



Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

June 2020

Committee Members

P. Foye, Chair
N. Zuckerman, Vice Chair
N. Brown
R. Glucksman
D. Jones
R. Linn
D. Mack
S. Metzger
J. Samuelsen
V. Tessitore

Capital Program Oversight Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Wednesday, 6/24/2020

10:00 AM - 5:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES MAY 20, 2020

- Minutes from May '20 - Page 3

3. COMMITTEE WORK PLAN

- 2020 - 2021 CPOC Committee Work Plan - Page 4

4. UPDATE M/WBE, DBE, and SDVOB PARTICIPATION on CAPITAL PROJECTS

- M/WBE, DBE, and SDVOB Participation - Page 6

5. UPDATE ON OMNY MTA's NEW FARE PAYMENT SYSTEM

- Update on OMNY - Page 8

- IEC Project Review on OMNY - Page 17

- IEC OMNY Appendix - Page 23

6. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 25

7. QUARTERLY TRAFFIC LIGHT REPORTS

- First Quarter 2020 Core & Sandy Traffic Light Reports - Page 33

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE

May 20, 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 May 20, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;
- Audit;
- Diversity; and
- First Mutual Transportation Assurance Company.

To see a summary of the CPOC Committee meeting, please refer to the May 20, 2020 Board minutes in the June Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/june-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

July

C&D Capital Program Update

- Integrated Projects
 - East Side Access
 - LIRR Expansion
 - Second Avenue Subway

September

C&D Capital Program Update

- Stations

Quarterly Traffic Light Reports

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

May

C&D Capital Program Update

June

Update on OMNY Program

Update on Minority, Women and Disadvantaged Business Participation

Quarterly Traffic Light Reports

Metropolitan Transportation Authority Department of Diversity and Civil Rights

M/WBE, DBE, and SDVOB Participation on
Capital Projects

June 2020



MWDBE and SDVOB Participation on MTA Capital Projects with Goals*

■ Federal Participation Goal: 18%

(First half of the Federal Fiscal Year 2020 (October 2019 to March 2020))

- Total Awards: \$190M
- Total DBE Awards: \$31M (16%)
- Total Payments: \$428M
- Total DBE Payments: \$93M (22%)

■ New York State MBE Participation Goal: 15%

(NYS Fiscal Year 2019-2020 (April 2019 to March 2020))

- Total Awards: \$1.2B
- Total MBE Awards: \$200M (16%)
- Total Payments: \$1.5B
- Total MBE Payments: \$179M (12%)

■ New York State WBE Participation Goal: 15%

(NYS Fiscal Year 2019-2020 (April 2019 to March 2020))

- Total Awards: \$1.2B
- Total WBE Awards: \$163M (13%)
- Total Payments: \$1.5B
- Total WBE Payments: \$163M (11%)

■ Service Disabled Veteran-Owned Business Participation Goal: 6%

(NYS Fiscal Year 2019-2020 (April 2019 to March 2020))

- Total Awards: \$465M
- Total SDVOB Awards \$17M (4%)
- Total Payments: \$717M
- Total SDVOB Payments: \$2M (.29%)

*Report is based on original contract amount provided by MTA Agencies for third-party design and construction contracts (excluding rolling stock and signals).



OMNY MTA's New Fare Payment System

June 2020 Update Capital Program Oversight Committee Briefing

Alan F. Putre
OMNY / MTA Fare Payment Programs, Executive Director
NYCT Vice President & Chief Revenue Officer



OMNY Presentation June ©2020 Metropolitan Transportation Authority



OMNY System Timeline – Phased Approach

Customers begin using contactless open payment media

Contactless open payment available on all buses and subways

Linked products and self-service via web/mobile app introduced; then out-of system service introduced

Complete retirement of MetroCard & current LIRR/MNR revenue systems

1 - Staged Initial Deployment

Initial launch at select subway stations/buses

Start acceptance of contactless open payments & new self-service options

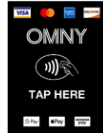
18 months from NTP



May 2019 - **COMPLETED**

2 - Complete Contactless Open Payments Roll Out

Complete roll out of contactless open payments on Subway/Bus



37 months from NTP

Dec 2020

3 - Expanded Payment Options Available

Introduce Commuter Rail mobile ticketing and regional transit contactless card technology

Roll out new Retail Network

39 months from NTP



Feb 2021

4 - In-System Sales

Deploy new vending machines across NYCT, MNR and LIRR

52 months from NTP



Mar 2022

5 - Project Complete

Removal of legacy sales equipment

69 months from NTP

Jul 2023

MetroCard is available until 2023

OMNY will also introduce All Door Boarding, as well as integrate in Paratransit and non-MTA MetroCard affiliate agencies.



Program Status – Schedule Impact of COVID-19

3/21: OMNY Stop Work Order in effect for field work

- Physical build out was halted
- Software testing was halted
- S/W development continued, hampered by testing halt

5/3: Stop Work Order lifted; Restarted field work

- New safety protocols incorporated
- Subcontractors had reduced number of crews and crew size
- Rollout completion schedule shifted right 43 days+
- Greatest impact on bus rollout, software testing and in-person inspections



Program Status – Schedule Mitigation for COVID-19

Got the Rollout back on the express track

- Mitigate cost effectively while maintaining safe work protocols
- Safely increase daily productivity using more crews
- Added in additional 5300 rear door reader installations
- Obtained support services for accelerated schedule

Will restart software testing mid-July

Configurable Vending Machines (CVMs)

- In-person inspection not possible at this time
- Utilizing virtual design review and 3D Modeling tools



Program Status – Budget

Current Budget	\$677M
Expended	\$207M
% Complete	31% of current budget
Estimate At Completion	\$677M*

*This EAC amount accounts for Options in the NFPS Contract.

Program Status – One Year Anniversary May 31st

**Over
13 million**

Taps to date

- Acceptance of cards issued in 134 countries outside US out of a possible 168
- OMNY usage: drop >90% during NY Pause, mirroring NYCT ridership decrease

1.4 million

Unique payment methods to date

71%

Digital wallet share vs. physical card decreased from initial 80% market share



Program Status – Other

All Door Boarding and Paratransit work orders awarded to Cubic in May

- Install rear door readers on all regular buses

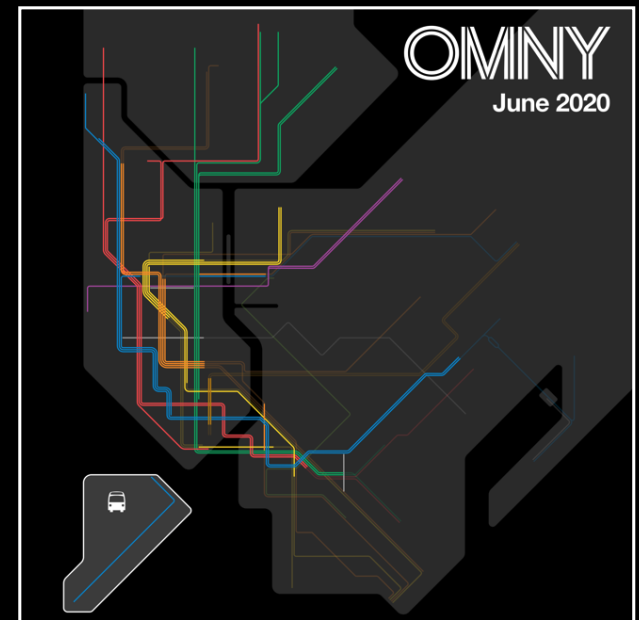
Virtual OMNY Card will not be deployed

- Similar functionality is accessible in commercial digital wallets.

Exploring new customer-facing CVM best practices and technologies:

- Ultraviolet light disinfectant
- Touchless screens
- Virtual Assistant

7



Six-Month Look-Ahead

<p>Physical build out</p>	<p>Additional fare options</p>
<p>Complete Subway LAN infrastructure</p> <p>Complete Subway & bus reader installations</p> <p>Complete Bus reader installations including at all rear doors</p>	<p>Introduce Time Based Linked products</p> <p><i>*Linked Products = time-based pass linked to a bank card, card used as access credential</i></p>
<p>In-service live testing</p>	<p>Development and Design</p>
<p>Conduct SBS/OVD Pilot</p> <p>Test Mobile App w/OMNY Account and trip planning features</p>	<p>Finalize Money Room software design</p> <p>Finalize designs for RR mobile ticketing , Point of Sale devices & vending machines</p>



Risks

Potential for 2nd wave of COVID-19

- Resource availability
- Subcontractors – installation crews
- Internal – inspectors

Continued capital availability to exercise contract options

Anomalies, dependencies, integration

Continually achieve a uniform customer experience



June 2020 CPOC Independent Engineering Consultant Project Review

OMNY



MTA Independent Engineering Consultant

Cost Review

OMNY	Contract \$	Program Budget \$	Agency Estimate at Completion (EAC)	IEC Forecast EAC
At Award (November 2017)	\$554 M	\$645 M	\$645 M	The IEC concurs with the agency's current EAC.
Current Status	\$554 M	\$677 M	\$677 M	

- Capital Plan Amendment includes funds moved to 2020-2024 Capital Plan to better align with expenditures. \$590M is currently available for use by the project.
- All-Door Boarding (ADB) and Paratransit change orders have been awarded. Their costs have been offset by the elimination of the requirement for Wayside Vending Machines.



Schedule Review

- Field progress is at 31% based on invoiced payments, while 43% of the project time has elapsed.
- Phase 2 station activation began in December 2019 following a lessons-learned period that provided time for system stabilization and a design upgrade. The IEC finds that there is no impact to the substantial completion date of July 2023.
- The IEC is concerned that COVID-19 has impacted subway and bus installations and software testing. The IEC believes that mitigation measures by the project team and the contractor would result in a Phase 2 completion in December 2020.
- Delivery of Phase 3 Commuter Railroad ticketing could be impacted:
 - Gap analysis for commuter railroad ticketing requirements has not been finalized.
 - Full implementation of commuter railroad ticketing will take four to six months.



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Risk Review

- Further delay to Phase 2 bus and subway installations as well as software testing due to continued COVID-19 related safety concerns.
 - Risk is being mitigated by concurrently performing remaining installation and testing work at multiple bus depots.
- Extension of Phase 2 bus installation schedule due to ADB change order.
 - Risk is being mitigated by prewiring the rear doors of regular buses for system installation, allowing for faster rear door validator activation.



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Observations

- Although the OMNY mobile app with the initial feature, account management, was not rolled out as originally planned, the IEC concurs with the project strategy to deploy the mobile app in January 2021 with a complete feature set including account management, trip planning, service alerts and sales/payment options thereby providing a complete digital customer experience.
- The IEC recognizes the on-going effort by the project team to define business rules and work with partner agencies for a fully integrated regional fare payment system that supports seamless intermodal travel.



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Recommendations

- Perform an analysis to determine the benefit of having a second source for semiconductors (chips) for MTA issued OMNY smart cards (fare media).
 - The main component of OMNY smart cards is the chip with embedded software from a single manufacturer. Redundant sources for chips would guarantee continuity of supply for OMNY smart cards in the event of a disruption, and it would provide for competitive pricing.
- Finalize design and testing of Transit Transaction Model (e.g. bundles transactions reducing transaction fees, a cost benefit to the MTA) and deploy it as soon as all buses and subway stations are OMNY capable.
 - TTM will provide a newer customer experience than the current retail model; completion of bus and subway installations would provide a good transition point to the TTM model.



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Recommendation Log

OMNY – IEC Recommendations / Observations Log

Recommendation	Agency Response/ Action	Status
<p>Governance agreement should be finalized to formalize the way of working between MTA agencies.</p>	<p>We are currently working through this process with our stakeholders. The stakeholders also are directly involved with the day-to-day design/build process. Therefore the Governance MOU is not a high risk item. We will target September 1 for a final MOU ready for execution by the agencies.</p>	<p>In progress</p>
<p>Dual control and well-established procedures must be followed to minimize human errors while performing critical system operations, such as downloading new software to field equipment or back office.</p>	<p>The PMO has confirmed with the System Integrator (SI) that the IEC recommendation has been met. In addition, the SI has developed controls, and client witness acceptance testing procedures, which verify software version build. Also, there are separate monitoring tools in place to verify that the correct software version build is promoted to the production environment. Software regression checks are performed by the SI once the software is in the production environment, to confirm that the OMNY system is functioning correctly and as intended.</p>	<p>Closed</p>



MTA Independent Engineering Consultant

Recommendation Log

OMNY – IEC Recommendations / Observations Log

Recommendation	Agency Response/ Action	Status
The strategy to fully decommission MetroCard in 2023 must be developed by the MTA, including the approach to timely integration of the MetroCard Affiliate agencies which have chosen to subscribe to OMNY.	A strategy is being developed to ensure the timely decommissioning of the MetroCard system. We have met with all seven of the non-MTA agencies that rely on MetroCard currently to: discuss the MTA goal of decommissioning MetroCard in 2023; explain the integration process; and to start joint planning for their respective integrations.	In progress



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MTA Capital Program Commitments & Completions

through
May 31, 2020

Capital Projects – Major Commitments – May 2020

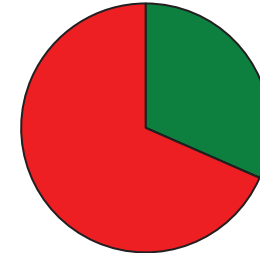
In 2020, agencies have a goal of \$13.5 billion in overall commitments. 49 major commitments are included; 28 for NYCT, ten for LIRR, four for MNR, one for B&T, four for Network Expansion, and two for MTA Bus.

The MTA's Chairman Pat Foye announced at the March 25th Board meeting that capital work commitments will be considered on an exception basis for the following sixty days. That time period has impacted commitments since then.

Through May, agencies have committed \$2.3 billion versus a \$3.7 billion YTD goal. The shortfall is mainly due to slips of thirteen major commitments pursuant to the moratorium on new commitments announced by the MTA Chairman. The thirteen major slips are explained on the following page.

The MTA's ability to meet its overall \$13.5 billion goal is under review.

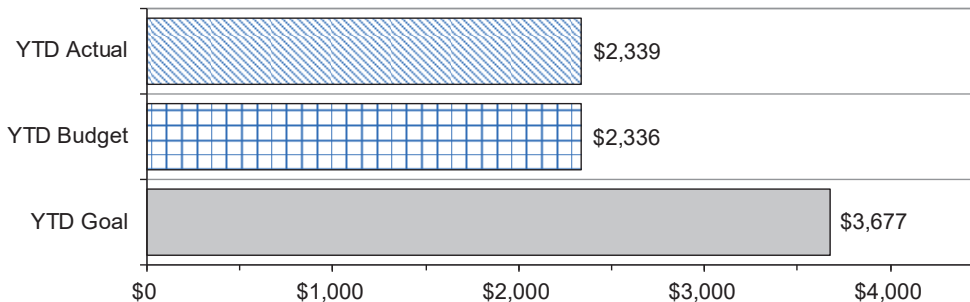
Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
GREEN = Commitments made/forecast w within Goal	6	32%	↑ 1
YELLOW = Commitments delayed beyond Goal (already achieved)	0	-	-
RED = Commitments delayed beyond Goal (not yet achieved)	13	68%	↑ 2
Total	19	100%	↑ 3

Budget Analysis

2020 Annual Goal	\$13,497	(\$ in millions)
2020 Forecast	TBD	of Annual Goal
Forecast Left to commit	81%	(\$9,748)



Year-to-Date Agency Breakdown

2020 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
3	7		+2 RED
Long Island Rail Road			
2	2		+1 GREEN
Metro-North Railroad			
3			
Bridges and Tunnels			
Capital Construction Company			
1			
MTA Bus Company			
1			
MTA Police Department			

Capital Projects – Major Commitments – May 2020 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
13 All-Agency Red Commitments (2 New Items)							
NYCT				LIRR			
Passenger Stations				PSNY			
Replace 11 Hydraulic Elevators / Various	Construction Award	Mar-20	Jul-20	PNSY 33rd St Corridor-Phase 1A	Construction Award	Mar-20	Sep-20
		\$65.9	\$69.6			\$24.0	\$24.0
Award is further delayed to July 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.			
Replace 8 Escalators / Various	Construction Award	Mar-20	Jul-20	PNSY 33rd St Corridor-Phase 1B	Construction Award	Mar-20	Sep-20
		\$62.0	\$57.0			\$44.4	\$44.4
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.				The award is delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.			
Replace 12 Escalators (New Item)	Construction Award	May-20	Oct-20	MNR			
		\$111.9	\$111.8	Track and Structures			
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.				Harlem River Lift Bridge SuperStructure/Pier Repair	Construction Award	Mar-20	Jun-20
						\$15.0	\$15.0
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.				The award is delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.			
ADA and Station Improvements: Westchester Square / PEL (New Item)	Construction Award	May-20	Jul-20	Harlem River Fender	Construction Award	Mar-20	Jun-20
		\$90.0	\$94.5			\$6.0	\$6.0
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.				The award is delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.			
Rolling Stock				Stations			
Purchase 84 Hybrid- Electric & 139 Standard Buses (New Flyer)	Construction Award	Mar-20	Jun-20	Harlem Line Station Improvements	Construction Award	Apr-20	Jun-20
		\$161.8	\$170.0			\$16.3	\$16.3
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.				Project award is delayed due to temporary and permanent easement issues as well as the overall amount of technical RFIs.			
Purchase 25 Hybrid Locomotives	Construction Award	Apr-20	Jul-20	MTA Bus			
		\$225.3	\$202.9	Bus Company Projects			
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.				Depot Rehab - College Point	Construction Award	Mar-20	Jun-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. Cost decrease reflects latest estimates.				The award is delayed due to the financial impact on the MTA as a result of the COVID-19 pandemic.			
Line Structures							
Eastern Parkway (Line Structures)	Construction Award	Apr-20	Jul-20				
		\$135.6	\$96.9				
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. Completion date is expected to be advanced as part of the MTA's acceleration program.							

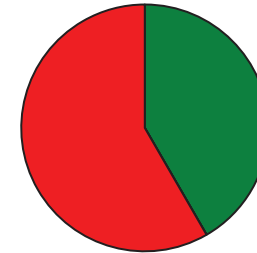
Capital Projects – Major Completions – May 2020

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 May, agencies have completed \$747 million versus a \$1 billion YTD goal. The shortfall is primarily due to slips of seven major completions explained on the following page.

Although the pace of work slowed for some projects already under construction, the MTA still anticipates meeting its overall completions goal in 2020.

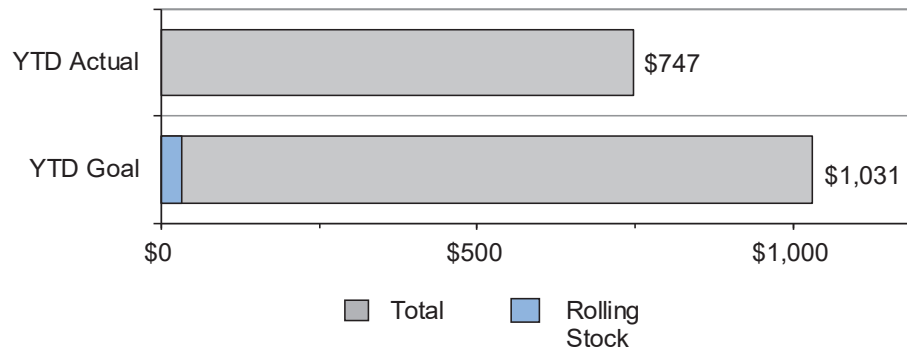
Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
GREEN = Completions made/forecast within Goal	5	42%	-
YELLOW = Completions delayed beyond Goal (already achieved)	0	-	-
RED = Completions delayed beyond Goal (not yet achieved)	7	58%	↑ 4
	12	100%	↑ 4

Budget Analysis

2020 Annual Goal	\$5,390	(\$ in millions)
2020 Forecast	102%	of Annual Goal
Forecast left to complete	86%	(\$4,761)



Year-to-Date Agency Breakdown

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

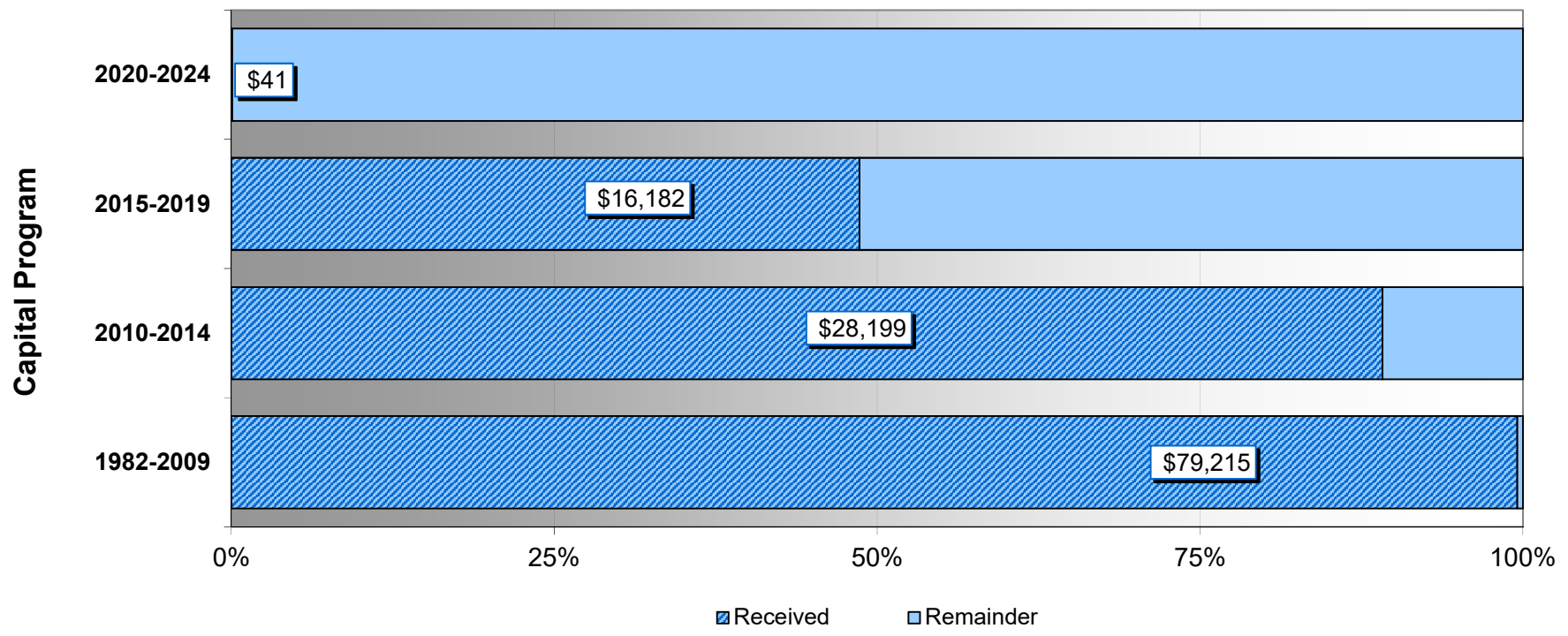
Capital Projects – Major Completions – May 2020 – Schedule Variances

Project	Completion	Goal	Forecast
7 All-Agency Red Completions (4 New Items)			
NYCT			
Buses			
Purchase 15 Articulated Electric Buses and Depot Chargers		Mar-20	Jun-20
		\$32.9	\$32.9
Due to the COVID-19 pandemic and the related reduced workforce at New Flyer Industries, the delivery of the remaining buses has been extended to the end 2nd Qtr. 2020.			
Hurricane Sandy			
Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative)		Apr-20	Jul-20
		\$56.2	\$56.2
Project completion delayed due to material delivery delays as a result of the COVID-19 pandemic.			
Sandy Mitigation: 14 Fan Plants, LT - 4 Locations (New Item)		May-20	Jul-20
		\$34.1	\$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: 86 Street / 4th Avenue (New Item)		May-20	Jul-20
		\$33.1	\$33.1
Project completion delayed due to the COVID-19 pandemic.			

Project	Completion	Goal	Forecast
LIRR			
Track			
Massapequa Pocket Track		Feb-20	Dec-20
		\$19.6	\$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 (New Item)		May-20	Dec-20
		\$300.8	\$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 (New Item)		May-20	Sep-20
		\$89.8	\$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.			

Status of MTA Capital Program Funding

Capital Funding (May 2020)
\$ in millions



Capital Funding Detail (May 31, 2020)

\$ in millions

	Funding Plan		Receipts		Remainder	%
	Current	Through April	This month	Received to date		
1982-1991 Program	15,391	15,391	-	15,391	0	0%
1992-1999 Program	18,095	18,096	-	18,096	(1)	0%
2000-2004 Program	21,668	21,667	-	21,667	1	0%
2005-2009 Program	24,409	24,060	1	24,061	347	1%

	Funding Plan		Receipts		Remainder	%
	Current	Through April	This month	Received to date		
2010-2014 Program						
Federal Formula, Flexible, Misc	\$5,853	\$5,839	\$ -	\$5,839	\$14	0%
Federal High Speed Rail	295	295	-	295	-	0%
Federal New Start	1,257	1,257	-	1,257	-	0%
Federal Security	189	101	-	101	88	46%
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	11,483	10,031	-	10,031	1,452	13%
Other (Including Operating to Capital)	1,519	1,268	-	1,268	251	17%
B&T Bonds & Cash	2,026	1,986	34	2,019	6	0%
Hurricane Sandy Recovery						
Insurance Proceeds/Federal Reimbursement	6,329	5,613	-	5,613	716	11%
PAYGO	81	81	-	81	-	0%
Sandy Recovery MTA Bonds	758	182	-	182	576	76%
Sandy Recovery B&T Bonds	229	18	5	23	206	90%
Total	31,639	28,160	39	28,199	3,440	11%

	Funding Plan		Receipts		Remainder	%
	Current	Through April	This month	Received to date		
2015-2019 Program						
Federal Formula, Flexible, Misc	\$6,704	\$4,456	\$ -	\$4,456	\$2,249	34%
Federal Core Capacity	100	-	-	-	100	100%
Federal New Start	500	-	-	-	500	100%
Federal Security	3	3	-	3	-	0%
State Assistance	8,640	1,055	-	1,055	7,586	88%
City Capital Funds	2,667	790	-	790	1,877	70%
MTA Bonds*	7,968	6,708	-	6,708	1,260	16%
Asset Sales/Leases**	1,017	306	-	306	711	70%
Pay-as-you-go (PAYGO)	2,156	1,572	-	1,572	584	27%
Other	592	36	-	36	556	94%
B&T Bonds & PAYGO/Asset Sale	2,925	898	359	1,257	1,668	57%
Total	33,273	15,823	359	16,182	17,091	51%

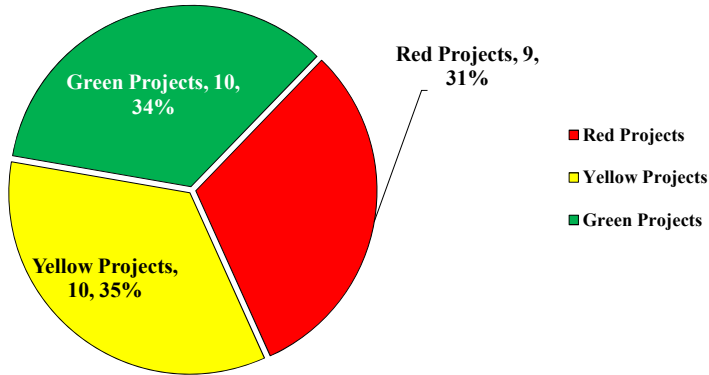
	Funding Plan		Receipts		Remainder	%
	Current	Through April	This month	Received to date		
2020-2024 Program						
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -	\$15,000	100%
Capital from New Revenue Sources	10,000	-	-	-	10,000	100%
MTA Bonds and PAYGO	9,792	-	-	-	9,792	100%
Federal 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	40	1	41	54,758	100%



1st Quarter 2020 Traffic Light Report on MTA Core Capital Program Projects

A total of 236 Projects were Reviewed for the 1st Quarter 2020

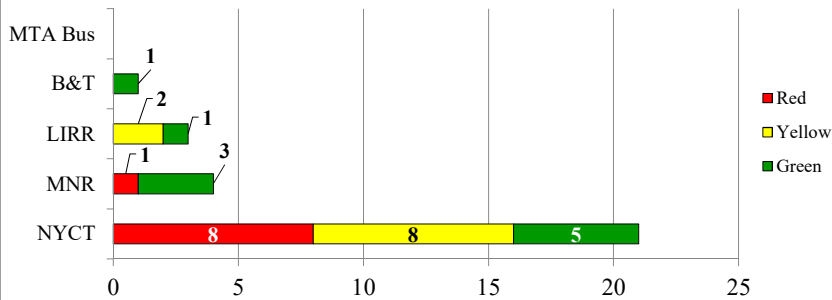
29 Projects in Design



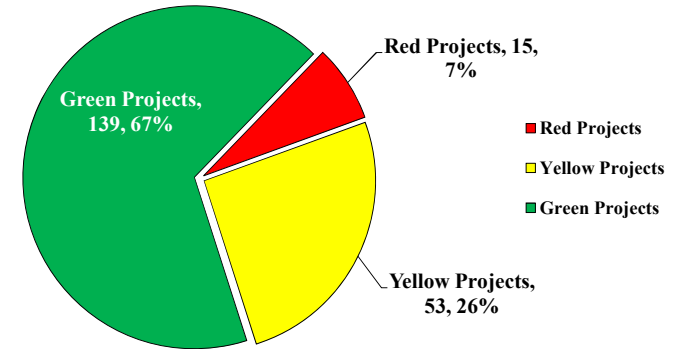
Projects in Design: 29 projects were reviewed in the design phase with 10 (34%) projects designated green, 10 (35%) yellow, and 9 (31%) red. This is an equal amount of red projects to the 4th quarter 2019. Of the 9 red projects, 4 were red for a schedule variance and 5 were due to a cost variance. The schedule variances were due in part to coordination with other railroads, repackaging of projects into Design-Build bundles, and delays in necessary surveys.

Last Quarter: 42 projects were reviewed in the design phase with 17 (41%) projects designated green, 16 (38%) yellow, and 9 (21%) red.

29 Projects in Design



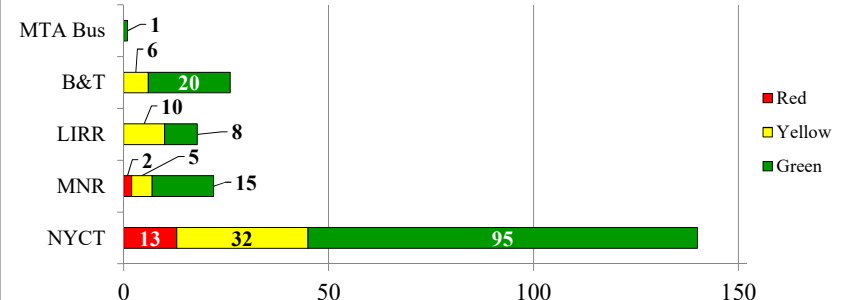
207 Projects in Construction



Projects in Construction: 207 projects were reviewed in the construction phase with 138 (67%) designated green, 53 (26%) yellow and 15 (7%) red. This is a decrease of 18 red projects since the 4th quarter 2019. Of the 15 red projects, 9 (60%) were red for a schedule variance, 4 for a contingency variance, 2 for a cost variance, and 1 for both contingency and schedule variances. For the 9 projects designated red for schedule, the variances ranged from 3 to 12 months. The schedule variances were due in part to subcontractor delays, lack of General Orders, change of scope requiring extensive redesign, reprioritization of in-house workforces, and unforeseen site conditions requiring attention.

Last Quarter: 232 projects were reviewed in the construction phase with 154 (66%) designated green, 45 (20%) yellow and 33 (14%) red.

207 Projects in Construction



Terms and Definitions

1st 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: 29

- 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: 207

- 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

**1st 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											
NYCT - ADA Accessibility Program - Projects in Construction											
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	Construction	\$35,857,557	54	.00	■	1.00	■	0	■	Y
T7041301	ADA: Bedford Av CNR	Construction	\$74,823,712	67	.15	▲	1.00	■	0	■	G
T7041302	ADA: Astoria Blvd AST	Construction	\$43,215,140	77	.01	▼	1.00	■	0	■	G
T7041303	ADA: Bedford Pk Blvd BXC	Construction	\$37,119,638	81	.11	▼	1.00	■	0	■	G
T7041304	ADA: 86 St 4AV	Construction	\$36,055,077	77	.64	■	1.00	■	0	■	Y
T7041305	ADA: Gun Hill Road DYR	Construction	\$60,707,871	63	-.01	■	1.00	■	0	■	G
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Construction	\$42,298,636	50	1.17	▼	1.00	■	0	■	Y
T7041308	ADA: Chambers St NAS	Construction	\$47,265,141	63	.47	■	1.00	■	0	■	G
T7041309	ADA: Greenpoint Av XTN	Construction	\$41,227,711	76	.11	▲	1.00	■	0	■	G
T7041310	ADA: 59 St 4AV	Construction	\$58,733,105	54	1.36	▲	1.00	■	0	■	R
T7041311	ADA: Rockaway Parkway CNR	Construction	\$12,787,053	70	.00	■	1.00	■	0	■	G
T7041312	ADA: 1 Av CNR	Construction	\$33,969,390	91	-4.17	▲	.99	▲	0	■	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	\$53,614,810	54	9.43	▲	1.00	■	0	■	R
T7041331	ADA: Livonia Ave CNR	Construction	\$88,188,603	0	.00	■	1.00	▼	0	■	G
T7041332	ADA: 170 Street JER	Construction	\$61,857,156	0	.00	■	1.00	■	0	■	G
All Other NYCT Projects											
T5041419	Intermodal Rockaway Pkwy CNR	Construction	\$11,491,690	59	.00	■	1.00	■	0	■	G
T6040401	MetroCard-Electronic Components Replacement	Construction	\$16,340,035	87	.00	■	1.00	■	6	▲	R
T60412C2	Components: Aqueduct-North Conduit Av RKY	Construction	\$7,234,765	0	.00	■	1.00	■	0	■	G
T60412F2	Components: Ventilators Rehab. 8 Locs Ph 7	Construction	\$9,175,000	98	.00	■	1.00	■	2	▲	Y
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	.00	■	1.00	■	0	■	Y
T6100454	207th St. OH Shop: Boiler Upgrades & Site Remed	Construction	\$10,477,924	62	-.20	▲	.96	■	0	■	G
T6130202	Purchase 65 Flatcars	Construction	\$47,597,644	35	.00	■	1.04	■	0	■	G
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	\$22,268,148	85	.00	■	.99	■	0	■	Y

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1st Quarter 2020 Traffic Light Report
Projects in Design and Construction

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T6160611	Replace Fire Alarm Systems at 13 Locations	Construction	\$27,577,750	11	.00	▬	1.00	▬	0	▬	Y
T6160717	Livingston Plaza Repairs	Construction	\$51,620,490	51	-5.03	▼	1.00	▬	0	▬	Y
T7030215	AVLM for Paratransit Vehicles	Construction	\$26,938,276	26	.00	▬	1.00	▬	0	▬	Y
T7040402	AFC Low Turnstile Procurement	Construction	\$12,740,000	100	.00	▬	1.09	▬	0	▬	Y
T7040702	Replace 12 Traction Elevators BW7	Construction	\$99,064,454	40	1.68	▲	1.00	▬	0	▬	R
T7040704	Replace 6 Traction Elevators 8AV	Construction	\$46,049,777	36	.40	▲	1.00	▼	0	▬	G
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	Construction	\$13,621,109	1	.00	▬	.99	▬	0	▬	G
T7040706	Replace 2 Escalators: Grand Central-42 St LEX	Construction	\$31,260,323	48	1.78	▲	1.04	▬	0	▬	R
T7040710	Escalator Relocation: Jay St-MetroTech FUL	Construction	\$21,724,370	30	.00	▬	1.00	▬	0	▬	G
T7040711	Replace 2 Hydraulic Elevators: Franklin Av FRK	Construction	\$13,980,451	5	.00	▬	1.00	▬	0	▬	G
T7040712	Replace 3 Escalators: Main St FLS	Construction	\$27,462,289	5	.00	▬	1.00	▬	0	▬	G
T7040714	Replace 1 Hydraulic Elevator: Grand Central FLS	Construction	\$19,427,512	29	.83	▲	1.73	▼	0	▬	G
T7041202	Renewal: 138 St-Grand Concourse JER	Construction	\$25,606,623	20	.00	▬	1.00	▬	0	▬	G
T7041204	Renewal: Astoria Blvd AST	Construction	\$56,652,817	77	.28	▲	1.00	▬	0	▬	G
T7041236	Platform Components: Longwood Ave PEL	Construction	\$10,329,087	45	.00	▬	1.00	▬	0	▬	G
T7041237	Platform Components: 2 Locs LNX	Construction	\$7,941,325	44	.27	▲	1.04	▬	0	▬	G
T7041251	Platform Components: 5 Locs CNR	Construction	\$19,460,670	96	.30	▼	.80	▲	0	▬	G
T7041252	Platform Components: 3 Locs EPK, CLK	Construction	\$15,436,947	100	.26	▼	1.00	▬	-1	▼	G
T7041345	Station Enhancements: Canarsie Line	Construction	\$10,756,622	0	.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	47	.00	▬	.98	▬	0	▬	G
T7041411	New Street Stairs: 2 Locs CNR	Construction	\$6,973,332	91	.84	▼	.92	▬	0	▬	G
T7041416	Circulation Improvements: Union Square CNR	Construction	\$18,035,047	76	1.15	▼	1.02	▬	0	▬	Y
T7050216	2019 Track Force Account	Construction	\$35,000,000	25	.00	▬	1.00	▬	0	▬	G
T7050240	2016 Mainline Track Repl: Canarsie Tube	Construction	\$64,210,907	65	.00	▬	1.00	▬	0	▬	G

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**1st 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											
T7050259	2017 Mainline Track Repl: Jerome	Construction	\$21,564,201	100	.00	■	.94	▼	1	▲	Y
T7050260	2017 Mainline Track Repl: Lexington	Construction	\$9,247,501	98	.00	■	1.04	■	0	■	Y
T7050266	2017 Mainline Track Repl: Flushing	Construction	\$41,399,237	99	.00	■	1.07	▲	3	▲	R
T7050269	Continuous Welded Rail (SAP)	Construction	\$53,000,000	100	.00	■	1.00	▼	0	■	G
T7050272	2018 Mainline Track Repl: Jamaica	Construction	\$29,800,164	98	.00	■	1.09	▲	3	▲	R
T7050276	2018 Mainline Track Repl: Eastern Parkway	Construction	\$15,903,807	98	.00	■	1.05	■	3	▲	R
T7050278	2018 Mainline Track Repl: Canarsie	Construction	\$8,868,435	100	.00	■	1.00	■	1	▲	Y
T7050279	2018 Mainline Track Repl: Concourse	Construction	\$12,397,700	98	.00	■	1.09	▲	3	▲	R
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	\$9,656,699	91	.00	■	.81	▼	2	▲	Y
T7050287	2018 Mainline Track Repl: Brighton Line, BMT	Construction	\$18,528,093	97	.00	■	1.75	▲	1	▲	R
T7050290	2019 Mainline Track Repl: Myrtle	Construction	\$6,940,754	82	.00	■	.96	▼	2	▲	Y
T7050293	2019 Mainline Track Repl: Astoria	Construction	\$16,887,635	89	.00	■	.96	■	3	▲	R
T7050320	2016 Mainline Switch Repl: Flushing	Construction	\$7,499,563	95	.00	■	1.00	■	0	■	G
T7050339	2019 Mainline Switch Repl: Bway-7th Ave.	Construction	\$24,306,140	98	.00	■	1.11	■	0	■	Y
T7060503	Replace Supervisory Vent Controls - Var Locs	Construction	\$30,023,735	20	.37	▲	.99	■	0	■	G
T7060506	Rehab Forsyth St Vent Plant	Construction	\$90,374,945	21	.13	▲	.99	■	0	■	G
T7060514	Tunnel Lighting: Roosevelt Av to Elmhurst Av QBL	Construction	\$15,083,640	30	.00	■	1.00	■	0	■	G
T7070303	Struct Rehab: Livonia Yard Overpass & Retain Wall	Construction	\$27,083,332	21	.32	▲	1.00	■	0	■	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	\$16,997,741	84	.00	■	1.00	■	0	■	G
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs	Construction	\$20,665,352	11	.00	■	1.00	■	3	▲	R
T7070313	Overcoat: 72 St - 104 St FLS	Construction	\$60,965,120	78	-2.18	▲	1.00	■	0	■	Y
T7070316	Overcoat: Broadway - End of Line MYR	Construction	\$58,258,534	21	.00	■	.99	■	0	■	G
T7070317	Overcoat: 48 St - 72 St FLS	Construction	\$57,133,383	21	.00	■	1.00	■	0	■	G
T7070344	Repairing 'A' and 'B' Column Base Conditions WPR	Construction	\$17,401,817	18	.00	■	1.00	■	0	■	G
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$133,574,754	38	.08	▲	1.00	■	0	■	G

**1st 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											
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	\$179,509,431	68	.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	71	.00	■	1.00	■	0	■	G
T7080325	Signal Room Fire Suppression, Phase 2	Construction	\$25,609,793	46	.07	■	1.00	■	0	■	G
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$200,040,640	31	.00	■	1.00	■	0	■	G
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$260,856,207	3	.00	■	1.00	■	0	■	G
T7080339	Upgrade/Modernization of Signal Technology (SAP)	Construction	\$75,237,915	100	.02	■	1.05	■	-1	▼	G
T7080345	2019 M/L Switch Repl: 12 Switches Kings Hwy CUL	Construction	\$26,368,385	0	.00	■	1.00	■	0	■	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$30,961,649	65	.27	■	1.00	■	0	■	Y
T7080603	PBX Upgrade	Construction	\$41,507,342	73	.17	■	1.00	■	0	■	Y
T7080604	Fiber Optic Cable Replacement Ph2	Construction	\$28,694,060	55	.00	■	1.00	■	0	■	G
T7080617	LiftNet Transition to Ethernet	Construction	\$15,792,305	66	.00	■	.99	■	0	■	G
T7080646	Antenna Cable: Next Generation Pilot & Testing	Construction	\$10,911,976	64	.00	■	1.00	■	0	■	G
T7080651	Help Point: Upgrades and CAI Removals	Construction	\$20,205,948	5	.00	■	1.00	■	0	■	Y
T7090201	Substation Renewal: Burnside Av BXC	Construction	\$22,857,912	43	-.09	■	1.00	■	0	■	G
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,517,194	30	.03	■	1.01	■	0	■	G
T7090203	Substation Rnwl & New Rectifier: Centrl SS 6AV	Construction	\$43,418,406	4	.00	■	1.00	■	0	■	G
T7090204	Substation Roof & Encl: Wash Heights 8AV [SBDP]	Construction	\$8,498,670	8	.00	■	1.00	■	0	■	G
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	\$19,205,969	63	.00	■	1.00	■	2	▲	Y
T7090206	Replace HT Switchgear - Various Locs	Construction	\$30,430,773	28	.41	▼	1.00	■	0	■	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	\$28,661,710	91	.00	■	.99	■	0	■	G
T7090215	Supplemental Negative Cables QBL	Construction	\$53,023,972	34	.69	▼	1.00	■	0	■	G
T7090218	Install Low-Resistance Contact Rail QBL	Construction	\$48,418,850	85	.09	▲	1.00	■	0	■	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	\$81,637,075	91	.76	▼	.99	■	0	■	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	\$51,540,916	98	.42	▲	1.00	■	0	■	G

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Projects in Design and Construction**

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7090223	New Substation: Harrison PI CNR	Construction	\$58,204,402	0	.00	■	.98	■	0	■	G
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	\$13,400,910	68	.47	■	.99	■	0	■	G
T7090407	Rehab CBH # 5 - 53 St BWY	Construction	\$16,771,998	93	.29	■	1.00	■	0	■	G
T7090414	Repl Control & Bat Cables: Substation CZs	Construction	\$28,783,652	56	.00	■	1.00	■	3	▲	R
T7090415	Reconstruct CBH # 392 Flushing River Bridge FLS	Construction	\$15,137,840	20	.00	■	1.00	■	0	■	G
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL	Construction	\$34,238,409	27	.52	▲	1.01	■	0	■	G
T7100402	207th St Maint & OH Shop Roof & Component Repl	Construction	\$59,961,172	12	1.74	▲	1.00	■	0	■	G
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY	Construction	\$45,506,450	27	.30	▲	1.00	■	0	■	G
T7100405	DCE Shop Components Ph 4: 207 St Admin	Construction	\$24,328,231	20	.17	▼	.99	■	0	■	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	\$16,100,649	87	.98	▼	.99	■	1	▲	Y
T7100409	Heavy Shop Equipment	Construction	\$14,729,150	47	.00	■	1.00	■	0	■	G
T7120301	Artic Modification: ENY Depot	Construction	\$18,152,071	2	.00	■	1.00	■	0	■	G
T7120314	HVAC: Manhattanville Depot	Construction	\$16,521,341	98	.00	■	1.00	■	0	■	G
T7120315	HVAC: Zerega Consolidated Maintenance Facility	Construction	\$8,500,000	60	.00	■	1.00	■	0	■	G
T7120321	Artic Modification Windows/Façade: ENY Depot	Construction	\$17,181,652	1	.00	■	1.00	▼	0	■	G
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	\$22,796,195	60	.03	■	.99	■	0	■	Y
T7130212	Purchase 202 Non-Revenue Vehicles	Construction	\$33,801,358	100	.00	■	1.00	■	-11	▼	G
T7130213	Purchase Various Non-Revenue Vehicles	Construction	\$14,817,662	0	.00	■	1.02	■	0	■	G
T7130216	Purchase 65 Flat Cars	Construction	\$7,477,750	35	.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	\$19,960,202	78	.00	■	1.00	■	0	■	G
T7160704	Emp Fac Component Repairs: 7 Locs / Manhattan	Construction	\$10,139,980	92	.00	■	1.04	■	0	■	Y
T7160714	Livingston Plz Elec, Mechanical, Generator Phase A	Construction	\$33,550,597	85	.06	▼	1.05	■	2	▲	Y
T7160716	RCC and PCC Power Upgrade	Construction	\$59,070,962	76	.33	▼	1.00	■	0	■	Y
T7160733	Emp Fac Component Repairs at Various Stations	Construction	\$17,788,045	26	.00	■	1.18	■	0	■	G

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NYCT - New York City Transit Program											
All Other NYCT Projects											
T7030216	Purchase 45 Standard Electric Buses	Design	\$73,873,840	82	.00	■	1.00	▼	9	▲	Y
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	\$17,185,536	60	.00	■	.70	▲	-8	▼	G
T7041213	Renewal: Woodhaven Blvd JAM	Design	\$29,412,048	40	.00	■	.51	▼	2	▲	Y
T7041214	Renewal: 85 St-Forest Parkway JAM	Design	\$58,633,667	40	.00	■	1.14	▼	2	▲	Y
T7041215	Renewal: 75 St-Elderts Lane JAM	Design	\$56,109,658	40	.00	■	1.14	▼	2	▲	Y
T7041216	Renewal: Cypress Hills JAM	Design	\$59,653,711	40	.00	■	1.14	▼	2	▲	Y
T7041218	Renewal: 61 St-Woodside FLS	Design	\$91,605,574	90	.00	■	1.83	▲	2	▲	R
T7041274	Station Lighting: 8 Locs / Various [SBDP]	Design	\$7,633,787	60	.00	■	.99	■	4	▲	R
T70412L1	Renewal: 14 St BW7	Design	\$48,855,000	20	.00	■	1.00	■	4	▲	R
T70412L2	Platform Components: 14 St 6 AV	Design	\$11,564,000	20	.00	■	1.00	■	4	▲	R
T7041314	ADA: Court Square XTN (Elevator Phase)	Design	\$25,732,754	75	.00	■	.89	▼	2	▲	G
T7041316	ADA: Woodhaven Boulevard JAM	Design	\$96,390,285	40	.00	■	2.48	▲	2	▲	R
T7041317	ADA: Systemwide Study	Design	\$17,598,305	95	.00	■	1.00	■	0	■	G
T7041322	ADA: 95 St 4AV	Design	\$49,293,630	25	.00	■	1.40	▲	2	▲	R
T7041330	ADA: 14th St 6th Av/7th Av Complex DES	Design	\$38,932,098	75	.00	■	3.66	▼	0	■	Y
T7120419	Queens Depot Property & Environmental Prep	Design	\$19,542,069	90	.00	■	1.00	■	0	■	Y
T7130208	Purchase 12 3-Ton Crane Cars	Design	\$33,606,783	90	.00	■	1.17	▲	1	▲	R
T7130211	Purchase Locomotives	Design	\$205,080,447	96	.00	■	.90	▼	1	▲	Y
T7160727	Roof Replacement: Tiffany Central Warehouse	Design	\$18,755,149	95	.00	■	1.10	▲	1	▲	R
T8050205	Mainline Track Replacement 2020 / Queens	Construction	\$7,700,196	0	.00	■	1.00	▲	0	■	G
T8050206	Mainline Track Replacement 2020 / 8th Avenue	Construction	\$20,726,225	0	.00	■	1.00	▲	0	■	G
T8050207	Mainline Track Replacement 2020 / Broadway-7th Ave	Construction	\$35,259,977	0	.00	■	1.00	▲	0	■	G
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	0	.00	■	1.00	▲	0	■	G
T8050209	Mainline Track Replacement 2020 / Lexington	Construction	\$22,018,001	0	.00	■	1.00	▲	0	■	G
T8050210	Mainline Track Replacement 2020 / Brighton	Construction	\$15,212,679	0	.00	■	1.00	▲	0	■	G

**1st 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											
T8050211	Mainline Track Replacement 2020 / Jamaica	Construction	\$28,061,426	0	.00	■	1.00	▲	0	■	G
T8050303	Mainline Track Switches 2020 / Brighton	Construction	\$17,401,523	0	.00	■	1.00	▲	0	■	G
T8050304	Mainline Track Switches 2020 / Sea Beach	Construction	\$8,451,555	0	.00	■	1.00	▲	0	■	G
T8041213	Platform & Stair Components: Various FLS	Design	\$41,308,860	0	.00	■	2.77	▲	0	■	G
T80413DD	ADA Design	Design	\$12,045,933	0	.00	■	1.09	▲	0	■	G
S7070102	SIR Station Component Program	Construction	\$18,774,621	5	.00	■	1.01	■	2	▲	G
S7070103	SIR Mainline Track Replacement	Construction	\$48,852,964	37	.22	▲	.99	■	0	■	G
S7070105	New Power Substation: Tottenville	Construction	\$27,353,205	96	.38	■	.99	■	0	■	Y
S7070106	New Power Substation: New Dorp	Construction	\$23,993,252	76	.50	▲	1.00	■	0	■	Y
S7070107	New Power Substation: Clifton	Construction	\$31,041,073	76	.01	■	1.00	■	0	■	Y
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,141,188	45	.70	■	1.00	■	0	■	Y
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	\$17,706,979	37	.00	■	1.01	■	0	■	G
LIRR - Long Island Rail Road Program											
L50304TQ	MLC-Hicksville North Siding	Construction	\$44,186,928	56	.00	■	1.00	■	0	■	Y
L60701AR	Replacement of Richmond Hill Substation	Construction	\$16,867,791	12	2.79	■	1.01	■	0	■	Y
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	\$11,724,613	95	.18	▼	1.01	■	0	■	Y
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	\$29,700,890	90	.95	▼	1.05	▲	0	■	Y
L70204VV	Lynbrook Station Improvements [SBDP]	Construction	\$8,200,000	47	.04	▼	.89	■	0	■	G
L70206VN	PSNY-33rd Corridor (Ph1A Constr. & Shared Support)	Construction	\$185,369,570	53	.00	■	1.09	▲	0	■	G
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	\$12,441,500	60	.92	▼	1.00	■	0	■	Y
L70206VS	MOYNIHAN TRAIN HALL	Construction	\$117,859,974	58	.00	■	1.02	■	0	■	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	\$9,997,465	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	▼	0	■	Y
L70501SD	Fiber Optic Network	Construction	\$34,460,000	65	.00	■	1.00	■	0	■	Y

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LIRR - Long Island Rail Road Program											
L70502LJ	Signal Normal Replacement Program	Construction	\$30,000,000	72	.00	■	1.00	■	0	■	G
L70502LN	Babylon to Patchogue	Construction	\$46,495,658	9	.00	■	1.01	■	0	■	Y
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	\$101,965,000	70	.56	■	.99	■	0	■	G
L70701XA	Substation Replacement Package 1	Construction	\$22,894,523	67	.00	■	1.00	■	0	■	Y
L70701XB	Substation Components	Construction	\$24,306,295	12	2.14	▼	.66	■	0	■	G
L70701XF	3rd Rail -Composite Rail	Construction	\$11,760,906	83	.00	■	1.01	■	0	■	Y
L70204UO	East Yaphank Station	Design	\$20,000,000	30	.00	■	1.00	■	0	■	Y
L70206VQ	PENN STATION CUSTOMER FACILITIES	Design	\$18,172,939	20	1.54	■	1.00	■	0	■	Y
L70502LH	Babylon Interlocking Renewal	Design	\$32,640,000	60	.00	■	1.00	■	0	■	G
MNR - Metro-North Railroad Program											
M6020208	Customer Communication / Connectivity Improvements	Construction	\$16,865,352	92	.00	■	1.00	■	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	■	5	▲	R
M6050103	Harlem & Hudson Lines Power Improvements	Construction	\$44,799,832	80	4.52	▲	1.05	■	0	■	Y
M7020107	GCT PA Head End and VIS Systems	Construction	\$57,843,663	86	.50	■	.97	■	0	■	G
M7020207	Customer Communication-Stations	Construction	\$76,704,499	56	.59	▼	.94	■	0	■	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	\$11,364,721	75	.00	■	.88	■	0	■	G
M7020211	Customer Communication-Systems	Construction	\$12,160,364	70	.00	■	.91	■	0	■	G
M7020213	Enhanced Station Initiative	Construction	\$116,413,781	75	1.36	▼	.94	■	0	■	Y
M7030104	Turnouts - Mainline/High Speed	Construction	\$47,089,483	78	.00	■	1.05	▲	0	■	G
M7030109	Purchase MoW Equipment	Construction	\$18,908,633	38	.00	■	.99	■	0	■	G
M7030112	2019 Cyclical Track Program	Construction	\$26,705,201	49	.00	■	1.00	■	0	■	G
M7030201	Overhead Bridge Program - E of H	Construction	\$65,584,555	42	.07	▼	.99	■	0	■	G
M7030203	Undergrade Bridge Rehabilitation	Construction	\$81,147,923	14	2.87	▲	.98	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$86,522,406	22	1.89	▲	.85	▼	0	■	Y
M7040111	West of Hudson Signal Improvements	Construction	\$21,079,000	26	.00	■	1.00	■	2	▲	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Program											
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	\$41,249,375	80	1.41	▼	.78	▼	12	▲	R
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	\$21,423,134	27	.00	■	.86	■	0	■	G
M7050113	H&H Power (86th St / 110th St)	Construction	\$11,844,566	80	3.45	▲	1.04	▲	0	■	Y
M7080113	Customer Communication-CM	Construction	\$17,571,612	75	7.60	▼	1.10	■	0	■	Y
M7020301	Strategic Facilities	Design	\$14,079,997	51	.00	■	.99	■	0	■	G
M7030303	Undergrade Bridge Rehabilitation	Design	\$10,274,310	35	.00	■	.85	▲	0	■	G
M7060103	Brewster YD Improvements - Design	Design	\$7,499,998	8	-0.00	■	1.00	■	0	■	G
M7060104	West of Hudson Capacity Improvements	Design	\$23,923,591	13	.00	■	.98	■	10	▲	R
B&T - Bridges and Tunnels Program											
D701BW07	Fender Protection around Tower Piers (Const)	Construction	\$20,194,306	19	.00	■	.95	▼	0	■	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	\$31,931,225	56	.00	■	.90	▲	0	■	G
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	Construction	\$63,108,371	12	.00	■	.95	■	0	■	G
D701HH07	Structural Rehabilitation	Construction	\$38,184,718	5	.00	■	.92	■	-9	▼	G
D701HH89	Skewback Retrofit	Construction	\$98,181,896	78	1.06	▼	.97	■	0	■	Y
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Construction	\$53,072,173	12	.00	■	.93	■	0	■	G
D701RK20	Cable Inspection and Rehabilitation	Construction	\$12,486,641	9	.00	■	.96	■	0	■	G
D701RK70	Miscellaneous Structural Rehabilitation	Construction	\$32,519,644	3	.00	■	.92	■	0	■	G
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	\$211,301,685	6	28.55	▲	.94	■	0	■	G
D701VN10	Anchorage & Piers Rehabilitation and Sealing	Construction	\$46,620,515	29	.00	■	.95	■	0	■	G
D701VN32	Steel Repair & Concrete Rehabilitation	Construction	\$32,659,403	11	.00	■	.96	▲	0	■	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	\$18,659,786	99	.00	■	.78	▼	-1	▼	G
D701VN89	Tower Pier Rehab/Construct Mooring Platform	Construction	\$35,812,075	65	-2.23	▲	.94	■	0	■	G
D702RK23	Construction of New Harlem River Drive Ramp	Construction	\$102,081,046	35	.00	■	.96	■	0	■	G
D702VN11	Brooklyn Approach Reconstruction	Construction	\$27,218,578	9	.00	■	.93	■	0	■	G

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Projects in Design and Construction**

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Program											
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Construction	\$206,932,870	5	.00	■	.93	■	0	■	G
D703BW63	Open Road Tolling Initiative at BWB	Construction	\$47,529,091	81	.94	▼	.99	■	0	■	Y
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	\$94,904,149	69	1.39	▼	.96	■	0	■	Y
D703TN63	Open Road Tolling Initiative at TNB	Construction	\$53,540,812	68	.98	▼	.99	■	0	■	Y
D704HC07	Rehabilitation of HCT Ventilation Systems	Construction	\$76,728,503	22	.00	■	.87	▼	0	■	G
D704HC30	Installation of Smoke Detection/Alarm Systems	Construction	\$11,151,229	32	.00	■	.95	■	0	■	G
D704HH13	Replacement of Facility Lighting System	Construction	\$13,906,338	90	.79	▼	.98	■	0	■	Y
D704QM81	Rehab of Tunnel Controls & Communication Systems	Construction	\$37,627,985	41	.00	■	.96	■	0	■	G
D704QM91	Installation of Smoke Detection/Alarm Systems	Construction	\$12,204,458	60	.00	■	.96	■	0	■	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	\$22,537,776	89	1.33	▼	.99	■	0	■	Y
D707VN49	Paint Suspended Span Upper & Lower Level Steel	Construction	\$69,034,123	9	.00	■	.95	■	0	■	G
D807RKPT	RK Facility-Wide Painting Program	Design	\$79,125,000	50	.00	■	1.00	▲	0	■	G
MTA Bus Program											
U6030232	HVAC Upgrade at College Point Bus Depot	Construction	\$9,521,950	0	.00	■	1.00	■	2	▲	G

Summary of Core Traffic Light Report Design Exceptions (First Quarter 2020 - As of March 31, 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							
T7041218	Renewal: 61st St- Woodside Station - Flushing Line	Cost	\$91.6M	Apr 2020	In the First Quarter 2020, the Current Budget of \$50 M increased to an EAC of \$91.6M due to a detailed field survey and finalization of scope based on a current structural assessment. Replacement in lieu of earlier anticipated repairs has to be performed, driving the cost up. The entire platform slab replacement is included in the scope, resulting in the ancillary discipline cost to be included in the latest estimate.	This project is bundled together with the Flushing Line contract bundle BL01-2521. The overall contract cost and scope of work are being revisited for reduction. A survey to identify and address only critical repairs is currently in progress. Exploratory probes and destructive testing are being performed to validate design assumptions. Upon completion, Step 2 authorizations to advertise (ATAs) will be submitted with a budget modification.	The overall Contractor/Consultant performance rating for the current All-Agency Contractor Evaluation (ACE) Report for this project is consistent with the IEC's observation of project performance, during this reporting period.
T7041274	Station Lighting: 8 Locations / Various [SBDP]	Schedule	\$7.6M	June 2020	In the First Quarter 2020, the forecasted design completion date slipped four months, from February 2020 to June 2020, due to the scope of the project being re-written. As a result of the blackout in mid- 2019, several of the originally identified stations, were impacted and consequently received minor upgrades to improve the dependability of those systems. It was these upgrades as well as an updated revisit of these stations which necessitated a refining of the scope.	Scope refinement is complete and under final review; design completion is anticipated June 2020.	An Agency ACE evaluation is not required for this project.
T70412L1	Renewal: 14th St - Broadway / 7th Ave	Schedule	\$48.9 M	June 2020	In the First Quarter 2020, the forecasted design completion slipped four months, from February 2020 to June 2020 due to the decision to bundle the project with the 14th Street Station Complex Bundle (A-37129 / BL01-2539).	Subsequent to this reporting period the forecast Design Build Award date slipped 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.
T70412L2	Platform Components: 14th St / 6th Avenue	Schedule	\$11.6 M	Jun 2020	In the First Quarter 2020, the forecasted design completion slipped four months, from February 2020 to June 2020 due to the decision to bundle the project with the 14th Street Station Complex Bundle (A-37129 / BL01-2539).	Subsequent to this reporting period the forecast Design Build Award date slipped 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.
T7041316	ADA: Woodhaven Blvd - Jamaica Line	Cost	\$96.4M	May 2020	In the First Quarter 2020, the current budget of \$38.8M increased to an EAC of \$96.4M due to a detailed field survey and finalization of scope based on the sub-surface and above ground conditions. It was discovered that there is utility interference in the vicinity of the new column and foundation space. Additionally, vertical clearance requirements, based on NYC DOT (Department of Transportation) input, requires creating an additional ramp and space within the proposed extension for the elevator machine room (EMR) access. All of this has added to the scope to work and project cost.	This project is bundled together with Station Renewal and ADA work at Court Square Station on the Crosstown Line. The bundle (BL01-1905) overall cost and scope of work are being reviewed for further reduction. Upon design completion, Authorizations to Advertise (ATAs) will be submitted with a budget modification.	The overall Contractor/Consultant performance rating for the current All-Agency Contractor Evaluation (ACE) Report for this project is consistent with the IEC's observation of project performance, during this reporting period.

Summary of Core Traffic Light Report Design Exceptions (First Quarter 2020 - As of March 31, 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							
T7041322	ADA: 95th Street / 4th Avenue	Cost	\$49.3M	Sept 2020	In the First Quarter 2020, the Current Budget of \$16.9M increased to an EAC of \$18.8M due to a revised estimate on the existing scope of work which includes two new elevators, elevator machine rooms (EMRs), bathrooms, ejector rooms and associated communication and electrical upgrades.	The step 1 Authorization to Advertise (ATA) has been submitted and a budget modification staff summary will be processed at the time of award, if necessary.	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.
T7130208	Purchase Twelve 3-Ton Crane Cars	Cost	\$33.6M	June 2020	In the First Quarter 2020, the Current Budget of \$28.5 M increased to an EAC of \$33.6 M due to NYCT pursuing a diesel-battery hybrid crane car option as opposed to a conventional diesel option.	The contract has been approved by the MTA board, and the contractor has been notified to secure all necessary insurance and bonding in accordance with the terms and conditions of the contract. Notice of Contract Award to follow.	An Agency ACE evaluation is not required for this project
T7160727	Roof Replacement: Tiffany Central Warehouse	Cost	\$18.8M	June 2020	In the First Quarter 2020, the Current Budget of \$35.0M increased to an EAC of \$49.3M. This project was recently bundled with multiple projects at the Tiffany Central Warehouse as a Design Build contract Bundle BL01-2294. The bundling resulted in a revised engineer's estimate that is reflected in the bundle's request for proposals (RFP).	The budget will be adjusted at award from the authority-wide contingency, if it's required.	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							
M7060104	West of Hudson - Yard and Capacity Improvements	Schedule	\$22.9M	Oct 2022	During the First Quarter 2020, the forecast Design Completion date slipped 10 months, from December 2021 to October 2022. The project involves service and capacity improvements to the Port Jervis Line, including new rail sidings and a diesel train yard. To accomplish this, the project requires approval by New Jersey Transit (NJT) and Norfolk Southern Railroad (NS). It will likely require a renegotiation of the MNR/NJT Operating Agreement. Due to the limited resources at NJT and a limited benefit to NJT and NS, this MNR project has been a low priority for their review. Project completion dates have been updated to reflect the dates with the highest confidence at this time.	The project schedule is dependent on two outside entities. MNR is working with both entities to resolve the project issues.	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 March 31, 2020
Project Name: ADA 59th St - 4th Ave	Current Budget: \$58.7M
	Project EAC: \$58.7M
	Substantial Completion Date at Award: Sep 2021
Project No: T7041310	Current Substantial Completion Date: Sep 2021
Project Phase: Construction	Phase Complete: 54%

Project Description

This project will provide accessibility improvements including the installation of 3 ADA elevators at the 59th Street Station, one providing access from the street to the station mezzanine and two from the mezzanine to the station’s island platforms.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the First Quarter 2020, there were \$3.3M in approved Additional Work Orders (AWOs) compared to a \$5.3M contingency budget at 47% third party completion. This was mainly due to structural steel design modifications.

What is Being Done

Contingency: It is anticipated that there are enough contingency funds remaining to support the project to closeout. The project’s needs will be reassessed, in the future and a budget modification will be processed as required.

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 March 31, 2020
Project Name: ADA Phase 2 at 57th St Station - Broadway Line	Current Budget: \$35.8M & \$53.3M
	Project EAC: \$35.8M & \$53.6M
	Substantial Completion Date at Award: Feb 2021
Project No: T6041311 & T7041323	Current Substantial Completion Date: May 2021
Project Phase: Construction	Phase Complete: 55%

Project Description

This project will provide the 57th Street Station with full accessibility by installing one elevator from street level to the station mezzanine and two elevators from the mezzanine to the station platforms. The scope also includes relocation of utilities under 7th Avenue between 56th and 57th Streets, additional platform stairs, communication upgrades and an ADA boarding area.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the First Quarter 2020, approved Additional Work Orders (AWOs) equaled \$1.9M, compared to a \$2.6M contingency budget at 55% completion. Based on field conditions, additional work such as the reallocation of utilities and power cables on the north/south bound platforms, etc. was required and resulted in the issuance of AWOs to the contractor. The cost of these AWOs have been negotiated and resulted in depleting the existing contingency budget of the project.

What is Being Done

Contingency: A budget modification has been prepared and circulated for approval requesting additional contingency funding.

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 March 31, 2020
Project Name: MetroCard Electronic Components Replacement	Current Budget: \$16.3M
	Project EAC: \$16.3M
	Substantial Completion Date at Award: Jun 2016
Project No: T6040401	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 87%

Project Description

This project calls for the normal replacement and modernization of the main electronic boards of the Automated Fare Collection (AFC) system resident in both rail and surface end devices, including the turnstile, booth terminal, MetroCard reader, and the bus integrated farebox units (IFU). This work is being done in coordination with the New Fare Payment System project, One Metro New York (OMNY), to preserve the functionality in the existing Vending Machine equipment as the MTA transitions into OMNY.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped by six months, from March 2020 to September 2020 due to a software defect that was discovered by MTA during field testing of MetroCard Express Machine (MEM) software. The upgraded software supports the introduction of a new PIN Pad that is to replace the existing obsolete PIN Pads in the Vending Machines. The vendor has released a new software addressing the defect to MTA for field testing. Testing is currently on hold due to COVID-19 circumstances.

What is Being Done: Schedule:

Schedule: Since all non-essential field software testing, that is done by in-house forces, is currently on hold due to COVID-19, the Substantial Completion date for this project may slip again. Once software testing restarts, the project team will be able to reassess and determine if a new Substantial Completion date for this project is needed.

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 March 31, 2020
Project Name: Replace 12 Traction Elevators Broadway Line	Current Budget: \$98.9M
	Project EAC: \$99.1M
	Substantial Completion Date at Award: May 2021
Project No: T7040702	Current Substantial Completion Date: May 2022
Project Phase: Construction	Phase Complete: 40%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the First Quarter 2020, there were \$1.9M in approved Additional Work Orders (AWOs) compared to a \$2.9M contingency budget at 39% third party completion. The high contingency burn was due to the following AWOs:

1. AWO #9: Repair of the concrete pad for reserve service at the Electrical Distribution Room (EDR) and removal and repair of unstable concrete at column line B & C at the elevator structural slab (\$0.2M).
2. AWO #12: A permanent solution was undertaken to restore normal service to the Elevator Machine Room (EMR) at the 168th Street station (\$0.9M).
3. AWO #14: Additional tile work at 168th Street Station’s Lower Mezzanine (\$0.2M).
4. AWO #21: At 191st St Station – the replacement of stairway 300’s landing (\$0.3M).
5. AWO #26: Corrugated deck support steel for Stairway 302S and standpipe changes at street level at 168th St. Station (\$0.3M).

What is Being Done:

Contingency: The project budget requirements are being assessed. After completion of a budget analysis, a budget modification staff summary will be submitted as required.

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 March 31, 2020
Project Name: Replace 2 Escalators - Grand Central-42nd St - Lexington Line	Current Budget: \$29.9M
	Project EAC: \$31.3M
	Substantial Completion Date at Award: Feb 2021
Project No: T7040706	Current Substantial Completion Date: Feb 2021
Project Phase: Construction	Phase Complete: 48%

Project Description

This project will replace two escalators at Grand Central Station, which provide access to the Lexington Line and will also repair the two sets of street stairs.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the First Quarter 2020, there were \$2.3M in approved Additional Work Orders (AWOs) compared to a \$2.3M contingency budget at 56% third party completion. This was due mainly to AWO #2, which was issued after a directive to accelerate the baseline schedule of the project and reducing the contract duration to minimize customer impact and inconvenience at a major transfer point of Grand Central station.

What is Being Done

Contingency: A request for additional contingency needs has been approved and is being processed. Subsequent to this report, Substantial Completion has been re-forecasted to September.

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 March 31, 2020
Project Name: 2017 Mainline Track Replacement - Flushing Line	Current Budget: \$38.6M
	Project EAC: \$41.4M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050266	Current Substantial Completion Date: Apr 2020
Project Phase: Construction	Phase Complete: 99%

Project Description

This project involves the reconstruction of segments of mainline track that have reached the end of their useful life on the Flushing Line. The location of track segments were determined by the most recent track condition survey. The scope of work includes the replacement of track, associated equipment, and materials, including signals, contact rails, ballast, etc.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped three months, from January 2020 to April 2020 due to an emphasis on the completion of 2016 and 2017 track projects and the implementation of the 2020 In-House Track and Switch Reconstruction Program.

What is Being Done

Schedule: Subsequent to the reporting period, the project achieved Substantial Completion on May 18, 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 March 31, 2020
Project Name: 2018 Mainline Track Replacement - Jamaica Line	Current Budget: \$27.3M
	Project EAC: \$29.8M
	Substantial Completion Date at Award: Dec 2018
Project No: T7050272	Current Substantial Completion Date: Apr 2020
Project Phase: Construction	Phase Complete: 98%

Project Description

This project involves the reconstruction of segments of mainline track on the Jamaica 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 First Quarter 2020, the forecasted Substantial Completion date slipped three months, from January 2020 to April 2020. This was primarily due to the reprioritization of general orders for track replacement work.

What is Being Done

Schedule: Due to the impact of the COVID-19 emergency in March 2020, personnel availability has been substantially reduced. This will result in further delay of the Substantial Completion of the Type III Panels Project. Subsequent to the reporting period, the Forecasted Substantial Completion date has been revised to August 2020 to reflect anticipated personnel availability to this project.

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 March 31, 2020
Project Name: 2018 Mainline Track Replacement - Eastern Parkway Line	Current Budget: \$15.1M
	Project EAC: \$15.9M
	Substantial Completion Date at Award: Nov 2018
Project No: T7050276	Current Substantial Completion Date: Apr 2020
Project Phase: Construction	Phase Complete: 98%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped three months, from January 2020 to April 2020 due to an emphasis on the completion of 2016 and 2017 track and the implementation of Year 2020 In-House Track and Switch Reconstruction Program.

What is Being Done

Schedule: The impact of the Covid-19 emergency has resulted in further manpower constraints. Personnel availability has been substantially reduced which will further delay of the Substantial Completion of this Type III Panels Project.

Subsequent to the reporting period, the Substantial Completion Date has slipped further to August 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 March 31, 2020
Project Name: 2018 Mainline Track Replacement – Concourse Line	Current Budget: \$11.3M
	Project EAC: \$12.4M
	Substantial Completion Date at Award: Sep 2019
Project No: T7050279	Current Substantial Completion Date: Apr 2020
Project Phase: Construction	Phase Complete: 98%

Project Description

This track reconstruction project includes the replacement of mainline track components on the Concourse Line that have reached the end of their useful life. The locations addressed were determined by asset condition rating and the scope includes the replacement of track, associated equipment, and materials including signals, contact rail, ballast, etc.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped three months, from January 2020 to April 2020 due to emphasis on the completion of 2016 and 2017 track projects and the implementation of Year 2020 In-House Track and Switch Reconstruction Program.

What is Being Done

Schedule: In addition to the issues above, the Covid-19 emergency has resulted in manpower constraints. Personnel availability has been substantially reduced which will result in a further delay of the Substantial Completion of this project.

Subsequent to the reporting period, the Substantial Completion date has slipped to the end of August 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 March 31, 2020
Project Name: 2018 Mainline Track Replacement - Brighton Line	Current Budget: \$10.5M
	Project EAC: \$18.5M
	Substantial Completion Date at Award: Nov 2019
Project No: T7050287	Current Substantial Completion Date: Feb 2020
Project Phase: Construction	Phase Complete: 97%

Project Description

This project will reconstruct segments of mainline tracks that have reached the end of their useful life. Locations will be determined based in the latest condition survey. Work will include the replacement of track and associated equipment/materials (eg. signals, contact rails and ballast, etc).

Problem Since Last Quarterly Report

Index Trigger(s): Cost

Cost: During the First Quarter 2020, the Current Budget of \$10.5M increased to an Estimate At Completion (EAC) of \$18.5M due to two reasons: A.) Mischarges assigned to this Year 2018 Type I – II Track Reconstruction Project involving \$3.7M, which consists of \$3.1M allocated for Buses and \$0.6M allocated for RTO’s General Orders. These charges should have been assigned for the Year 2020 Program for the Type VI switches on the Brighton Line at S/O Prospect Park; and B.) Greater than forecasted support requirements for RTO Diversions, Buses, Infrastructure and Third Rail Operations.

What is Being Done

Cost: A.) The project related mischarges of \$3.7M, described in this report, will be reversed from the Year 2018 Program Contract to the Year 2020 Contract. After this adjustment the EAC for this 2018 Type I – II Project will be revised to \$14.8M. B.) These expenses will be balanced by the underruns in the Projects in the 2015 - 2019 Capital Track and Switch Program.

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 March 31, 2020
Project Name: 2019 Mainline Track Replacement - Astoria Line	Current Budget: \$17.5M
	Project EAC: \$16.9M
	Substantial Completion Date at Award: Dec 2019
Project No: T7050293	Current Substantial Completion Date: May 2020
Project Phase: Construction	Phase Complete: 89%

Project Description

This project will reconstruct segments of mainline tracks that have reached the end of their useful life. Locations were determined based on the latest condition survey. Work includes the replacement of track and associated equipment/materials (e.g. signals, contact rails and ballast, etc.).

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date was delayed by three months from February 2020 to May 2020 due to the reprioritization of General Orders to other track replacement projects, which were needed to complete the Emergency Protection Rail installation.

What is Being Done

Schedule: Subsequent to the reporting period, General Orders have been cancelled for mainline track reconstruction work scheduled for the months of April and May 2020, due to the COVID-19 emergency. As a result, the Substantial Completion Date for this Type III Panels Project will be further delayed. Currently, the forecast Substantial Completion date has slipped to the end of August 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 March 31, 2020
Project Name: Rehab Emergency Exits -Various Locations	Current Budget: \$20.7M
	Project EAC: \$20.7M
	Substantial Completion Date at Award: Aug 2020
Project No: T7070308	Current Substantial Completion Date: Nov 2020
Project Phase: Construction	Phase Complete: 30%

Project Description

This project will rehabilitate two emergency exits at the 59th Street and Lexington Avenue Station.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped by three months, from August 2020 to November 2020, due to Covid-19 implications. The shutdown of the contract was in effect from March 28 - April 26, 2020.

What is Being Done

Schedule: The contractor resumed work in May and has already completed some of the work that was delayed. Additional General Order (GO) requests have been approved for June 2020. It is anticipated that at the rate the work is getting done the contractor should recover all lost time and finish the project on schedule. The CM office is monitoring the contractors work to ensure no further delays occur.

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 March 31, 2020
Project Name: Replace Control & Battery Cables - Substation Control Zones	Current Budget: \$28.8M
	Project EAC: \$28.8M
	Substantial Completion Date at Award: Sep 2020
Project No: T7090414	Current Substantial Completion Date: Apr 2021
Project Phase: Construction	Phase Complete: 56%

Project Description

This project will replace control and battery cables in four substation control zones (2, 3, 5, and 8) to ensure proper operation and control of traction power in those zones.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped three months, from January 2021 to April 2021. This was due to:

1. Surveys for Zones 2 and 3 were delayed due to Rapid Transit Operations (RTO) having problems with covering flagging requests.
2. The issuance of work orders for procuring an Environmental Engineering Division (EED) subcontractor and asbestos placard was delayed during this quarter.
3. The delay in obtaining an approved Willingness to Assume Risk (WAR) Certificate for environmental work in the Washington Heights substation.
4. For two weeks personnel from the Maintenance of Way (MOW) Zone crew, Test Section and Cable Section, were unavailable to work on the project, due to COVID-19 issues.

What is Being Done

Schedule: The project is working under an accelerated schedule with increased man power to regain lost time.

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 March 31, 2020
Project Name: Replace and Upgrade Bridge 23 Substation	Current Budget: \$41.7M
	Project EAC: \$41.5M
	Substantial Completion Date at Award: Jul 2014
Project No: M6050101	Current Substantial Completion Date: Jun 2020
Project Phase: Construction	Phase Complete: 95%

Project Description

Metro-North Railroad (MNR) entered into a joint agreement with the New York Power Authority (NYPA) to design and construct a replacement of the existing Bridge 23 substation. The design scope includes a new breaker house at Pelham, new 27 kV feeders, new switchgear at New Rochelle and a new signal power supply station (MA Set) at the C-14 substation. In addition, the existing Bridge 23 substation at Mount Vernon was reconfigured to better utilize the existing 138kV three phase supply.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped five months from January 2020 to June 2020 due to outdoor cable splicing being required. There were difficulties involved with splicing inside the live manhole, in order to maintain an active “supply” substation, so service on the New Haven Line is not disrupted.

Subsequent to the reporting period, the project Substantial Completion date slipped further from June 2020 to September 2020, due to the impact of Covid-19.

What is Being Done

Schedule: To mitigate further negative schedule impact to the project, the following actions have been, or are in the process of being taken:

- A COVID-19 approval process has been fully complied with and approval of Work Plans & Safe Work Plans has been expedited.
- The project is actively and closely monitoring the COVID-19 situation and working with the Force Account department 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: 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 March 31, 2020
Project Name: Harlem Wayside Communication & Signal Improvements	Current Budget: \$63.8M
	Project EAC: \$64.4M
	Substantial Completion Date at Award: Mar 2020
Project No: M7040112	Current Substantial Completion Date: Mar 2021
Project Phase: Construction	Phase Complete: 80%

Project Description

This project consists of the procurement, engineering, installation and testing of fiber optic and copper cables and related installation materials, enclosures, equipment, conduits, and hardware on the Harlem line. The work is divided into three segments; Segment 1-The Woodlawn Node House through North White Plains (CP-124), Segment 2-North White Plains (CP-124) through Mt. Kisco (CP-137), Segment 3-Mt. Kisco (CP-137) through Southeast (CP-154).

Problem Since Last Quarterly Report

Index Trigger(s): Schedule & Contingency

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped 12 months, from March 2020 to March 2021, as a result of not being able to obtain track outages due to the White Plains station project being made a priority project that requires track outages in this area. In addition, extra work was added to replace utility poles in segment two that are in poor condition following the storm of March of 2018 that took down several poles and shut the line down. The pole line replacement required the designer of record to update the original design along with conducting a design report analyzing what class poles were correct to install and how to accomplish the task.

Contingency: During the First Quarter 2020, the project had a High Contingency Index of 1.41 due to an increase in the project costs related to the additional work identified above.

What is Being Done

Schedule: The design update to add new poles has been fast tracked and completed. The project is also actively and closely working with the Transportation department to improve coordination for better support.

Contingency: Multiple change orders have been and are in the process of being executed for the extra work identified in this report. The additional funding required is available from within the existing project budget.

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.

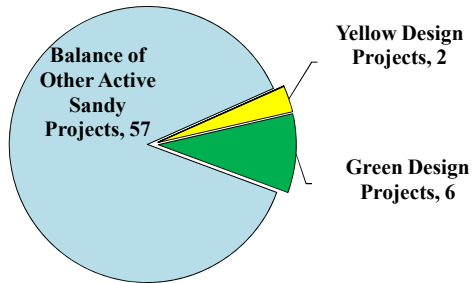
All Agency Contractor Evaluation: The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance during this reporting period.

1st Quarter 2020 Traffic Light Report on MTA SANDY Program

A total of 65 Active Sandy Projects were Reviewed for the 1st Quarter 2020

The 65 active projects include 8 projects in Design, 11 in Post-Design to Construction Award, 46 in Construction

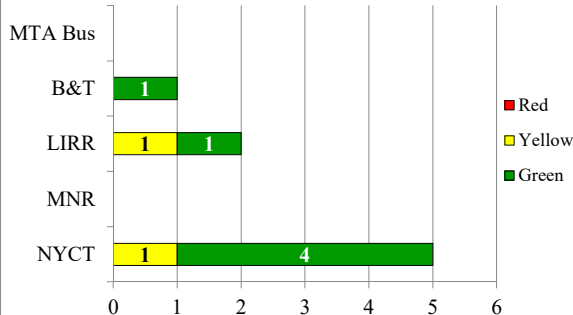
8 of 65 Projects in Design



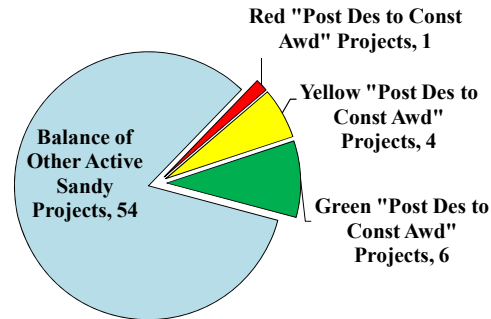
Summary of Projects in Design: 8 projects were reviewed in this phase with 6 (75%) designated Green and 2 (25%) were Yellow. There were no projects in the Design phase which were designated Red this quarter.

Last Quarter: 7 projects were reviewed in this phase with 5 (71%) designated Green and 2 (29%) were Red.

8 Projects in Design



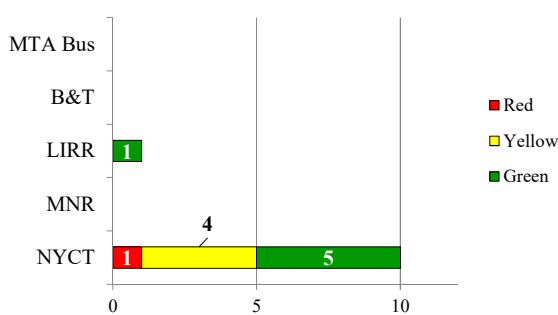
11 of 65 Projects in Post-Design to Construction Award



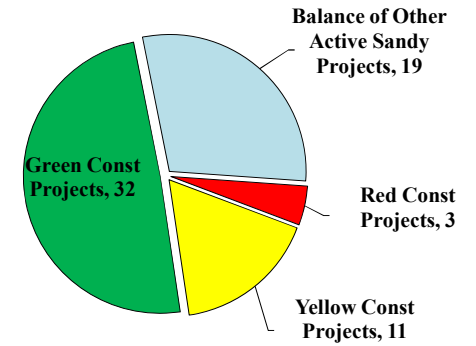
Summary of Projects in Post-Design to Construction Award: 11 projects were reviewed in this phase with 6 (55%) designated Green, 4 (36%) Yellow and 1 (9%) Red. The one Red project was for a schedule variance. The variance was due to coordination issues with other projects contained in the D-B bundle.

Last Quarter: 11 projects were reviewed in this phase with 6 (55%) designated Green, 3 (27%) Yellow and 2 (18%) Red.

11 Projects in Post-Design to Construction Award



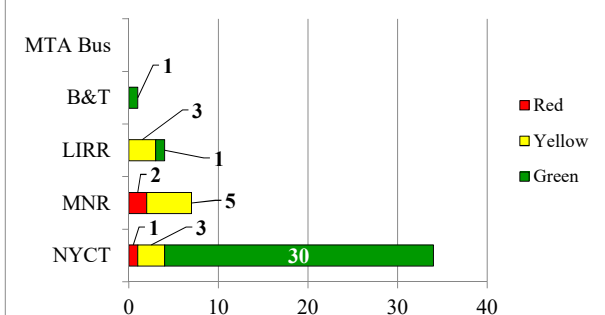
46 of 65 Projects in Construction



Summary of Projects in Construction: 46 projects were reviewed in this phase with 32 (70%) designated green, 11 (24%) Yellow, and 3 (6%) Red. All 3 projects in this phase were designated Red for schedule variances. The variances were due in part to subcontractor supplier issues, software installation problems, and substation cutover failures.

Last Quarter: 47 projects were reviewed in this phase with 33 (70%) designated green, 12 (26%) Yellow, and 2 (4%) Red.

46 Projects in Construction







MTA Sandy Recovery Projects Terms and Definitions

1st 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: 8

	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: 46

	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.
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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.
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Report Index Formulas and Criteria:
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- | |
|--|
| ➤ 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. |

1st 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	28	.48	─	.99	─	0	─	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	\$349,769,875	24	-.19	▲	.99	─	0	─	G
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	\$17,335,502	99	.34	─	.97	─	0	─	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	\$34,504,672	99	.07	▼	1.00	─	0	─	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	\$50,423,338	87	.00	─	1.00	─	0	─	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	\$24,173,895	90	.54	▼	1.00	─	0	─	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	\$26,109,726	99	.21	▲	.71	▼	0	─	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	\$36,178,677	88	.60	▲	.99	─	0	─	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	\$283,840,379	89	.16	▲	.81	─	0	─	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	\$49,704,193	100	.00	─	.49	▼	0	─	G
148th Street Yard												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	\$14,570,909	41	1.16	▼	1.00	─	0	─	G
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Construction	Mitigation	\$78,014,529	53	.00	─	1.00	─	0	─	G
Rutgers Tube												
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	\$13,763,181	100	.00	─	1.70	▲	0	─	G
ET060232	Recovery: 2 Pump Rooms (Rutgers Tube)	Post Des to Const Awd	Recovery	\$17,886,486	100	.00	─	2.67	▲	-12	▼	G
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	\$11,296,729	100	.00	─	1.13	▲	-10	▼	G

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1st Quarter 2020 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
Rutgers Tube												
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	\$36,483,458	100	.00	■	.65	▼	-10	▼	G
207th Street Yard												
ET100210	Recovery: Power Cable at 207 Street Yard	Construction	Recovery	\$34,181,008	0	.00	■	1.00	■	0	■	G
ET100218	Recovery: 207 Street Yard Signal System	Construction	Recovery	\$300,491,140	16	.08	■	.99	■	0	■	G
ET100219	Recovery: Yard Track (207 Street Yard)	Construction	Recovery	\$61,674,669	31	.09	▲	1.00	■	0	■	G
ET100220	Recovery: Yard Switches (207 Street Yard)	Construction	Recovery	\$50,839,784	3	.00	■	1.00	■	0	■	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Construction	Mitigation	\$170,220,478	41	-2.79	▼	1.00	■	0	■	G
ET100312	Mitigation: 207th Street Yard Portal	Construction	Mitigation	\$27,310,129	95	.00	■	1.00	■	0	■	G
All Other NYCT Projects												
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Construction	Mitigation	\$78,355,360	43	.68	▲	1.00	■	3	▲	R
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	\$46,699,866	94	-.07	▼	1.00	■	2	▲	G
ET040323	Mitigation: Upgrade Backup Command Center	Construction	Mitigation	\$9,839,145	57	.00	■	.95	■	0	■	G
ET040325	Mitigation: Internal Station Hardening	Construction	Mitigation	\$16,613,146	80	3.15	▼	1.01	■	0	■	Y
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	\$72,759,912	81	.17	▲	1.39	▲	0	■	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	\$60,277,658	92	-.49	■	1.05	▲	0	■	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	\$46,439,194	95	.88	▼	1.00	■	0	■	G
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	\$29,012,172	90	.70	▼	1.00	■	0	■	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	\$34,572,832	81	.58	■	1.00	■	0	■	G
ET060325	Mitigation: 1 Fan Plant	Construction	Mitigation	\$6,543,437	100	.15	■	1.00	■	0	■	G
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Construction	Mitigation	\$13,626,750	27	.33	▲	.99	■	1	▲	G

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET060331	Mitigation: Steinway Portal Signal Tower	Construction	Mitigation	\$6,776,018	3	.00	▬	1.01	▬	0	▬	G
ET070306	Mitigation: Internal Tunnel Sealing for West 4th Street Interlocking	Construction	Mitigation	\$5,284,493	97	.00	▬	1.00	▬	0	▬	G
ET100314	Mitigation: 207th Street Yard Sewers	Construction	Mitigation	\$141,699,097	0	.00	▬	1.00	▼	0	▬	G
ET120307	Mitigation: Various Bus Depots	Construction	Mitigation	\$26,422,164	31	.20	▼	1.00	▬	2	▲	G
ET160311	Mitigation: Zerega Maintenance Facility	Construction	Mitigation	\$8,253,350	15	.00	▬	1.00	▬	0	▬	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	\$19,119,839	97	.00	▬	.71	▼	1	▲	Y
ET070311	Mitigation: Installation of New Crossovers at Beach 105th Street Station on the Rockaway Line	Design	Mitigation	\$3,826,139	22	.00	▬	.06	▼	0	▬	G
ET090306	Mitigation: Substation Hardening at 11 Locations	Design	Mitigation	\$49,175,316	40	.00	▬	1.29	▲	0	▬	G
ET090307	Mitigation: Substation Hardening at 12 Locations	Design	Mitigation	\$48,886,634	40	.00	▬	1.37	▲	0	▬	G
ET090311	Mitigation: Substation Hardening at 5 Locations	Design	Mitigation	\$28,478,056	40	.00	▬	.95	▼	0	▬	G
ET070209	Recovery: Wrap-up Rockaway Line	Post Des to Const Awd	Recovery	\$56,323,739	100	.00	▬	1.19	▲	0	▬	G
ET070308	Mitigation: Steinway Portal	Post Des to Const Awd	Mitigation	\$15,159,993	100	.00	▬	.75	▼	0	▬	Y
ET090304	Mitigation: Montague-Furman Substation on the Broadway Line	Post Des to Const Awd	Mitigation	\$11,384,540	99	.00	▬	1.11	▲	2	▲	G
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	▼	0	▬	Y
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	\$26,783,652	100	.00	▬	1.78	▲	0	▬	Y

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	\$26,225,217	100	.00	■	1.04	▼	3	▲	Ⓡ
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	\$34,890,731	15	2.63	■	1.00	■	0	■	Ⓨ
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	\$167,764,189	49	.72	■	1.03	■	0	■	Ⓨ
ES070303	Mitigation: St. George Terminal Yard	Construction	Mitigation	\$51,352,194	21	1.38	▼	1.00	■	0	■	ⓐ
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	\$20,585,053	0	.00	■	.68	▼	0	■	Ⓨ
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	\$68,666,958	91	.02	■	.96	■	0	■	Ⓨ
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	\$43,512,962	49	.00	■	.99	▼	0	■	ⓐ
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	\$28,655,275	96	-.54	▲	1.11	■	0	■	Ⓨ
EL0402ZA	East River Tunnel Restoration of Signal System Reliability	Design	Recovery	\$121,894,902	0	.00	■	.67	▼	0	■	ⓐ
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	\$105,496,417	57	.00	■	1.04	■	0	■	Ⓨ
EL0603ZS	Long Island City Yard Resiliency	Post Des to Const Awd	Mitigation	\$26,287,019	10	.00	■	1.00	▼	0	■	ⓐ
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	74	.92	▼	.94	■	0	■	Ⓨ
EM040301	Power and Signals Mitigation	Construction	Mitigation	\$46,307,241	34	.00	■	.92	■	0	■	Ⓨ
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	\$35,152,702	50	.00	■	1.00	■	0	■	Ⓨ
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	\$170,552,810	70	1.32	▼	.96	■	0	■	Ⓨ
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	\$8,000,000	94	.00	■	1.00	■	0	■	Ⓨ

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1st Quarter 2020 Traffic Light Report
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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
MNR - Metro-North Railroad Sandy Program												
All Other Projects												
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	\$45,682,803	95	1.05	▼	1.00	─	3	▲	R
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	\$7,806,046	94	1.06	─	.93	▼	10	▲	R
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 flood elevation.	Construction	Mitigation	\$6,946,450	0	.00	─	.95	─	-6	▼	G
ED040308	Enhancement of electric power resiliency at RFK bridge	Design	Mitigation	\$35,527,863	0	.00	─	.95	─	0	─	G

MTA Agency: New York City Transit	Status as of March 31, 2020
Project Name: Mitigation - Upgrade Emergency Booth Communication System	Current Budget: \$78.4M
	Project EAC: \$78.4M
	Original Substantial Completion Date: Dec 2020
Project No: ET040317	Current Substantial Completion Date: Mar 2021
Project Phase: Construction	Phase Complete: 49%

Project Description

This project will replace the existing Emergency Booth Communication System (EBCS) / Mass Call to a faster and more reliable communication system.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted award date slipped three months, from December 2020 to February 2021 due to software issues encountered during the Factory Acceptance Testing (FAT) of the EBCS equipment. In addition, testing was prolonged because the NYCT personnel required to witness the tests could not attend the same sessions because of the necessary precautions taken to deal with COVID-19, which reduced the number of people allowed in the same room.

What is Being Done

Schedule: The plan was to recover the time during the Site Acceptance Testing (SAT) phase, but that has been further impacted by COVID-19. Access to the Rail Control Center (RCC) and 130 Livingston Street (BRCC) was unavailable for the contractor to install equipment during the Governor’s New York State on PAUSE period.

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 March 31, 2020
Project Name: Mitigation - Tiffany Central Warehouse	Current Budget: \$25.0M
	Project EAC: \$26.2M
	Original Award Date: Jul 2018
Project No: ET160312	Current Award Date: Sept 2020
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description
<p>This project will repair and strengthen the building exterior walls at the Tiffany Central Warehouse, located in the Bronx. The existing walls require repairs and the replacement walls will be built to withstand flood loads from future storm events. Work includes the construction of new foundations, new exterior wall panels, reinforcement of interior columns, new windows, frames, watertight doors, sump pumps and a perimeter drainage system. In addition, a complete roof replacement will be done. This project will be a Design-Build project that is bundled with warehouse roof replacement (C-33941) and exterior wall repair (C-33941) under BL01-2294.</p>
Problem Since Last Quarterly Report
Index Trigger(s): Schedule
<p>Schedule: During the First Quarter 2020, the forecasted award date slipped three months, from June 2020 to September 2020. This was due to delays in obtaining the Authorization To Advertise (ATA) for the new Tiffany Central Warehouse bundle, which contains multiple projects (warehouse roof replacement and exterior wall repair) within a Design-Build contract as per the MTA’s 2019 project redesign/bundle directives.</p>
What is Being Done
<p>Schedule: Award of the project is now on hold due to COVID-19 procurement restrictions. When the project activities are allowed to proceed, the following activities will resume: review of draft ATA’s for the Tiffany projects and project documentation such as new farm out approval requests. The award date will be revised after the COVID-19 restrictions are lifted. Currently the award is tentatively forecasted to be 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: Metro-North Railroad	Status as of March 31, 2020
Project Name: Power Infrastructure Restoration of Hudson Line Substations	Current Budget: \$45.7M
	Project EAC: \$45.7M
	Substantial Completion Date at Award: Feb 2017
Project No: EM050208	Current Substantial Completion Date: Jun 2020
Project Phase: Construction	Phase Complete: 89%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped three months, from March 2020 to June 2020, due to the unsuccessful system cutovers for the new substation at Riverdale. During the first system cut-over, the substation was forced to shut-down due to protective relay tripping. As a result, a re-evaluation of the protective relay study was conducted and protective switchgear relays was recalibrated. The second system cutover at Riverdale had to be shut down again due to a smoke condition.

Subsequent to the reporting period, the project’s Substantial Completion date slipped further to November 2020 due to construction impacts related to the COVID-19 pandemic.

What is Being Done

Schedule: The contractor is working with the manufacturer to provide MNR an investigation report and corrective action for repairs at the new substation at Riverdale. Project related “Lessons learned” at Riverdale substation will be actively taken into account in system cutovers at other substations.

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 March 31, 2020
Project Name: Power Infrastructure Restoration – HRLB Facility Houses	Current Budget: \$8.3M
	Project EAC: \$7.8M
	Substantial Completion Date at Award: Jan 2019
Project No: EM050209	Current Substantial Completion Date: Nov 2020
Project Phase: Construction	Phase Complete: 93%

Project Description

This project provides for a Bronx-Manhattan power cable tie system to provide back-up power between the two sides of the Harlem River Lift Bridge (HRLB). The new power cable tie will be installed in the existing ductbank/manhole system of the existing micro tunnel that spans under the Harlem River. Two 350KVA transformers and switches will be provided to AC substations in Manhattan and the Bronx. This project also provides Programmable Logic Controller (PLC) programming for controlling the power between the two sides of the HRLB.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the First Quarter 2020, the forecasted Substantial Completion date slipped ten months from January 2020 to November 2020 due to the following:

- It took longer than anticipated for the prime contractor to receive the last transformer part from its subcontractor/transformer supplier for the transformer energization testing.
- The contractor’s progress has been further impacted due to COVID-19 restrictions including a two-week quarantine of the high voltage testing personnel.
- Unavailability of MNR’s Power Department personnel to support the contractor’s transformer energization test witnessing and commissioning test due to other higher priority work on the railroad during the COVID-19 pandemic.

What is Being Done

Schedule: To mitigate any further negative schedule impact, the project is actively and closely monitoring the COVID-19 situation and working with the Force Account department to improve coordination for better support to complete the transformer energization and commissioning test.

IEC Comment

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

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



**Projects in CPOC’s Risk-Based Monitoring Program
(1st Quarter 2020 Traffic Light Report – Period Ending March 31, 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
(1st Quarter 2020 Traffic Light Report – Period Ending March 31, 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