



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

September 2020

Committee Members

P. Foye, Chair
N. Zuckerman, Vice Chair
A. Albert
J. Barbas
N. Brown
M. Fleischer
R. Glucksman
R. Herman
D. Jones
K. Law
R. Linn
D. Mack
J. Samuelson
V. Tessitore

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Wednesday, 9/23/2020

10:00 AM - 5:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES JULY 22, 2020

- Minutes from July '20 - Page 3

3. COMMITTEE WORK PLAN

- 2020 - 2021 CPOC Committee Work Plan - Page 4

4. C&D CAPITAL PROGRAM UPDATE

5. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 6

6. QUARTERLY TRAFFIC LIGHT REPORTS

- Second Quarter 2020 Core & Sandy Traffic Light Reports - Page 17

- IEC Stations & ADA Programs Summary - Page 69

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE

July 22, 2020

New York, New York

10:00 A.M.

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on July 22, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Safety;
- Audit;
- Corporate Governance; and
- Capital Program Oversight Committee.

To see a summary of the CPOC Committee meeting, please refer to the July 22, 2020 Board minutes in the September Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/september-2020>



2020 - 2021 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

C&D Capital Program Update

- Infrastructure

LIRR and MNR Update on Positive Train Control (PTC)

Update on Capital Program Security Projects (in Executive Session)

November

C&D Capital Program Update

- Signals and Train Control

Update on OMNY Program

Update on Minority, Women and Disadvantaged Business Participation

Update on Small Business Development Program

December

C&D Capital Program Update

- Integrated Projects

LIRR and MNR Update on Positive Train Control (PTC)

Quarterly Traffic Light Reports

January

Rolling Stock Procurement Update

February

C&D Capital Program Update

- B&T

March

C&D Capital Program Update

Quarterly Traffic Light Reports

April

C&D Capital Program Update

Update on Capital Program Security Projects (in Executive Session)

May

C&D Capital Program Update

June

Update on OMNY Program

Update on Minority, Women and Disadvantaged Business Participation

Quarterly Traffic Light Reports

July

C&D Capital Program Update

September

C&D Capital Program Update

Quarterly Traffic Light Reports

MTA Capital Program Commitments & Completions

through August 31, 2020

Capital Projects – Major Commitments – August 2020

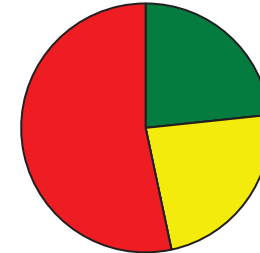
In 2020, agencies have a goal of \$13.5 billion in overall commitments. 50 major commitments are included; 28 for NYCT, eleven for LIRR, four for MNR, one for B&T, four for Network Expansion, and two for MTA Bus.

The MTA's Chairman Pat Foye announced at the March 25th Board meeting that capital work commitments will be considered on an exception basis. This action has impacted commitments since then. As a result, the MTA's \$13.5 billion 2020 commitment plan is under review.

Through August, agencies have committed \$3.6 billion versus a \$6.1 billion YTD goal. The shortfall is mainly due to slips of sixteen major commitments pursuant to the moratorium on new commitments announced by the MTA Chairman. The sixteen major slips are explained on the following pages.

Since the last report to the MTA Board in July 2020, the year end 2020 forecast has slipped from 89% to 75%, which reflects the anticipated movement of \$3.1 billion of major commitments into 2021 and 2022.

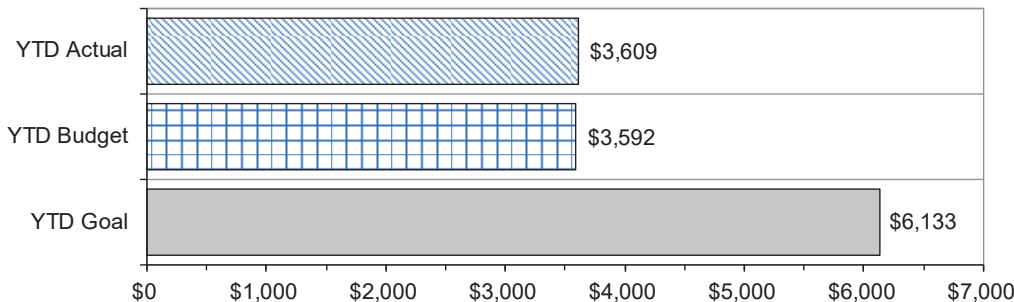
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w within Goal	7	23%	-
YELLOW = Commitments delayed beyond Goal (already achieved)	7	23%	↑ 4
RED = Commitments delayed beyond Goal (not yet achieved)	16	53%	↓ 3
Total	30	100%	↑ 1

Budget Analysis

2020 Annual Goal	\$13,497	(\$ in millions)
2020 Forecast	75%	of Annual Goal
Forecast Left to commit	64%	(\$6,529)



Year-to-Date Agency Breakdown

2020 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
4 GREEN 3 YELLOW 9 RED	----	+2 YELLOW	-1 RED
Long Island Rail Road			
2 GREEN 2 YELLOW 3 RED	----	----	----
Metro-North Railroad			
2 GREEN 1 YELLOW	----	+2 YELLOW	-2 RED
Bridges and Tunnels			
----	----	----	----
Capital Construction Company			
1 GREEN 2 RED	----	----	----
MTA Bus Company			
1 RED	----	----	----
MTA Police Department			
----	----	----	----

Capital Projects – Major Commitments – August 2020 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
16 All-Agency Red Commitments (1 New Item)							
NYCT				NYCT			
Passenger Stations				Rolling Stock			
Replace 11 Hydraulic Elevators / Various	Construction Award	Mar-20	Sep-20	Purchase 84 Hybrid- Electric & 139 Standard Buses (New Flyer)	Construction Award	Mar-20	Dec-20
		\$65.9	\$69.6			\$161.8	\$170.0
The award is delayed due to the financial impact on the MTA as a result of the COVID- 19 pandemic. Cost increase reflects project complexity and unfavorable bids.				The award is delayed due to the financial impact on the MTA as a result of the COVID- 19 pandemic. Cost increase reflects final negotiated price.			
Replace 8 Escalators / Various	Construction Award	Mar-20	Oct-20	LIRR			
		\$62.0	\$60.9	PSNY			
The award is delayed due to the financial impact on the MTA as a result of the COVID- 19 pandemic. Cost decrease reflects favorable bids.				PNSY 33rd St Corridor- Phase 1A			
Replace 12 Escalators	Construction Award	May-20	Dec-20		Construction Award	Jun-20	Sep-20
		\$111.9	\$110.9			\$24.0	\$24.0
The award is delayed due to the financial impact on the MTA as a result of the COVID- 19 pandemic. Cost decrease reflects latest estimates.				This award is the balance of Phase I and II support costs. The award is delayed to reflect timing of Phase II award.			
ADA and Station Improvements: Westchester Square / PEL	Construction Award	May-20	Dec-20	PNSY 33rd St Corridor- Phase II	Construction Award	Jun-20	Sep-20
		\$90.0	\$94.4			\$380.0	\$380.0
The award is delayed due to necessary coordination with other projects. Cost increase reflects additional scope.				The award is delayed due to extended procurement period to finalize cost negotiations, expect to bring to September board.			
Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av (New Item)	Construction Award	Aug-20	Nov-21	Rolling Stock			
		\$132.5	\$143.7	M- 9 Rolling Stock Procurement - 54- Car (Option)			
The award is delayed due to the financial impact on the MTA as a result of the COVID- 19 pandemic. Cost increase reflects project complexity and market conditions.							
Replace 8 Traction Elevators / Various	Construction Award	Jun- 20	Dec-20		Construction Award	Jun-20	Dec-20
		\$65.4	\$66.8			\$243.0	\$243.0
The award is delayed due to the financial impact on the MTA as a result of the COVID- 19 pandemic. Cost increase reflects additional scope and latest estimates.				The LIRR continues to negotiate with the vendor. Board approval is required to exercise this option.			
ADA: 14 St Complex Bundle	Construction Award	Jul-20	Mar-21	MNR			
		\$231.5	\$374.0	Stations			
The award is delayed due to necessary coordination with other projects. Cost increase reflects additional scope.				Harlem Line Station Improvements			
Shops and Yards	Construction Award	Jul-20	Apr-21		Construction Award	Apr-20	Oct-20
Rail Car Acceptance and Testing Facility, Brooklyn		\$78.9	\$78.9			\$16.3	\$16.3
The award is delayed due to unresolved ground lease agreement issues.				The award is delayed due to temporary and permanent easement issues as well as the overall amount of technical requests for information.			

Capital Projects – Major Commitments – August 2020 – Schedule Variances

Project	Commitment	Goal	Forecast
16 All-Agency Red Commitments (continued)			

MTA Bus

Bus Company Projects

Depot Rehab - College Point	Construction Award	Mar-20	Sep-20
		\$9.5	\$9.5

The award is delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.

MTACC

East Side Access

Rolling Stock Procurement M-9A	Construction Award	Jun-20	Mar-21
		\$367.0	\$367.0

The request for proposals was modified to maximize competition and as a result the associated negotiations have extended the procurement phase.

Harold Interlocking Catenary Work – 3rd Party	Construction Award	Jun-20	Sep-20
		\$63.9	\$63.9

The award is delayed due to an extended RFQ period to permit more time for proposers to assemble qualified teams and obtain more competitive bidders, the addition of contract modification to include the CH064 scope for the Mid-Day Storage Yard connections and additional track work, and COVID-19 related procurements pause.

Capital Projects – Major Commitments – August 2020 – Schedule Variances				Actual Results Shaded			
Project	Commitment	Goal	Actual	Project	Commitment	Goal	Actual
7 All-Agency Yellow Commitments (4 New Items)							
NYCT				MNR			
Line Structures				Track and Structures			
Eastern Parkway (Line Structures)	Construction Award	Apr-20	Jun-20(A)	Harlem River Lift Bridge	Construction Award	Mar-20	Aug-20(A)
		\$135.6	\$77.0	SuperStructure/Pier Repair (New Item)		\$15.0	\$15.0
The original award was delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic. Completion date was advanced as part of the MTA's acceleration program. Cost decrease reflects favorable bids.				The award was delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.			
Rolling Stock				Harlem River Fender (New Item)			
Purchase 25 Hybrid Locomotives (New Item)	Construction Award	Apr-20	Aug-20(A)	Construction Award	Mar-20	Aug-20(A)	
		\$225.3	\$258.0		\$6.0	\$6.0	
The award was delayed due to additional technical review of alternate battery proposals. Cost increase reflects final negotiated bid price.				The award was delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.			
Passenger Stations							
ADA: Tremont & 149 Street - Grand Concourse Complex (New Item)	Construction Award	Jun-20	Aug-20(A)				
		\$161.8	\$160.4				
The award was delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic. Cost decrease reflects favorable bids.							
LIRR							
PSNY							
PNSY 33rd St Corridor-Phase 1A	Construction Award	Mar-20	May-20(A)				
		\$24.0	\$24.0				
This award is the first half of Phase I support costs. The balance of Phase I and II support costs is delayed to September to reflect timing of Phase II award.							
PNSY 33rd St Corridor-Phase 1B	Construction Award	Mar-20	Jun-20(A)				
		\$44.4	\$44.4				
A Memorandum of Understanding (MOU) was executed with NYS for its contribution to the project budget.							

Capital Projects – Major Completions – August 2020

In 2020, agencies have a goal of \$5.4 billion in overall completions. 40 major completions are included, including 19 for NYCT, eight for the LIRR, seven for MNR, four for B&T, one for Network Expansion, and one for MTA PD.

Through August, agencies have completed \$1.2 billion versus a \$2 billion YTD goal. The shortfall is primarily due to slips of twelve major completions explained on the following page.

Although the pace of work slowed for some projects already under construction, the MTA still anticipates meeting 97% of its overall completions goal in 2020. This relies on achieving \$3.5 billion of completions in the 4th quarter 2020.

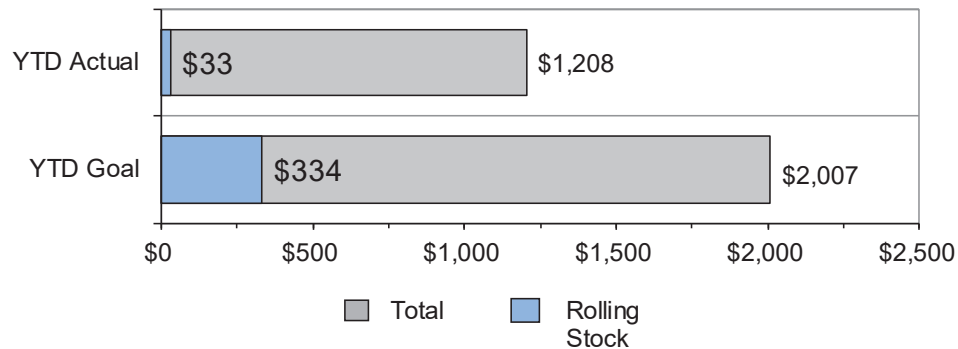
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	8	36%	↑ 2
YELLOW = Completions delayed beyond Goal (already achieved)	2	9%	↑ 1
RED = Completions delayed beyond Goal (not yet achieved)	12	55%	↑ 2
Total	22	100%	↑ 5

Budget Analysis

2020 Annual Goal	\$5,390	(\$ in millions)
2020 Forecast	97%	of Annual Goal
Forecast left to complete	77%	(\$3,997)



Year-to-Date Agency Breakdown

2020 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
5 2 5	+1 GREEN	+1 YELLOW	----
Long Island Rail Road			
2 3	----	----	----
Metro-North Railroad			
2	----	----	----
Bridges and Tunnels			
1 1	+1 GREEN	----	+1 RED
Capital Construction Company			
	----	----	----
MTA Bus Company			
	----	----	----
MTA Police Department			
1	----	----	+1 RED

Capital Projects – Major Completions – August 2020 – Schedule Variances

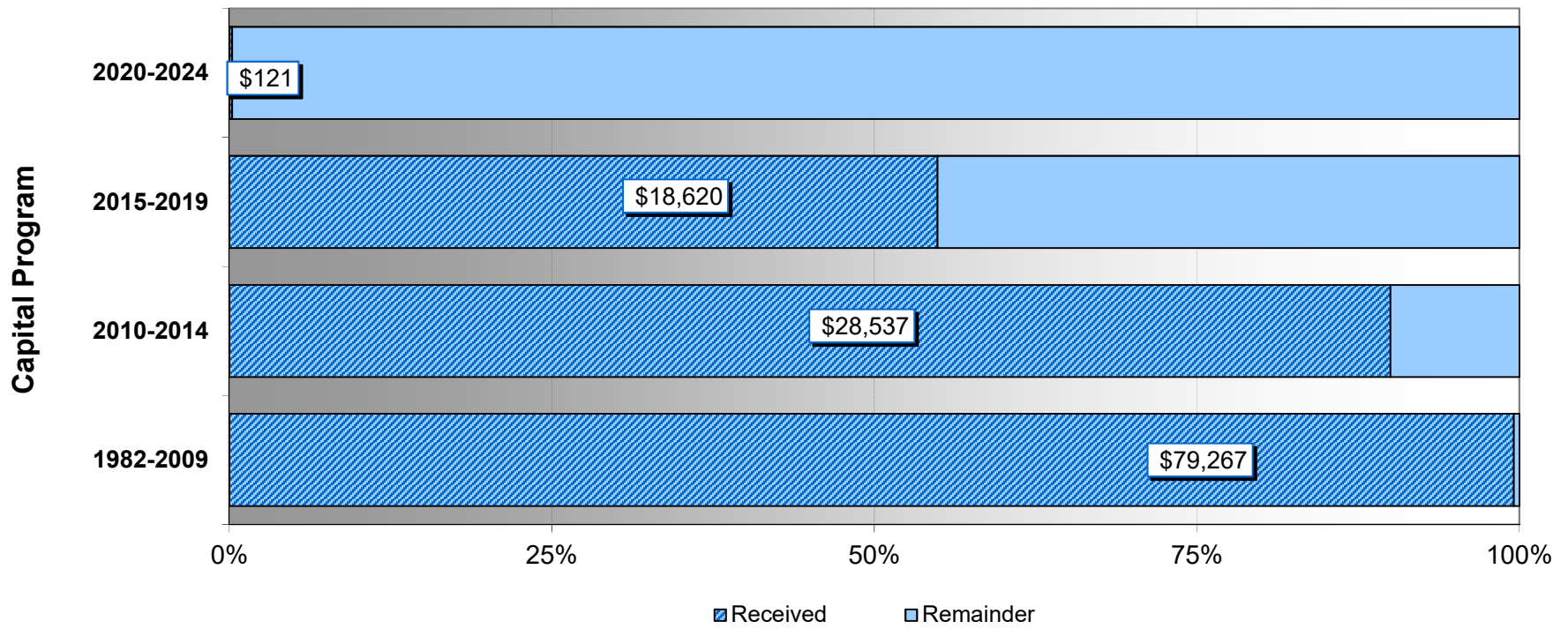
Project	Completion	Goal	Forecast
12 All-Agency Red Completions (3 New Items)			
NYCT			
Hurricane Sandy			
Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative)	Construction	Apr-20 \$56.2	Sep-20 \$56.2
Project completion slippage due to material delivery delays as a result of the COVID-19 pandemic.			
Sandy Mitigation: 14 Fan Plants, LT - 4 Locations	Construction	May-20 \$34.1	Nov-20 \$34.1
A request for Extension of Time is under review by NYCT & C&D due to fabrication and delivery delays related to the COVID-19 pandemic.			
Passenger Stations			
ADA: Chambers Street / Nassau Loop (New Item)	Construction	Aug-20 \$43.6	Nov-20 \$43.6
Project completion delayed due to the COVID-19 pandemic.			
ADA: Bedford Park Boulevard / Concourse	Construction	Jun-20 \$32.6	Sep-20 \$32.7
Project completion slippage due to material delivery delays as a result of the COVID-19 pandemic. Cost increase reflects latest estimates.			
ADA: Gun Hill Rd / Dyre	Construction	Jul-20 \$54.5	Sep-20 \$55.3
Project completion slippage due to material delivery delays as a result of the COVID-19 pandemic. Cost increase reflects latest estimates.			

Project	Completion	Goal	Forecast
LIRR			
Track			
Massapequa Pocket Track	Construction	Feb-20 \$19.6	Dec-20 \$19.6
The cutover of the signal systems was completed on schedule. Additional work remains to resurface and realign track before putting this asset into service. A schedule for addressing this work is under development, but a delay to December has been forecast.			
Rolling Stock			
Rolling Stock: M-9 Procurement	Rolling Stock Purchase	May-20 \$300.8	Apr-22 \$300.8
Project completion delayed due to issues in testing first cars and the production facility temporarily closing due to the COVID-19 pandemic.			
Shops and Yards			
Diesel Locomotive Shop Improvements	Construction	May-20 \$89.8	Oct-20 \$94.4
Project completion delayed due to the design and fabrication of a diesel fire pump and emergency generator as well as delays related to the COVID-19 pandemic. The durations of these delays are pending resolution/conclusion of the COVID-19 pandemic.			
MNR			
Hurricane Sandy			
Power Infrastructure Restoration - Substations	Construction	Jun-20 \$43.8	Nov-20 \$43.8
Project completion delayed due to the recent power failure during the cutover/energization at Riverdale and impacts to be realized under the COVID-19 pandemic.			
Power			
Substation Bridge 23 - Construction	Construction	Jun-20 \$41.7	Sep-20 \$41.7
Project completion delayed due to the COVID-19 pandemic.			

Capital Projects – Major Completions – August 2020 – Schedule Variances				Actual Results Shaded			
Project	Completion	Goal	Forecast	Project	Completion	Goal	Actual
12 All-Agency Red Completions (continued)				2 All-Agency Yellow Completion (1 New Item)			
B&T				NYCT			
Structures				Buses			
Skewback Retrofit at HHB (New Item)	Construction	Aug-20 \$100.4	Sep-20 \$100.4	Purchase 15 Articulated Electric Buses and Depot Chargers	Bus Purchase	Mar-20 \$32.9	Jun-20(A) \$32.9
Project completion delayed due to unforeseen steel conditions requiring repair.				There was a delay due to the COVID-19 pandemic and the related reduced workforce at New Flyer Industries. All buses have been delivered.			
MTA Police Department				Passenger Stations			
MTA PD				ADA: 86 Street / 4th Avenue (New Item)			
Staten Island District Office (New Item)	Construction	Aug-20 \$13.5	Sep-20 \$13.5		Construction	May-20 \$33.1	Aug-20(A) \$33.1
Project completion delayed partly due to COVID-19 positive tests. Utility tie-ins have also been impacted because of heat advisories and the tropical storm.				Project completion was delayed due to the COVID-19 pandemic.			

Status of MTA Capital Program Funding

Capital Funding (August 2020)
\$ in millions



Capital Funding Detail (August 31, 2020)

\$ in millions

	Funding Plan		Receipts		Remainder	%
	Current	Through July	This month	Received to date		
1982-1991 Program	15,391	15,391	-	15,391	0	0%
1992-1999 Program	18,095	18,095	-	18,095	0	0%
2000-2004 Program	21,668	21,668	-	21,668	0	0%
2005-2009 Program	24,461	24,113	-	24,113	347	1%

	Funding Plan		Receipts		Remainder	%
	Current	Through July	This month	Received to date		
2010-2014 Program						
Federal Formula, Flexible, Misc	\$5,844	\$5,839	\$-	\$5,839	\$4	0%
Federal High Speed Rail	173	173	-	173	-	0%
Federal New Start	1,271	1,257	-	1,257	14	1%
Federal Security	89	89	-	89	-	0%
Federal RRIF Loan	0	-	-	-	-	0%
City Capital Funds	719	608	-	608	110	15%
State Assistance	770	770	-	770	-	0%
MTA Bus Federal and City Match	132	112	-	112	20	15%
MTA Bonds	11,635	10,450	-	10,450	1,185	10%
Other (Including Operating to Capital)	1,293	1,268	-	1,268	26	2%
B&T Bonds & Cash	2,175	2,019	-	2,019	155	7%
Hurricane Sandy Recovery						
Insurance Proceeds/Federal Reimbursement	6,697	5,729	-	5,729	969	14%
PAYGO	18	18	-	18	-	0%
Sandy Recovery MTA Bonds	659	182	-	182	477	72%
Sandy Recovery B&T Bonds	230	23	-	23	207	90%
Total	31,704	28,537	-	28,537	3,167	10%

	Funding Plan		Receipts		Remainder	%
	Current	Through July	This month	Received to date		
2015-2019 Program						
Federal Formula, Flexible, Misc	\$6,704	\$4,456	\$-	\$4,456	\$2,249	34%
Federal High Speed Rail	122	\$122	\$-	\$122	-	0%
Federal Core Capacity	100	-	-	-	100	100%
Federal New Start	500	-	-	-	500	100%
Federal Security	19	15	-	15	4	20%
State Assistance	9,064	2,198	50	2,248	6,816	75%
City Capital Funds	2,667	790	-	790	1,877	70%
MTA Bonds	8,474	7,818	-	7,818	656	8%
Asset Sales/Leases	959	306	-	306	652	68%
Pay-as-you-go (PAYGO)	2,145	1,572	-	1,572	573	27%
Other*	217	36	-	36	181	83%
B&T Bonds & PAYGO/Asset Sale	2,942	1,257	-	1,257	1,685	57%
Total	33,913	18,570	50	18,620	15,293	45%

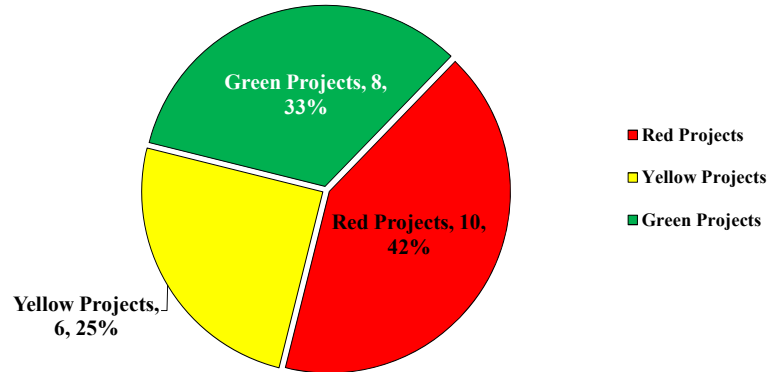
	Funding Plan		Receipts		Remainder	%
	Current	Through July	This month	Received to date		
2020-2024 Program						
Capital from Central Business District Tolling	\$15,000	\$-	\$-	\$-	\$15,000	100%
Capital from New Revenue Sources	10,000	-	-	-	10,000	100%
MTA Bonds and PAYGO	9,792	80	-	80	9,712	99%
Federal Formula	7,500	-	-	-	7,500	100%
State of New York	3,000	-	-	-	3,000	100%
City of New York	3,000	40	-	40	2,960	99%
Federal New Start (SAS Ph2)	2,905	-	-	-	2,905	100%
Federal Flexible	275	-	-	-	275	100%
B&T Bonds (Self-Funded)	3,327	1	-	1	3,326	100%
Total	54,799	121	-	121	54,678	100%



2nd Quarter 2020 Traffic Light Report on MTA Core Capital Program Projects

A total of 230 Projects were Reviewed for the 2nd Quarter 2020

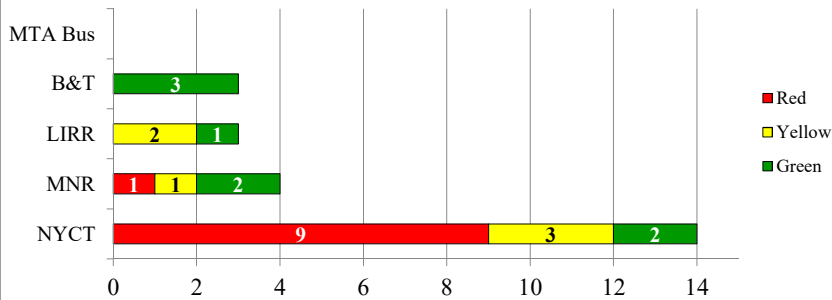
24 Projects in Design



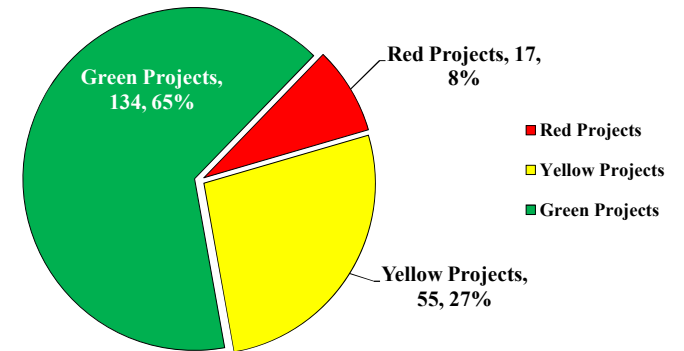
Projects in Design: 24 projects were reviewed in the design phase with 8 (33%) projects designated green, 6 (25%) yellow, and 10 (42%) red. This is an increase of 1 red project from the 1st quarter 2020. Of the 10 red projects, 9 were red for a schedule variance and 1 was for a contingency variance. The schedule variances were due in part to coordination with other agencies, required revisions to the design documents to comply with updated codes, repackaging of projects into Design-Build bundles, and increased scope.

Last Quarter: 29 projects were reviewed in the design phase with 10 (34%) projects designated green, 10 (35%) yellow, and 9 (31%) red.

24 Projects in Design



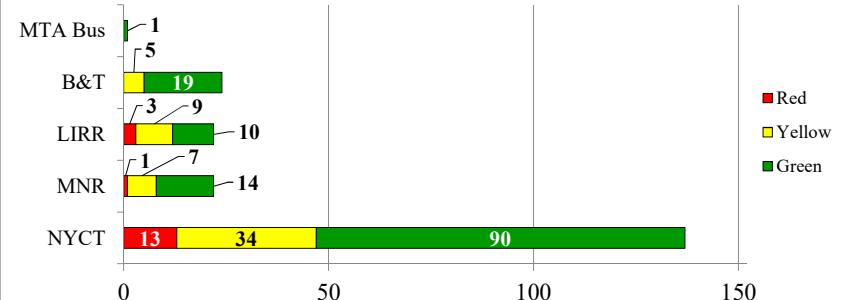
206 Projects in Construction



Projects in Construction: 206 projects were reviewed in the construction phase with 134 (65%) designated green, 55 (27%) yellow and 17 (8%) red. This is a increase of 2 red projects since the 1st quarter 2020. Of the 18 red projects, 11 (65%) were red for a schedule variance, 5 for a contingency variance, and 1 for both contingency and schedule variances. For the 11 projects designated red for schedule, the variances ranged from 3 to 9 months. The schedule variances were due in part to Covid-19 related manpower issues, Covid-19 travel restrictions, equipment delays, subcontractor delays, lack of General Orders, and unforeseen site conditions requiring attention.

Last Quarter: 207 projects were reviewed in the construction phase with 138 (67%) designated green, 53 (26%) yellow and 15 (7%) red.

206 Projects in Construction







Terms and Definitions

2nd Quarter 2020 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: 24

-  Green: Indices less than 110% and index movement of less than 10%.
-  Red: Cost or Contingency Index: An EAC 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 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: 206

-  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 25% or higher. Threshold for NYCT is \$15M or more, other agencies \$7M 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 \$7M or greater are included in the report

**2nd Quarter 2020 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	66	.00	■	1.00	■	0	■	Y
T7041301	ADA: Bedford Av CNR	Construction	\$74,823,712	72	.12	■	1.00	■	0	■	G
T7041302	ADA: Astoria Blvd AST	Construction	\$44,215,140	82	.01	■	1.02	■	0	■	G
T7041303	ADA: Bedford Pk Blvd BXC	Construction	\$37,119,638	91	2.34	▲	1.00	■	3	▲	R
T7041304	ADA: 86 St 4AV	Construction	\$36,055,077	89	.54	▼	1.00	■	2	▲	Y
T7041305	ADA: Gun Hill Road DYR	Construction	\$61,019,265	75	2.11	▲	1.00	■	2	▲	R
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Construction	\$42,242,752	61	.94	▼	.99	■	0	■	Y
T7041308	ADA: Chambers St NAS	Construction	\$47,206,197	87	.55	▲	1.00	■	2	▲	G
T7041309	ADA: Greenpoint Av XTN	Construction	\$41,227,711	81	.17	▲	1.00	■	2	▲	G
T7041310	ADA: 59 St 4AV	Construction	\$58,681,246	63	1.14	▼	.99	■	0	■	Y
T7041311	ADA: Rockaway Parkway CNR	Construction	\$12,787,053	95	1.12	▲	1.00	■	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$33,969,390	96	-3.68	▲	.99	■	0	■	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$53,339,198	66	8.35	▼	1.00	■	0	■	Y
T7041331	ADA: Livonia Ave CNR	Construction	\$87,928,193	16	.00	■	1.00	■	0	■	G
T7041332	ADA: 170 Street JER	Construction	\$62,229,252	15	.00	■	1.00	■	0	■	G
All Other NYCT Projects											
T5041419	Intermodal Rockaway Pkwy CNR	Construction	\$11,491,690	95	.66	▲	1.00	■	0	■	G
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	87	.00	■	1.00	■	0	■	Y
T60412C2	Components: Aqueduct-North Conduit Av RKY	Construction	\$7,347,627	23	.00	■	1.01	■	0	■	G
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$9,175,000	98	.00	■	1.00	■	2	▲	R
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	Construction	\$12,216,733	91	.00	■	1.13	■	0	■	Y
T6070306	Demolish Abandoned Structures	Construction	\$15,116,583	74	1.11	▲	1.00	■	0	■	Y
T6080602	Application Cutover to SONET Phase 1	Construction	\$13,044,136	50	.00	■	1.00	■	0	■	G
T6100454	207th St. OH Shop: Boiler Upgrades & Site Remed	Construction	\$10,477,924	71	-.18	■	.96	■	0	■	G
T6130202	Purchase 65 Flatcars	Construction	\$47,597,644	38	.00	■	1.04	■	0	■	G

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2nd Quarter 2020 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											
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,268,148	85	.00	■	.99	■	0	■	Y
T6160611	Replace Fire Alarm Systems at 13 Locations	Construction	\$27,545,620	20	.00	■	1.00	■	0	■	Y
T6160717	Livingston Plaza Repairs	Construction	\$51,620,490	52	-4.93	▲	1.00	■	3	▲	R
T7030215	AVLM for Paratransit Vehicles	Construction	\$26,938,276	28	.00	■	1.00	■	0	■	Y
T7040402	AFC Low Turnstile Procurement	Construction	\$11,640,000	100	.00	■	1.00	▼	0	■	Y
T7040702	Replace 12 Traction Elevators BW7	Construction	\$98,904,454	51	1.89	▲	1.00	■	0	■	R
T7040704	Replace 6 Traction Elevators 8AV	Construction	\$45,936,642	45	.87	▲	.99	■	0	■	G
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	Construction	\$13,632,111	9	.00	■	1.00	■	0	■	G
T7040706	Replace 2 Escalators: Grand Central-42 St LEX	Construction	\$29,781,825	61	1.36	▼	.99	■	-5	▼	Y
T7040710	Escalator Relocation: Jay St-MetroTech FUL	Construction	\$21,724,370	53	.01	■	1.00	■	2	▲	G
T7040711	Replace 2 Hydraulic Elevators: Franklin Av FRK	Construction	\$13,987,851	10	.00	■	1.00	■	0	■	G
T7040712	Replace 3 Escalators: Main St FLS	Construction	\$27,385,870	6	.00	■	1.00	■	0	■	G
T7040714	Replace 1 Hydraulic Elevator: Grand Central FLS	Construction	\$19,427,512	100	.95	▲	1.73	■	1	▲	G
T7041202	Renewal: 138 St-Grand Concourse JER	Construction	\$25,606,623	55	.00	■	1.00	■	0	■	G
T7041204	Renewal: Astoria Blvd AST	Construction	\$55,652,817	80	.52	▲	.98	■	0	■	G
T7041236	Platform Components: Longwood Ave PEL	Construction	\$10,010,954	85	.43	▲	.98	■	0	■	G
T7041237	Platform Components: 2 Locs LNX	Construction	\$8,399,287	73	1.78	▲	1.10	▲	0	■	G
T7041251	Platform Components: 5 Locs CNR	Construction	\$19,460,670	25	.30	■	.80	■	5	▲	R
T7041345	Station Enhancements: Canarsie Line	Construction	\$10,756,622	96	.00	■	1.00	■	0	■	G
T7041401	Station Signage Improvements	Construction	\$10,225,624	47	.00	■	.94	■	0	■	G
T7041408	2017 Water Condition Remedy	Construction	\$9,828,231	61	.00	■	1.00	■	0	■	G
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$6,973,332	96	1.01	▲	.92	■	0	■	G
T7041416	Circulation Improvements: Union Square CNR	Construction	\$18,035,047	94	1.02	▼	1.02	■	0	■	Y
T7050216	2019 Track Force Account	Construction	\$35,000,000	75	.00	■	1.00	■	0	■	G
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$64,255,907	67	.00	■	1.00	■	0	■	G

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$41,399,237	99	.00	■	1.07	■	0	■	Y
T7050272	2018 Mainline Track Repl: Jamaica	Construction	\$29,800,164	98	.00	■	1.09	■	4	▲	Y
T7050276	2018 Mainline Track Repl: Eastern Parkway	Construction	\$15,903,807	98	.00	■	1.05	■	4	▲	Y
T7050279	2018 Mainline Track Repl: Concourse	Construction	\$12,397,700	99	.00	■	1.09	■	2	▲	Y
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	\$9,466,699	97	.00	■	.79	■	4	▲	R
T7050290	2019 Mainline Track Repl: Myrtle	Construction	\$6,940,754	82	.00	■	.96	■	4	▲	R
T7050293	2019 Mainline Track Repl: Astoria	Construction	\$15,112,635	94	.00	■	.86	▼	3	▲	Y
T7060503	Replace Supervisory Vent Controls - Var Locs	Construction	\$30,023,735	24	.34	■	.99	■	0	■	G
T7060506	Rehab Forsyth St Vent Plant	Construction	\$90,374,945	23	.09	■	.99	■	0	■	G
T7060514	Tunnel Lighting: Roosevelt Av to Elmhurst Av QBL	Construction	\$15,083,640	48	.00	■	1.00	■	0	■	G
T7070303	Struct Rehab: Livonia Yard Overpass & Retain Wall	Construction	\$27,083,332	30	.15	▼	1.00	■	5	▲	R
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	88	.00	■	1.00	■	0	■	G
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs	Construction	\$20,665,352	17	.57	▲	1.00	■	0	■	Y
T7070313	Overcoat: 72 St - 104 St FLS	Construction	\$60,965,120	90	-1.85	▲	1.00	■	2	▲	Y
T7070316	Overcoat: Broadway - End of Line MYR	Construction	\$58,258,534	10	.00	■	.99	■	0	■	G
T7070317	Overcoat: 48 St - 72 St FLS	Construction	\$57,133,383	36	-1.12	▼	1.00	■	2	▲	G
T7070323	LSCRP: Brooklyn (EPK)	Construction	\$83,142,531	2	.00	■	1.00	▼	0	■	G
T7070344	Repairing 'A' and 'B' Column Base Conditions WPR	Construction	\$17,401,817	28	.00	■	1.00	■	4	▲	R
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$133,574,754	43	.08	■	1.00	■	0	■	G
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,483,010	70	.12	■	1.00	■	0	■	G
T7080322	AC to DC Line Relay Upgrade BCT	Construction	\$25,168,851	45	.00	■	1.00	■	0	■	G
T7080323	Signal Key-By Modifications, Ph4	Construction	\$18,429,499	77	.00	■	1.00	■	0	■	G
T7080325	Signal Room Fire Suppression, Phase 2	Construction	\$25,609,793	60	.05	■	1.00	■	0	■	G
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$200,040,640	40	.00	■	1.00	■	0	■	G
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$258,886,569	6	.00	■	1.00	■	0	■	G

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7080345	2019 M/L Switch Repl: 12 Switches Kings Hwy CUL	Construction	\$26,368,385	0	.00	■	1.00	■	0	■	
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$30,961,649	68	.25	■	1.00	■	3	▲	
T7080603	PBX Upgrade	Construction	\$41,507,342	83	.14	■	1.00	■	0	■	
T7080604	Fiber Optic Cable Replacement Ph2	Construction	\$28,694,060	62	.00	■	1.00	■	0	■	
T7080617	LiftNet Transition to Ethernet	Construction	\$15,792,305	70	.00	■	.99	■	0	■	
T7080646	Antenna Cable: Next Generation Pilot & Testing	Construction	\$10,911,976	81	.00	■	1.00	■	3	▲	
T7080651	Help Point: Upgrades and CAI Removals	Construction	\$20,205,948	10	.00	■	1.00	■	0	■	
T7090201	Substation Renewal: Burnside Av BXC	Construction	\$22,857,912	59	-.15	▼	1.00	■	0	■	
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,517,194	36	.21	▲	1.01	■	0	■	
T7090203	Substation Rowl & New Rectifier: Centrl SS 6AV	Construction	\$43,431,274	7	.00	■	1.00	■	0	■	
T7090204	Substation Roof & Encl: Wash Heights 8AV [SBDP]	Construction	\$8,663,902	20	.00	■	1.00	■	0	■	
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	\$19,155,969	67	.00	■	1.00	■	0	■	
T7090206	Replace HT Switchgear - Various Locs	Construction	\$30,315,905	41	.30	▼	.99	■	0	■	
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	96	.00	■	.99	■	0	■	
T7090215	Supplemental Negative Cables QBL	Construction	\$53,067,413	36	.00	▼	1.00	■	0	■	
T7090218	Install Low-Resistance Contact Rail QBL	Construction	\$47,828,349	96	.69	▲	1.00	■	0	■	
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$81,637,075	96	.76	■	.99	■	0	■	
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,540,916	99	.42	■	1.00	■	0	■	
T7090223	New Substation: Harrison Pl CNR	Construction	\$58,204,402	97	.00	■	.98	■	0	■	
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	\$13,403,145	73	.18	▼	.99	■	0	■	
T7090407	Rehab CBH # 5 - 53 St BWY	Construction	\$16,771,998	100	.20	▼	1.00	■	-7	▼	
T7090414	Repl Control & Bat Cables: Substation CZs	Construction	\$28,783,652	57	.00	■	1.00	■	0	■	
T7090415	Reconstruct CBH # 392 Flushing River Bridge FLS	Construction	\$15,370,715	65	.22	▲	1.01	■	0	■	
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL	Construction	\$34,109,023	38	.33	▼	1.01	■	0	■	
T7100402	207th St Maint & OH Shop Roof & Component Repl	Construction	\$59,961,172	21	1.16	▼	1.00	■	0	■	

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY	Construction	\$45,506,613	35	.77	▲	1.00	▬	2	▲	G
T7100405	DCE Shop Components Ph 4: 207 St Admin	Construction	\$24,328,231	30	.18	▬	.99	▬	0	▬	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,100,649	89	.97	▬	.99	▬	2	▲	Y
T7100409	Heavy Shop Equipment	Construction	\$14,729,150	47	.00	▬	1.00	▬	0	▬	G
T7120301	Artic Modification: ENY Depot	Construction	\$18,152,071	20	.00	▬	1.00	▬	0	▬	G
T7120306	Generator: Yukon Depot	Construction	\$11,871,647	0	.00	▬	1.00	▬	0	▬	G
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Construction	\$15,206,507	0	.00	▬	1.00	▬	0	▬	G
T7120314	HVAC: Manhattanville Depot	Construction	\$16,521,341	100	.00	▬	1.00	▬	-1	▼	G
T7120315	HVAC: Zerega Consolidated Maintenance Facility	Construction	\$8,500,000	80	.00	▬	1.00	▬	0	▬	G
T7120321	Artic Modification Windows/Façade: ENY Depot	Construction	\$17,181,652	5	.00	▬	1.00	▬	0	▬	G
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	\$22,796,195	75	.02	▬	.99	▬	0	▬	Y
T7130213	Purchase Various Non-Revenue Vehicles	Construction	\$14,817,662	1	.00	▬	1.02	▬	9	▲	R
T7130216	Purchase 65 Flat Cars	Construction	\$7,477,750	38	.00	▬	1.00	▬	0	▬	G
T7160512	Test Pits	Construction	\$10,756,669	29	.00	▬	1.00	▬	0	▬	G
T7160601	Fire Alarm System Replacement - 3 Locs	Construction	\$19,785,003	86	.10	▲	.99	▬	0	▬	G
T7160704	Emp Fac Component Repairs: 7 Locs / Manhattan	Construction	\$10,139,980	93	.00	▬	1.04	▬	0	▬	Y
T7160714	Livingston Plz Elec, Mechanical, Generator Phase A	Construction	\$33,308,325	88	.07	▬	1.04	▬	0	▬	Y
T7160716	RCC and PCC Power Upgrade	Construction	\$59,070,962	82	.28	▬	1.00	▬	0	▬	Y
T7160733	Emp Fac Component Repairs at Various Stations	Construction	\$15,000,000	55	.00	▬	1.00	▼	0	▬	G
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$17,185,536	60	.00	▬	.70	▬	0	▬	G
T7041274	Station Lighting: 8 Locs / Various [SBDP]	Design	\$7,686,619	60	.00	▬	1.00	▬	2	▲	Y
T70412L1	Renewal: 14 St BW7	Design	\$48,855,000	25	.00	▬	1.00	▬	2	▲	Y
T70412L2	Platform Components: 14 St 6 AV	Design	\$11,564,000	25	.00	▬	1.00	▬	2	▲	Y
T7041314	ADA: Court Square XTN (Elevator Phase)	Design	\$25,732,754	95	.00	▬	.89	▬	3	▲	R
T7041317	ADA: Systemwide Study	Design	\$17,598,305	95	.00	▬	1.00	▬	2	▲	G

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7041322	ADA: 95 St 4AV	Design	\$50,019,153	25	.00	▬	1.42	▬	6	▲	R
T7041330	ADA: 14th St 6th Av/7th Av Complex DES	Design	\$41,381,848	76	.00	▬	3.89	▲	6	▲	R
T7041347	ADA: 14 St 6AV	Design	\$43,683,587	25	.00	▬	1.00	▬	18	▲	R
T7041348	ADA: 14 St BW7	Design	\$55,577,009	25	.00	▬	1.00	▬	18	▲	R
T7120419	Queens Depot Property & Environmental Prep	Design	\$19,542,069	90	.00	▬	1.00	▬	7	▲	R
T7130208	Purchase 12 3-Ton Crane Cars	Design	\$32,713,985	97	.00	▬	1.00	▼	3	▲	R
T7130211	Purchase Locomotives	Design	\$205,080,447	96	.00	▬	.90	▬	4	▲	R
T7160727	Roof Replacement: Tiffany Central Warehouse	Design	\$18,632,720	95	.00	▬	1.10	▬	4	▲	R
T8050205	Mainline Track Replacement 2020 / Queens	Construction	\$7,700,196	17	.00	▬	1.00	▬	0	▬	G
T8050206	Mainline Track Replacement 2020 / 8th Avenue	Construction	\$20,726,225	40	.00	▬	1.00	▬	-3	▼	G
T8050207	Mainline Track Replacement 2020 / Broadway-7th Ave	Construction	\$35,259,977	39	.00	▬	1.00	▬	-3	▼	G
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	22	.00	▬	1.00	▬	-3	▼	G
T8050209	Mainline Track Replacement 2020 / Lexington	Construction	\$22,018,001	32	.00	▬	1.00	▬	-15	▼	G
T8050210	Mainline Track Replacement 2020 / Brighton	Construction	\$15,212,679	7	.00	▬	1.00	▬	2	▲	G
T8050211	Mainline Track Replacement 2020 / Jamaica	Construction	\$28,061,426	9	.00	▬	1.00	▬	0	▬	G
T8050212	Mainline Track Replacement 2020/ Lenox-White Plain	Construction	\$13,153,929	18	.00	▬	1.00	▬	0	▬	G
T8050222	Mainline Track - 2020 Support Costs	Construction	\$8,770,327	1	.00	▬	1.00	▼	0	▬	G
T8050303	Mainline Track Switches 2020 / Brighton	Construction	\$17,401,523	48	.00	▬	1.00	▬	-3	▼	G
T8050304	Mainline Track Switches 2020 / Sea Beach	Construction	\$8,451,555	80	.00	▬	1.00	▬	-3	▼	G
T8080312	Mechanical Plug-In Timer Relays Replacement	Construction	\$13,586,529	16	.00	▲	1.00	▼	0	▬	G
S7070102	SIR Station Component Program	Construction	\$18,920,773	17	.00	▬	1.01	▬	0	▬	G
S7070103	SIR Mainline Track Replacement	Construction	\$48,852,964	58	.31	▲	1.00	▬	0	▬	G
S7070105	New Power Substation: Tottenville	Construction	\$27,092,166	98	.37	▬	.99	▬	0	▬	Y
S7070106	New Power Substation: New Dorp	Construction	\$23,993,252	81	.48	▬	1.00	▬	0	▬	Y
S7070107	New Power Substation: Clifton	Construction	\$31,041,073	81	.01	▬	1.00	▬	0	▬	Y

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All Other NYCT Projects											
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,191,088	57	.57	▼	1.00	■	1	▲	Y
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	\$17,529,373	58	.00	■	1.01	■	0	■	G
LIRR - Long Island Rail Road Program											
L50304TQ	MLC-Hicksville North Siding	Construction	\$44,186,927	56	.00	■	1.00	■	0	■	Y
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,867,791	20	2.70	▼	1.01	■	2	▲	Y
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,724,613	99	.44	▲	1.00	■	-1	▼	Y
L70204VV	Lynbrook Station Improvements [SBDP]	Construction	\$8,200,000	63	1.30	▲	.89	■	0	■	R
L70204VZ	Elmont Station	Construction	\$105,700,000	8	.00	■	1.00	■	0	■	G
L70206EF	PSNY-33rd Corridor (Phase 1B Construction)	Construction	\$44,020,612	0	.00	■	1.00	■	0	■	G
L70206VN	PSNY-33rd Corridor (Ph1A Constr. & Shared Support)	Construction	\$160,441,913	65	1.01	▲	.94	▼	0	■	G
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	\$12,441,500	76	.83	▼	1.00	■	0	■	Y
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$117,859,974	70	.00	■	1.02	■	0	■	G
L70301WG	Construction Equipment - Phase I	Construction	\$4,587,302	40	.00	■	.53	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$9,997,495	61	.00	■	.99	■	0	■	G
L70401BS	Bridge Waterproofing	Construction	\$8,048,756	22	.00	■	1.00	■	0	■	G
L70401BU	MENTOR ALLOWANCE - LINE STRUCTURES	Construction	\$14,368,222	8	.00	■	.92	■	1	▲	Y
L70501SD	Fiber Optic Network	Construction	\$34,460,000	85	.00	■	1.00	■	0	■	Y
L70502LJ	Signal Normal Replacement Program	Construction	\$30,000,000	73	.00	■	1.00	■	0	■	G
L70502LN	Babylon to Patchogue	Construction	\$45,970,000	9	.00	■	1.00	■	0	■	Y
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	\$101,965,000	70	.53	■	.99	■	5	▲	R
L70701XA	Substation Replacement Package 1	Construction	\$22,868,581	85	.00	■	.99	■	-3	▼	Y
L70701XB	Substation Components	Construction	\$24,306,295	15	1.56	▼	.66	■	0	■	R
L70701XF	3rd Rail -Composite Rail	Construction	\$11,760,906	83	.00	■	1.01	■	0	■	Y
L70204UO	East Yaphank Station	Design	\$20,000,000	35	.00	■	1.00	■	0	■	Y
L70206VQ	PENN STATION CUSTOMER FACILITIES	Design	\$18,172,939	20	1.35	▼	1.00	■	1	▲	Y

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**2nd Quarter 2020 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
LIRR - Long Island Rail Road Program											
L70502LH	Babylon Interlocking Renewal	Design	\$33,140,000	85	.89	▲	1.01	■	0	■	G
L8030105	2020 - Annual Track Program	Construction	\$150,000,000	15	.00	■	1.00	■	0	■	G
L8030110	Concrete Tie Program	Construction	\$55,000,000	2	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Program											
M6020208	Customer Communication / Connectivity Improvements	Construction	\$16,808,750	92	.00	■	.99	■	0	■	G
M6040102	West of Hudson Signal Improvements	Construction	\$63,917,143	95	.00	■	.94	■	0	■	G
M6050101	Substation Bridge 23 - Construction	Construction	\$41,452,052	95	.00	■	.99	■	3	▲	Y
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$45,016,762	80	2.91	▼	1.06	■	1	▲	Y
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,843,663	96	.42	▼	.97	■	2	▲	G
M7020207	Customer Communication-Stations	Construction	\$76,704,499	66	.40	▼	.94	■	1	▲	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	\$11,385,458	83	.00	■	.88	■	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,160,364	74	.00	■	.91	■	0	■	G
M7020213	Enhanced Station Initiative	Construction	\$116,413,781	83	1.28	▼	.94	■	0	■	Y
M7030104	Turnouts - Mainline/High Speed	Construction	\$47,089,483	78	.00	■	1.05	■	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$22,058,371	50	.00	■	1.15	▲	0	■	G
M7030112	2019 Cyclical Track Program	Construction	\$26,705,201	51	.00	■	1.00	■	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$66,646,750	55	.26	▲	1.00	■	0	■	G
M7030203	Undergrade Bridge Rehabilitation	Construction	\$81,682,591	28	56.84	▲	.98	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$100,503,952	50	1.92	■	.99	▲	0	■	Y
M7040111	West of Hudson Signal Improvements	Construction	\$21,079,000	45	.00	■	1.00	■	0	■	G
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	\$52,654,804	80	1.52	▲	1.00	▲	0	■	Y
M7050101	Replace MA's in Signal Substations	Construction	\$22,668,445	20	.00	■	.93	■	0	■	G
M7050104	Harlem & Hudson Power Rehabilitation	Construction	\$13,226,216	0	.00	■	.88	■	0	■	G
M7050105	Harlem and Hudson Power Improvements	Construction	\$21,974,385	29	2.82	▲	.88	■	0	■	R
M7050113	H&H Power (86th St / 110th St)	Construction	\$11,844,566	80	1.63	▼	1.04	■	2	▲	Y
M7080113	Customer Communication-CM	Construction	\$17,571,613	79	6.00	▼	1.10	■	1	▲	Y








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MNR - Metro-North Railroad Program											
M7020301	Strategic Facilities	Design	\$13,952,465	56	27.93	▲	.98	■	2	▲	R
M7030303	Undergrade Bridge Rehabilitation	Design	\$10,274,310	35	.00	■	.85	■	0	■	G
M7060103	Brewster YD Improvements - Design	Design	\$7,500,000	23	.00	■	1.00	■	0	■	G
M7060104	West of Hudson Capacity Improvements	Design	\$23,923,649	23	.00	■	.98	■	0	■	Y
B&T - Bridges and Tunnels Program											
D701BW07	Fender Protection around Tower Piers (Const)	Construction	\$20,194,306	9	.00	■	.95	■	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$31,931,225	78	.00	■	.90	■	-5	▼	G
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	Construction	\$63,108,371	17	.00	■	.95	■	0	■	G
D701HH07	Structural Rehabilitation	Construction	\$38,184,718	9	.00	■	.92	■	0	■	G
D701HH89	Skewback Retrofit	Construction	\$98,181,896	9	.68	▼	.97	■	0	■	Y
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Construction	\$53,072,173	19	.00	■	.93	■	0	■	G
D701RK20	Cable Inspection and Rehabilitation	Construction	\$12,486,641	30	.00	■	.96	■	0	■	G
D701RK70	Miscellaneous Structural Rehabilitation	Construction	\$32,519,644	9	.00	■	.92	■	0	■	G
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	\$211,301,685	9	5.71	▼	.94	■	0	■	G
D701VN10	Anchorage & Piers Rehabilitation and Sealing	Construction	\$46,620,515	45	.00	■	.95	■	0	■	G
D701VN32	Steel Repair & Concrete Rehabilitation	Construction	\$32,659,403	11	.00	■	.96	■	0	■	G
D701VN89	Tower Pier Rehab/Construct Mooring Platform	Construction	\$35,812,075	81	-1.56	▲	.94	■	0	■	G
D702RK23	Construction of New Harlem River Drive Ramp	Construction	\$102,081,046	58	.00	■	.96	■	0	■	G
D702VN11	Brooklyn Approach Reconstruction	Construction	\$27,218,578	28	.00	■	.93	■	0	■	G
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Construction	\$206,932,870	8	.00	■	.93	■	0	■	G
D703BW63	Open Road Tolling Initiative at BWB	Construction	\$47,529,091	10	.87	▼	.99	■	0	■	Y
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$92,514,635	8	1.18	▼	.93	■	0	■	Y
D703TN63	Open Road Tolling Initiative at TNB	Construction	\$53,540,812	9	.89	▼	.99	■	0	■	Y
D704HC07	Rehabilitation of HCT Ventilation Systems	Construction	\$76,728,503	26	.00	■	.87	■	0	■	G
D704HC30	Installation of Smoke Detection/Alarm Systems	Construction	\$11,151,229	49	.00	■	.95	■	0	■	G
D704HH13	Replacement of Facility Lighting System	Construction	\$13,882,072	9	1.01	▲	.98	■	-9	▼	Y

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Program											
D704QM81	Rehab of Tunnel Controls & Communication Systems	Construction	\$37,627,985	54	.00	■	.96	■	0	■	
D704QM91	Installation of Smoke Detection/Alarm Systems	Construction	\$12,204,458	7	.00	■	.96	■	0	■	
D707VN49	Paint Suspended Span Upper & Lower Level Steel	Construction	\$69,034,123	17	.00	■	.95	■	0	■	
D804BW96	Lighting, Power Redundancy & Resiliency Imprv	Design	\$54,323,262	1	.00	■	.98	■	0	■	
D804VN12	Misc. Bridge Lighting & Electrical Improvemen	Design	\$26,233,158	0	.00	■	1.00	■	0	■	
D807RKPT	RK Facility-Wide Painting Program	Design	\$79,125,000	15	.00	■	1.00	■	0	■	
MTA Bus Program											
U6030232	HVAC Upgrade at College Point Bus Depot	Construction	\$9,521,950	0	.00	■	1.00	■	0	■	

Summary of Core Traffic Light Report Design Exceptions (Second Quarter 2020 - As of June 30, 2020)

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							
T7041314	ADA: Court Square - Crosstown Line (Elevator Phase)	Schedule	\$25.7M	Jul 2020	During the Second Quarter 2020, the forecasted Design Completion slipped three months, from April 2020 to July 2020. This was because the project was converted from a design-bid-build delivery method to a design-build. The design documents were combined with the Jamaica Bundle earlier this year, which delayed the Request for Proposal (RFP) documents necessary for procurement purposes.	Subsequent to the reporting period, the RFP documents were completed and authorized for procurement, as of July 10th. NYCT is in the process of assigning project personnel to further the project in the procurement phase.	An Agency ACE evaluation is not required for this project
T7041322	ADA: 95th Street - 4th Ave Line	Schedule	\$50.0M	Sept 2020	During the Second Quarter 2020, the forecasted Design Completion slipped six months, from March 2020 to September 2020. This was due to revisions to the design documents after review by NYCT, the change of project funding from State to Federal, completion of design revisions to comply with the New York State 2020 Design Code effective May 2020, and pending Project Requirement and Design Criteria (PRDC) integration.	The consultant has been provided a revised task order to address the changes described except for the PRDC integration.	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 Street - 6th Ave/7th Ave Complex	Schedule	\$41.4M	Aug 2020	During the Second Quarter 2020, the forecasted Design Completion slipped six months, from February 2020 to August 2020. This was due to the expansion of the project scope with the addition of other bundled contracts. The additional contracts included are A-37342, A-37345, A-37111, C-48719 and MW24-8924.	Design is currently ongoing; subsequent to the reporting period design completion has been pushed back to October 2020	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.
T7041347	ADA: 14th Street - 6th Ave Line	Schedule	\$43.7M	Aug 2020	During the Second Quarter 2020, the forecasted Design Completion slipped six months, from February 2020 to August 2020. This was due to the expansion of the project scope with the addition of other bundled contracts. The additional contracts included are A-37342, A-37345, A-37111, C-48719 and MW24-8924.	Design is currently ongoing; subsequent to the reporting period design completion has been pushed back to October 2020	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.
T7041348	ADA: 14th Street - Broadway / 7th Ave Line	Schedule	\$55.6M	Aug 2020	During the Second Quarter 2020, the forecasted Design Completion slipped six months, from February 2020 to August 2020. This was due to the expansion of the project scope with the addition of other bundled contracts. The additional contracts included are A-37342, A-37345, A-37111, C-48719 and MW24-8924.	Design is currently ongoing; subsequent to the reporting period design completion has been pushed back to October 2020	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

Summary of Core Traffic Light Report Design Exceptions (Second Quarter 2020 - As of June 30, 2020)

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							
T7120419	Queens Depot Property & Environmental Prep – Bus Parking	Schedule	\$19.5M	Dec 2020	During the Second Quarter 2020, the forecasted design completion slipped seven months, from May 2020 to December 2020. This was due to the coordination needed between MTA and the Port Authority of New York and New Jersey (PANYNJ) due to the proximity of the new depot to the latter's LaGuardia Airport AirTrain project.	Coordination is continuing between both parties to ensure concurrence on scope and schedule.	An Agency ACE evaluation is not required for this project
T7130208	Purchase Twelve 3-Ton Crane Cars	Schedule	\$32.7M	Jul 2020	During the Second Quarter 2020, the forecasted Design Completion slipped three months, from April 2020 to July 2020. This was due to the Notice of Award being delayed 3 months due to impacts on the project due to Covid-19.	Subsequent to the reporting period, the contract was awarded on July 27, 2020.	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.
T7130211	Purchase Locomotives	Schedule	\$205.1M	Aug 2020	During the Second Quarter 2020, the forecasted Design Completion slipped four months, from April 2020 to August 2020. This was due to extensive negotiations between NYCT and the prospective bidder.	Subsequent to the reporting period, the contract was awarded August 27, 2020.	An Agency ACE evaluation is not required for this project
T7160727	Roof Replacement: Tiffany Central Warehouse	Schedule	\$18.6M	Aug 2020	During the Second Quarter 2020, the forecasted design completion slipped four months, from April 2020 to August 2020. This delay was due to the Capital Program PAUSE by the Governor that has delayed the advertisement and bidding phase.	The situation regarding the Capital Program PAUSE is still being monitored.	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.
MNR - Metro-North Railroad							
M7020301	Strategic Facilities - Croton Falls Parking Lot	Contingency	\$14.0M	Oct 2020	During the Second Quarter 2020, the Strategic Facilities project had a high Contingency Index due to the need for the design consultant to provide resident engineering and construction inspection services. This is because of a sudden reduction in staff, in MNR's Construction Management Department, and an increased number of projects to cover, there wouldn't be an available Construction/Resident Engineer for this project.	The consultant's cost proposal has been reviewed by MNR and negotiations between both parties have taken place. A Supplemental Agreement will be executed and additional funding required is available from within the existing project budget.	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, 2020
Project Name: ADA - Bedford Park Blvd Station – Concourse Line	Current Budget: \$37.1M
	Project EAC: \$37.1M
	Substantial Completion Date at Award: Jun 2020
Project No: T7041303	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 91%

Project Description

This project will achieve full ADA accessibility at Bedford Park Boulevard Station on the Concourse Line in the Bronx by installing three ADA elevators, associated equipment and modifying station elements including, columns, girders, stairs and fare arrays.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency & Schedule

Contingency: During the Second Quarter 2020, pending and approved Additional Work Orders (AWOs) exceeded the contingency of \$1.1M. The major AWOs include more than forecasted amounts of structural steel repair, cable trough work, changes to various mezzanine level stairs, and relocation of various breaker panels. Overall, \$1.7M in AWOs have been negotiated.

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion slipped by three months, from June 2020 to September 2020. This was due to delays caused by COVID -19 and Additional Work Orders (AWOs). There is an extension of time associated with AWO #4 for the rerouting of existing communication conduits inside the Elevator Machine Room. Negotiation of the time extension is ongoing. AWO cost has been settled and a retroactive directive has been issued to the contractor to proceed with the work.

What is Being Done

Contingency: These unanticipated AWOs resulted in the need for. A budget modification staff summary was requested and approved for an additional \$1M in bid contingency. Funds were available within the project budget due to a \$1M surplus identified in TA Labor for this project.

Schedule: An extension of time due to the COVID -19 schedule impact was granted, which extended the project Substantial Completion date to August 18, 2020. A time extension associated with AWO #4 is yet to be settled and will drive the Substantial Completion beyond September 2020.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: ADA Gun Hill Road Station - Dyre Ave Line	Current Budget: \$60.7M
	Project EAC: \$61.0M
	Substantial Completion Date at Award: Jun 2020
Project No: T7041305	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 75%

Project Description

This project will achieve full ADA accessibility at Gun Hill Road station on the Dyre Avenue Line in the Bronx by installing two ADA compliant elevators and associated equipment and modifying station elements including, columns, girders, stairs and fare arrays.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Second Quarter 2020, pending and approved Additional Work Orders (AWOs) totaled \$2.8M, in comparison to an available contingency budget of \$1.83M. This was due to unanticipated major AWOs for the reconstruction of the South Bound platform (AWO #7, \$1.1M) and the partial reconstruction of the North Bound platform (AWO #5, \$0.6M). These AWOs have no schedule impact. Additionally, AWOs #1, #2, #6, #8, #9 and #11 totaling \$100,840 were also negotiated, bring the total negotiated AWO value to date to \$1,800,840.

What is Being Done

Contingency: A budget modification in the amount of \$2.9M, which included \$1.6M in additional contingency funds, was requested and approved.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Station Ventilators - Phase 7 - 9 Locations / Lower Manhattan	Current Budget: \$9.2M
	Project EAC: \$9.2M
	Substantial Completion Date at Award: May 2016
Project No: T60412F2	Current Substantial Completion Date: Jun 2020
Project Phase: Construction	Phase Complete: 98%

Project Description

The objective of this multi-phase project is to rehabilitate all subway ventilators and gratings rated 4.0 or worse, based on NYCT's asset condition survey. Phase 7 will rehabilitate ventilators at nine locations:

- 8th Street - NYU / Broadway Line
- 28th Street / Broadway Line
- Whitehall Street / Broadway Line
- 14th Street / Broadway-7th Ave Line
- Houston Street / Broadway-7th Ave Line
- Spring Street / 8th Avenue Line
- West 4th Street / 8th Avenue Line (drain line repair/replacement)
- Park Place / Clark St Line
- 33rd Street / Lexington Ave Line

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: As of the Second Quarter 2020, the forecast Substantial Completion date slipped six months over three quarters. In the Fourth Quarter of 2019, a decision was made to move two locations from Ventilator Rehabilitation Phase 14 to this phase, increasing the total number of locations from seven to nine. The additional work required a schedule extension. Stakeholders also needed time to get expended money transferred for the work originally planned to be completed in the other project. In the first and second quarters of 2020, additional schedule slippages were due to project impacts related to the COVID-19 pandemic which resulted in manpower constraints and a reduction in the availability of personnel.

What is Being Done

Schedule: Subsequent to the reporting period, Substantial Completion was achieved on June 30, 2020.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Livingston Plaza - Façade Rehabilitation (Outstanding Work)	Current Budget: \$51.5M
	Project EAC: \$51.6M
	Substantial Completion Date at Award: Feb 2020
Project No: T6160717	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 49%

Project Description

This project will upgrade and repair the façade of the NYCT Livingston Plaza administrative facility and include additional perimeter protection improvements at sidewalk level.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion slipped three months, from September 2020 to December 2020, due to project shutdowns resulting from the COVID-19 pandemic.

What is Being Done

Schedule: The contractor has requested an extension of time, which is under review.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Replace 12 Traction Elevators - Broadway Line	Current Budget: \$98.9M
	Project EAC: \$98.9M
	Substantial Completion Date at Award: May 2022
Project No: T7040702	Current Substantial Completion Date: May 2022
Project Phase: Construction	Phase Complete: 51%

Project Description

The project involves the replacement of 12 traction elevators in Manhattan at 168th Street, 181st Street and the 191st Street Stations on the Broadway Line.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Second Quarter 2020, there were \$2.9M in approved Additional Work Orders (AWOs) compared to a \$2.9M contingency budget at 51% third party completion. The high contingency expenditure was due to AWOs for the installation of ELP1 Panels in the Elevator Machine Rooms at 191st Street, architectural changes in the lower and upper mezzanines at 191st Street, and steel repair and concrete replacement at the concrete landings at 191st Street Station.

What is Being Done:

Contingency: A Budget Modification of \$10.8M is currently in circulation. \$2.5M of which is allocated for contingency.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Platform Components - 4 Locations – Canarsie Line	Current Budget: \$19.4M
	Project EAC: \$19.4M
	Substantial Completion Date at Award: Apr 2020
Project No: T7041251	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 97%

Project Description

This project will repair or replace platform components such as edges, columns, walls and floors at four locations on the Canarsie Line, in Brooklyn. The stations that will receive platform component rehabilitation are Morgan Ave, DeKalb Ave, Halsey St and the Bushwick Ave-Aberdeen St Stations.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion slipped by five months, from April 2020 to September 2020. This was because the required General Orders (GOs) could not be obtained and the contractor was not able to complete the remedial platform edge work at Bushwick and Morgan Ave Stations.

What is Being Done

Schedule: Subsequent to the reporting period, GOs for 28 hours were obtained on August 9, 2020 and the intended remedial work was completed.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: 2018 Mainline Track Replacement - Lenox-White Plains Road Line	Current Budget: \$11.8M
	Project EAC: \$11.8M
	Substantial Completion Date at Award: Apr 2019
Project No: T7050284	Current Substantial Completion Date: Aug 2020
Project Phase: Construction	Phase Complete: 97%

Project Description

This project involves the reconstruction of segments of mainline track on the Lenox-White Plains Road Line that have reached the end of their useful life. The 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.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion date slipped four months, from April 2020 to August 2020. This was due to the impact from Covid-19 which resulted in manpower constraints and a reduction in the availability of personnel.

What is Being Done

Schedule: Subsequent to the reporting period, the project achieved Substantial Completion on August 6, 2020.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: 2019 Mainline Track Replacement – Myrtle Ave Line	Current Budget: \$7.2M
	Project EAC: \$6.9M
	Substantial Completion Date at Award: Oct 2019
Project No: T7050290	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 82%

Project Description

This project involves the reconstruction of segments of mainline track on the Myrtle Ave Line that have reached the end of their useful life. The 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.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion date slipped four months, from May 2020 to September 2020. This was due to the impact of Covid-19 which resulted in the limited availability of General Orders (GOs) to perform track construction in the Second Quarter of 2020.

What is Being Done

Schedule: GOs for the Myrtle Avenue line are scheduled for two weekends in the first half of November 2020 to complete the panel installation and pre-final inspections at S/E - S/O Wyckoff Avenue, Track M-1.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Structural Rehab - Livonia Yard Overpass & Retaining Walls	Current Budget: \$27.1M
	Project EAC: \$27.1M
	Substantial Completion Date at Award: Jun 2021
Project No: T7070303	Current Substantial Completion Date: Dec 2021
Project Phase: Construction	Phase Complete: 30%

Project Description

This project will repair concrete retaining and abutment walls and select steel and concrete at the Linden Boulevard overpass surrounding the Livonia Car Maintenance Facility in Brooklyn, which serves the Eastern Parkway Line.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the Substantial Completion slipped five months, from July 2021 to December 2021, due to steel fabrication delays and reduced work force productivity resulting from Covid-19 jobsite work rules and safety protocols.

What is Being Done

Schedule: The contractor advanced work from the next phase of the project in an effort to mitigate the COVID-19 schedule impacts.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Repairing 'A' and 'B' Column Base Conditions – White Plains Road	Current Budget: \$17.4M
	Project EAC: \$17.4M
	Substantial Completion Date at Award: Dec 2020
Project No: T7070344	Current Substantial Completion Date: Apr 2021
Project Phase: Construction	Phase Complete: 28%

Project Description

This project will prioritize the repair of column bases, located along the White Plains Road Line elevated structure, in the borough of the Bronx.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the Substantial Completion slipped four months, from December 2020 to April 2021, due to manpower reductions associated with the Covid-19 pandemic.

What is Being Done

Schedule: Infrastructure Capital Construction (ICC) is working extended weekday hours and Saturdays in an effort to mitigate the Covid-19 schedule impacts.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Upgrade Asynchronous Fiber Optic Network to (SONET) - Rings A and C	Current Budget: \$30.9M
	Project EAC: \$30.9M
	Substantial Completion Date at Award: Mar 2020
Project No: T7080602	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 81%

Project Description

This project will upgrade the existing fiber optic network equipment to an Asynchronous Optical Network (SONET) on the A and C Rings of the network. This project is part of a broader update of the network to be all SONET rings and the improved technology will allow for continuation of critical communication circuits in the event of a system power outage.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion date slipped three months, from June 2020 to September 2020. This was due to the impact of COVID-19. Technical experts could not travel from out of state and there was a lack of in-house support for testing.

What is Being Done

Schedule: The contractor will be granted an Extension of Time due to the issues highlighted above. Weekly meetings are held with the contractor and the Electronic Maintenance division (EMD) to discuss the mitigation of delays.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Antenna Cable - Next Generation Pilot & Testing	Current Budget: \$10.9M
	Project EAC: \$10.9M
	Substantial Completion Date at Award: Jun 2020
Project No: T7080646	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 81%

Project Description

This project will test various next-generation radio technologies on different antenna configurations on a test track between 207th Street and Dyckman Street on the “A” Line for the purpose of upgrading and modernizing the NYCT subway radio antenna infrastructure.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the Substantial Completion slipped three months, from June 2020 to September 2020. This was due to the impact of COVID-19. Technical experts could not travel from out of state.

What is Being Done

Schedule: The contractor will be granted an Extension of Time due to the issues highlighted above. Weekly meetings are held with the contractor to discuss the mitigation of delays.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Purchase Various Non-Revenue Vehicles	Current Budget: \$14.4M
	Project EAC: \$14.8M
	Substantial Completion Date at Award: Jul 2021
Project No: T7130213	Current Substantial Completion Date: Apr 2022
Project Phase: Construction	Phase Complete: 1%

Project Description

This project will purchase various non-revenue vehicles for NYCT use, including heavy-duty road service trucks, box trucks, high roof top vans, welding trucks, step vans and gang trucks.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the Substantial Completion slipped nine months, from July 2021 to April 2022. This was due to the COVID-19 pandemic which has effected all vehicle and parts production lines. The vehicle vendors had to shut down manufacturing plants to limit the spread of COVID-19.

What is Being Done

Schedule: The vendors factories have reopened and the vendors have provided a revised schedule for Substantial Completion that factors in the COVID-19 delays. Substantial completion of the seven awarded vehicles will be complete by April 2021. The balance of vehicles are not awarded and will be advertised when the MTA lifts its hold on new capital projects. The substantial completion date for the balance of vehicles is currently under review due to the hold.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of June 30, 2020
Project Name: Lynbrook Station Improvements	Current Budget: \$9.1M
	Project EAC: \$8.2M
	Substantial Completion Date at Award: Jun 2020
Project No: L70204VV	Current Substantial Completion Date: Jul 2020
Project Phase: Construction	Phase Complete: 63%

Project Description

This project includes the rehabilitation of the two platform waiting rooms, windows, doors, and benches; replacement of the platform canopy and platform stair enclosures; installation of CCTV cameras; painting of the elevator towers and vestibules; and the replacement of signage at Lynbrook Station.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Second Quarter 2020, the Lynbrook Station Improvements project had a high Contingency Index of 1.30 due to the processing of multiple change orders. The change orders include the furnishing of benches, electrical material and canopy access panels. The benches were to be supplied by LIRR, but the change order was issued to expedite the process.

What is Being Done

Contingency: Subsequent to the reporting period, two change orders were executed; change order #3, which covers the installation of access panels in the canopies and change order #4, which supplies six benches and some electrical material.

The project team is closely monitoring the work and will continue to mitigate all cost and schedule issues.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of June 30, 2020
Project Name: Diesel Locomotive Shop Improvements	Current Budget: \$102.3M
	Project EAC: \$102.0M
	Substantial Completion Date at Award: Mar 2020
Project No: L70601YG	Current Substantial Completion Date: Oct 2020
Project Phase: Construction	Phase Complete: 70%

Project Description

This project includes the Design-Build Construction of the new Morris Park Locomotive Shop containing the Diesel Shop, Bone Yard, Stores Building, and Employee Facilities.

The new facility will accommodate the current and future diesel locomotive fleet. The locomotive shop will include an extensive yard consisting of fourteen turnouts, four storage tracks, four tracks that lead to the shop, and a partial future track 25. An additional track is included in the design for future expansion. The building includes office space, storage, and a locomotive shop.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion slipped five months, from May 2020 to October 2020. This was due to the design, fabrication and delivery of a diesel fire pump due to the inadequate water supply encountered at the new yard. Also impacting the schedule was a delay in shipping and manufacturing of an emergency generator, as well as impacts from COVID-19.

What is Being Done

Schedule: Subsequent to the reporting period, a time extension was agreed upon on July 22, 2020 that extends the Substantial Completion date to October 2, 2020. This specific time extension does not have any impact costs, however the contractor has put the LIRR on notice that they may claim impact costs at a later date.

The project team is closely monitoring the work and will continue to mitigate all cost and schedule issues.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of June 30, 2020
Project Name: Substation Components	Current Budget: \$36.8M
	Project EAC: \$24.3M
	Substantial Completion Date at Award: Dec 2020
Project No: L70701XB	Current Substantial Completion Date: Feb 2022
Project Phase: Construction	Phase Complete: 15%

Project Description

This project includes the replacement and upgrade of multiple components at over 100 substation locations throughout the LIRR network. This work will increase the useful life of the existing equipment and allow for a safe working environment for the performance of maintenance work. Replacing and restoring power equipment and material will meet and/or exceed the LIRR's future power demands and safety goals.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Second Quarter 2020, the Substations Components project had a high Contingency Index of 1.56 due to the processing of a change order. The change order was for the cost of design, manufacture and delivery of one traction power transformer at Woodhaven substation. The additional transformer at Woodhaven was added to the project scope because a failure occurred at Woodhaven requiring replacement to maintain reliable traction power on the Atlantic Branch.

What is Being Done

Contingency: The change order for the traction power transformer has been executed and the schedule was not impacted.

IEC Comment

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

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

MTA Agency: Metro-North Railroad	Status as of June 30, 2020
Project Name: Harlem and Hudson Power Improvements	Current Budget: \$24.8M
	Project EAC: \$22.0M
	Substantial Completion Date at Award: Jun 2021
Project No: M7050105	Current Substantial Completion Date: Jul 2021
Project Phase: Construction	Phase Complete: 29%

Project Description

The purpose of this project is to improve the power supply capacity and resiliency of the D.C. traction power system. The project will construct a new substation near Milepost 35, between Chappaqua and Mount Kisco stations on the Harlem Line, at the "City Water" site. This substation is needed to support service resiliency in the electrified portion of the Upper Harlem Line (between North White Plains and Brewster). The new B-35 substation shall be located strategically in a weaker part of the existing power supply system, approximately half-way between two existing substations (B-32 at Milepost 32.2 and B-36 at Milepost 36.6), providing improved resiliency and redundancy by allowing two segments to be "bridged" in case of a substation failure. In addition, the new substation will have proper pumps and pits, and critical equipment elevated where possible, to improve resiliency to flash flood conditions.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Second Quarter 2020, the City Water Substation project had a High Contingency Index due to the need for contractor to install the pole lines and cables to the City Water substation. The original design intended to have the MNR Power Department do the installation, but after the construction contract was awarded, the MNR Power Department was not able to install the pole lines due to a work force shortage. The associated funds were transferred to project contingency and a change order was negotiated with the contractor to install the pole lines.

What is Being Done

Contingency: A change order has been executed for the additional work identified above. The funding required is available from within the existing project contingency.

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.

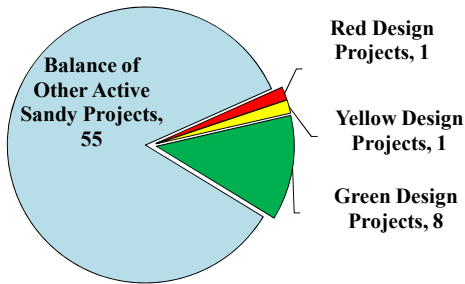
All Agency Contractor Evaluation: The Overall Contractor/Consultant performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

2nd Quarter 2020 Traffic Light Report on MTA SANDY Program

A total of 65 Active Sandy Projects were Reviewed for the 2nd Quarter 2020

The 65 active projects include 10 projects in Design, 11 in Post-Design to Construction Award, 44 in Construction

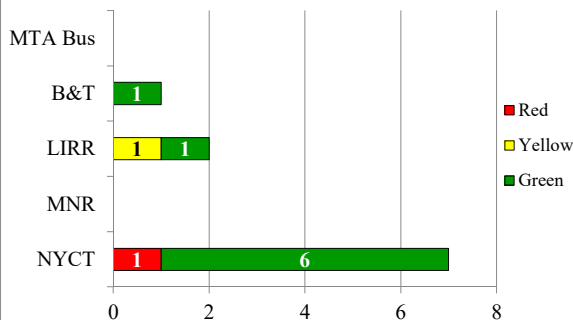
10 of 65 Projects in Design



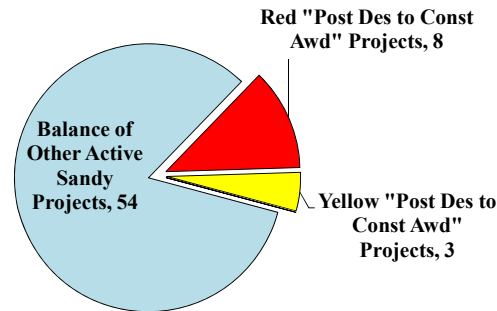
Summary of Projects in Design: 10 projects were reviewed in this phase with 8 (80%) designated Green, 1 (10%) Yellow, and 1 (10%) Red. The Red project was for a schedule variance due to the need to revise the specifications in order to reach an agreement with a prospective contractor.

Last Quarter: 8 projects were reviewed in this phase with 6 (75%) designated Green and 2 (25%) were Yellow.

10 Projects in Design



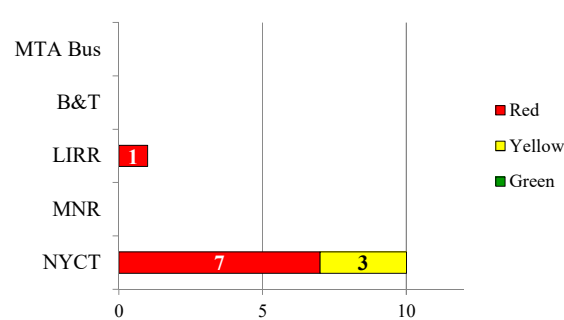
11 of 65 Projects in Post-Design to Construction Award



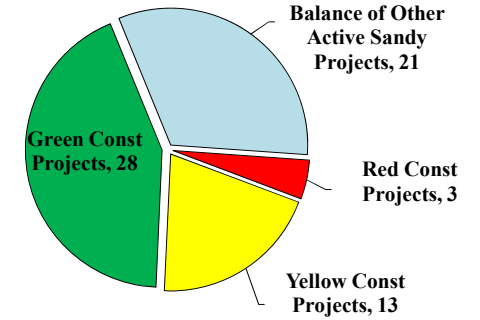
Summary of Projects in Post-Design to Construction Award: 11 projects were reviewed in this phase with 8 (73%) designated Red and 3 (27%) Yellow. All 8 Red projects were for schedule variances due in part to the Covid-19 procurement moratorium and time needed to review project design options and resolve the real estate acquisition/easement.

Last Quarter: 11 projects were reviewed in this phase with 6 (55%) designated Green, 4 (36%) Yellow and 1 (9%) Red.

11 Projects in Post-Design to Construction Award



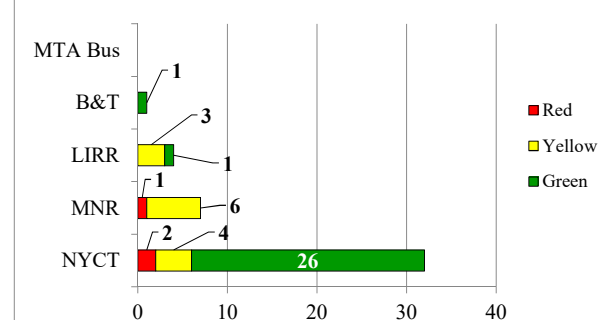
44 of 65 Projects in Construction



Summary of Projects in Construction: 44 projects were reviewed in this phase with 28 (64%) designated green, 13 (29%) Yellow, and 3 (7%) Red. All 3 Red projects were for schedule variances due in part to the Covid-19 pandemic affecting manpower availability and the supply chain, along with unforeseen site conditions.

Last Quarter: 46 projects were reviewed in this phase with 32 (70%) designated green, 11 (24%) Yellow, and 3 (6%) Red.

44 Projects in Construction



MTA Sandy Recovery Projects Terms and Definitions

2nd Quarter 2020 Traffic Light Report

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

Sandy Recovery Traffic Light Report Project Terms and Definitions

Projects in Design: 10

- Green: Indices less than 110% and index movement less than 10%
- Red: Cost Index: An EAC 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 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: 11

- 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: 44

- 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 in Planning:

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

Report Index Formulas and Criteria:

- Cost Variance = $EAC / \text{Current Project Budget Amount}$
(Note: Current Budget is not Budget at Award)
- Cost Contingency Index = $\% \text{ Contingency Spent} / \% \text{ 3}^{\text{rd}} \text{ Party Contract Completion}$
 - Contingency used includes expended & pending AWOs.
 - Prompted when project has reached 25% completion or higher.
- Schedule Variance = Number of months of change in schedule since last Traffic Light Report
- Projects with current budgets below \$7M 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 \$7M minimum threshold, the projects will return to an active status.

2nd Quarter 2020 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Coney Island Yard Flood Mitigation												
ET100211	Recovery: Power Cable at Coney Island Yard	Construction	Recovery	\$164,562,094	41	.21	▼	.99	■	0	■	ⓐ
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$349,769,875	31	.71	▲	.99	■	0	■	ⓐ
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,335,502	99	.34	■	.97	■	0	■	ⓐ
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,504,672	100	.05	■	1.00	■	0	■	ⓐ
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$50,423,338	92	.00	■	1.00	■	0	■	ⓐ
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$24,173,895	98	.94	▲	1.00	■	0	■	ⓐ
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$26,109,726	96	.21	■	.71	■	0	■	ⓐ
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$36,178,677	97	.54	▼	.99	■	0	■	ⓐ
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$283,790,379	96	.16	■	.81	■	0	■	ⓐ
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$49,704,193	100	.00	■	.49	■	0	■	ⓐ
148th Street Yard												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	\$14,570,909	67	.27	▼	1.00	■	0	■	ⓐ
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Construction	Mitigation	\$78,014,529	61	.38	▲	1.00	■	0	■	ⓐ
Rutgers Tube												
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$13,763,181	30	.00	■	1.70	■	3	▲	Ⓡ
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	\$11,296,729	30	.00	■	1.13	■	3	▲	Ⓡ
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$37,169,488	30	.00	■	.66	■	3	▲	Ⓡ

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**2nd Quarter 2020 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
207th Street Yard												
ET100210	Recovery: Power Cable at 207 Street Yard	Construction	Recovery	\$33,549,152	0	.00	■	.98	■	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Construction	Recovery	\$296,471,291	24	.23	▲	.98	■	0	■	G
ET100219	Recovery: Yard Track (207 Street Yard)	Construction	Recovery	\$63,825,136	38	.19	▲	1.03	■	0	■	G
ET100220	Recovery: Yard Switches (207 Street Yard)	Construction	Recovery	\$30,937,139	5	.20	▲	.60	▼	0	■	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Construction	Mitigation	\$250,382,285	63	-1.80	▲	1.48	▲	0	■	G
ET100312	Mitigation: 207th Street Yard Portal	Construction	Mitigation	\$56,260,109	98	.04	■	2.07	▲	0	■	G
ET100314	Mitigation: 207th Street Yard Sewers	Construction	Mitigation	\$141,699,097	0	.00	■	1.00	■	0	■	G
All Other NYCT Projects												
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Construction	Mitigation	\$78,316,385	50	.59	▼	1.00	■	0	■	Y
ET040323	Mitigation: Upgrade Backup Command Center	Construction	Mitigation	\$9,839,145	73	.00	■	.95	■	0	■	G
ET040325	Mitigation: Internal Station Hardening	Construction	Mitigation	\$16,452,991	98	.71	▼	1.00	■	0	■	Y
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$78,185,713	83	.14	■	1.50	▲	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,277,658	97	-.46	■	1.05	■	3	▲	R
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	93	.96	▲	1.00	■	2	▲	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,572,831	86	.55	■	1.00	■	6	▲	R
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Construction	Mitigation	\$13,626,750	53	.17	▼	.99	■	0	■	G
ET120307	Mitigation: Various Bus Depots	Construction	Mitigation	\$26,127,879	38	.16	■	.99	■	0	■	G
ET160311	Mitigation: Zerega Maintenance Facility	Construction	Mitigation	\$8,147,826	42	.21	▲	.99	■	0	■	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	98	.00	■	.71	■	4	▲	R
ET070310	Mitigation: Washout Protection on the Rockaway Line	Design	Mitigation	\$40,351,705	0	.00	■	1.68	■	0	■	G

**2nd Quarter 2020 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction**

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■ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET070311	Mitigation: Installation of New Crossovers at Beach 105th Street Station on the Rockaway Line	Design	Mitigation	\$63,106,404	23	.00	■	1.06	▲	0	■	G
ET070313	Mitigation: Compressor Room Protection at Rockaway Park Yard	Design	Mitigation	\$8,065,445	10	.00	■	1.04	▲	0	■	G
ET090306	Mitigation: Substation Hardening at 11 Locations	Design	Mitigation	\$49,175,316	70	.00	■	1.29	■	0	■	G
ET090307	Mitigation: Substation Hardening at 12 Locations	Design	Mitigation	\$48,886,634	70	.00	■	1.37	■	0	■	G
ET090311	Mitigation: Substation Hardening at 5 Locations	Design	Mitigation	\$28,478,056	70	.00	■	.95	■	0	■	G
ET070209	Recovery: Wrap-up Rockaway Line	Post Des to Const Awd	Recovery	\$56,395,934	100	.00	■	1.19	■	5	▲	R
ET070308	Mitigation: Steinway Portal	Post Des to Const Awd	Mitigation	\$15,259,993	100	.00	■	.76	■	0	■	Y
ET090304	Mitigation: Montague-Furman Substation on the Broadway Line	Post Des to Const Awd	Mitigation	\$11,384,540	99	.00	■	1.11	■	3	▲	R
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	\$48,328,865	100	.00	■	1.00	■	0	■	Y
ET090310	Mitigation: Back-up Power Control Center	Post Des to Const Awd	Mitigation	\$15,886,545	98	.00	■	.94	■	3	▲	R
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$26,783,652	100	.00	■	1.78	■	4	▲	R
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$26,225,217	100	.00	■	1.04	■	0	■	Y
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	15	2.63	■	1.00	■	1	▲	Y
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$167,764,189	59	.28	▼	1.03	■	1	▲	Y

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2nd Quarter 2020 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
ES070303	Mitigation: St. George Terminal Yard	Construction	Mitigation	\$51,352,194	32	.91	▼	1.00	■	0	■	G
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$29,900,000	0	.00	■	.99	▲	0	■	Y
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$68,666,958	93	.88	▲	.96	■	0	■	Y
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,512,962	49	.00	■	.99	■	0	■	G
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$28,612,983	99	.20	▲	1.11	■	0	■	Y
EL0402ZA	East River Tunnel Restoration of Signal System Reliability	Design	Recovery	\$121,894,902	0	.00	■	.67	■	0	■	G
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$105,496,417	57	.00	■	1.04	■	0	■	Y
EL0603ZS	Long Island City Yard Resiliency	Post Des to Const Awd	Mitigation	\$26,287,019	10	.00	■	1.00	■	5	▲	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	78	.88	■	.94	■	0	■	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$46,307,241	41	.00	■	.92	■	0	■	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$35,152,702	60	.00	■	1.00	■	0	■	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$170,552,810	74	1.26	▼	.96	■	0	■	Y
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$8,000,000	95	.00	■	1.00	■	3	▲	R
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$45,682,803	95	1.05	■	1.00	■	5	▲	Y
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,806,047	95	1.05	■	.93	■	0	■	Y
B&T - Bridges and Tunnels Sandy Program												
All Other Projects												
ED040302	Raising of revenue control equipment at the Queens Midtown Tunnel Service Building above the 500-year	Construction	Mitigation	\$6,946,450	21	.00	■	.95	■	0	■	G

2nd Quarter 2020 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Sandy Program												
All Other Projects												
ED040308	Enhancement of electric power resiliency at RFK bridge	Design	Mitigation	\$35,527,863	6	.00	■	.95	■	0	■	

Summary of Sandy Traffic Light Report Design Exceptions (Second Quarter 2020 - As of June 30, 2020)

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							
ET060317	Mitigation: Conversion of 2 Pump Trains	Schedule	\$19.1M	Sep 2020	During the Second Quarter 2020, the forecasted design completion date slipped four months, from May 2020 to September 2020. The schedule slip was due to ongoing negotiations with a prospective contractor in order to reach a mutually reasonable agreement on both commercial and technical terms.	Numerous conference calls were held with the prospective contractor, involving various NYCT departments, to come to an agreement regarding the commercial terms and conditions. Technical negotiations are currently taking place with the prospective contractor; concurrently with NYCT's ongoing review of the contract documents.	An Agency ACE evaluation is not required for this project

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, 2020
Project Name: Restoration of Track, Signals, and Power / Communication Cables - Rutgers Tube	Current Budget: \$8.1M, \$10.0M, \$44.7M
	Project EAC: \$13.8M, \$11.3M, \$37.21M
	Original Award Date: May 2014
Project No: ET050210, ET080213, ET090219	Current Award Date: Sep 2020
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description

This project will repair Superstorm Sandy damage to several critical assets in the Rutgers Tube that serves the 6th Avenue Line, including track and its associated equipment (rails, plates and spikes, ties and tie blocks), signal equipment power cables and communication cables.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted award date slipped three months, from June 2020 to September 2020. This was due to the MTA’s 60 day procurement hold put in place because of COVID-19 impacts. The procurement hold delayed the administrative review and vetting of proposals required prior to award of the construction contract.

What is Being Done

Schedule: Subsequent to this reporting period, the project was awarded on July 28, 2020.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Mitigation - Street Level Openings at 9 Stations	Current Budget: \$57.0M
	Project EAC: \$60.2M
	Original Award Date: Mar 2020
Project No: ET040328	Current Award Date: Sep 2020
Project Phase: Construction	Phase Complete: 78%

Project Description

This project will construct long term flood protection solutions such as mechanical closure devices (MCDs), watertight manhole lids, flood doors, flex gates and conduit sealing at nine stations and one fan plant in Brooklyn and Queens. The locations are Flushing Ave, Broadway, Metropolitan Ave, Nassau Ave, 21st Street-Court Square, Lorimer Street, Vernon Boulevard-Jackson Ave and 23rd Street-Ely Ave stations and the Richardson Street Fan Plant.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion date slipped five months, from April 2020 to September 2020. This was due to issues related to the COVID-19 pandemic. The progress of contractual work has been obstructed, including manufacturers and their labor force impacted due to positive testing of its employees, reducing available workers and slowing production of MCDs and ladders. Additionally, the supply chain has been impacted by delayed deliveries consequently pushing the Substantial Completion date to September 2020.

What is Being Done

Schedule: The forecast installation of MCDs and ladders in August and September includes:

- 34 MCD units are to be delivered, 12 MCD units weekly.
- A total of 51 MCDs and 30 ladders are to be installed.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Mitigation - 4 Fan Plants	Current Budget: \$34.6M
	Project EAC: \$34.6M
	Original Substantial Date: Apr 2020
Project No: ET060321	Current Substantial Date: Nov 2020
Project Phase: Construction	Phase Complete: 86%

Project Description

This project will provide long term flood protection to above grade Fan Plants that have been deemed vulnerable to coastal storm flooding with solutions such as fortified walls, slabs and flood doors. The Fan Plants are Whitehall Street/Montague Tube (#5104), North 7th St/Canarsie Tube (#5110), Front St Shaft/Cranberry Tube (#6330) and Nott Ave Shaft/53rd St Tube (#6404).

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Substantial Completion date slipped six months, from May 2020 to November 2020. This was due to an encountered subsurface condition at Fan Plant 6404, which uncovered weak soil zones and unclean fill as well as differing field conditions in relation to the existing foundation. The field conditions required a redesign of the foundation protection method. The original contractual method of Jet grouting is unfeasible with these unforeseen conditions. The redesigned method will replace the interior slab of the ground floor of Fan Plant 6404 with a fortified slab, able to withstand the uplift load of the building.

What is Being Done

Schedule: A new design was developed and implemented to protect the facility. The design was approved and was selected based on meeting the intent of the protection, efficiency, cost and time. The contractor is working extended shifts and weekends to reduce the time impact.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Recovery - Wrap-up Rockaway Line	Current Budget: \$47.1M
	Project EAC: \$56.4M
	Original Award Date: Mar 2020
Project No: ET070209	Current Award Date: Oct 2020
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will provide remaining repairs to Superstorm Sandy damage that occurred along the Rockaway Line. Work will include structural repairs on the North Channel Bridge, cable replacement between Howard Beach Station and Hammels Wye, replacement of signal switch heaters at Rockaway Park Yard and replacement of signal cables at various locations along the line.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2020, the forecasted award date slipped five months, from May 2020 to October 2020. This was due to the bid opening being delayed and having been put on hold due to COVID-19 impacts.</p>
What is Being Done
<p>Schedule: Project is on hold until administrative review has determined that the COVID-19 situation is safe enough to allow for the start of new construction projects.</p>
IEC Comment
<p>Budget and Schedule Performance: The IEC substantially agrees with the material presented in this report, including the stated problems and actions taken by the Agency.</p>
<p>All Agency Contractor Evaluation: An Agency ACE evaluation is not required for this project.</p>

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Mitigation - Montague-Furman Substation on the Broadway Line	Current Budget: \$10.2M
	Project EAC: \$11.4M
	Original Award Date: May 2020
Project No: ET090304	Current Award Date: Oct 2020
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description

This project will provide Superstorm Sandy repair and flooding resiliency work at the Montague-Furman Substation, which serves the Broadway Line. Work includes replacement of high tension switchgear, installation of watertight manhole covers, and sealing of ducts.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted award date slipped three months, from July 2020 to October 2020. This was due to the MTA’s 60 day procurement hold due to COVID-19 impacts. The procurement hold delayed administrative review and vetting of proposals required prior to award of the construction contract

What is Being Done

Schedule: The project is waiting for the MTA to lift the hold on Award.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Sandy Mitigation - Back-up Power Control Center	Current Budget: \$16.9M
	Project EAC: \$15.9M
	Original Award Date: Sep 2019
Project No: ET090310	Current Award Date: Feb 2021
Project Phase: Post-Design to Construction Award	Phase Complete: 98%

Project Description

This project will design and build a new back-up Emergency Power Control Center (EPCC), to be located at Jay Street Substation, to ensure that the EPCC can seamlessly operate as the Power Control Center (PCC) in the event that the main PCC at 53rd Street, Manhattan is not functional or inaccessible. The main scope of work includes furnishing and installing a new Supervisory Control and Data Acquisition (SCADA) system for the EPCC that is capable of seamless integration with the existing SCADA master software at the PCC which is currently in service. This project will connect the sixteen zone control rooms for the BMT Division at the EPCC so that the EPCC is operational for the BMT Division. The Design-Build contractor shall perform the work so that MTA can later connect the IRT and IND Divisions to the EPCC.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted award date slipped three months, from November 2020 to February 2021. This was due to the Step 1 Request for Qualifications, (RFQ) advertisement for this contract being placed on-hold under MTA’s procurement moratorium as a result of COVID 19 pandemic impacts.

What is Being Done

Schedule: While awaiting the lifting of the procurement moratorium in order to advertise Step 1 RFQ, the design team continues to revise the Step 2 Request for Proposal (RFP) documents such as the Project Requirement Design Criteria (PRDC) and Division 1 Specifications in coordination with MTA C&D Contracts.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of June 30, 2020
Project Name: Mitigation - Consolidated Revenue Facility	Current Budget: \$15.0M
	Project EAC: \$26.8M
	Original Award Date: Jul 2018
Project No: ET160310	Current Award Date: Oct 2020
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will provide an effective flood mitigation scheme to protect the Consolidated Revenue Facility located in Maspeth, Queens. The project will design and implement flood mitigation/resiliency measures against a Federal Emergency Management Agency (FEMA) +2 feet flood event: including construction of a new perimeter flood barrier/wall at the property line, installation of stop logs at all access openings (stored within the facility), improving drainage and pumping and restoration of the Newtown Creek bank that includes armor with sheeting.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the Second Quarter 2020, the forecasted award date slipped four months from June 2020 to October 2020. This was due to additional time needed to review additional project design options after it became clear in the bidding process that the chosen design option was incompatible with the budget.</p>
What is Being Done
<p>Schedule: Project is currently with the legal and specification groups for review. Once the initial review is completed, the project will receive the Authorization to Advertise (ATA). Subsequent to this reporting period, award has been reforecasted for December 2020.</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, 2020
Project Name: Long Island City Yard Resiliency	Current Budget: \$26.3M
	Project EAC: \$26.3M
	Original Award Date: Mar 2019
Project No: EL0603ZS	Current Award Date: Mar 2021
Project Phase: Post-Design to Construction Award	Phase Complete: 10%

Project Description

This project includes the construction of a flood wall, flood gates, the installation of permanent pump stations and the relocation of utility poles around the perimeter of the yard. In addition, the project scope includes the installation and electrification of tracks 11 and 12 and new yard lighting.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecasted Award Date slipped five months, from October 2020 to March 2021. This was to allow more time to resolve the real estate acquisition/easement requirements for the project.

What is Being Done

Schedule: The project requires easements from the New York Department of Transportation (NYCDOT) and the Triborough Bridge and Tunnel Authority (TBTA) and the purchase of a piece of land from a privately owned parking lot. MTA Real Estate has completed negotiations and the final agreements are nearing completion.

IEC Comment

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

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

MTA Agency: Metro-North Railroad	Status as of June 30, 2020
Project Name: Recovery - Right of Way Restoration at Various Locations	Current Budget: \$8.0M
	Project EAC: \$8.0M
	Substantial Completion Date at Award: Sep 2015
Project No: EM030202	Current Substantial Completion Date: Oct 2020
Project Phase: Construction	Phase Complete: 95%

Project Description

Superstorm Sandy generated strong winds and severe storm surge/flooding which damaged and downed trees affecting the Right-Of-Way (ROW), critical infrastructure, and significant Hudson River shoreline erosion over more than half of the 60 plus mile Hudson Line. Although trees that fell directly onto the ROW were initially removed, work remained along the wooded ROW of the Hudson, as well as the Harlem and New Haven lines. Damaged trees were identified and removed in all locations. This work ensured that the critical infrastructure of the railroad remained unobstructed and that service would not be impacted. The tree removal required track outages and coordination with other projects to take advantage of track outage opportunities to maximize efficiencies.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Second Quarter 2020, the forecast Substantial Completion date slipped three months, from July 2020 to October 2020 due to the work slowdown during the COVID-19 pandemic.

Impacts of COVID-19 on this project are as follows:

1. Lack of Track Department labor forces due to 50% availability during the second quarter.
2. No Track outages due to the lack of Power Department 3rd rail support.
3. No forces available to operate equipment to place rip-rap on the shoreline.
4. Rip-rap material delivery was also impacted.

What is Being Done

Schedule: The rip-rap program will continue during the Third Quarter 2020 for areas between Phillipse Manor, Scarborough and Cortlandt stations. The project is actively and closely monitoring the COVID-19 situation and working with the Track and Power departments to improve coordination for better support.

IEC Comment

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

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



**Projects in CPOC's Risk-Based Monitoring Program
(2nd Quarter 2020 Traffic Light Report – Period Ending June 30, 2020)**

The following projects in CPOC's Risk-based Monitoring Program are currently reported on by the responsible MTA Business Unit 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		Project
2010-14	2015-19	
Integrated Capital Projects		
	X	Second Avenue Subway Phase 2
X	X	East Side Access & Regional Investments
	X	Penn Station Access
	X	LIRR Expansion Project – Floral Park to Hicksville
Signals and Communications		
X	X	Positive Train Control
	X	Communications Based Train Control – 8 th Ave Line
X		Communications Based Train Control - Queens Blvd. West- Phase 1
	X	Communications Based Train Control - Queens Blvd. West- Phase 2
X	X	Integrated Service Information and Management B Division
X	X	Replace Bus Radio System
X		Construct Bus Operations Command Center
Subway Car, Bus and Rolling Stock Procurement		
X	X	New Subway Car Procurement
X	X	New Bus Procurement
X	X	Commuter Rail Road Rolling Stock Procurement
Passenger Stations Program		
	X	ADA Reconstruction Times Square Station – 42 nd Street Connection Project
	X	New Fare Payment System – Phase 2
	X	ADA Accessibility Package A



**Projects in CPOC’s Risk-Based Monitoring Program
(2nd Quarter 2020 Traffic Light Report – Period Ending June 30, 2020)**

Capital Program		Project
2010-14	2015-19	
Shops and Yards		
X		Harmon Shop Replacement Phase V, Stage 1
	X	Harmon Shop Replacement Phase V, Stage 2
X		New Mid Suffolk Electric Yard
	X	Morris Park Diesel Locomotive Shop
Line Structures and Track		
	X	Myrtle Avenue Viaduct Replacement
X		Jamaica Capacity Improvements Phase 1
X	X	Main Line Double Track - Farmingdale to Ronkonkoma
Bridges and Tunnels		
	X	Throgs Neck Bridge Replace Suspended Span Deck
Sandy Program		
Sandy Program		Hudson Line Phase 1 & 2 Power and Communication & Signal Restoration
Sandy Program		Canarsie Tube Restoration and Resiliency
Sandy Program		Reconstruct Clifton Repair Shop
Sandy Program		Coney Island Yard Long Term Perimeter Protection
Sandy Program		207 th Street Yard Long Term Perimeter Protection

**September 2020
Independent Engineering Consultant
Project Review**

**Summary of IEC Stations and ADA Programs
Second Quarter 2020 Traffic Light Reports**



MTA Independent Engineering Consultant

Summary of the Stations Program

- This quarter the IEC reviewed 70 active, cross-agency, stations projects featured in the Core TLR, for Cost, Contingency and Schedule Performance.
- 12 Station projects triggered a variance this quarter, indicated by a RED Traffic Light. 7 of the projects had schedule slippages, 4 high contingency expenditures and 1 had both issues.
- The station projects that were RED were negatively impacted by unforeseen field conditions, multiple change orders, limited site access, scope additions, reduced staffing availability and more significantly revisions to design documents to address project bundling and design-build integration requirements.
- The problems encountered this quarter primarily affected schedules. The majority of the schedule issues are historically typical of the schedule problems encountered in prior quarters by both the Stations Program and other construction projects in the Core TLR. However, this quarter, revisions to design documents and the impact of Covid-19 job-site restrictions, modified work rules, safety precautions, enhanced cleaning procedures and social distancing requirements, compounded this quarter's negative reporting results.
- **2 of the 12 variance reports describe Covid-19 related schedule** delays and 6 of the 12 reports mention architectural changes and modifications to design-build documents. The Variance Reports, which start on page 30 in the CPOC book, provide project descriptions and summarize corrective actions undertaken to mitigate the problems.
- Moving forward, C&D Stations is focused on a number of project delivery methods that are intended to improve project performance. Incorporating lessons learned, undertaking more invasive field testing, implementing more thorough site inspections early in the pre-design process, bundling projects to take advantage of track access, coordinating GO's and piggybacking opportunities, are all intended to reduce the typical budget and schedule performance variances typically seen in quarterly TLR reports from construction projects in the Stations Program.



MTA Independent Engineering Consultant

Summary of the ADA Program

- On page 20 of the CPOC book, projects in NYCT's ADA Accessibility Program are featured on the first page of this quarter's Core TLR.
- 15 ADA projects that are currently in construction are represented in the 2nd Quarter 2020 Core TLR.
 - 2 projects triggered a performance variance this quarter, 1 for high contingency expenditure and 1 having both contingency and schedule variances.
 - The contingency issues were related to multiple change orders which addressed unforeseen field conditions and additional repair work. **1 project was impacted by Covid-19 related issues.**
 - Budget modifications to replenish contingency shortfalls were anticipated for both projects. Time extensions have been requested to address the schedule delays related to Covid-19.
- The ADA projects monitored in this quarter's Core TLR have been impacted by the same general issues that have affected other construction projects underway during the Covid-19 pandemic. The majority of schedule impacts cannot be mitigated and have been addressed by granting time extensions to the contracts. The IEC notes that no active ADA project in construction this quarter has reported any problems with the elevator manufacturers, sub-contractors, quality or the fabrication and delivery supply chains.
- The 3rd Quarter 2020 Core TLR will incorporate IEC Risk-Based monitored projects which have been monitored separately.

Second Quarter 2020 TLR Summary

Summary of the 2nd Quarter 2020 Core and Sandy Traffic Light Report Findings:

The 2nd Quarter 2020 Core TLR can be found on page 17 of the CPOC book and the 2nd Quarter Sandy TLR can be found on page 49 of the CPOC book.

▣ **A total of 295 projects were reviewed in both TLR reports**

34 in Design

11 in Post-Design to Construction

250 in Construction.

▣ **Of these:**

178 (60%) were designated **Green**

78 (26%) were designated **Yellow**

39 (13%) were designated **Red**

Of the 39 RED Core and Sandy projects which have triggered a Key Performance Indicator in the 2nd Quarter; 32 were for Schedule, 6 for Contingency and 1 triggered both Schedule and Contingency Variances.

For each of the Core and Sandy projects designated Red in the 2nd Quarter, the agencies prepared a variance report stating the problems and corrective actions taken.

Second Quarter TLR Findings

- While Covid-19 has impacted the MTAs recent project performance and delayed the award of many construction contracts, as reflected by projects represented in both 2nd Quarter 2020 TLR's, it is the strict adherence to Covid-19 safety protocols, regulations and work rules that have enabled the MTA to continue vital regional transportation improvements, maintain service and keep construction work sites operational and safe for employees, contractors and the riding public during the past 2 quarters.
- This quarter, **the leading performance trigger affecting the Core Program was overwhelmingly schedule**, impacting 74% (20 of 27) of the projects. **In addition, 48% (13 of 27) of the project delays were directly related to the impacts from Covid-19.**
- Similar findings are also evident **in the Sandy Program where the leading performance indicator was overwhelmingly schedule**, impacting 100% (12 of 12) of the projects. **Also 66% (8 of 12) of project delays were directly related to the impacts from Covid-19.**
- The project impacts include; manufacturers temporarily closing their facilities, decreased production, deliveries and compromised material supply chains, reduction of the contractors work forces due to the positive testing of employees, reduction of MTA's labor force, on-site support capabilities and productivity, limited track outage availability and the MTA's 60 day Covid procurement moratorium which delayed project advertising, bid openings and awards.
- **In summary, this quarter 54% (21 of 39) of the projects which triggered a RED and are featured in the Core and Sandy TLR's were negatively affected by Covid-19 related issues.** This is a noticeable increase of projects impacted by Covid-19 in comparison to the 1st Quarter 2020 reporting when 21% (6 of 28) of RED projects (4 Core and 2 Sandy) were negatively affected. **(See page 6 for a list of TLR projects impacted this quarter by Covid-19).**



MTA Independent Engineering Consultant

List of Covid-19 Impacted Projects

21 TLR project IDs/ACEPs reporting Covid-19 impacts in the Second Quarter of 2020

■ CORE TLR:

1. T6160717 – Livingston Plaza Façade Repairs
2. T7041303 – ADA Bedford Park Blvd Station
3. T7050284 – 2018 Mainline Track Replacement – Lenox WPR Line
4. T7050290 – 2019 Mainline Track Replacement – Myrtle Ave Line
5. T7070303 – Structural Rehab Livonia Yard Overpass & Walls
6. T7070344 – Repairing A and B Column Base Conditions – WPR
7. T7080602 – Upgrade Async Network to SONET Rings A and C
8. T7080646 – Antenna Cable Next Generation Pilot Test
9. T7130213 – Purchase of Various Non-Revenue Vehicles
10. T60412F2 – Ventilator Repairs Phase 7
11. T7130208 – Purchase of Twelve 3 Ton Crane Cars
12. T7160727 – Roof Replacement Tiffany Central Warehouse
13. L70601YG – Diesel Locomotive Shop Improvements

■ SANDY TLR:

1. ET040328 – Mitigation – Street Level Openings at 9 Stations
2. ET050210 – Recovery – Mainline Track – Rutgers Tube
3. ET080213 – Recovery – Signals – Rutgers Tube
4. ET090219 – Recovery – Power & Communication Cables – Rutgers Tube
5. ET070209 – Recovery – Wrap-Up Rockaway Line
6. ET090304 – Mitigation – Montague Substation - Brdwy Line
7. ET090310 – Mitigation - Back-Up Power Control Center
8. EM030202 – ROW Restoration at Various Locations



MTA Independent Engineering Consultant