAM	Design	\$16,346,373	40	.00	■	.65	■	0	■	G
T7041217	Renewal: 69 St FLS	Design	\$15,029,176	95	.00	■	.60	■	1	▲	Y
T7041218	Renewal: 61 St-Woodside FLS	Design	\$2,106,741	40	.00	■	.04	■	0	■	G
T7041219	Renewal: 52 St FLS	Design	\$15,825,836	95	.00	■	.45	■	1	▲	Y
T7041224	Platform Components: 2 Locs JER	Design	\$3,970,222	70	.00	■	.19	■	0	■	Y
T7041244	Mezz Columns: Atlantic Av CNR [SBDP]	Design	\$5,699,281	42	.00	■	1.00	■	0	■	G
T7041258	Mezz Components: Nevins St EPK [SBDP] DES	Design	\$6,537,669	85	.00	■	1.00	■	0	■	Y
T7041267	Platform Components: 10 Locs BW7	Design	\$50,046,964	75	.00	■	.99	■	6	▲	R
T7041286	Station Lighting: 6 Locs 8AV, WPR [SBDP]	Design	\$5,454,971	50	.00	■	.98	■	0	■	Y
T7041314	ADA: Court Square XTN (Elevator Phase)	Design	\$15,904,539	50	.00	■	1.00	■	0	■	G
T7041330	ADA: 14th St 6th Av/7th Av Complex DES	Design	\$41,717,317	43	.00	■	3.92	■	6	▲	R
T7060505	Rehab Vent Plant Damper System - Var Locs	Design	\$68,967,059	94	.00	■	1.69	■	6	▲	R
T7070323	LSCRP: Brooklyn (EPK)	Design	\$5,354,676	85	.00	■	1.00	■	0	■	Y
T7070342	Vents Between Stations: E198 St-E205 St BXC [SBDP]	Design	\$4,980,000	90	.00	■	.99	■	0	■	Y
T7080619	Comm Room Upgrade and Expansion Ph2 [SBDP]	Design	\$25,000,000	60	.00	■	1.00	■	0	■	G
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	\$55,600,152	80	.00	■	1.01	■	0	■	Y
T7120306	Generator: Yukon Depot	Design	\$10,390,564	98	.00	■	1.03	■	0	■	Y

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Design	\$1,523,641	90	.00	■	.06	▼	1	▲	Y
T7120316	Roof Topping & Expansion Joints: Kingsbridge Depot	Design	\$5,627,050	90	.00	■	1.06	■	1	▲	G
T7120321	Artic Modification Windows/Façade: ENY Depot	Design	\$13,665,379	99	.00	■	1.31	■	2	▲	Y
T7120419	Queens Depot Property & Environmental Prep	Design	\$40,000,000	90	.00	■	1.00	■	4	▲	R
T7130207	Purchase 27 Refuse Flats	Design	\$24,854,608	99	.00	■	1.00	■	0	■	Y
T7130208	Purchase 12 3-Ton Crane Cars	Design	\$28,780,641	70	.00	■	1.00	■	0	■	Y
T7130211	Purchase Locomotives	Design	\$205,080,447	96	.00	■	1.57	▲	1	▲	R
T7160727	Roof Replacement: Tiffany Central Warehouse	Design	\$16,915,864	95	.00	■	1.00	■	0	■	Y
T7160728	EMD Facility: Hoyt-Schermerhorn FUL	Design	\$5,000,000	50	.00	■	1.00	■	0	■	G
T7160729	RTO Facility Repair: 3 Avenue-138 Street PEL	Design	\$5,000,000	75	.00	■	1.00	■	0	■	G
T7160734	Livingston Plz Elec, Mechanical, Generator Phase B	Design	\$55,495,000	97	.00	■	1.63	■	0	■	Y
S7070103	SIR Mainline Track Replacement	Construction	\$48,862,918	3	.00	■	1.00	■	0	■	G
S7070105	New Power Substation: Tottenville	Construction	\$27,353,205	78	.25	▲	.99	■	0	■	Y
S7070106	New Power Substation: New Dorp	Construction	\$23,993,252	35	.00	■	.98	■	0	■	G
S7070107	New Power Substation: Clifton	Construction	\$31,041,073	35	.00	■	.99	■	0	■	G
S7070110	Rehabilitation of Amboy Rd Bridge	Construction	\$8,282,466	67	-1.21	▼	.98	■	0	■	G
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,141,188	27	.24	■	1.00	■	0	■	Y
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	\$17,706,979	3	.00	■	1.01	■	0	■	G
LIRR - Long Island Rail Road Program											
L50206VJ	Station Masters Office	Construction	\$6,021,320	10	.00	■	1.00	■	2	▲	G
L50304TQ	MLC-Hicksville North Siding	Construction	\$44,190,617	56	.00	▼	1.00	■	0	■	Y
L60502LA	Positive Train Control (PTC)	Construction	\$235,958,828	87	.90	■	1.00	■	0	■	G
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,617,791	10	.00	■	1.00	■	0	■	G
L70204UJ	Enhanced Station Initiative: Shared Des & 2 Stns	Construction	\$20,337,937	98	.84	▼	.94	■	0	■	G
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,665,693	39	.32	▲	1.01	■	0	■	Y

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LIRR - Long Island Rail Road Program											
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$28,158,681	50	.74	▼	1.00	■	1	▲	Y
L70204UW	GCT/ESA UNIFIED TRASH FACILITY	Construction	\$11,100,000	15	.00	■	1.00	■	0	■	G
L70204V5	Enhanced Station Initiative: 8 Stations	Construction	\$96,514,999	96	.90	▼	1.02	■	0	■	G
L70204V6	Enhanced Station Initiative: Stewart Manor [SBDP]	Construction	\$5,289,650	85	.73	▼	1.00	■	0	■	Y
L70204V9	Enhanced Station Initiative: 6 Stations	Construction	\$27,376,513	98	.56	▼	1.07	■	0	■	Y
L70204VV	Lynbrook Station Improvements SBFP	Construction	\$8,200,000	2	.00	■	.89	▼	0	■	G
L70206VN	PENN STATION - 33RD STREET CORRIDOR	Construction	\$167,700,800	1	.00	■	.98	▼	0	■	G
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	\$12,441,500	20	.34	▼	1.00	■	5	▲	R
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$114,496,794	40	.00	■	1.00	■	-12	▼	G
L70301WE	2019 ANNUAL TRACK PROGRAM	Construction	\$74,792,298	31	.00	■	1.00	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$10,000,000	61	.00	■	1.00	■	0	■	Y
L70304WV	Amtrak Territory Investments	Construction	\$68,848,123	76	.00	■	1.01	■	0	■	G
L70401BS	Bridge Waterproofing	Construction	\$8,048,756	22	.00	■	1.00	■	0	■	G
L70401BT	Removal of Montauk Cut-Off Viaduct	Construction	\$5,700,000	74	.00	■	1.00	■	0	■	G
L70401BV	North Main Street & Accabonac Road	Construction	\$21,432,494	13	.00	■	1.01	■	0	■	G
L70401BX	Springfield Blvd & Union Tpke	Construction	\$6,743,877	90	.00	■	.91	■	0	■	Y
L70401D4	Lynbrook & Rockville Centre Renewals [SBDP]	Construction	\$6,000,000	0	.00	■	1.00	■	0	■	G
L70501SD	FIBER OPTIC NETWORK	Construction	\$33,460,000	2	.00	■	.97	■	0	■	G
L70501SJ	LIRR PUBLIC ADDRESS SYSTEM	Construction	\$5,000,000	2	.00	■	1.00	■	0	■	G
L70501SN	PENN STA RADIO RETROFIT/ERT ANTENNA	Construction	\$5,155,585	13	.00	■	.79	■	0	■	G
L70502LJ	Signal Normal Replacement Program	Construction	\$30,000,000	64	.00	■	1.00	■	0	■	G
L70502LN	Babylon to Patchogue	Construction	\$47,970,000	2	.00	■	1.04	■	0	■	G
L70502LP	LIGHTNING PROTECTION	Construction	\$5,000,000	18	.00	■	1.00	■	0	■	G
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	\$101,965,000	37	.51	▼	.99	■	0	■	G
L70701XA	Substation Repl Pkg 1: Constr & 5 Substation: DES	Construction	\$22,895,773	30	.00	■	1.00	■	-21	▼	Y

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LIRR - Long Island Rail Road Program											
L70701XB	Substation Components	Construction	\$24,156,295	7	5.23	▲	.65	▼	0	■	G
L70701XE	3rd Rail - Protection Board	Construction	\$10,102,731	55	.00	■	1.59	▲	0	■	R
L70701XF	3rd Rail -Composite Rail	Construction	\$18,888,907	82	.00	■	1.62	▲	0	■	R
L70701XK	Signal PowerMotor Generator Replacement	Construction	\$6,400,000	45	.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	50	.00	■	1.07	■	1	▲	G
L70205V1	PARKING REHABILITATION SBFP	Design	\$5,002,969	70	.43	▲	1.00	■	1	▲	Y
L70206VQ	PENN STATION CUSTOMER FACILITIES	Design	\$18,000,000	20	1.54	▼	1.00	■	0	■	R
L70206VR	PENN STATION COMPLEX IMPROVEMENTS	Design	\$11,558,500	97	.90	■	1.00	■	0	■	Y
L70401C3	Lynbrook & Rockville Centre Renewals	Design	\$6,000,000	65	1.08	▲	1.00	■	0	■	Y
MNR - Metro-North Railroad Program											
M6020108	GCT Utilities	Construction	\$38,593,806	88	1.04	■	1.02	■	4	▲	R
M6020208	Customer Communication / Connectivity Improvements	Construction	\$16,819,045	92	.00	■	.99	■	-7	▼	G
M6030212	Overhead Bridge Program - East of Hudson	Construction	\$19,390,689	65	1.33	▼	1.01	■	0	■	Y
M6040102	West of Hudson Signal Improvements	Construction	\$63,917,192	35	.00	■	.94	■	0	■	G
M6050101	Substation Bridge 23 - Construction	Construction	\$41,452,052	95	.00	■	.99	■	4	▲	R
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$41,994,337	80	1.24	■	.98	■	0	■	Y
M6030210	Replace / Repair Undergrade Bridges	Design	\$24,619,753	90	2.25	■	.99	■	0	■	Y
M7010102	M-8 Fleet Purchase	Construction	\$113,806,778	78	.00	■	.97	■	0	■	G
M7020104	GCT Fire Protection	Construction	\$14,661,866	88	1.68	▲	1.09	▲	4	▲	R
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,653,947	64	.37	▲	.96	■	0	■	G
M7020207	Customer Communication-Stations	Construction	\$81,457,100	30	.00	▲	1.00	■	0	■	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	\$12,835,109	54	.00	■	1.00	■	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,160,364	30	.00	■	.91	■	0	■	G
M7020213	Enhanced Station Initiative	Construction	\$116,313,506	54	1.14	▼	.94	■	0	■	R
M7020214	East of Hudson Station Priority Repairs	Construction	\$5,750,000	17	.00	■	.94	▼	0	■	G

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MNR - Metro-North Railroad Program											
M7030103	Rock Slope Remediation	Construction	\$16,072,906	70	2.37	▼	.86	■	5	▲	R
M7030104	Turnouts - Mainline/High Speed	Construction	\$44,609,309	78	.00	■	1.00	■	-12	▼	G
M7030105	GCT Turnouts/Switch Renewal	Construction	\$24,582,113	83	.00	■	.98	■	0	■	G
M7030106	Turnouts - Yards/Sidings	Construction	\$5,161,213	32	.00	■	1.00	■	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$22,058,371	61	.00	■	1.00	■	0	■	G
M7030111	2018 Cyclical Track Program	Construction	\$20,925,000	90	.00	■	1.00	■	0	■	G
M7030112	2019 Cyclical Track Program	Construction	\$24,700,000	0	.00	■	.92	▼	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$61,674,589	25	.00	■	.93	■	0	■	G
M7030301	Rock Slope Remediation	Construction	\$12,738,248	85	2.34	▼	.92	■	0	■	G
M7040101	Network Infrastructure Replacement	Construction	\$43,451,820	30	2.14	▼	.99	■	2	▲	Y
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$85,296,154	14	19.53	■	.97	■	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	\$38,333,890	25	2.67	▲	.94	■	0	■	G
M7050105	Harlem and Hudson Power Improvements	Construction	\$21,804,286	0	.00	■	.87	■	0	■	G
M7050113	H&H Power (86th St / 110th St)	Construction	\$9,324,885	80	9.14	▲	.93	■	0	■	Y
M7080113	Customer Communication-CM	Construction	\$17,571,613	50	11.40	▲	1.10	▲	0	■	R
M7020204	Harlem Line Station Improvements	Design	\$22,250,977	80	1.47	■	.28	■	0	■	Y
M7030209	Harlem River Lift Bridge	Design	\$9,940,569	35	1.32	■	.99	■	0	■	G
M7030304	Moodna/Woodbury Viaduct (incl timbers/walkways)	Design	\$13,992,503	30	.01	■	.99	■	0	■	G
M7080109	GCT/ESA Investments	Design	\$32,497,686	90	.00	■	1.25	■	0	■	Y
B&T - Bridges and Tunnels Program											
D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	\$55,873,199	92	.86	▲	.99	■	0	■	Y
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$15,897,162	0	.00	■	.48	▲	0	■	G
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	Construction	\$63,023,874	2	.00	■	.95	■	12	▲	G
D701HH89	Skewback Retrofit	Construction	\$98,453,101	51	1.04	■	.98	■	1	▲	G
D701RK22	Interim Repairs - FDR Ramp	Construction	\$17,714,049	44	2.72	▲	.99	▲	3	▲	R

2nd Quarter 2019 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											
D701VN10	Anchorage & Piers Rehabilitation and Sealing	Construction	\$46,219,826	15	.00	■	.94	■	0	■	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	\$29,998,086	42	.00	■	.97	■	0	■	G
D701VN89	Tower Pier Rehab/Construct Mooring Platform	Construction	\$36,137,783	24	.00	■	.95	■	-1	▼	G
D703BW63	Open Road Tolling Initiative at BWB	Construction	\$47,581,986	80	2.32	▼	.99	■	0	■	G
D703CB63	Open Road Tolling Initiative at CBB	Construction	\$21,338,497	92	1.14	▲	.93	■	-2	▼	R
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$93,948,548	39	1.71	▼	.97	■	0	■	G
D703TN63	Open Road Tolling Initiative at TNB	Construction	\$53,283,799	57	22.38	▲	.99	■	0	■	G
D704AW67	Overheight Vehicle Detection Systems	Construction	\$11,588,105	17	.00	■	.95	■	0	■	G
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	\$34,705,923	35	1.06	▼	.95	■	0	■	G
D704HC07	Rehabilitation of HCT Ventilation Systems	Construction	\$84,355,548	1	.00	■	.95	■	0	■	G
D704HC30	Installation of Smoke Detection/Alarm Systems	Construction	\$11,151,276	2	.00	■	.95	■	0	■	G
D704HC64	Brooklyn Service Building Electrical Rehab.	Construction	\$8,572,439	25	.00	■	.96	■	7	▲	G
D704HH13	Replacement of Facility Lighting System	Construction	\$13,490,765	81	.78	▲	.95	■	2	▲	G
D704QM81	Rehab of Tunnel Controls & Communication Systems	Construction	\$37,628,136	1	.00	■	.96	■	3	▲	G
D704QM91	Installation of Smoke Detection/Alarm Systems	Construction	\$12,204,479	3	.00	■	.96	■	0	■	G
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	Construction	\$34,796,567	23	1.43	▲	.95	■	0	■	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$21,637,777	47	.00	■	.95	■	1	▲	G
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	\$49,080,581	26	.67	▼	.94	■	0	■	G
D704VN30	Elevator Rehabilitation	Construction	\$6,310,455	27	.00	■	.98	■	0	■	G
D707TN49	Painting of Suspended Span	Construction	\$20,440,998	0	.00	■	.95	■	6	▲	G
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Design	\$248,710,467	53	.00	■	.99	■	0	■	G
D707RK70	Paint Suspended Span/Bronx Truss Steel	Design	\$5,161,004	40	.00	■	.16	▼	0	■	G
MTA Bus Program											
U6030225	Construct Bus Command Center - MTA Bus	Construction	\$17,359,147	99	1.01	■	1.00	■	2	▲	G
U6030226	Bus Radio System	Construction	\$27,820,675	23	.05	▼	1.00	■	0	■	G
U7030211	Bus Radio System - MTA Bus Share	Construction	\$34,500,000	23	.00	■	1.00	■	0	■	G

Summary of Core Traffic Light Report Design Exceptions
(Second Quarter 2019 - As of June 30, 2019)

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							
T7041267	Platform Components: 10 Locations - Broadway / 7th Ave Line	Schedule	\$50.0M	Mar 2020	During the Second Quarter 2019, the forecasted Design Completion date slipped six months, from September 2019 to March 2020. This was due to the new state legislation requiring that this project be procured through Design/Build (D/B) solicitation. The project schedules have been changed to accommodate this requirement.	Final design completion and subsequent award forecast goals have been modified. The task order revision is being revised for the design consultant to change contract to D/B.	The overall Contractor/Consultant performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.
T7041330	ADA: 14th St 6th Av / 7th Av Complex - Design Only	Schedule	\$41.7M	Mar 2020	During the Second Quarter 2019, the forecasted Design Completion date slipped six months, from September 2019 to March 2020. This was due to the additions to the scope of work. This repackaging of preliminary design for the Design/ Build award required additional time.	The task order is being revised to include to the component work at Sixth Avenue and renewal work at Seventh Avenue per the latest referrals.	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.
T7060505	Rehab Vent Plant Damper System - Various Locations	Schedule	\$68.9M	Nov 2019	During the Second Quarter 2019, the forecasted Design Completion date slipped six months, from May 2019 to November 2019. This was due to the decision that it would be possible to control two dampers using one actuator; the previous design concept was to control each damper by separate actuator. It was agreed upon by all stakeholders that this new design approach will be pursued because of the cost savings it achieves.	The schedule has been adjusted to provide enough time for critical design details to be incorporated into the project design in consultation with all stakeholders. A prototype of the modified damper has been ordered and will be tested upon receipt.	An Agency ACE evaluation is not required for this project.
T7120419	New Bus Parking at Tully Site/Queens Depot Property & Environmental Prep	Schedule	\$40.0M	Nov 2019	During the Second Quarter 2019, the forecasted Design Completion date slipped four months, from July 2019 to November 2019. This was due to the need for project coordination with the LaGuardia AirTrain development. Design for this project has been put on hold pending a new design proposal from the AirTrain team.	Talks are ongoing between NYCT and the AirTrain team to reach a resolution on design. Consequently, forecast for design completion is expected to slip into the Second Quarter 2020.	An Agency ACE evaluation is not required for this project.
T7130211	Purchase Of 25 Diesel-Battery Hybrid Locomotives - Optional Purchase of 45	Cost	\$205.0M	Jun 2019	During the Second Quarter 2019, the estimate at completion (EAC) exceeded the current budget by \$74.6M. This was due to the established budget being based on the purchase of diesel locomotives. It was eventually determined that it would be preferable to purchase hybrid locomotives, which are more expensive.	The authorization to advertise the contract was approved June 2019. The full cost of the contract will be funded in the forthcoming 2015-2019 Capital Plan budget revision.	An Agency ACE evaluation is not required for this project.
LIRR - Long Island Rail Road							
L70206VQ	Penn Station Customer Facilities	Contingency	\$18.M	Dec 2019	During the Second Quarter 2019, this project's Contingency Index was 1.54 due to exercising of the contract's option for the design of new air handling units in the LIRR area of Penn Station.	Funding has already been established through a budget modification.	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

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

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: Station Components - 4 Stations Jamaica Line	Current Budget: \$96.3M
	Project EAC: \$97.5M
	Substantial Completion Date at Award: Feb 2019
Project No: T6041260	Current Substantial Completion Date: Sep 2019
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>This project will replace the platform edges at the 121st Street, 111th Street, 104th Street and Myrtle Avenue stations. The scope of work also includes the repair of the platform columns at the 121st Street and 104th Street stations and the replacement of the mezzanine to platform stairs at the 104th Street station.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion date slipped three months, from June 2019 to September 2019. This was due to a significant amount of additional steel repairs that needed to be undertaken at platform, windscreen, canopy and mezzanine levels this quarter. As the contractor has mobilized at each sequential station, extensive unforeseen steel deterioration was uncovered and has required repair and replacement which has negatively impacted the project schedule.</p>
What is Being Done
<p>Schedule: The schedule has been revised to accommodate the additional work and a budget modification is being circulated to address the financial impact of the changes.</p> <p>Subsequent to the reporting period, Substantial Completion was achieved August 30, 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 July 30, 2019
Project Name: Station Ventilators: Phase 12 - 2 Locations / Bronx	Current Budget: \$6.9M
	Project EAC: \$6.9M
	Substantial Completion Date at Award: May 2019
Project No: T7041221	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 88%

Project Description
<p>This project will eliminate all water leaks and repair structural elements of ventilators and their components at two locations in the Bronx: 205th Street station on the Concourse Line and East 143rd Street station on the Pelham Line.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted substantial completion slipped three months, from May 2019 to August 2019. This was due to the addition of work at both locations and the need to divert manpower from the 205th Street vent location from January 2019 to April 2019. Ventilator projects are seasonal work that slow in the winter months and other capital projects were designated as priorities for that period.</p>
What is Being Done
<p>Schedule: Subsequent to the reporting period the required work was completed and inspections are ongoing at both locations.</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 July 30, 2019
Project Name: Reconstruct Cortlandt Street Station – Broadway-7th Ave Line	Current Budget: \$71.8M
	Project EAC: \$61.6M
	Substantial Completion Date at Award: Dec 2017
Project No: T7041409	Current Substantial Completion Date: Jul 2019
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This project will reconstruct the Cortlandt Street Station on the Broadway-7th Avenue Line, which was severely damaged when the World Trade Center towers collapsed on September 11th. The complete station fit-out includes; mechanical, electrical and plumbing, architectural, and structural work, platform and track reconstruction, signal work, fire protection, communication systems work along with the installation of elevators.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped four months, from March 2019 to July 2019. This was due to failure of the contractor to complete site integration testing of the communication equipment, produce the required as built drawings, and submit complete Operation & Maintenance manuals on schedule.</p>
What is Being Done
<p>Schedule: The site integration testing has been completed and the contractor continues to address numerous punch list items.</p> <p>Subsequent to the reporting period, substantial completion was achieved on July 31, 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 June 30, 2019
Project Name: 2016 Mainline Track Replacement – Jerome Avenue Line	Current Budget: \$17.8M
	Project EAC: \$24.6M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050250	Current Substantial Completion Date: Jun 2019
Project Phase: Construction	Phase Complete: 99%

Project Description
<p>This project involves the reconstruction of segments of mainline track on the Jerome Avenue Line that have reached the end of their useful life. The selected track segments were determined by the latest condition survey. The scope of work includes the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost & Schedule
<p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$6.8M. This was due in part to the need for additional GOs because of inclement weather conditions involving rain and high winds and added cable work for contact rail installation.</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped two months, for a total slippage of six months in three quarters, from December 2018 to June 2019. This was due to lack of track access for Type III panels installation and more time than originally estimated being needed to complete contract work and prepare for inspections.</p>
What is Being Done
<p>Cost: The balance of the funds will come from project underruns realized in the 2015 – 2019 In-House Capital Track and Switch Program.</p> <p>Schedule: Substantial Completion was achieved on June 28, 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2017 Mainline Track Replacement – Crosstown Line	Current Budget: \$19.2M
	Project EAC: \$23.6M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050256	Current Substantial Completion Date: May 2019
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This track reconstruction project includes the replacement of mainline track components on the Crosstown Line that have reached the end of their useful life. The locations addressed were determined by asset condition rating and the scope includes the replacement of track, associated equipment, and materials including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$4.4M. This was due to support costs being higher than originally estimated. The added costs were for train diversions, buses, and a need for increased man power for both infrastructure and third rail operations.</p>
What is Being Done
<p>Cost: The balance of the funds will come from project underruns realized in the 2015 – 2019 In-House Capital Track and Switch Program.</p> <p>Subsequent to the reporting period, the project achieved Substantial Completion on May 15, 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2017 Mainline Track Replacement - Pelham Line	Current Budget: \$8.3M
	Project EAC: \$12.8M
	Substantial Completion Date at Award: Feb 2018
Project No: T7050261	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 67%

Project Description
<p>This track reconstruction project includes the replacement of mainline track components 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 and 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
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$4.5M. This was due a change in scope from Type II SCRP to Type II Ekki Hilti track reconstruction and increased support costs for the Type II Ekki Hilti track reconstruction at S/O Longwood. The change in scope was required to address unforeseen field conditions and the support costs consisted of additional train diversions, infrastructure, and third rail operations labor costs.</p>
What is Being Done
<p>Cost: The additional funds required, for this project, will come from other project savings realized in the 2015 – 2019 In-House Capital Track and Switch Program.</p> <p>Subsequent to the reporting period the Substantial Completion date slipped to 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: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2017 Mainline Track Replacement - 7th Avenue Line	Current Budget: \$5.7M
	Project EAC: \$7.6M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050262	Current Substantial Completion Date: May 2019
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This project involves 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.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$1.9M. This was due to labor costs being higher than originally estimated particularly related to third rail operations, track and infrastructure.</p>
What is Being Done
<p>Cost: The additional funds required for this project will come from other project savings realized in the 2015 – 2019 In-House Capital Track and Switch Program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2017 Mainline Track Replacement - Flushing Line	Current Budget: \$29.4M
	Project EAC: \$36.6M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050266	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 83%

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): Cost & Schedule
<p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$7.2M. This was due to unbudgeted surface costs, station costs and infrastructure costs related to the installation of Type III panels.</p> <p>Schedule: Also during the Second Quarter 2019, the forecasted Substantial Completion date slipped by seven months, from May 2019 to December 2019. This delay was due to continuing sporadic availability of track access because of the Communication Based Train Control (CBTC) signal project on the Flushing Line.</p>
What is Being Done
<p>Cost: The additional funds required, for this project, will come from other project savings realized in the 2015 – 2019 In-House Capital Track and Switch Program</p> <p>Schedule: The Type III panels installation resumed in August and the Type I - II track reconstruction will begin in October of this year.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2018 Mainline Track Replacement - Astoria Line	Current Budget: \$13.5M
	Project EAC: \$17.3M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050270	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 98%

Project Description
<p>This project involves the reconstruction of segments of mainline track that have reached the end of their useful life on the Astoria Line. The locations 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
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped three months, from April 2019 to July 2019. This was due to the diversion of available manpower towards projects in the 2019 Capital Track and Switch Program.</p>
What is Being Done
<p>Schedule: With available resources secured, this project is forecasted to achieve Substantial Completion on September 30, 2019, an additional one month slip subsequent to the reporting period.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2018 Mainline Track Replacement - Eastern Parkway Line	Current Budget: \$11.2M
	Project EAC: \$13.2M
	Substantial Completion Date at Award: Nov 2018
Project No: T7050276	Current Substantial Completion Date: Nov 2019
Project Phase: Construction	Phase Complete: 82%

Project Description
<p>This project involves the reconstruction of segments of mainline track, on the Eastern Parkway Line, that have reached the end of their useful life. The locations 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
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped three months, from August 2019 to November 2019. This was due in part to work not taking place when initially scheduled because of inclement weather. With other Capital work already scheduled, track access to do this track work was not available until September 2019 to install the remaining six Type III panels.</p>
What is Being Done
<p>Schedule: It is anticipated the remaining Type III panels will be installed starting September 2019 and completed by November 2019.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2018 Mainline Track Replacement – Concourse Line	Current Budget: \$13.0M
	Project EAC: \$13.0M
	Substantial Completion Date at Award: Sep 2019
Project No: T7050279	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 42%

Project Description
<p>This track reconstruction project includes the replacement of mainline track components on the Concourse Line that have reached the end of their useful life. The locations addressed were determined by asset condition rating and the scope includes the replacement of track, associated equipment, and materials including signals, contact rail, ballast, etc.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped three months, from September 2019 to December 2019. This was due to the unavailability of weekend General Orders (GOs) for the Type II Ekki Hilti track reconstruction. This project required at least seven General Orders, but only one General Order was available in the second quarter 2019.</p>
What is Being Done
<p>Schedule: Some of the required GOs are expected to be available in the Third Quarter 2019. It is anticipated the six weekend GOs will be available from that point until the forecasted completion in December 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 July 30, 2019
Project Name: 2018 Mainline Track Replacement - 4th Avenue Line	Current Budget: \$14.2M
	Project EAC: \$19.8M
	Substantial Completion Date at Award: Dec 2019
Project No: T7050288	Current Substantial Completion Date: Aug 2020
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This track reconstruction project includes the replacement of mainline track components on the 4th Avenue 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 and the scope of work includes the replacement of track, associated equipment and materials, including signals, contact rail and ballast, etc.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Cost
<p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$5.6M. This was due to reconstruction work that was performed at locations that were not part of the original scope of work for this project.</p>
What is Being Done
<p>Cost: The exact amount is currently being investigated and will possibly be decreased once the actual amount is determined. Any additional funds required for this project, will come from project savings in the 2015 – 2019 In-House Capital Track & Switch Program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
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: Jul 2019
Project Phase: Construction	Phase Complete: 97%

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
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped by three months, from April 2019 to July 2019. This was due to resources being diverted toward the 2019 Capital Track and Switch Program.</p>
What is Being Done
<p>Schedule: Pre-final inspections of the three Type III Switches are scheduled and the project is working toward achieving Substantial Completion in September 2019, an additional two month slip, which occurred, subsequent to the reporting period.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: 2018 Mainline Switch Replacement Culver Line (Ditmas)	Current Budget: \$8.4M
	Project EAC: \$10.7M
	Substantial Completion Date at Award: Sep 2019
Project No: T7050334	Current Substantial Completion Date: Sep 2019
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This project includes the replacement of the mainline switches on the Culver 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 Second Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by \$2.3M. This was due to surface costs being higher than estimated and overruns in third rail operations labor costs.</p>
What is Being Done
<p>Cost: The additional funds required, for this project, will come from other project savings realized in the 2015 – 2019 In-House Capital Track and Switch Program.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: Overcoat Painting - 72nd St - 104th St Flushing Line	Current Budget: \$60.9M
	Project EAC: \$60.9M
	Substantial Completion Date at Award: Apr 2020
Project No: T7070313	Current Substantial Completion Date: Aug 2020
Project Phase: Construction	Phase Complete: 25%

Project Description
<p>This project will provide overcoat painting and select steel repairs on the elevated Flushing Line from 72nd Street to 104th Street.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped four months, from April 2020 to August 2020. This was due to Additional Work Order #02, which includes the repair of an additional 61 column bases above and beyond what was specified in the contract.</p>
What is Being Done
<p>Schedule: The time adjustment made to the schedule enables the additional column repair work to be performed.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p> <p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) Report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: Yard Lighting - 207th Street Yard	Current Budget: \$24.9M
	Project EAC: \$27.6M
	Substantial Completion Date at Award: Jul 2019
Project No: T7100422	Current Substantial Completion Date: Jul 2019
Project Phase: Construction	Phase Complete: 95%

Project Description
<p>This project will rehabilitate yard lighting at the 207th Street Yard in the Borough of Manhattan. The goal is to ensure operational safety and security by providing the optimal lighting level for the various activities that take place in the yard.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2019, the Estimate at Completion exceeded the current budget by \$2.7M. This was due to an increase in the number of actual flaggers needed per occasion, to allow project work to continue within the active train yard.</p>
What is Being Done
<p>Cost: In order to address this shortfall to TA labor, a budget modification has been prepared and the request for additional funding was approved.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) Report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Long Island Rail Road	Status as of June 30, 2019
Project Name: Penn Station Elevator/Escalator Replacement	Current Budget: \$12.4M
	Project EAC: \$12.4M
	Substantial Completion Date at Award: Apr 2019
Project No: L70206VP	Current Substantial Completion Date: May 2020
Project Phase: Construction	Phase Complete: 20%

Project Description
<p>This project will include the renewal of two-decade old elevators and escalators in the LIRR area of Penn Station, along with the rehabilitation of stairs, platform lighting, station components and installation of a LiftNet monitoring system to monitor and relay the operating characteristics of the elevators and escalators to a remote panel/display located in the LIRR Station Masters Office.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion slipped by five months, from December 2019 to May 2020. This reflects revisions made to the schedule to accommodate other platform and track work within the station. This adjustment to the schedule will coordinate escalator and elevator refurbishments making them less intrusive to customer flow.</p>
What is Being Done
<p>Schedule: To date, 7 out of 14 escalators and 1 out of 6 elevators have been refurbished. Two additional escalators were taken out of service and commenced rehabilitation in the Third Quarter 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 June 30, 2019
Project Name: 3rd Rail Protection Board	Current Budget: \$6.3M
	Project EAC: \$10.1M
	Substantial Completion Date at Award: Sep 2019
Project No: L70701XE	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 55%

Project Description
<p>This project will replace and/or upgrade Third Rail Protection Board in selected locations systemwide to a State of Good Repair. Approximately 320,000 LF of third rail fiberglass protection board and mounting brackets will be replaced on the Atlantic, Port Washington and Main Line branches.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the budget by \$3.8M. This was due to reallocation of funds within the project.</p>
What is Being Done
<p>Cost: The project Budget and EAC are currently being reassessed and will be updated accordingly upon 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: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: Long Island Rail Road	Status as of June 30, 2019
Project Name: 3rd Rail – Composite Rail	Current Budget: \$11.6M
	Project EAC: \$18.9M
	Substantial Completion Date at Award: Dec 2019
Project No: L70701XF	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 82%

Project Description
<p>This project will replace and upgrade of approximately 76,990 LF of new aluminum third rail at various locations to maintain the rail in a State of Good Repair.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Cost</p> <p>Cost: During the Second Quarter 2019, the Estimate at Completion (EAC) exceeded the budget by \$7.3M. This was due to the reallocation of funds within the project.</p>
What is Being Done
<p>Cost: Subsequent to the reporting period the EAC was adjusted to match the current budget of \$11.6M.</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 June 30, 2019
Project Name: Grand Central Terminal Utilities and Fire Protection	Current Budget: \$37.6M & \$13.5M
	Project EAC: \$38.6M & \$14.6M
	Substantial Completion Date at Award: Nov 2017 & Dec 2017
Project No: M6020108 & M7020104	Current Substantial Completion Date: Aug 2019 & Aug 2019
Project Phase: Construction	Phase Complete: 88% & 88%

Project Description
<p>These projects will replace the Grand Central Terminal (GCT) domestic water services, domestic water holding tank (DWHT) at 43rd Street, install a new DWHT and pumps in the Service Plant at 49th Street (this work was completed in 2015), replace the GCT lower level standpipe (fire suppression water distribution system), the 49th Street fire pump assembly, and install additional fire department connections (FDC) required by the MNR Fire Brigade to pair new system FDCs with existing system FDCs at two locations.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency & Schedule
<p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion date, for both projects, slipped four months, from April 2019 to August 2019. The delay is due to water damage to the 49th Street fire pump controller due to improper installation of the feeder conduit serving the new 49th Street fire pump. As a result, additional time is required to derive a concept acceptable by GCT Maintenance Department and complete a design for conduit and cable orientation to minimize water infiltration into the new controller cabinet by adding a crown box with hub fittings to ensure water tight connection.</p> <p>Contingency: The high contingency index of 1.49 was triggered in the Second Quarter 2019 due to the reasons identified above.</p>
What is Being Done
<p>Schedule: The contractor is preparing a time extension request addressing the delay and time needed to develop the design and implement a solution to minimize water infiltration. MNR anticipates no time recovery will be possible. Therefore, MNR will continue to monitor the latest schedule update to ensure adherence and mitigate any further delays.</p> <p>Subsequent to the reporting period, the substantial completion date has slipped an additional 2 months, to October 2019, due to additional time required to find a constructible solution.</p> <p>Contingency: Pending change orders are currently being evaluated and it is anticipated that change orders will be funded from credits via deleted work scope items.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2019
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: Sep 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
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion date slipped four months from May 2019 to September 2019. This is due to the complexity of the construction work requiring continued coordination of engineering design, manufacturer submittals and overall system integration while maintaining an active “supply” substation serving the New Haven Line. In addition, the slip was due to the following:</p> <ul style="list-style-type: none"> • Delay due to various unforeseen conditions that impacted construction. • Lack of force account support due to other higher priority projects. • Contractor work cancellations & delayed Con Ed response for Service Energization.
What is Being Done
<p>Schedule: To mitigate further 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"> • Con Ed cancelled the first feeder energization planned in August and has rescheduled energization for the first and the second feeder in September 2019, pending Con Ed schedule and availability. If Con Ed can meet this new schedule, MNR anticipates completion of the project by December 2019. • MNR Force Account signal station training by the manufacturer is scheduled for August 2019. • MNR will continue to monitor NYPA’s involvement in managing its contractors. <p>Subsequent to the reporting period, the Substantial Completion date has slipped an additional three months, to December 2019, due to continuing delays from Con Ed.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC’s observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2019
Project Name: Enhanced Station Initiative (ESI)	Current Budget: \$122.7M
	Project EAC: \$116.3M
	Substantial Completion Date at Award: Dec 2020
Project No: M7020213	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 54%

Project Description
<p>The purpose of this project is to improve the customer experience, perception, comfort, and convenience of Metro-North Railroad's (MNR) stations, as well as improve the appearance, safety, and overall condition of the stations. This project will also allow MNR to better serve its existing customers and to accommodate future customers. Improvements include installation of new platform canopies, wood ceilings, lighting, USB benches, recycling centers, security cameras, and public Wi-Fi. Stations to be improved under this project include White Plains, Riverdale, Port Chester, Harlem-125th Street, and Crestwood.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Contingency</p> <p>Contingency: During the Second Quarter 2019, the ESI project had a High Contingency Index of 1.14 due to multiple pending change orders which include the additional cost associated with the Elevator Hall changes on the White Plains Station island platform, fire life safety improvements, security improvements to Harlem-125th Street staircases, unforeseen replacement of structural columns at White Plains Station and procurement of public Wi-Fi equipment and licenses, which was not included in the original scope.</p>
What is Being Done
<p>Contingency: MNR, the CM, and the Design-BUILDER have been coordinating with multiple specialty subcontractors to finalize the design and negotiate costs associated with the change orders referenced above. The additional funding required is available from within the project contingency.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2019
Project Name: Rock Slope Remediation - East of Hudson	Current Budget: \$18.6M
	Project EAC: \$16.1M
	Substantial Completion Date at Award: Dec 2018
Project No: M7030103	Current Substantial Completion Date: Dec 2019
Project Phase: Construction	Phase Complete: 70%

Project Description
<p>The overall project consists of five years of annual rock slope inspections for the 2015-2019 Capital Program, construction supervision, support and development of design documents for future rock slope remediation during the 2020-2024 Capital Program.</p> <p>The construction phase of this project requires the remediation of up to 11 priority rated rock slopes along the Hudson Line. The base contract is for seven sites, and four additional sites were bid as options; one of the sites was elected as an option. Work includes the stabilization of priority slopes, rock face clearing, installing cable mesh, rock bolts, avalanche fencing, engineering services, maintenance and street protection.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted Substantial Completion date slipped five months from July 2019 to December 2019. This was due to an insufficient amount of track outages to complete the work. The track was not accessible because of other high priority/conflicting work on the railroad.</p>
What is Being Done
<p>Schedule: The project team is working closely with the Operation Services Department to coordinate the required track outages with other projects and to obtain for the contractor as much track access as possible.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p> <p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: Metro-North Railroad	Status as of June 30, 2019
Project Name: Customer Communication - CM	Current Budget: \$15.8M
	Project EAC: \$17.6M
	Substantial Completion Date at Award: Dec 2020
Project No: M7080113	Current Substantial Completion Date: May 2021
Project Phase: Construction	Phase Complete: 50%

Project Description
<p>This Project is for Systems Integration and Construction Management Services for the seven various Customer Service Initiative (CSI) Project packages, which are critical to the implementation of the global CSI Project. The selected team will oversee, coordinate and manage the implementation, construction, system integration and commissioning of the new systems and devices.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Contingency & Cost
<p>Contingency and Cost: During the Second Quarter 2019, the Customer Communication-CM project had a Contingency Index of 11.40 and Cost Index of 1.10 due to multiple supplemental agreements:</p> <ul style="list-style-type: none"> Stations were added and a time extension to this contract was granted to coincide with project M7020107, which involves CSI upgrades at Grand Central Terminal. Due to the immediate need to award this contract, it was agreed that the added work would be incorporated into the contract post award via supplemental agreement. Post award, the Network Engineer for the project was replaced with someone who was more experienced to handle the complexities in network design. This required additional funding to cover the difference in hourly pay rates. Additional system integration services for Packages #1, 6, and 7 designs were required to address user and technical issues that arose during the systems designs. Additional construction management services were required because the MNR Project Manager left the project. Due to revised staging of the work to maximize the use of flagmen and track outages, additional hours for construction inspection were required. This included working additional night shifts and working longer days to cover the contractor's work and overtime. Emergency work at Wakefield Station was added to the CSI, project which required the construction management team to work additional hours and overtime to cover this work.
What is Being Done
<p>Contingency and Cost: Multiple change orders have been and are in the process of being executed. Funding is available from this project and also project M7040101, MNR's Network and Signals Replacement project. A budget modification is awaiting 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: Bridges and Tunnels	Status as of June 30, 2019
Project Name: Interim Repairs – FDR Randall’s Island Ramp at the Robert F. Kennedy Bridge	Current Budget: \$17.78M
	Project EAC: \$17.7M
	Substantial Completion Date at Award: May 2019
Project No: D701RK22	Current Substantial Completion Date: Aug 2019
Project Phase: Construction	Phase Complete: 44%

Project Description

This project will make interim repairs to the FDR Randall Island Ramps of the Robert F. Kennedy Bridge. The scope includes repairs recommended by the Biennial Inspection recommendations, which in part includes joint rehabilitation and concrete and steel repairs.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2019, the forecasted Substantial Completion date slipped three months, from May 2019 to August 2019. This was due in part to added scope being incorporated into the current construction contract in order to address unforeseen field conditions and to install temporary shoring for a safety matter which was identified during the most recent RFK Bridge Biennial Inspection.

What is Being Done

Schedule: Project Management awarded a change order for the extra work identified above on July 5, 2019. The work has progressed and substantial completion is anticipated August 2019. This is earlier than the original planned date of December 2019.

Subsequent to the reporting period the August 2019 Substantial Completion date was achieved.

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: Bridges and Tunnels	Status as of June 30, 2019
Project Name: Open Road Tolling Initiative at the Cross-Bay Bridge	Current Budget: \$22.7M
	Project EAC: \$21.1M
	Substantial Completion Date at Award: Dec 2018
Project No: D703CB63	Current Substantial Completion Date: Apr 2019
Project Phase: Construction	Phase Complete: 92%

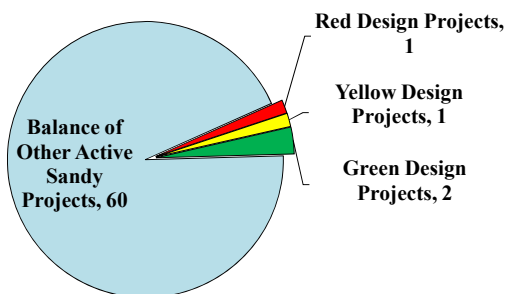
Project Description
<p>This project reconstructed the approach to the Cross-Bay Bridge in order to make it more conducive for the higher roadway speeds associated with the recently installed Open Road Tolling (ORT). The civil construction work included creating super elevations of the roadway, and installation of new barriers, curbs, drainage, lighting.</p>
Problem Since Last Quarterly Report
<p>Index Trigger(s): Contingency</p> <p>Contingency: During the Second Quarter 2019, the high contingency index of 1.14 was due in part to the need to install new sidewalks from the ORT Plaza to the service building. These were found to be required in order to facilitate safe access to equipment and public areas.</p>
What is Being Done
<p>Contingency: The additional funding required was available from a reserve task within the existing project budget and a budget modification is not anticipated. The project achieved Substantial Completion April 2019, and no additional changes are anticipated.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the agency.</p> <p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

2nd Quarter 2019 Traffic Light Report on MTA SANDY Program

A total of 64 Active Sandy Projects were Reviewed for the 2nd Quarter 2019

The 64 active projects include 4 projects in Design, 12 in Post-Design to Construction Award, 48 in Construction

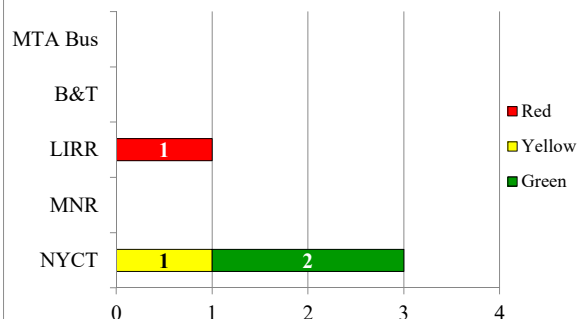
4 of 64 Projects in Design



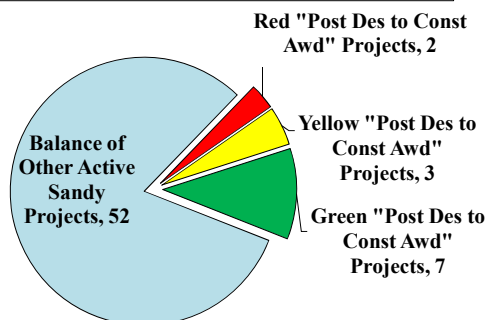
Summary of Projects in Design: 4 projects were reviewed in the design phase this quarter with 2 (50%) designated Green, 1 (25%) Yellow and 1 (25%) was Red. The one Red project was for a schedule variance. The variance was due to ongoing coordination issues with surrounding projects.

Last Quarter: 3 projects were reviewed in the design phase this quarter with 1 (33%) designated Green, 1 (33%) Yellow and 1 (33%) was Red.

4 Projects in Design



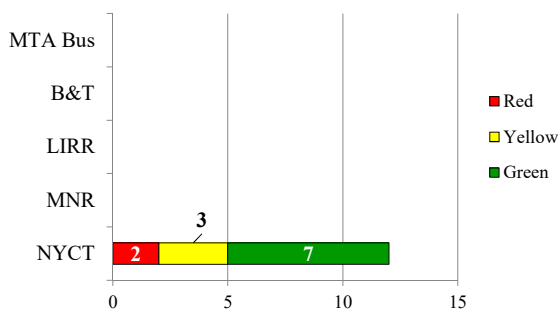
12 of 64 Projects in Post-Design to Construction Award



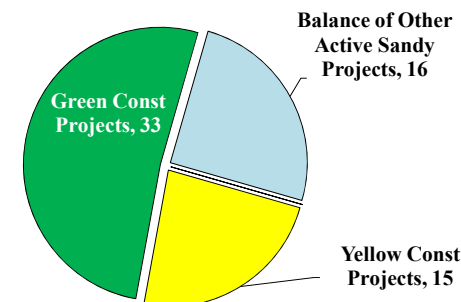
Summary of Projects in Post-Design to Construction Award: 12 projects were reviewed in this phase with 7 (58%) designated Green, 3 (25%) Yellow and 2 (17%) Red. Both of the projects designated Red were for a schedule variance. The schedule variances were due in part to scope repackaging and failure to secure Department of Transportation stipulations.

Last Quarter: 13 projects were reviewed in this phase with 7 (54%) designated green, 1 (8%) and 5 (38%) were Red.

12 Projects in Post-Design to Construction Award



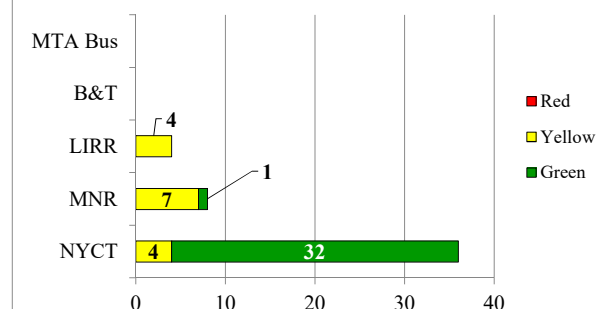
48 of 64 Projects in Construction



Summary of Projects in Construction: 48 projects were reviewed in this phase with 33 (69%) designated green and 15 (31%) yellow. There were no projects in the Construction phase which were designated Red this quarter.

Last Quarter: 56 projects were reviewed in this phase with 36 (64%) designated green, 17 (30%) yellow and 3 (6%) were Red.

48 Projects in Construction









MTA Sandy Recovery Projects Terms and Definitions

2nd Quarter 2019 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: 12

-  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: 48

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



Projects in Planning:

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

Projects Completed:

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

Report Index Formulas and Criteria:

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

2nd Quarter 2019 Traffic Light Report

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

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▬ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Coney Island Yard Flood Mitigation												
ET100211	Recovery: Power Cable at Coney Island Yard	Construction	Recovery	\$164,367,005	1	.16	▲	1.00	▬	0	▬	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$349,769,875	7	.83	▲	.99	▬	0	▬	G
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,835,502	94	.21	▬	1.00	▬	0	▬	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$33,806,612	41	1.58	▲	1.00	▬	0	▬	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$48,831,538	50	.00	▬	1.00	▬	0	▬	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$18,011,167	28	.23	▼	1.00	▬	0	▬	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$36,380,305	50	.03	▬	1.00	▬	0	▬	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$34,778,677	58	.00	▬	.99	▬	0	▬	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$276,339,509	21	.35	▲	.87	▬	0	▬	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$100,628,800	33	.04	▬	1.00	▬	0	▬	G
148th Street Yard												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	\$14,570,909	9	.19	▬	.98	▬	0	▬	G
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Construction	Mitigation	\$78,014,529	12	.04	▬	.61	▼	0	▬	G
ET100311	Mitigation: 148th Street Yard Portal	Construction	Mitigation	\$5,059,135	19	.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

2nd Quarter 2019 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Rutgers Tube												
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	\$34,181,008	0	.00	■	1.00	▼	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Construction	Recovery	\$300,748,443	4	.00	■	1.00	■	0	■	G
ET100219	Recovery: Yard Track (207 Street Yard)	Construction	Recovery	\$61,674,669	1	.00	■	1.00	■	0	■	G
ET100220	Recovery: Yard Switches (207 Street Yard)	Construction	Recovery	\$50,839,784	0	.00	■	1.00	■	0	■	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Construction	Mitigation	\$171,562,674	2	.00	■	1.02	■	0	■	G
ET100312	Mitigation: 207th Street Yard Portal	Construction	Mitigation	\$27,109,514	28	.00	■	1.00	▼	0	■	G
All Other NYCT Projects												
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Construction	Mitigation	\$78,355,360	24	.00	■	1.00	■	0	■	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	67	.59	▼	1.00	■	0	■	G
ET040323	Mitigation: Upgrade Backup Command Center	Construction	Mitigation	\$9,554,786	5	.00	■	.92	■	0	■	G
ET040324	Mitigation: Internal Station Hardening at 7 Stations	Construction	Mitigation	\$5,191,552	0	.00	■	1.00	■	0	■	G
ET040325	Mitigation: Internal Station Hardening	Construction	Mitigation	\$16,648,706	0	.00	■	1.01	■	0	■	G
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$68,405,619	52	.12	■	1.00	■	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,434,783	69	-.57	▲	.99	■	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,439,194	87	1.08	▼	1.00	■	0	■	Y
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	72	.99	▲	1.00	■	0	■	G

2nd Quarter 2019 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,635,218	62	.75	▲	1.00	▬	0	▬	G
ET060325	Mitigation: 1 Fan Plant	Construction	Mitigation	\$5,910,130	74	.26	▼	1.00	▬	2	▲	G
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Construction	Mitigation	\$5,284,493	0	.00	▬	1.00	▬	0	▬	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Construction	Mitigation	\$24,885,606	91	.82	▼	1.00	▬	2	▲	Y
ET120307	Mitigation: Various Bus Depots	Construction	Mitigation	\$26,422,164	5	.00	▬	1.00	▬	0	▬	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	94	.00	▬	1.15	▬	0	▬	Y
ET070209	Recovery: Wrap-up Rockaway Line	Design	Recovery	\$30,909,969	70	.00	▬	1.02	▬	0	▬	G
ET090304	Mitigation: Two Substations (Montague Tube)	Design	Mitigation	\$7,470,179	60	.00	▬	.99	▬	0	▬	G
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Post Des to Const Awd	Mitigation	\$13,673,937	97	.00	▬	.92	▬	1	▲	G
ET070308	Mitigation: Steinway Portal	Post Des to Const Awd	Mitigation	\$15,064,993	100	.00	▬	1.00	▬	0	▬	G
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	\$48,280,226	100	.00	▬	1.52	▬	0	▬	Y
ET090310	Mitigation: Back-up Power Control Center	Post Des to Const Awd	Mitigation	\$11,361,270	98	.00	▬	1.10	▼	0	▬	G
ET100314	Mitigation: 207th Street Yard Sewers	Post Des to Const Awd	Mitigation	\$128,539,123	100	.00	▬	7.02	▼	5	▲	R
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$16,925,571	100	.00	▬	1.47	▬	0	▬	Y
ET160311	Mitigation: Zerega Maintenance Facility	Post Des to Const Awd	Mitigation	\$7,623,663	100	.00	▬	.67	▼	3	▲	R

2nd Quarter 2019 Traffic Light Report

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

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$25,624,822	100	.00	▬	2.17	▬	0	▬	Y
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	15	2.43	▼	.99	▬	0	▬	Y
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$167,732,374	20	.10	▬	1.00	▬	0	▬	Y
ES070303	Mitigation: St. George Terminal Yard	Construction	Mitigation	\$51,352,194	0	.00	▬	1.00	▬	0	▬	G
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,595,053	0	.00	▬	1.02	▬	0	▬	Y
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$68,666,958	95	.02	▬	1.00	▬	0	▬	Y
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,512,962	48	.00	▬	1.06	▬	0	▬	Y
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$28,318,222	56	-.36	▲	1.16	▬	0	▬	Y
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$94,529,494	57	.00	▬	1.04	▬	8	▲	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	\$92,686,625	47	1.45	▲	.94	▬	23	▲	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$46,311,088	14	.00	▬	.92	▬	23	▲	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$35,152,702	14	.00	▬	1.00	▬	23	▲	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$170,187,300	47	2.12	▲	.95	▬	23	▲	Y
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$7,634,999	93	.00	▬	.95	▬	1	▲	G
EM030301	Rail Vacuum Mitigation	Construction	Mitigation	\$5,266,037	84	.77	▼	.87	▬	0	▬	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$45,653,743	89	1.12	▬	1.00	▬	2	▲	Y
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,738,026	67	.00	▬	1.00	▬	0	▬	Y

Summary of Sandy Traffic Light Report Design Exceptions
(Second Quarter 2019 - As of June 30, 2019)

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
LIRR - Long Island Rail Road							
EL0603ZP	LIRR - West Side Yard & East River Tunnel Mitigation	Schedule	\$94.5M	Mar 2020	During the Second Quarter 2019, the forecast Design Completion date slipped eight months, from July 2019 to March 2020. This was due to on-going coordination issues with the West Side Yard Overbuild Developer and Amtrak Gateway Tunnel Design and Construction.	Design-Build Documents are being prepared by the LIRR designer to include options to be exercised in line with future LIRR/Related/Amtrak construction agreement provisions.	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 the project performance, during this reporting period.

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

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: Mitigation - 207th Street Yard Sewers	Current Budget: \$18.4M
	Project EAC: \$128.5M
	Original Award Date: Dec 2018
Project No: ET100314	Current Award Date: Dec 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project provides 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 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
<p>Index Trigger(s): Schedule</p> <p>Schedule: During the Second Quarter 2019, the forecasted award date slipped five months, from July 2019 to December 2019. This was due to ongoing issues with obtaining Department of Transportation (DOT) stipulations. Planned and projected construction activities on 215th Street, will impact and affect the Department of Sanitation parking lanes. As a result, the Department of Sanitation is requesting that DOT provide designated parking for their garbage trucks. DOT is looking into the parking issue.</p>
What is Being Done
<p>Schedule: The alignment for the proposed interceptor sewer was modified to reduce the construction impact on 215th Street, which will resolve the issue of Department of Sanitation parking. DOT stipulations are being obtained and the project has been advertised for bid to meet the current schedule.</p> <p>Once the project is awarded, the Construction funding will be allocated and the large difference between EAC and Current Budget will be rectified.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

MTA Agency: New York City Transit	Status as of June 30, 2019
Project Name: Mitigation - Zerega Maintenance Facility	Current Budget: \$11.2M
	Project EAC: \$7.6M
	Original Award Date: Jun 2019
Project No: ET160311	Current Award Date: Dec 2019
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project provides long term flood mitigation for the Zerega Maintenance Facility, located in the Bronx. Resiliency will be achieved by constructing a concrete flood wall around the facility, protecting entrances and the fuel dispensing area with flood panels and stop logs, sealing or relocating mechanical connections/penetrations and installing a backflow prevention system.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2019, the forecasted award date slipped three months, from September 2019 to December 2019. This was due to the re-packaging of Zerega Facilities and the transfer of Tiffany Central Warehouse and Consolidated Revenue Facility to Department of Buses. The project scope and budget was revised to reflect the changes.</p>
What is Being Done
<p>Schedule: The original design criteria Sea Lake Overland Surge from Hurricanes (SLOSH) Category 2 plus 3 feet, was reduced to Slosh Category 2 plus 1 foot (freeboard only) to reduce overall cost and impact on facility operations. The revised design criteria for the perimeter flood wall will maintain a minimum Design Flood Elevation for a Federal Emergency Management Agency (FEMA) 100 year storm event plus 1 foot.</p> <p>Subsequent to the reporting period, project bids were opened on July 12, 2019 and a Qualification hearing was held on July 19, 2019. The project is awaiting award of the contract to the lowest bidder.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.</p>

Projects in CPOC's Risk-Based Monitoring Program (2nd Quarter 2019 Traffic Light Report – Period Ending June 30, 2019)

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	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 – 8 th Ave 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	Integrated Service Information and Management B Division
X	X	NYCT/MTA Bus	Replace Bus Radio System
X		NYCT/MTA Bus	Construct Bus Operations Command Center
Subway Car, Bus and Rolling Stock Procurement			
X	X	NYCT	New Subway Car Procurement
X	X	NYCT	New Bus Procurement
X	X	LIRR/MNR	Commuter Rail Road Rolling Stock Procurement
Passenger Stations Program			
X		NYCT	Sea Beach Line - Renewal of 9 Stations
	X	NYCT/CRR	New Fare Payment System - Phase 2



Projects in CPOC's Risk-Based Monitoring Program
(2nd Quarter 2019 Traffic Light Report – Period Ending June 30, 2019)

Capital Program		Agency	Project
2010-14	2015-19		
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		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		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