Metropolitan Transportation Authority

Capital Program Oversight Committee Meeting

March 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, 3/25/2020
10:00 AM - 5:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES FEBRUARY 24, 2020

- Minutes from February '20 - Page 3

3. COMMITTEE WORK PLAN

- 2020-2021 CPOC Committee Work Plan - Page 6

4. C&D CAPITAL PROGRAM UPDATE

- Progress Report on Stations Categories - Page 8

5. CAPITAL PROGRAM STATUS

- Commitments, Completions, and Funding Report - Page 45

6. QUARTERLY TRAFFIC LIGHT REPORTS

- Fourth Quarter 2019 Core & Sandy Traffic Light Reports - Page 52

MINUTES OF MEETING
MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE
February 24, 2020
New York, New York
3:30 P.M.

CPOC members present:
- Hon. Patrick Foye
- Hon. Andrew Albert
- Hon. Norman Brown
- Hon. Robert Linn
- Hon. Susan Metzger
- Hon. Neal Zuckerman

CPOC members not present:
- Hon. Sarah Feinberg
- Hon. David Jones
- Hon. David Mack
- Hon. John Samuelsen
- Hon. Vincent Tessitore, Jr.

MTA Board member present:
- Hon. Randolph Glucksman

MTA staff present:
- Mario Peloquin
- Tom Savio

C&D staff present:
- Joe Keane
- Janno Lieber
- Tim Mulligan

MNR staff present:
- Glenn Hayden
- Catherine Rinaldi

LIRR staff present:
- Debbie Chin
- Phillip Eng

Independent Engineering Consultant staff present:
- Joe Comis
- Joe Devito
- Nabil Ghaly

* * *

Chairman Foye called the February 24, 2020 meeting of the Capital Program Oversight Committee to order at 3:05 P.M.

Public Comments Period

There were three public speakers in the public comments portion of the meeting: Andy Quito; Lisa Guerrero; and Ethan Balletta.

Meeting Minutes

The minutes to the meeting held on January 21, 2020 were approved.

Committee Work Plan

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

C&D Capital Program Update on B&T Projects

In Mr. Lieber's introduction to the B&T Project presentation, he cited a number of key project management principles, long employed in the B&T Capital Program, that are fundamental to C&D's approach to implementing the MTA Capital Program. Mr. Keane then provided his annual update, which included a general status of the 2010-2014 and 2015-2019 Capital Programs, the Sandy Restoration and Resiliency Program, as well as a review of successful implementation strategies that B&T has utilized over the years (including the concepts of facility-based project CEO and project management teams, project bundling, the use of incentives to minimize customer impacts, and long-term master planning). Mr. Keane then highlighted B&T's experience with design-build project delivery, and reviewed several major projects in detail. In its Project Review of the Throgs Neck Bridge orthotropic deck replacement, the IEC stated that having compared the latest schedule to actual field progress, the IEC concludes that the project remains on schedule for a November 2022 completion. With respect to the budget, the IEC agreed with the agency that the project's EAC is within budget. The IEC then stated that a risk assessment determined that the top project risk was the fabrication and subsequent delivery of the deck panels, but given that the rolled steel is on site at the fabricators, the agency has mitigated this risk and it is anticipated that the project will begin the orthotropic panel installation in late summer 2020, as forecast. In addition to the Throgs Neck Bridge project, the IEC reported that it monitors over 40 additional projects in the Bridges and Tunnels Category for contingency, cost, and schedule issues. These findings are captured in the Quarterly Core Capital Program Traffic Light Report, included in the CPOC book. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

LIRR and MNR Update on Positive Train Control (PTC)

Ms. Chin reviewed the project schedule, stating that both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020. With respect to the current $1.086 billion budget, Ms. Chin reported that both railroads are reviewing tasks to complete work, and anticipate additional funding needs. Ms. Chin and Mr. Hayden then provided project-wide updates on project progress, working schedules, key milestones and issues, and remaining timelines and look-aheads. In its Project Review, the IEC stated that based on its analysis, and as indicated by the project team, the current budget needs to be increased to support project activities through completion. The IEC then reported that since its last report to the Board, the project has made good progress in the following areas: advancing Revenue Service Demonstration on a number of line segments and branches; improving the quality of software development and factory testing, including software release 3.7 that provides the complex back-to-back functionalities at Harold; risk associated with System Integrator (SI) software development has been reduced; MNR and other stakeholders agreed on a viable plan to integrate the M8 Fleet into PTC operation; and the SI completed the corrective actions to the scanner antennas and CTV Units. However, with respect to interoperability, the project did encounter delays caused by Amtrak, which impacted the STS-STS interoperability testing, adding significant risk to achieving full interoperability at Harold before December 2020. The IEC then cited the following two main risks that could have an impact on achieving the December 2020 deadline: 1) Amtrak's recent decision to delay the development of interoperable on-board software until May 2021 increases the risk of not achieving full interoperability with LIRR. (The IEC notes that Amtrak has since provided a proposed workaround to mitigate this risk, about which LIRR is currently in discussion with Amtrak, and for which FRA approval is required to ensure compliance by December 2020); and 2) with respect to MNR, while the IEC recognized progress made in developing a plan to integrate the M8 fleet into PTC operation, this continues to present high risk to MNR's project completion schedule, given that the plan is highly dependent on receiving upgraded hardware and fully functioning software from Alstom by March 2020. In addition, the IEC noted

that there is good cooperation between all parties, including Alstom, to move the integration plan forward. Further details of the presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting maintained in MTA's records.

MTA Capital Program Commitments & Completions and Funding

Mr. Mulligan reported that through January, the MTA committed $1.1 billion, exceeding the January target. With respect to completions, MTA completed $143 million worth of work, including three major completions, which was short of the $259 million January goal. The biggest variance of which was in-house track work at NYCT, whose greatest asset is its flexibility to work with maintenance and other priority needs, and it is expected that all of the completions scheduled for — but not achieved in — January, will be completed in February.

Executive Session

Upon motion duly made and seconded, Chairman Foye adjourned the public CPOC meeting at 4:18 PM to go into Executive Session.

Adjournment

Upon motion duly made and seconded, Chairman Foye adjourned the Executive Session, reconvened the public session and then immediately adjourned the February 24, 2020 meeting of the MTA Capital Program Oversight Committee at 4:43 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight

Metropolitan Transportation Authority

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

April
C&D Capital Program Update
- Infrastructure Projects

May
C&D Capital Program Update
- Signal and Communications Projects

LIRR and MNR Update on Positive Train Control (PTC)

June
Update on OMNY Program
Update on Minority, Women and Disadvantaged Business Participation
Quarterly Traffic Light Reports

July
C&D Capital Program Update

September
C&D Capital Program Update
Quarterly Traffic Light Reports

October
LIRR and MNR Update on Positive Train Control (PTC)
Update on Capital Program Security Projects (in Executive Session)

November
Update on OMNY Program
Update on Minority, Women and Disadvantaged Business Participation
Update on Small Business Development Program

December
C&D Capital Program Update
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

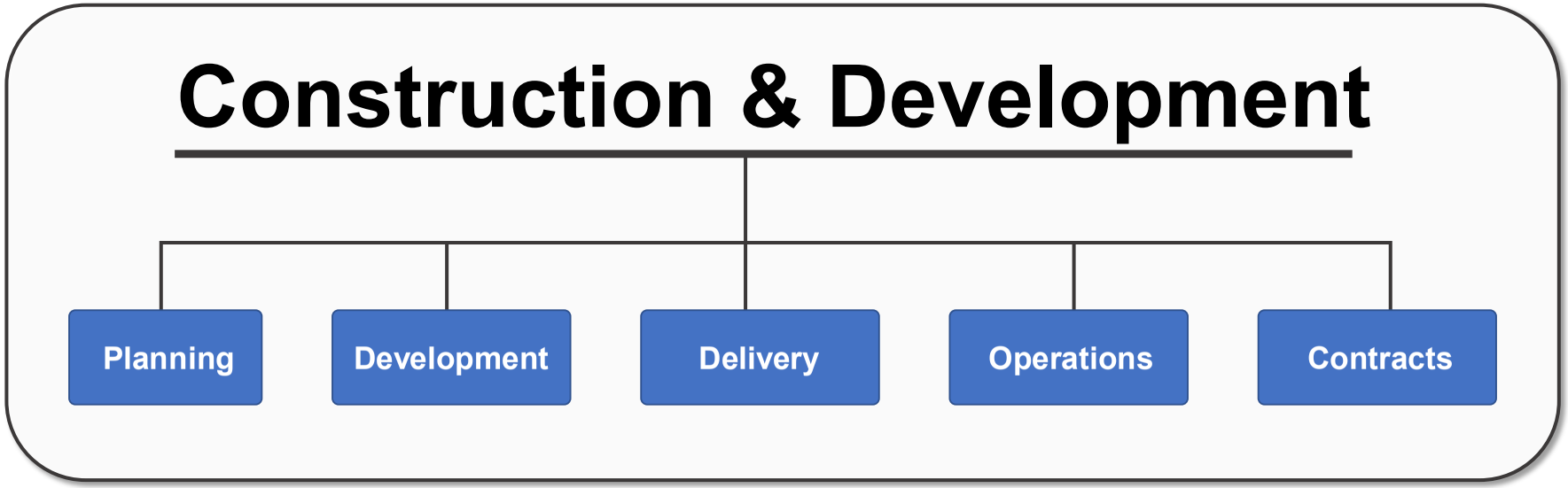
MTA Construction & Development

Stations Program
March 2020

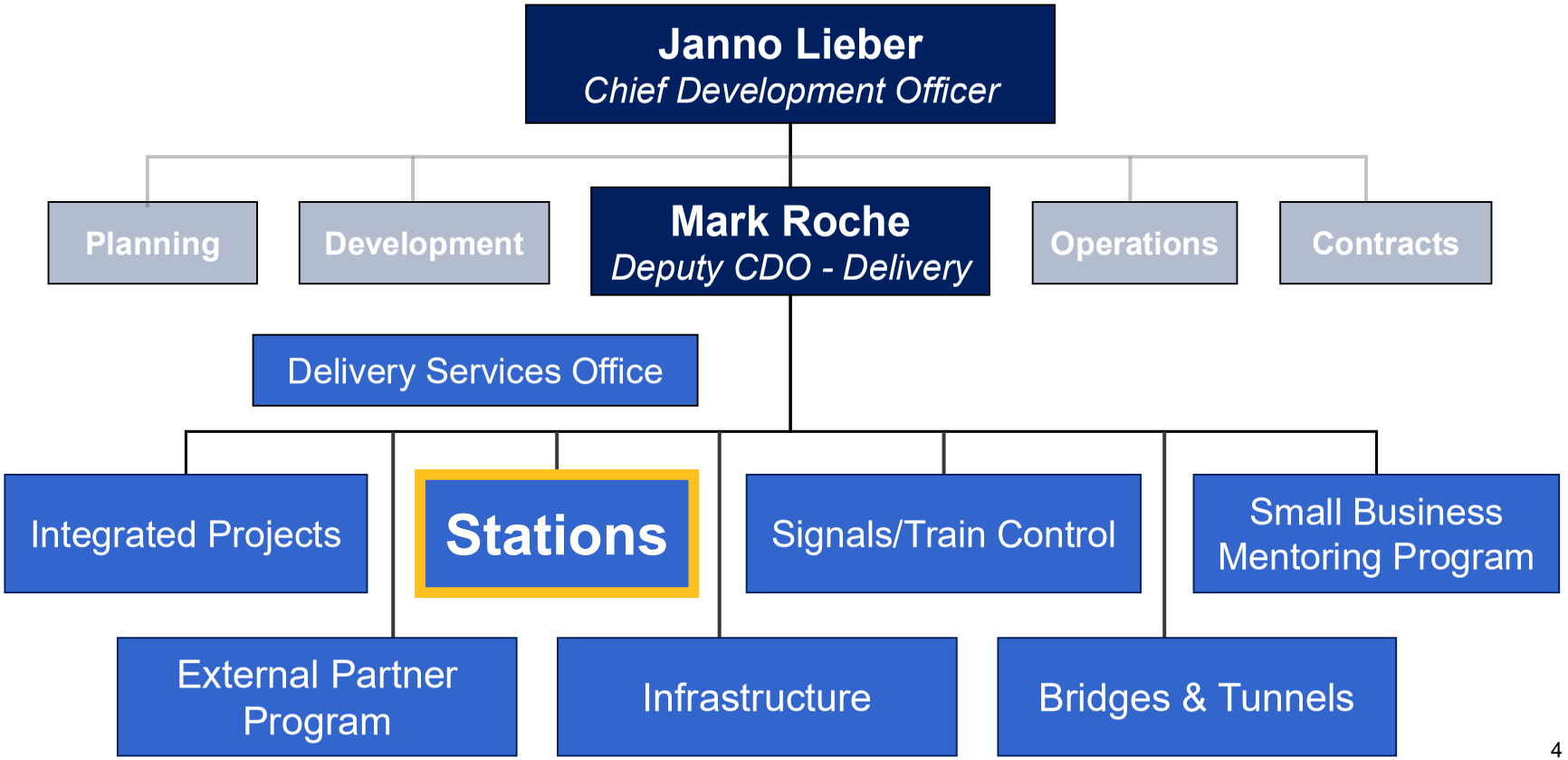
Better, Faster, Cheaper

- Improve data
- Plan across agencies
- Simplify designs & processes
- Demand accountability
- Expand the contractor market
- Eliminate contracting practices responsible for bidding premiums
- Build within budget

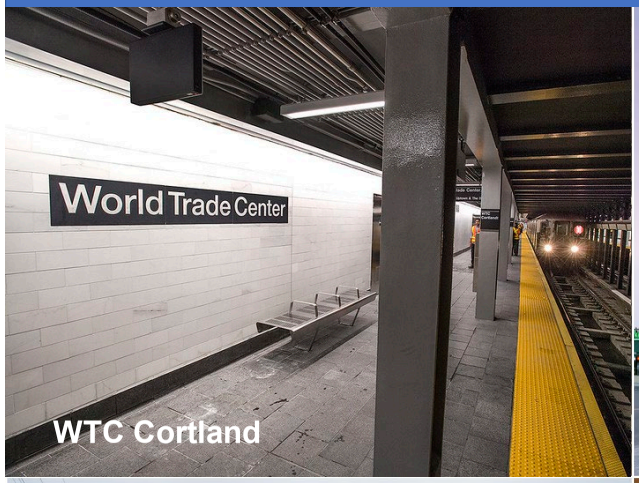
New C&D Organizational Structure



Delivery Department



Station Projects Completed / Underway



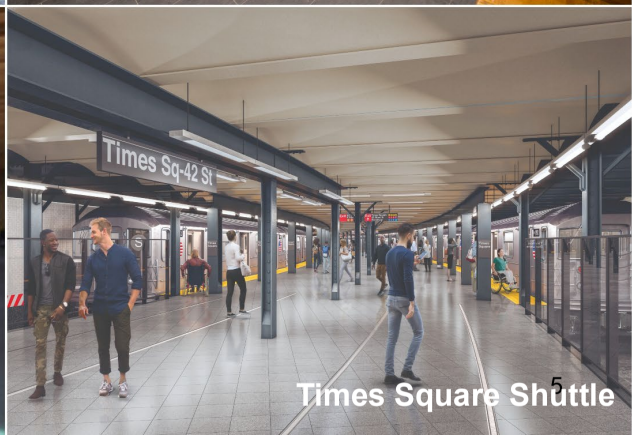
WTC Cortland


Syosset Station

Port Jefferson Station


Stewart Manor Station

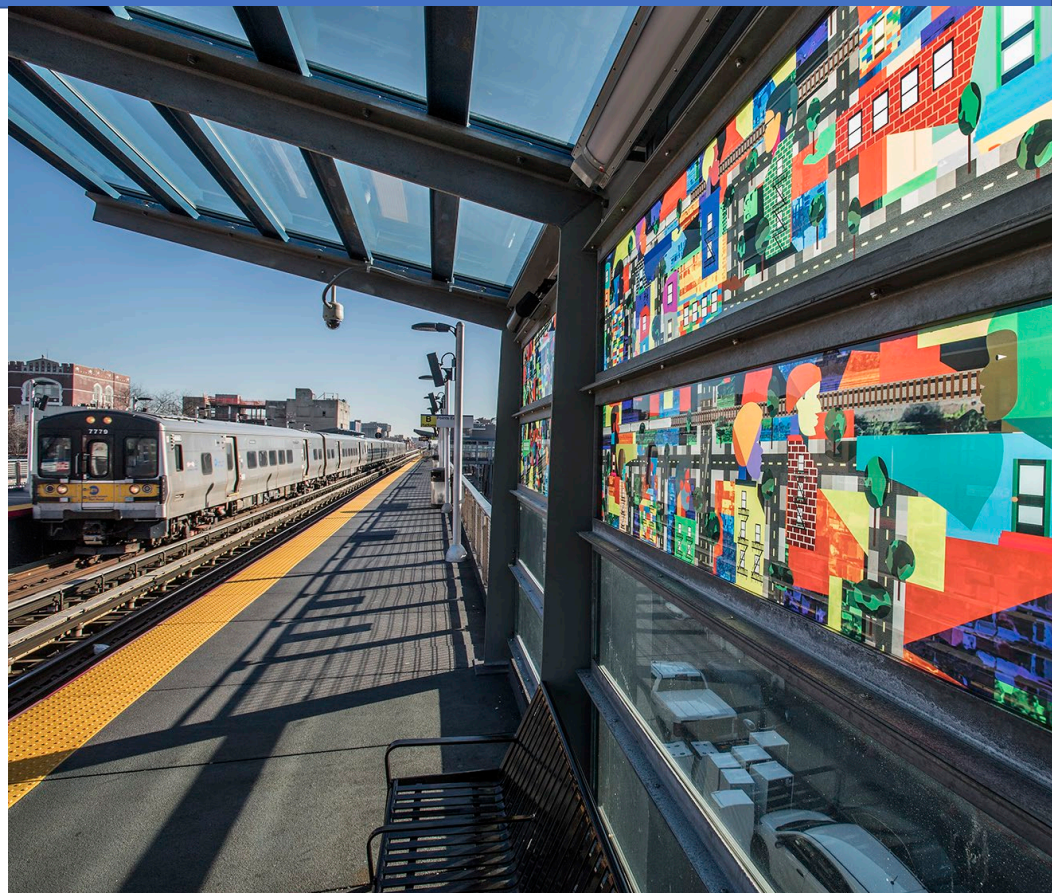
Crestwood Station



Times Square Shuttle

Project Tracking for Budget / Schedule

- Murray Hill Station
- Nostrand Av Station (LIRR)
- Planning study for new Yaphank Station
- Penn Station Elevator, Escalator, and Customer Facilities Improvements



ADA Stations Program

Agency	In 15-19 Program	Completed	In Construction	In Planning or Design
NYCT	27	0	15	12
LIRR	2	1	1	0
MNR	3	0	0	3
Total	32	1	16	15

ADA Key Stations

100 **Key stations to be made ADA accessible by July 2020**

87 **Stations already completed**

ADA Key Stations: 13 Remaining

4 **Stations to be completed by July 2020**
86 St (R), Bedford Pk Blvd (B-D), Gun Hill Rd (5), Rockaway Pkwy (L)

5 **Stations to be completed by December 2020**
Bedford Av (L), Greenpoint Av (G), Astoria Blvd (N-W), Chambers St (J-Z), Eastern Pkwy Brooklyn Museum (2-3)

1 **Station accelerated to introduce accessibility by July 2020**
59 St (N-R)

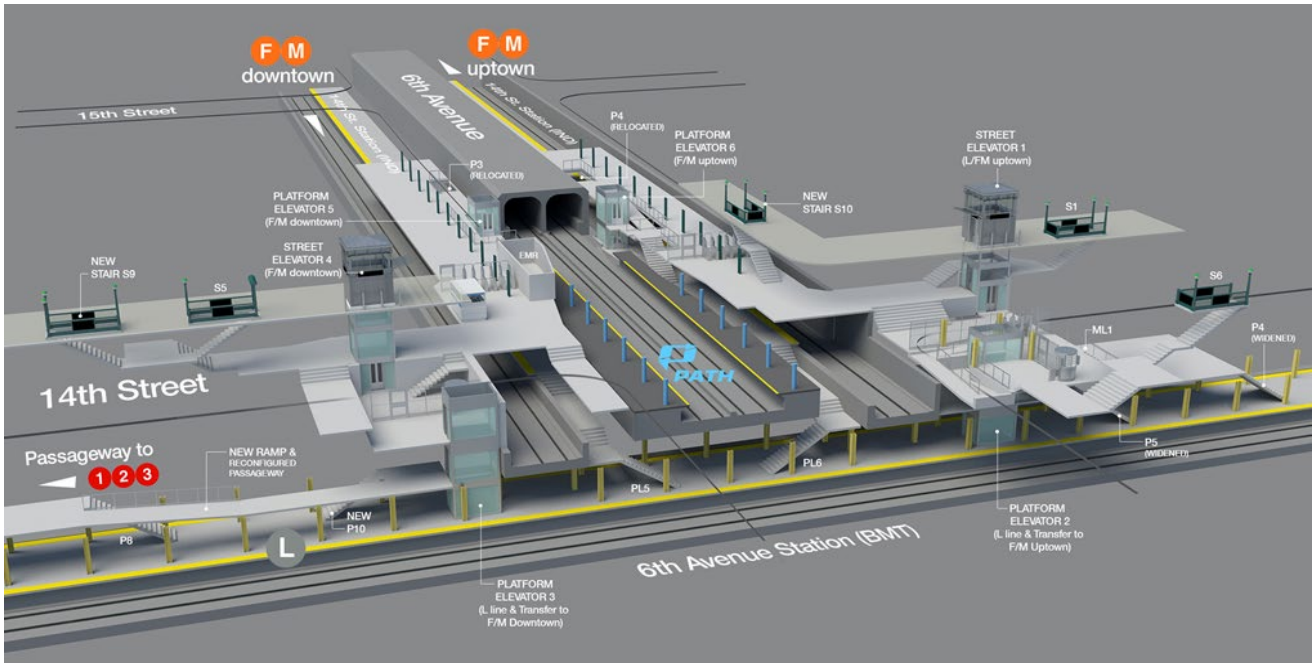
3 **Stations to be completed no earlier than 2021**
57 St – 7 Av (N-Q-R-W): Substantial Completion by Mar 2021
Times Sq (S): SC by Mar 2022; aiming to phase in accessibility by Dec 2021
68 St Hunter College (6): Expecting to award by Dec 2020

ADA Key Stations: Outstanding Issues

57 St – 7 Av (N-Q-R-W)	The design and award were delayed due to **intense community opposition to the locations of street stairs and elevator**, as well as to the **allowable hours for and street presence of construction**; this required a **major re-design of the entire project** and a different accessible entrance location (from 57th Street to 55th Street). In addition, there was **major utility work** (gas line, communication ducts and steam pipe) that had to be addressed. Lastly, project delays have continued as two adjacent hotel buildings are undergoing **emergency major facade repairs** with scaffolding that blocks access to the street.
Times Sq (S)	The design and award were delayed due to **the desire to minimize impacts to customer service**, to provide **continuous operation of the shuttle** throughout the project. Additionally, there was a need to **coordinate the phasing and location of the new Times Square monumental entry stairs** with that project's developer, as well as with City DOT.
68 St Hunter College (6)	The design and award has been delayed due to the **need to negotiate for acquisition of private property** with private property owners (imperial House), and the **need to negotiate easement(s) with Hunter College/CUNY**.

ADA Additional Stations

14 Street / 6 Av & 7 Av Station Complex ADA Improvements



Issue RFQ - **Complete**

↓

Issue DB RFP – **1Q 2020**

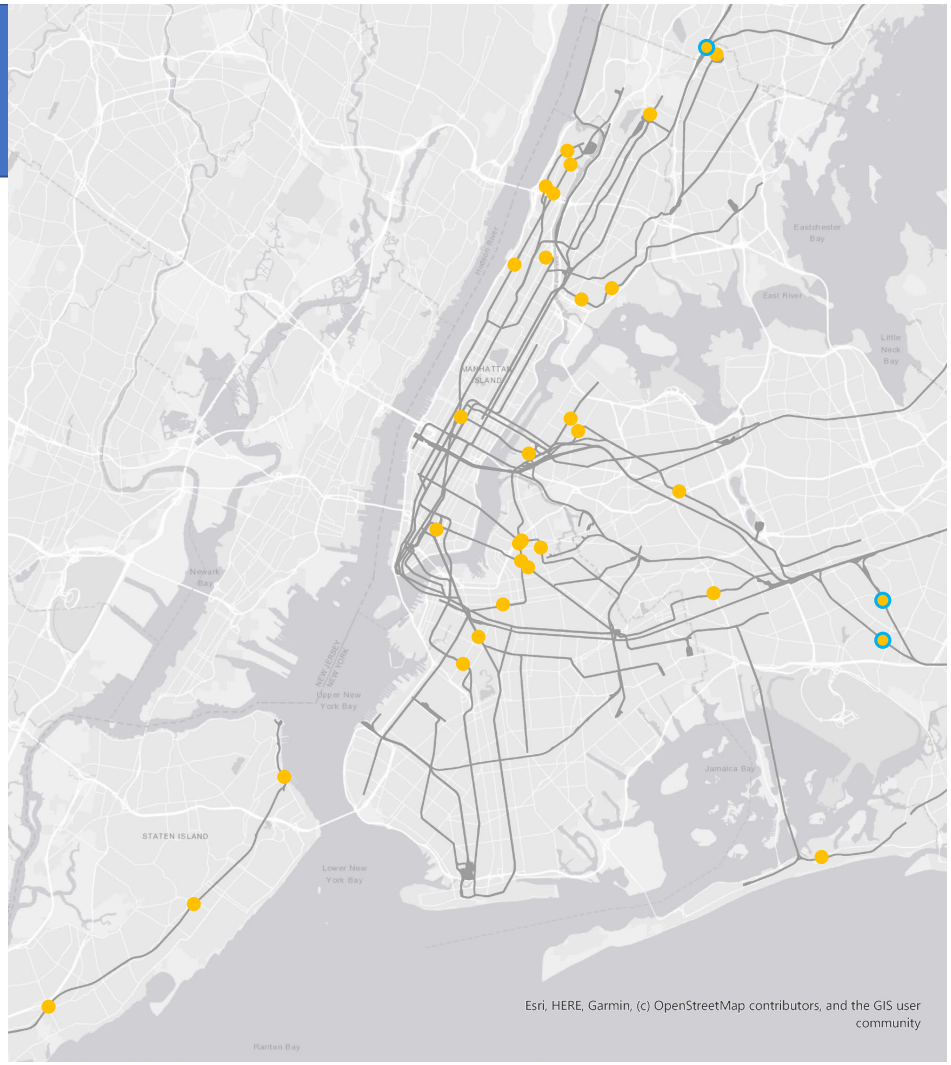
↓

Award Project – **3Q 2020**

ADA Additional Stations

Accessibility Package A:
24 ADA Stations Across MTA Network in 1-3 different contracts

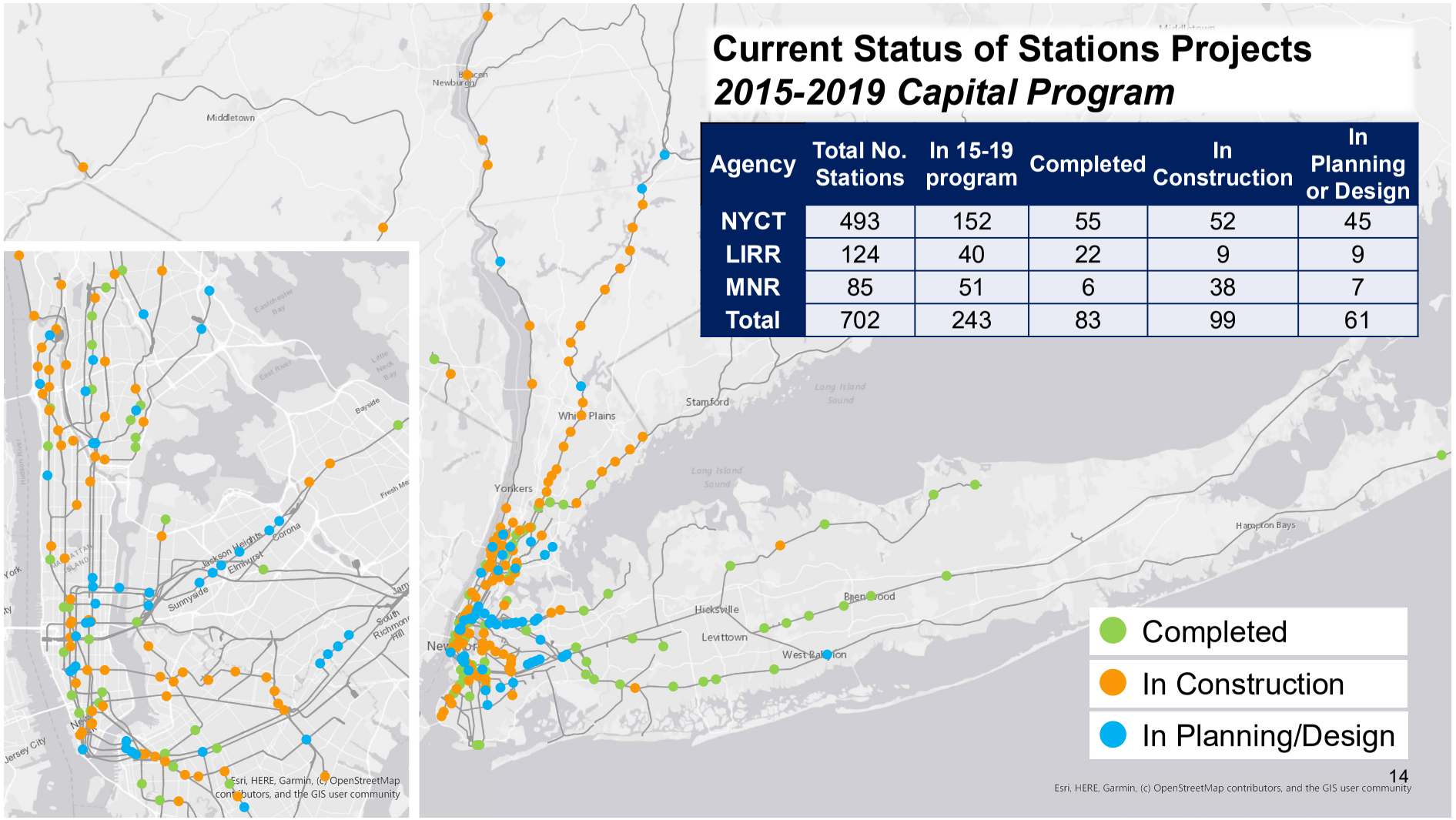
- Issue RFQ – **Complete**
- Submit Field Surveys – **Complete**
- Issue DB RFP – **1Q2020**
- Award DB Project – **2Q2020**



Barney Gray
Stations Lead

Current Status of Stations Projects
2015-2019 Capital Program

Agency	Total No. Stations	In 15-19 program	Completed	In Construction	In Planning or Design
NYCT	493	152	55	52	45
LIRR	124	40	22	9	9
MNR	85	51	6	38	7
Total	702	243	83	99	61



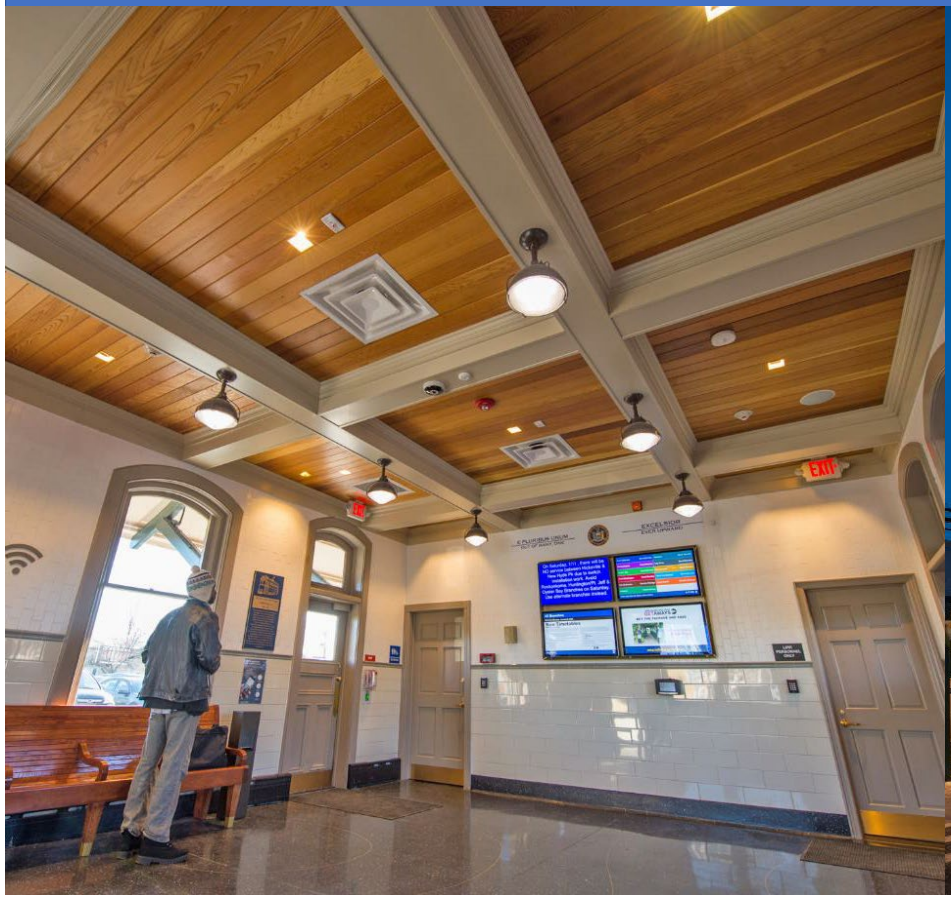
LIRR 15-19 Program Highlights

LIRR Station Improvement Initiative

Package 1: Design Build 15%	Package 2: Design Build 15%
Budget Original: $94 M Actual: $99 M **Completion Date** Original: Dec 2019 Actual: Dec 2019	**Budget** Original: $25 M Actual: $23 M **Completion Date** Original: Dec 2018 Actual: June 2019
East Hampton Deer Park Brentwood Syosset Stony Brook Farmingdale Merrick Bellmore	Northport Bayside Ronkonkoma Baldwin Valley Stream Great Neck

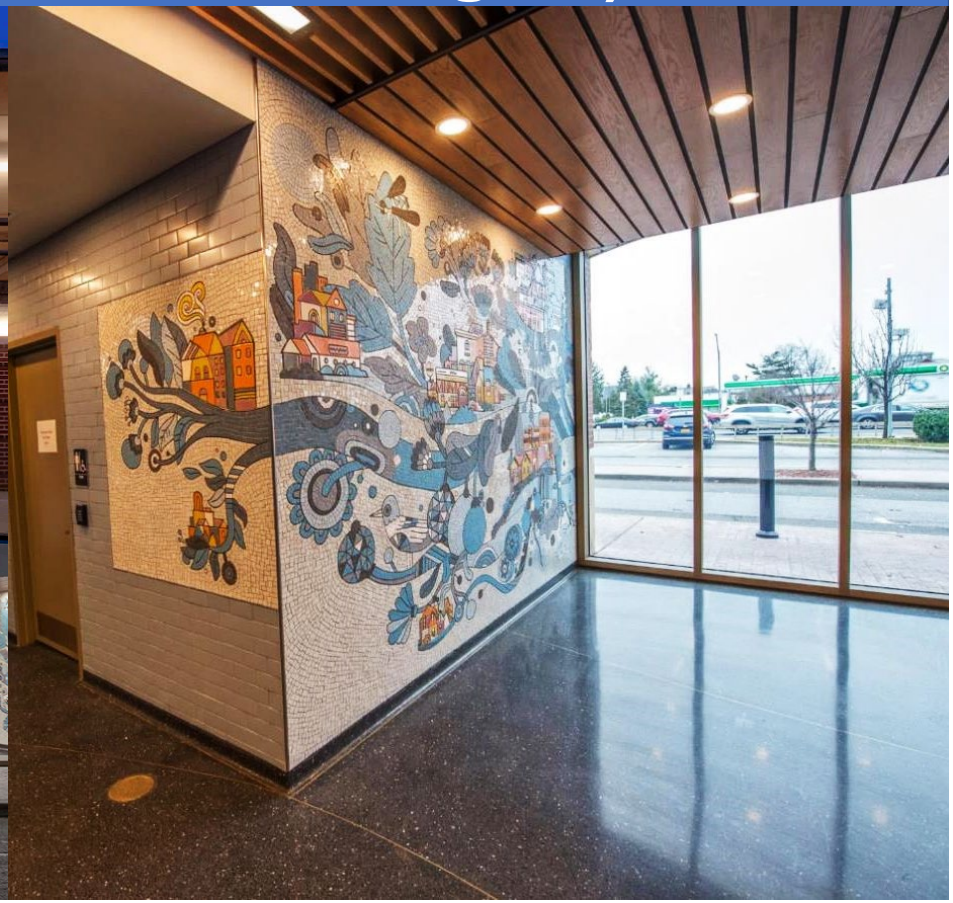
LIRR Station Improvement Initiative:

Farmingdale Station (Design-Build Package 1)



LIRR Station Improvement Initiative:

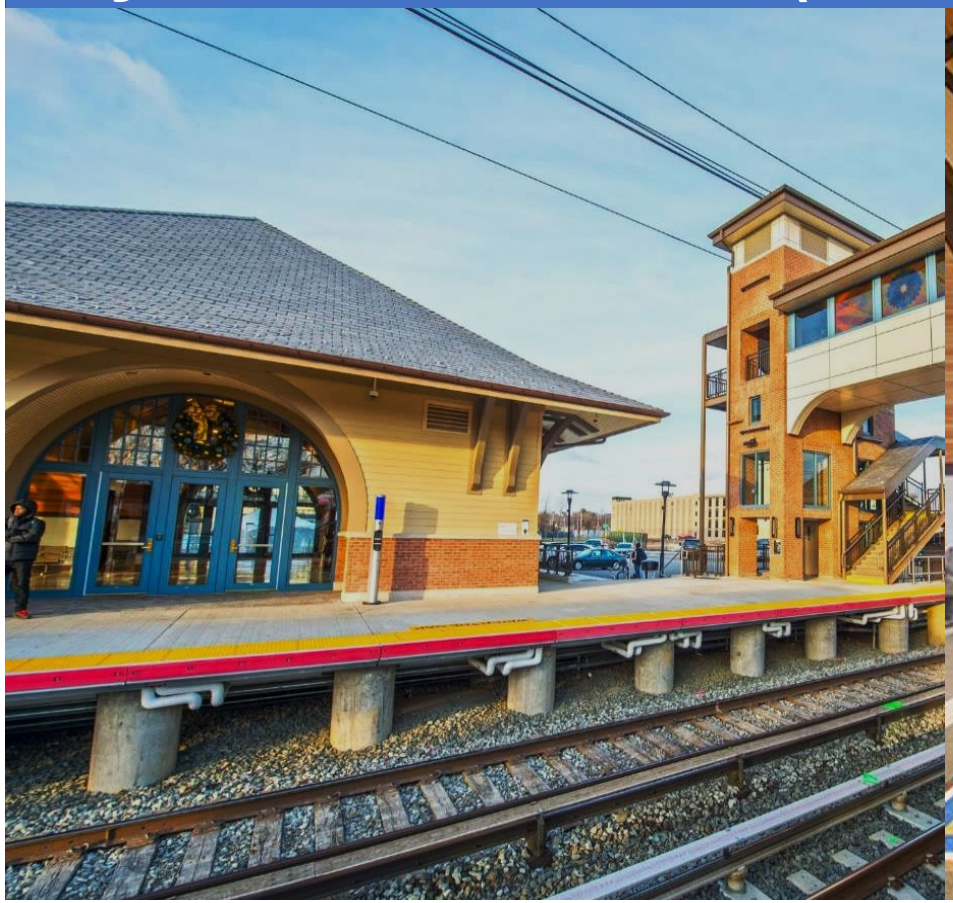
Merrick Station (Design-Build Package 1)



LIRR Station Improvement Initiative:
Northport Station (Design-Build Package 2)

LIRR Station Improvement Initiative:

Wyandanch Station (Design-Bid-Build)



NYCT 15-19 Program Highlights

ADA: 86 St (R)

Budget
Original: $32 M
EAC: $36 M

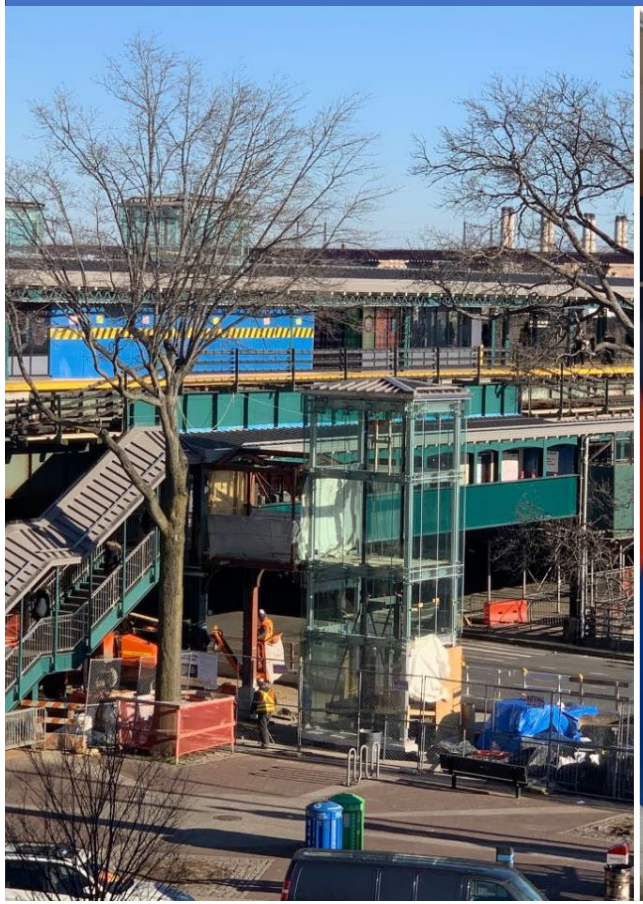
Completion Date
Original: May 2020
Forecast: May 2020

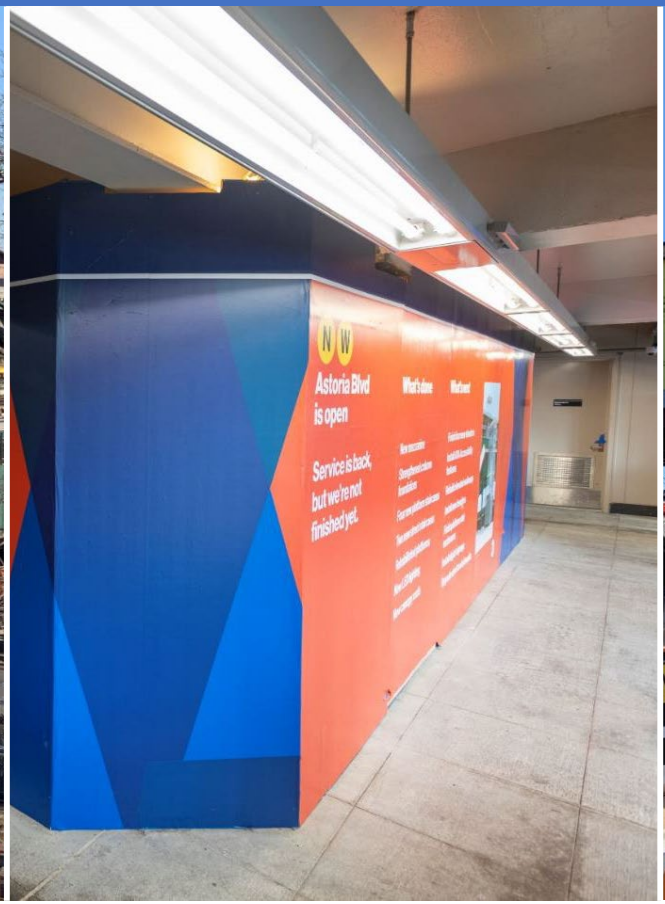
ADA: Bedford Park (B/D)

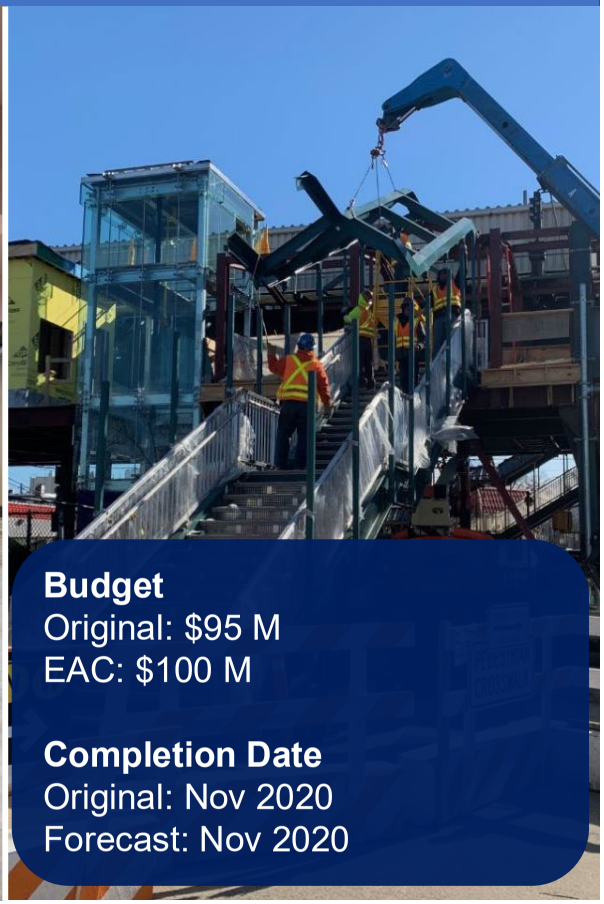
Budget
Original: $34 M
EAC: $37 M

Completion Date
Original: Jun 2020
Forecast: Jun 2020

ADA + Renewal: Astoria Blvd Station (N/W)



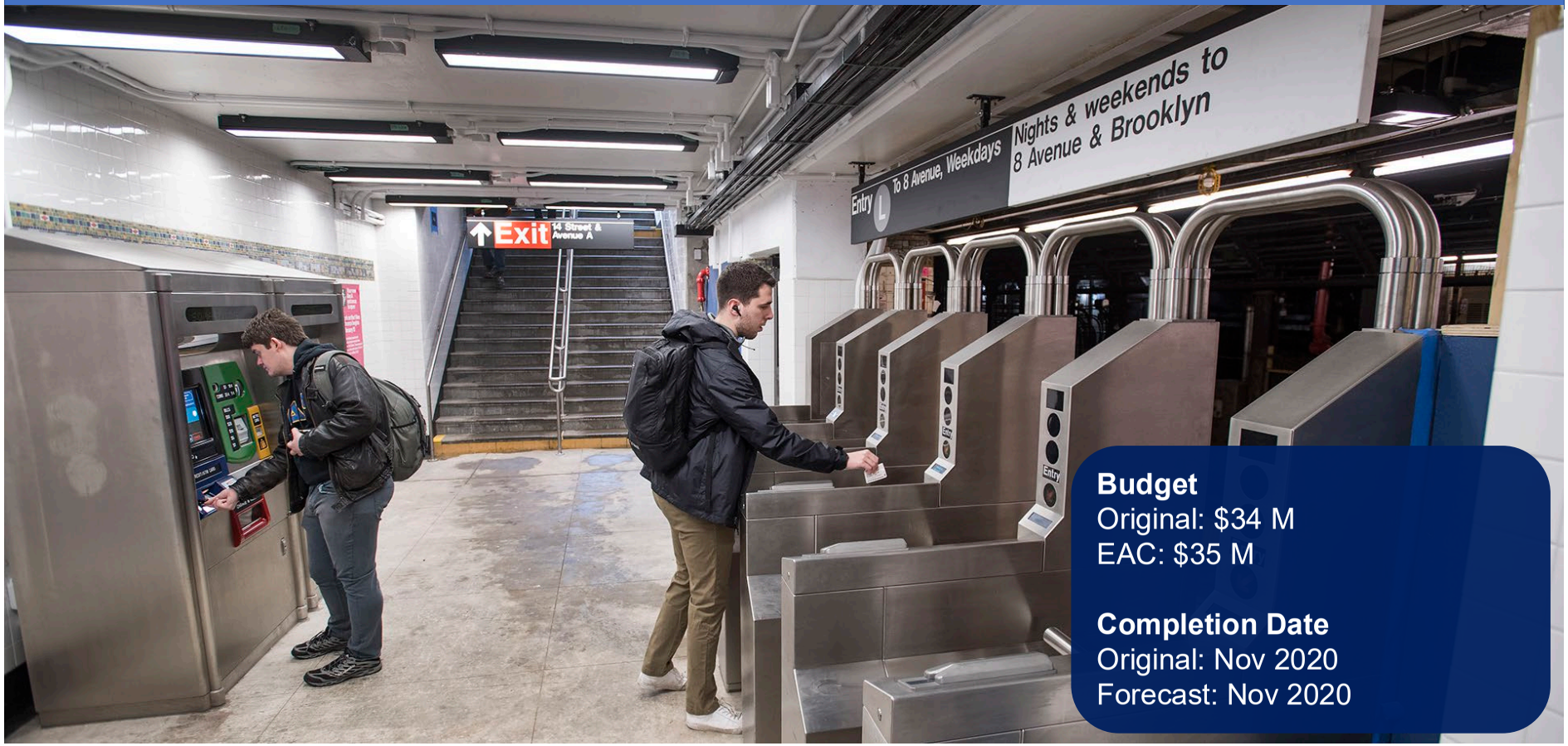




Budget
Original: $95 M
EAC: $100 M

Completion Date
Original: Nov 2020
Forecast: Nov 2020

ADA: 1 Av (L)



Budget
Original: $34 M
EAC: $35 M

Completion Date
Original: Nov 2020
Forecast: Nov 2020

6 Station Renewals on the Sea Beach Line

Budget
Original: $292 M
Actual: $307 M

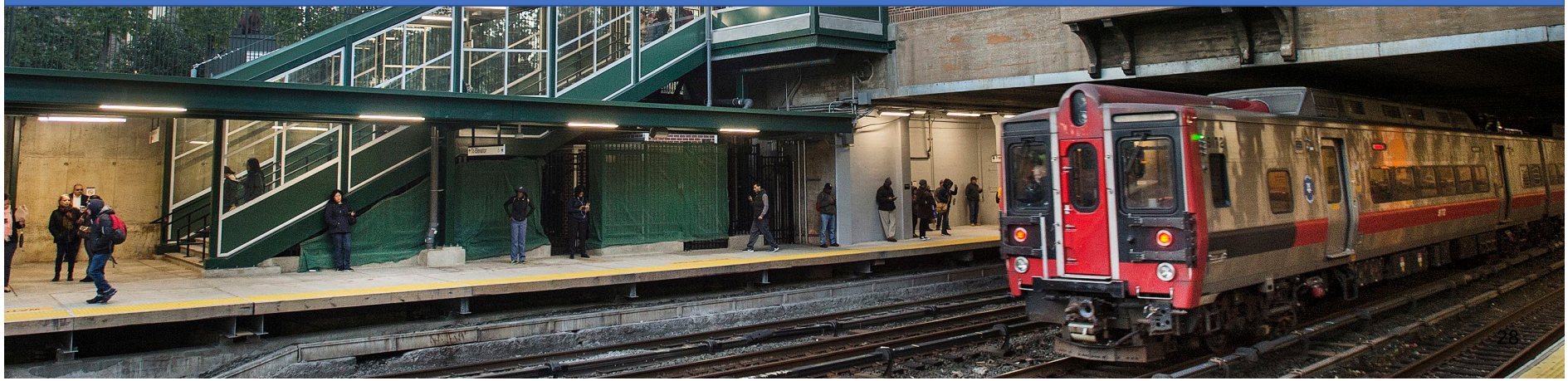
Completion Date
Original: Dec 2018
Actual: Nov 2019

Replace 12 Traction Elevators / Various Locations

Budget
Original: $99 M
EAC: $99 M

Completion Date
Original: May 2022
Forecast: May 2022

Metro-North 15-19 Program Highlights



MNR Station Improvement Initiative

5 Stations
Design-Build (10%)

Budget
Original: $135 M
EAC: $135 M

Completion Date
Original: Dec 2020
Forecast: Dec 2020

White Plains
Port Chester
Harlem-125 St
Crestwood
Riverdale

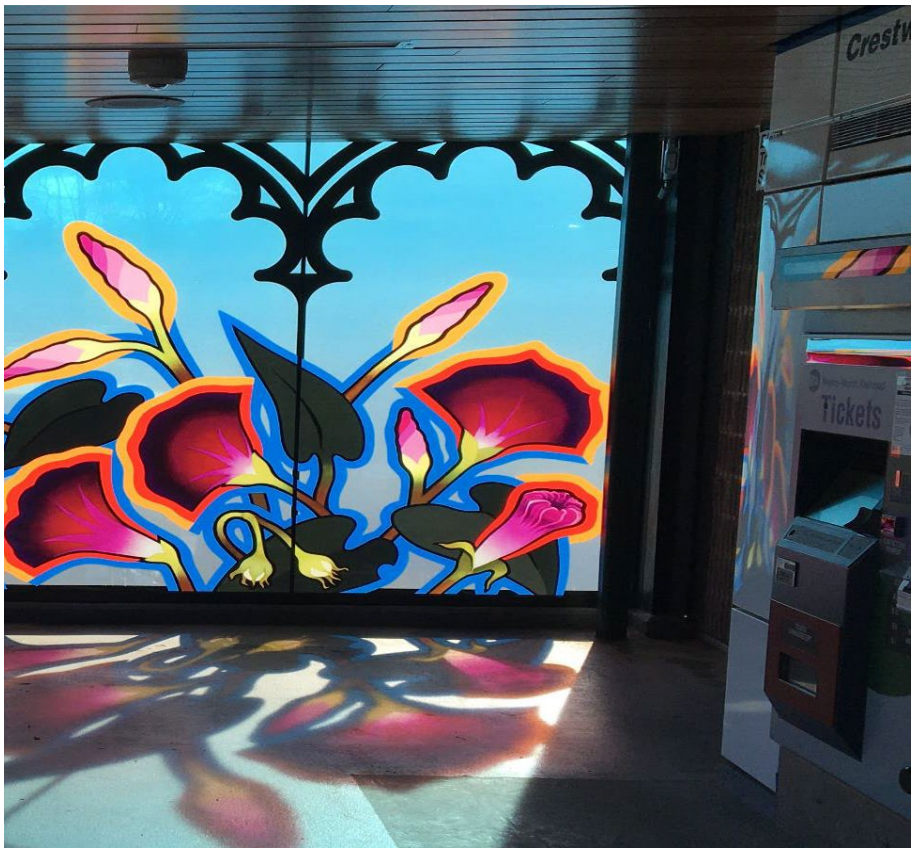
29

MNR Station Improvements Initiative:
Harlem – 125 St

Renovated Lobby

New Ticket Vending Machines

MNR Station Improvements Initiative:
Crestwood Station

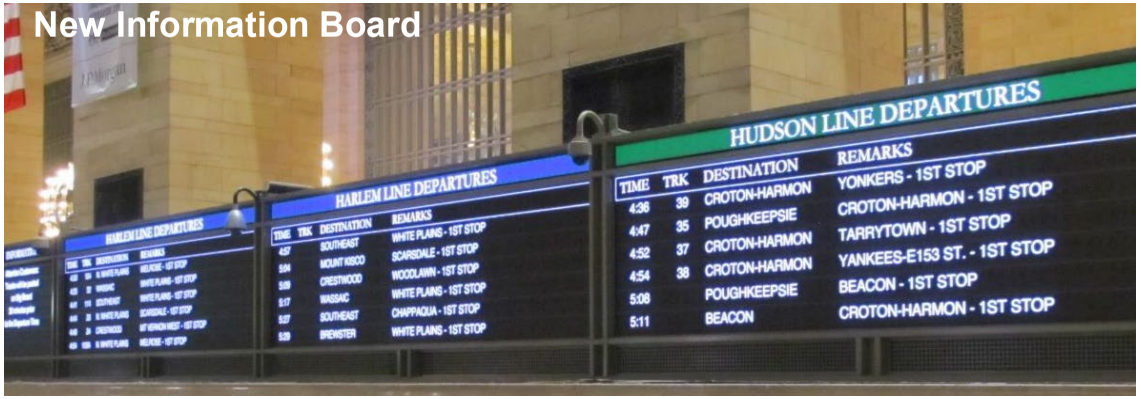


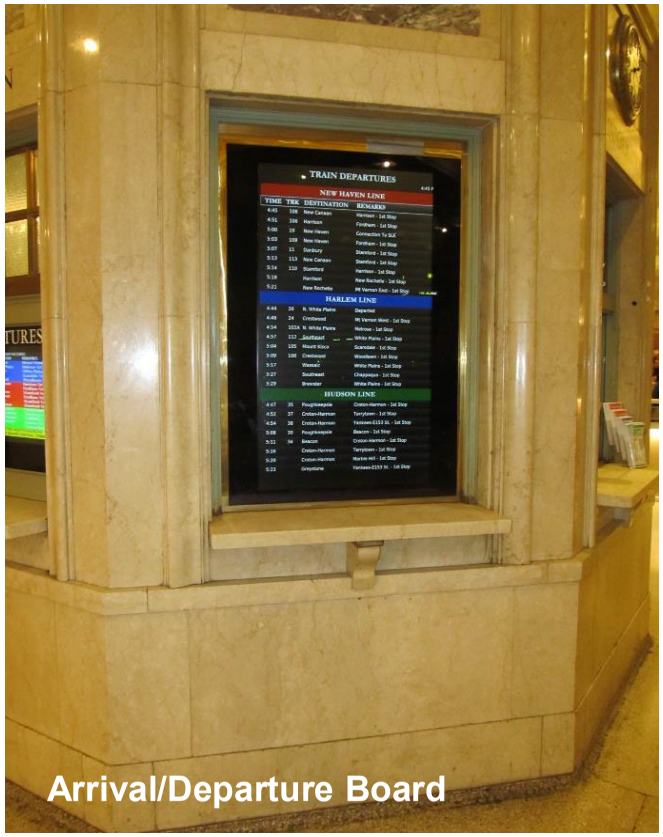
MNR Station Improvements Initiative:

White Plains Station

MNR Station Improvements Initiative:
White Plains Station

MNR Customer Service Initiative





Leasing Opportunities at Commuter Rail Stations

Tarrytown

Hastings-on-Hudson

Port Chester (in contract)

Challenges / Areas of Focus

- Funding availability during and post-COVID-19 pandemic
- Integrating projects
- Streamlining owner agency coordination
- Developing protocols to escalate potential issues with City/State agencies
- Centralizing documentation and benchmarking across all units
- Conducting outreach to the contracting community

MTA Construction & Development

Thank You

MTA Capital Program
Commitments & Completions

through
February 29, 2020

Metropolitan Transportation Authority

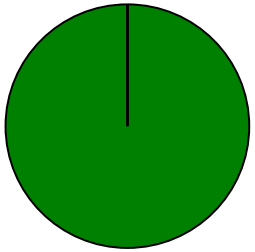
Capital Projects – Major Commitments – February 2020

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 MTACC, and two for MTA Bus.

Through February, agencies have committed $2.1 billion versus a $1.2 billion YTD goal. The MTA exceeded its February 2020 commitments because of several NYCT and MTACC projects awarded ahead of schedule, including NYCT's purchase of 335 buses ($249) and station accessibility (ADA) at Livonia Avenue / Canarsie ($85M) and MTACC's LIRR Mainline Expansion option and other mega projects support tasks ($477M).

By year-end, the MTA forecasts meeting its $13.5 billion goal.

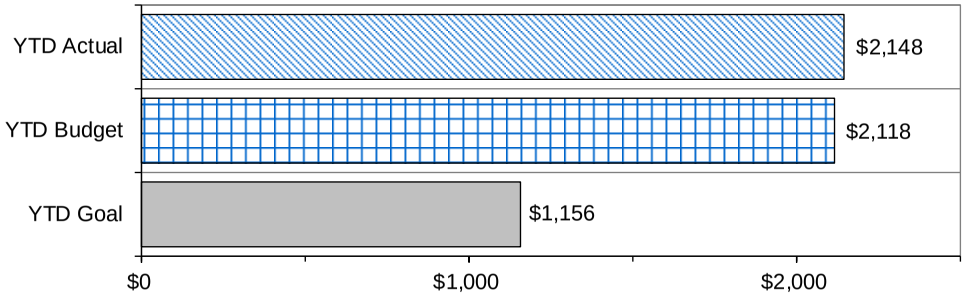
Year-to-Date Major Commitments



		Count	Percent	Change from Prior Month
GREEN	=Commitments made/forecast within Goal	5	100%	↑ 3
YELLOW	= Commitments delayed beyond Goal (already achieved)	0	-	-
RED	= Commitments delayed beyond Goal (not yet achieved)	0	-	-
		5	100%	↑ 3

Budget Analysis

2020 Annual Goal	$13,497	($ in millions)
2020 Forecast	102%	of Annual Goal
Forecast Left to commit	84%	($11,593)



Year-to-Date Agency Breakdown

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

Metropolitan Transportation Authority

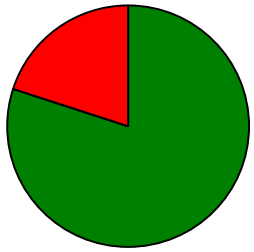
Capital Projects – Major Completions – February 2020

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 MTACC, and one for MTA PD.

Through February, agencies have completed $360 million versus a $398 million YTD goal. The shortfall is due to a slip of one major LIRR completion, explained on the following page and delays of non-major completions, including NYCT's Mainline Track Replacement program, which is expected to be completed later in 2020.

By year-end, the MTA forecasts meeting its $5.4 billion goal.

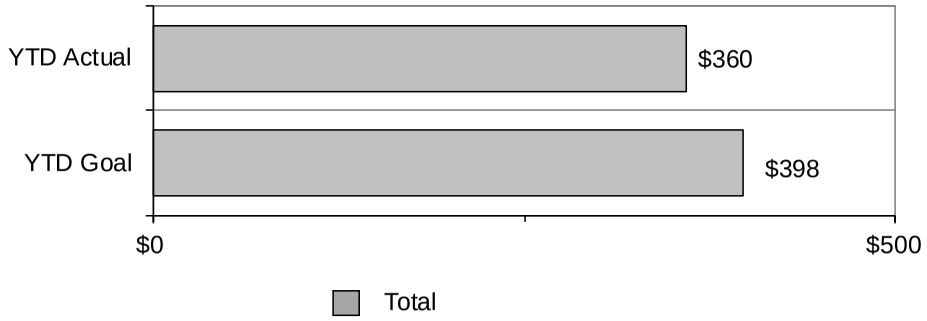
Year-to-Date Major Completions



		Count	Percent	Change from Prior Month
GREEN	=Completions made/forecast within Goal	4	80%	↑ 1
YELLOW	= Completions delayed beyond Goal (already achieved)	0	-	-
RED	= Completions delayed beyond Goal (not yet achieved)	1	20%	↑ 1
		5	100%	↑ 2

Budget Analysis

2020 Annual Goal	$5,390	($ in millions)
2020 Forecast	101%	of Annual Goal
Forecast left to complete	93%	($5,063)



Year-to-Date Agency Breakdown

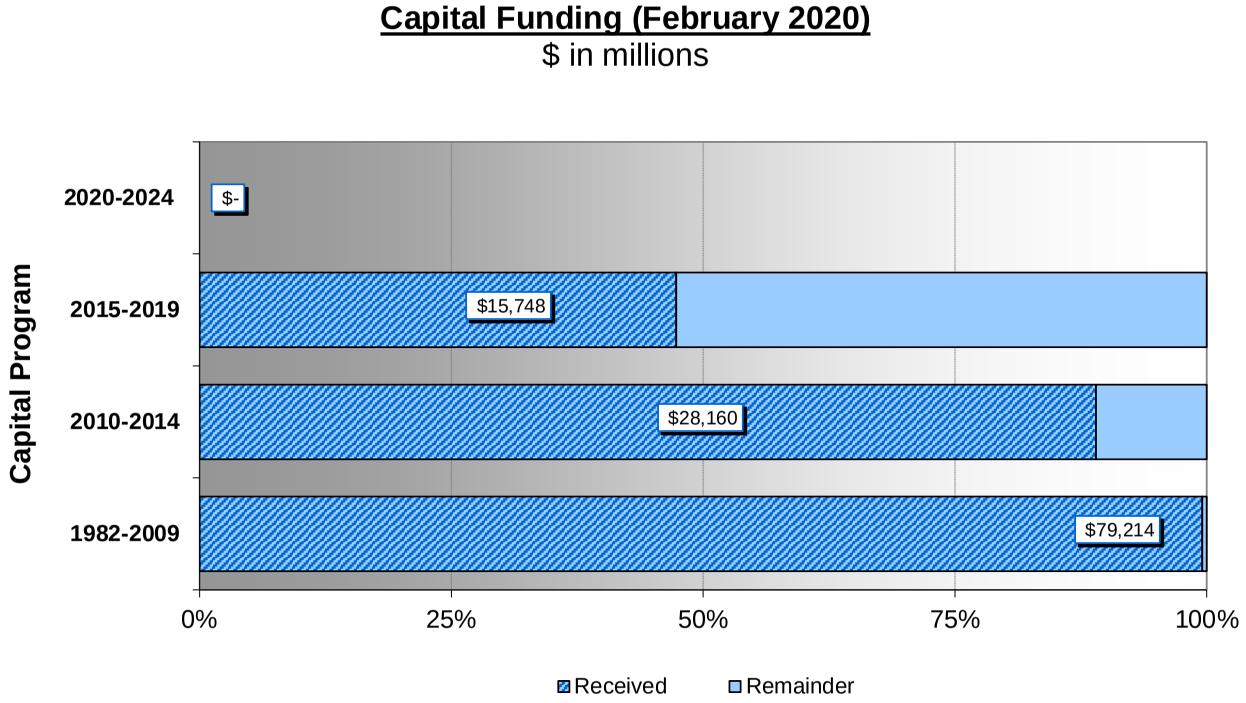
2020 Goals	Prior month variance		
	GREEN	YELLOW	RED
New York City Transit			
3	----	----	----
Long Island Rail Road			
1 1	+1 GREEN	----	+1 RED
Metro-North Railroad			
	----	----	----
Bridges and Tunnels			
	----	----	----
Capital Construction Company			
	----	----	----
MTA Bus Company			
	----	----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

Metropolitan Transportation Authority

Capital Projects – Major Completions – February 2020 – Schedule Variances

Project	Completion	Goal	Forecast
1 All-Agency Red Completions (1 New Item)			
LIRR			
Track			
Massapequa Pocket Track		Feb-20	Jun-20
(New Item)		$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.			

Status of MTA Capital Program Funding


Capital Funding (February 2020)
$ in millions
Capital Program
2020-2024
2015-2019
2010-2014
1982-2009
$-
$15,748
$28,160
$79,214
0%
25%
50%
75%
100%
Received
Remainder

Capital Funding Detail (February 29, 2020)

$ in millions

	Funding Plan	Receipts		
	Current	January	This month	Received to date
1992-1999 Program	18,095	18,095	1	18,096
2000-2004 Program	21,668	21,668	(1)	21,667
2005-2009 Program	24,409	24,030	30	24,060

	Funding Plan	Receipts		
2010-2014 Program	Current	January	This month	Received to date
Federal Formula, Flexible, Misc	$5,853	$5,839	$ -	$5,839
Federal High Speed Rail	295	295	-	295
Federal New Start	1,257	1,257	-	1,257
Federal Security	189	101	-	101
Federal RRIF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	770	-	770
MTA Bus Federal and City Match	132	112	-	112
MTA Bonds (Payroll Mobility Tax)	11,483	10,009	21	10,031
Other (Including Operating to Capital)**	1,519	1,268	-	1,268
B&T Bonds	2,026	1,986	-	1,986
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	6,329	5,613	-	5,613
PAYGO	81	81	-	81
Sandy Recovery MTA Bonds	758	182	-	182
Sandy Recovery B&T Bonds	229	18	-	18
Total	**31,639**	**28,139**	**21**	**28,160**

	Funding Plan	Receipts		
2015-2019 Program	Current	January	This month	Received to date
Federal Formula, Flexible, Misc	$6,704	$4,456	$ -	$4,456
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	3	3	-	3
State Assistance	8,640	979	-	979
City Capital Funds	2,667	790	-	790
MTA Bonds	7,968	6,125	583	6,708
Asset Sales/Leases	1,017	306	-	306
Pay-as-you-go (PAYGO)**	2,156	1,572	-	1,572
Other	592	36	-	36
B&T Bonds & PAYGO/Asset Sale	2,925	898	-	898
Total	**33,273**	**15,165**	**583**	**15,748**

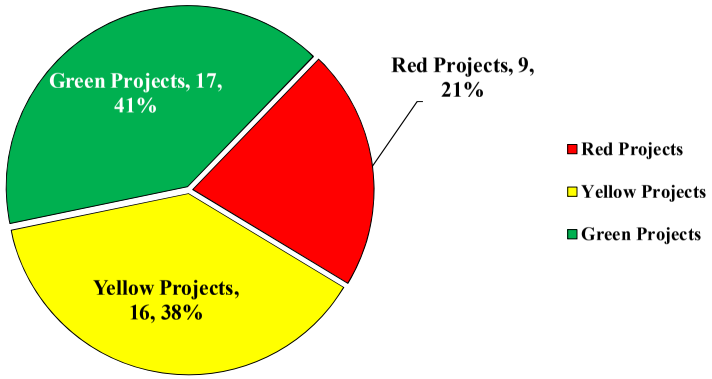
	Funding Plan	Receipts		
2020-2024 Program	Current	January	This month	Received to date
Capital from Central Business District Tolling	$15,000	$ -	$ -	$ -
Capial from New Revenue Sources	10,000	-	-	-
MTA Bonds and PAYGO	9,792	-	-	-
Federal Formula	7,500	-	-	-
State of New York	3,000	-	-	-
City of New York	3,000	-	-	-
Federal New Start (SAS Ph2)	2,905	-	-	-
Federal Flexible	275	-	-	-
B&T Bonds (Self-Funded)	3,327	-	-	-
Total	**54,799**	**-**	**-**	**-**

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report on MTA Core Capital Program Projects

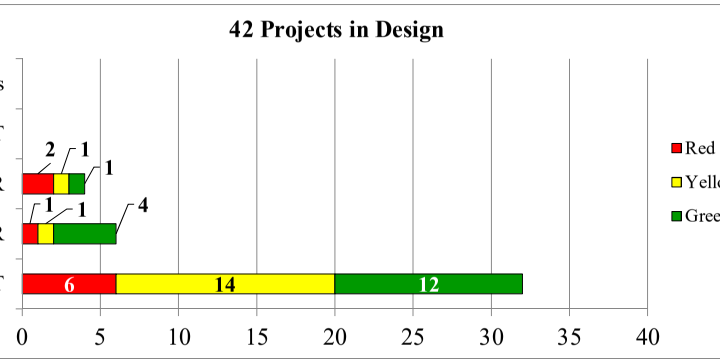
A total of 274 Projects were Reviewed for the 4th Quarter 2019

42 Projects in Design

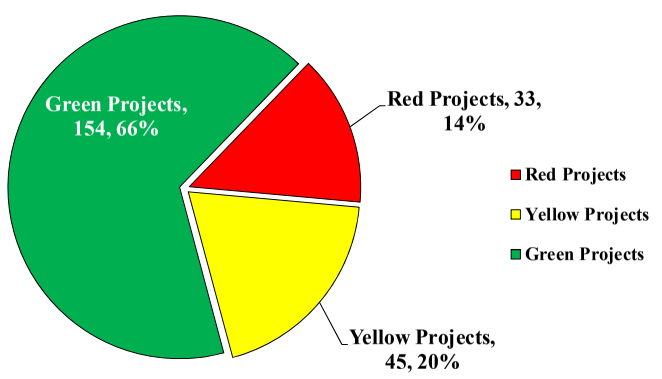


Projects in Design: 42 projects were reviewed in the design phase with 17 (41%) projects designated green, 16 (38%) yellow, and 9 (21%) red. This is an decrease of 5 red projects since the 3rd quarter 2019. Of the 9 red projects, all were red for a schedule variance. The schedule variances were due in part to changes of scope, real estate acquisition issues, repackaging of design for Design/build award, and completion of the system-wide ADA study.

Last Quarter: 48 projects were reviewed in the design phase with 22 (46%) projects designated green, 12 (25%) yellow, and 14 (29%) red.

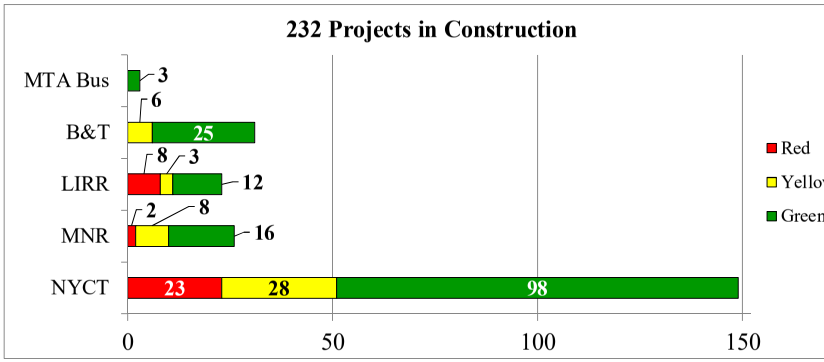


232 Projects in Construction



Projects in Construction: 232 projects were reviewed in the construction phase with 154 (66%) designated green, 45 (20%) yellow and 33 (14%) red. This is an increase of 1 red project since the 3rd quarter 2019. Of the 33 red projects, 27 (82%) were red for a schedule variance, 4 for a contingency variance, 1 for a cost variance, and 1 for both contingency and schedule variances. For the 27 projects designated red for schedule, the variances ranged from 3 to 25 months. The schedule variances were due in part to delayed delivery of materials, lack of General Orders, change of scope requiring extensive redesign, reprioritization of in-house workforces, and unforeseen site conditions requiring attention.

Last Quarter: 237 projects were reviewed in the construction phase with 166 (70%) designated green, 39 (16%) yellow and 32 (14%) red.



Terms and Definitions
4th Quarter 2019 Traffic Light Report on MTA Core Capital Program Projects

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

Traffic Light Report Project Terms and Definitions

Projects in Design: 42
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: 232
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

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
NYCT - ADA Accessibility Program - Projects in Construction											
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	Construction	$35,857,557	50	.00	▬	1.00	▬	3	▲	R
T7041301	ADA: Bedford Av CNR	Construction	$74,823,712	57	.08	▼	.98	▬	0	▬	G
T7041302	ADA: Astoria Blvd AST	Construction	$43,215,140	64	.21	▲	1.00	▬	0	▬	G
T7041303	ADA: Bedford Pk Blvd BXC	Construction	$37,119,638	62	.22	▼	1.00	▬	0	▬	G
T7041304	ADA: 86 St 4AV	Construction	$36,055,077	63	.69	▼	1.00	▼	0	▬	Y
T7041305	ADA: Gun Hill Road DYR	Construction	$60,707,871	48	-.02	▬	1.00	▬	0	▬	G
T7041306	ADA: Eastern Pkwy-Bklyn Museum EPK	Construction	$42,298,636	40	1.28	▲	1.00	▬	0	▬	R
T7041308	ADA: Chambers St NAS	Construction	$47,265,141	54	.43	▲	1.00	▬	0	▬	G
T7041309	ADA: Greenpoint Av XTN	Construction	$41,345,663	61	.05	▬	1.00	▬	0	▬	G
T7041310	ADA: 59 St 4AV	Construction	$58,733,105	30	.04	▬	1.00	▬	0	▬	G
T7041311	ADA: Rockaway Parkway CNR	Construction	$12,787,053	48	.00	▬	1.00	▬	0	▬	G
T7041312	ADA: 1 Av CNR	Construction	$33,969,390	80	-5.76	▼	.88	▬	0	▬	G
T7041323	ADA: 57 Street BWY Additional Support Costs	Construction	$53,339,198	50	7.34	▼	1.00	▬	3	▲	R
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	48	.00	▬	1.00	▬	0	▬	G
T5160749	Ulmer Park Depot Mezzanine Extension	Construction	$7,754,011	100	1.00	▼	1.00	▬	-3	▼	G
T6030227	On-Board Audio Visual (OBAV) System	Construction	$23,284,832	82	.00	▬	1.01	▬	-12	▼	G
T6040401	MetroCard-Electronic Components Replacement	Construction	$16,340,035	85	.00	▬	1.00	▬	0	▬	G
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	78	.00	▬	1.13	▬	12	▲	R
T6070306	Demolish Abandoned Structures	Construction	$15,116,583	74	.00	▬	1.00	▬	0	▬	Y
T6070316	Structural Repairs: 39 St - 60 St 4AV Ph1	Construction	$31,200,170	100	.00	▬	1.00	▬	-1	▼	G
T6100454	207th St. OH Shop: Boiler Upgrades & Site Remed.	Construction	$10,469,824	50	-.52	▼	.96	▬	0	▬	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T6120436	Replacement of Oil/Water Separators at 4 Locs	Construction	$19,024,868	100	-.23	▲	1.00	▬	-3	▼	Y
T6130202	Purchase 65 Flatcars	Construction	$47,597,644	32	.00	▬	1.04	▬	0	▬	G
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	Construction	$22,268,148	85	.00	▬	.99	▬	7	▲	R
T6160611	Replace Fire Alarm Systems at 15 Locations	Construction	$27,577,750	7	.00	▬	1.00	▬	7	▲	R
T6160717	Livingston Plaza Repairs	Construction	$51,620,490	48	-4.20	▼	1.00	▬	0	▬	Y
T6120323	Flatbush & Ulmer Park: Window Replacement	Design	$8,048,187	20	.00	▬	1.00	▲	0	▬	G
T7030215	AVLM for Paratransit Vehicles	Construction	$26,938,276	19	.00	▬	1.00	▬	5	▲	R
T7030221	Purchase 108 Articulated Buses (New Flyer)	Construction	$99,592,763	100	.00	▬	1.00	▬	-1	▼	G
T7040402	AFC Low Turnstile Procurement	Construction	$12,740,000	100	.00	▬	1.09	▲	25	▲	R
T7040702	Replace 12 Traction Elevators BW7	Construction	$99,073,454	37	.34	▼	1.00	▬	0	▬	G
T7040704	Replace 6 Traction Elevators 8AV	Construction	$46,049,777	24	.00	▬	1.05	▲	0	▬	G
T7040705	Replace 2 Hydraulic Elevators: Borough Hall CLK	Construction	$13,621,109	0	.00	▬	.99	▼	0	▬	G
T7040706	Replace 2 Escalators: Grand Central-42 St LEX	Construction	$31,260,323	32	.64	▲	1.04	▼	0	▬	Y
T7040710	Escalator Relocation: Jay St-MetroTech FUL	Construction	$21,724,370	15	.00	▬	1.00	▬	0	▬	G
T7040711	Replace 2 Hydraulic Elevators: Franklin Av FRK	Construction	$13,980,451	0	.00	▬	1.00	▼	0	▬	G
T7040712	Replace 3 Escalators: Main St FLS	Construction	$27,777,750	0	.00	▬	1.01	▼	0	▬	G
T7040714	Replace 1 Hydraulic Elevator: Grand Central FLS	Construction	$19,427,512	13	.00	▬	1.89	▬	0	▬	G
T7041202	Renewal: 138 St-Grand Concourse JER	Construction	$25,606,623	7	.00	▬	1.00	▬	0	▬	G
T7041204	Renewal: Astoria Blvd AST	Construction	$56,713,060	64	.06	▼	1.00	▬	0	▬	G
T7041236	Platform Components: Longwood Ave PEL	Construction	$10,329,087	25	.00	▬	1.00	▬	0	▬	G
T7041237	Platform Components: 2 Locs LNX	Construction	$7,941,325	35	.00	▬	1.04	▬	0	▬	G
T7041251	Platform Components: 4 Locs CNR	Construction	$19,460,670	0	.36	▼	.72	▬	0	▬	G
T7041252	Platform Components: 3 Locs EPK, CLK	Construction	$15,436,947	80	.57	▲	1.00	▬	0	▬	G
T7041263	Platform Components: 3 Locs NOS	Construction	$19,236,236	100	.20	▼	1.00	▬	0	▬	G
T7041401	Station Signage Improvements	Construction	$10,225,624	47	.00	▬	.94	▬	0	▬	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7041403	Reopen Station Entrance: 8 Av SEA	Construction	$19,515,798	100	.90	▼	1.00	▬	1	▲	Y
T7041408	2017 Water Condition Remedy	Construction	$9,966,029	40	.00	▬	1.00	▬	0	▬	G
T7041411	New Street Stairs: 2 Locs CNR	Construction	$6,973,332	80	.92	▬	.92	▬	0	▬	G
T7041416	Circulation Improvements: Union Square CNR	Construction	$18,035,047	70	1.28	▼	1.02	▬	0	▬	Y
T7050210	2018 Continuous Welded Rail	Construction	$8,883,473	100	.00	▬	1.00	▲	1	▲	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	53	.00	▬	.98	▬	0	▬	G
T7050259	2017 Mainline Track Repl: Jerome	Construction	$22,849,946	95	.00	▬	1.00	▬	2	▲	Y
T7050260	2017 Mainline Track Repl: Lexington	Construction	$9,345,501	96	.00	▬	1.05	▲	2	▲	Y
T7050261	2017 Mainline Track Repl: Pelham	Construction	$19,018,816	100	.00	▬	1.00	▼	-1	▼	Y
T7050266	2017 Mainline Track Repl: Flushing	Construction	$38,334,237	92	.00	▬	.99	▼	1	▲	Y
T7050269	Continuous Welded Rail (SAP)	Construction	$57,500,000	80	.00	▬	1.08	▲	1	▲	G
T7050270	2018 Mainline Track Repl: Astoria	Construction	$17,274,700	100	.00	▬	1.00	▼	1	▲	Y
T7050271	2018 Mainline Track Repl: Flushing	Construction	$15,438,120	100	.00	▬	1.00	▲	-4	▼	Y
T7050272	2018 Mainline Track Repl: Jamaica	Construction	$27,270,164	92	.00	▬	1.00	▬	2	▲	Y
T7050276	2018 Mainline Track Repl: Eastern Parkway	Construction	$15,551,529	97	.00	▬	1.02	▼	1	▲	Y
T7050277	2018 Mainline Track Repl: Broadway-7th Avenue	Construction	$13,500,000	100	.00	▬	1.01	▼	0	▬	Y
T7050278	2018 Mainline Track Repl: Canarsie	Construction	$8,868,435	100	.00	▬	1.00	▬	1	▲	Y
T7050279	2018 Mainline Track Repl: Concourse	Construction	$11,302,700	90	.00	▬	1.00	▬	1	▲	Y
T7050283	2018 Mainline Track Repl: Archer Ave	Construction	$6,680,267	93	.00	▬	1.00	▲	1	▲	G
T7050284	2018 Mainline Track Repl: Lenox-White Plains Rd	Construction	$11,896,699	63	.00	▬	1.00	▬	3	▲	R
T7050287	2018 Mainline Track Repl: Brighton Line, BMT	Construction	$10,528,093	92	.00	▬	1.00	▬	0	▬	G
T7050288	2018 Mainline Track Repl: 4th Avenue Line, BMT	Construction	$22,173,116	100	.00	▬	1.00	▼	-11	▼	Y
T7050290	2018 Mainline Track Repl: Myrtle	Construction	$7,465,754	82	.00	▬	1.03	▬	3	▲	R
T7050293	2019 Mainline Track Repl: Astoria	Construction	$17,187,635	88	.00	▬	.98	▬	2	▲	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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▼ = Index decrease: Trending indicates condition improving since last quarterly report
▬ = No Change since last quarterly report

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7050304	2018 Mainline Switch Repl: Design/Support	Construction	$9,252,717	100	.00	▬	1.00	▼	0	▬	Y
T7050320	2016 Mainline Switch Repl: Flushing	Construction	$7,499,563	18	.00	▬	1.00	▬	0	▬	G
T7050328	2018 Mainline Switch Repl: Astoria	Construction	$10,959,838	100	.00	▬	1.00	▬	-1	▼	Y
T7050333	2018 Mainline Switch Repl: 4th Avenue Line, BMT	Construction	$9,113,527	100	.00	▬	1.06	▼	2	▲	Y
T7050339	2019 Mainline Switch Repl: Bway-7th Ave.	Construction	$24,081,140	93	.00	▬	1.10	▲	0	▬	R
T7060503	Replace Supervisory Vent Controls - Var Locs	Construction	$28,110,939	17	.00	▬	.96	▬	0	▬	G
T7060506	Rehab Forsyth St Vent Plant	Construction	$90,374,945	18	.00	▬	.99	▬	0	▬	G
T7060514	Tunnel Lighting: Roosevelt Av to Elmhurst Av / QBL	Construction	$10,000,000	14	.00	▬	1.00	▬	0	▬	G
T7070303	Struct Rehab: Livonia Yard Overpass & Retain Wall	Construction	$27,083,332	14	.00	▬	1.00	▬	1	▲	G
T7070307	Rehab Emergency Exits (ICC) - Various Locs	Construction	$16,997,741	82	.00	▬	1.00	▬	0	▬	G
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs	Construction	$10,665,352	2	.00	▬	1.00	▬	-10	▼	G
T7070313	Overcoat: 72 St - 104 St FLS	Construction	$60,965,120	80	-3.42	▼	1.00	▬	0	▬	Y
T7070316	Overcoat: Broadway - End of Line MYT	Construction	$58,258,534	18	.00	▬	.99	▬	0	▬	G
T7070317	Overcoat: 48 St - 72 St FLS	Construction	$57,133,383	14	.00	▬	1.00	▬	2	▲	G
T7070321	Struct Rehab: 4AV - Ph2	Construction	$86,455,006	100	.84	▬	1.00	▬	-1	▼	Y
T7070344	Repairing 'A' and 'B' Column Base Conditions WPR	Construction	$17,401,817	10	.00	▬	1.00	▬	0	▬	G
T7070347	Elevated Structures Netting at Priority Locations	Construction	$17,563,879	100	.00	▬	1.06	▼	-3	▼	G
T7080307	Interlocking Modernization: Ditmas CUL	Construction	$133,574,754	28	.00	▬	1.00	▬	0	▬	G
T7080308	Interlocking Modernization: Kings Highway CUL	Construction	$179,435,183	67	.09	▬	1.00	▬	0	▬	G
T7080322	AC to DC Line Relay Upgrade BCT	Construction	$25,168,851	42	.00	▬	1.00	▬	0	▬	G
T7080323	Signal Key-By Modifications, Ph4	Construction	$18,429,499	64	.00	▬	1.00	▬	0	▬	G
T7080325	Signal Room Fire Suppression, Phase 2	Construction	$25,609,793	38	.03	▬	1.00	▬	0	▬	G
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	$117,995,762	10	.00	▬	1.00	▬	0	▬	G
T7080333	Interlocking Modernization: Ave X CUL	Construction	$200,040,640	17	.00	▬	1.00	▬	0	▬	G
T7080339	Upgrade/Modernization of Signal Technology (SAP)	Construction	$75,237,915	48	.00	▬	1.05	▬	0	▬	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report
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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											
T7080345	2019 M/L Switch Repl: Kings Hwy 12 Switches CUL	Construction	$26,368,385	0	.00	▬	1.00	▬	0	▬	G
T7080346	Ultra-Wideband (UWB)-Based Train Control	Construction	$59,965,071	95	.00	▬	1.05	▬	0	▬	G
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	$30,961,649	88	.28	▲	1.00	▬	3	▲	R
T7080603	PBX Upgrade	Construction	$41,507,342	65	.20	▬	1.00	▬	12	▲	R
T7080604	Fiber Optic Cable Replacement Ph2	Construction	$28,694,060	50	.00	▬	1.00	▬	0	▬	G
T7080617	LiftNet Transition to Ethernet	Construction	$15,965,060	64	.00	▬	1.00	▬	0	▬	G
T7080646	Antenna Cable: Next Generation Pilot & Testing	Construction	$10,911,976	35	.00	▬	1.00	▬	0	▬	G
T7080651	Help Point: Wrap Up work and CAI Removals	Construction	$20,205,948	0	.00	▬	1.00	▬	4	▲	R
T7090201	Substation Renewal: Burnside Av BXC	Construction	$22,857,912	34	-.13	▼	1.00	▬	0	▬	G
T7090202	Substation Renewal: Av Z CUL	Construction	$32,517,194	19	.00	▬	1.01	▬	0	▬	G
T7090203	Substation Rnwl & New Rectifier: Centrl SS 6AV	Construction	$43,418,406	0	.00	▬	1.00	▲	0	▬	G
T7090204	Substation Roof & Encl: Wash Heights 8AV [SBDP]	Construction	$8,498,670	2	.00	▬	1.00	▲	0	▬	G
T7090205	Replace 25Hz Freq Converters - Various Locs	Construction	$19,205,969	60	.00	▬	1.00	▬	3	▲	R
T7090206	Replace HT Switchgear - Various Locs	Construction	$29,930,773	20	.60	▼	1.00	▬	0	▬	G
T7090210	Install Low-Resistance Contact Rail - CNR Tube	Construction	$28,661,710	80	.00	▬	.99	▬	0	▬	G
T7090215	Supplemental Negative Cables QBL	Construction	$53,023,972	31	.75	▲	1.00	▬	0	▬	G
T7090218	Install Low-Resistance Contact Rail QBL	Construction	$48,418,850	42	.00	▬	1.00	▬	0	▬	G
T7090221	New Substation: 14 St-Avenue B CNR	Construction	$81,637,075	80	.98	▼	.99	▬	0	▬	G
T7090222	New Substation: Maspeth Av-Humboldt St CNR	Construction	$51,540,916	94	.33	▲	1.00	▬	0	▬	G
T7090223	New Substation: Harrison Pl CNR	Construction	$58,204,402	91	.00	▬	.98	▬	0	▬	G
T7090401	Rehab CBH # 586 - 18 Av CUL	Construction	$14,497,395	99	.00	▬	1.02	▬	-1	▼	G
T7090406	Rehab CBH # 85 & New Ducts: Bedfrd-N 6 St SS CNR	Construction	$13,400,910	63	.48	▲	.99	▬	0	▬	G
T7090407	Rehab CBH # 5 - 53 St BWY	Construction	$16,771,998	80	.32	▼	1.00	▬	0	▬	G
T7090414	Repl Control & Bat Cables: Substation CZs	Construction	$28,893,653	51	.00	▬	1.00	▬	4	▲	R
T7090415	Reconstruct CBH # 392 Flushing River Bridge FLS	Construction	$15,137,840	5	.00	▬	1.00	▬	0	▬	G

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7100401	DCE Shop Components Ph 1: 180 St, CI, PEL	Construction	$34,238,409	6	.00	▬	1.01	▬	0	▬	G
T7100402	207th St Maint & OH Shop Roof & Component Repl	Construction	$59,961,172	9	.00	▬	1.00	▬	0	▬	G
T7100403	DCE Shop Components Ph 2: 239 St, Concourse, ENY	Construction	$45,506,450	19	.18	▲	1.00	▬	0	▬	G
T7100405	DCE Shop Components Ph 4: 207 St Admin	Construction	$24,328,231	12	.25	▲	.99	▬	0	▬	G
T7100407	Upgrade Central Electronics Shop: Woodside	Construction	$16,100,649	80	1.05	▲	.99	▬	5	▲	R
T7100409	Heavy Shop Equipment	Construction	$14,729,150	47	.00	▬	1.00	▬	0	▬	G
T7120301	Artic Modification: ENY Depot	Construction	$18,152,071	0	.00	▬	1.00	▬	0	▬	G
T7120310	New Depot: Jamaica	Construction	$16,580,897	2	.00	▬	.35	▼	0	▬	G
T7120314	HVAC: Manhattanville Depot	Construction	$16,521,341	95	.00	▬	1.00	▬	0	▬	G
T7120315	HVAC: Zerega Consolidated Maintenance Facility	Construction	$8,700,000	35	.00	▬	1.02	▬	0	▬	G
T7120408	Elevator Upgrades: JG,GH,MTV,CS,ENY	Construction	$22,842,795	45	.04	▬	.99	▬	3	▲	R
T7130212	Purchase 202 Non-Revenue Vehicles	Construction	$33,772,829	99	.00	▬	.99	▬	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	69	.00	▬	1.00	▬	0	▬	G
T7160704	Emp Fac Component Repairs: 10 Locs / Manhattan	Construction	$10,139,980	92	.00	▬	1.04	▬	12	▲	R
T7160714	Livingston Plz Elec, Mechanical, Generator Phase A	Construction	$33,550,597	66	.23	▬	1.05	▬	-3	▼	Y
T7160716	RCC and PCC Power Upgrade	Construction	$59,070,962	69	.39	▬	1.00	▬	9	▲	R
T7160721	EDR Rprs: DO #20 - Briarwood-Van Wyck	Construction	$7,984,193	100	.00	▬	1.00	▬	0	▬	G
T7160733	Emp Fac Component Repairs at Various Stations	Construction	$17,788,045	0	.00	▬	1.18	▬	0	▬	G
T7030216	Purchase 45 Standard Electric Buses	Design	$73,873,840	49	.00	▬	1.35	▬	3	▲	R
T7041201	Water Remediation - Renewal: Borough Hall LEX	Design	$15,499,337	60	.00	▬	.35	▬	0	▬	G
T7041213	Renewal: Woodhaven Blvd JAM	Design	$59,110,983	40	.00	▬	1.36	▬	2	▲	Y
T7041214	Renewal: 85 St-Forest Parkway JAM	Design	$51,323,374	40	.00	▬	2.04	▬	2	▲	Y
T7041215	Renewal: 75 St-Elderts Lane JAM	Design	$49,474,633	40	.00	▬	1.97	▬	2	▲	Y
T7041216	Renewal: Cypress Hills JAM	Design	$52,265,794	40	.00	▬	2.09	▬	2	▲	Y

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
T7041218	Renewal: 61 St-Woodside FLS	Design	$3,144,501	90	.00	▬	.06	▬	1	▲	Y
T7041224	Platform Components: 2 Locs JER	Design	$19,566,341	70	.00	▬	.97	▬	0	▬	G
T7041267	Platform Components: 10 Locs BW7	Design	$50,046,964	75	.00	▬	.99	▬	0	▬	Y
T7041274	Station Lighting: 9 Locs / Various [SBDP]	Design	$7,633,787	50	.00	▬	.99	▬	5	▲	R
T7041314	ADA: Court Square XTN (Elevator Phase)	Design	$15,904,539	75	.00	▬	1.00	▬	2	▲	G
T7041316	ADA: Woodhaven Boulevard JAM	Design	$31,839,421	40	.00	▬	1.00	▬	2	▲	Y
T7041317	ADA: Systemwide Study	Design	$17,598,305	75	.00	▬	1.00	▬	0	▬	G
T7041322	ADA: 95 St 4AV	Design	$35,000,000	20	.00	▬	1.00	▬	0	▬	G
T7041330	ADA: 14th St 6th Av/7th Av Complex DES	Design	$41,717,317	70	.00	▬	3.92	▬	-1	▼	Y
T7041335	ADA: Queensboro Plaza FLS DES	Design	$82,875,437	40	.00	▬	.99	▲	3	▲	R
T7041402	Access Improvements: Grand Central, Phase 2	Design	$65,776,674	90	.00	▬	1.00	▬	0	▬	G
T7060508	Rehab Pump Rooms: Various Locations	Design	$44,948,705	40	.00	▬	1.28	▬	2	▲	G
T7070305	Struct Repair: Over land Section RKY	Design	$18,969,436	0	.00	▬	.94	▬	0	▬	G
T7080619	Comm Room Upgrade and Expansion Ph2 [SBDP]	Design	$25,084,466	70	.00	▬	.99	▬	0	▬	G
T7090220	New Substation: 28 St 8AV	Design	$70,856,728	61	.00	▬	1.12	▼	3	▲	R
T7090410	Rehab Various CBH Enclosures	Design	$13,468,879	60	.00	▬	1.69	▲	-1	▼	Y
T7090418	Protection of Cables DYR	Design	$21,196,581	30	.00	▬	2.35	▲	0	▬	G
T7100406	Rehab Livonia Maintenance Shop, Ph 1	Design	$55,600,152	90	.00	▬	1.01	▬	0	▬	Y
T7120419	Queens Depot Property & Environmental Prep	Design	$19,542,069	90	.00	▬	1.00	▬	5	▲	Y
T7130207	Purchase 27 Refuse Flats	Design	$24,854,608	99	.00	▬	1.00	▬	0	▬	Y
T7130208	Purchase 12 3-Ton Crane Cars	Design	$28,780,641	85	.00	▬	1.00	▬	5	▲	R
T7130211	Purchase Locomotives	Design	$205,080,447	84	.00	▬	1.57	▬	5	▲	Y
T7160703	Emp Fac Consolidation: 2 Av 6AV	Design	$14,726,772	5	.00	▬	.96	▬	4	▲	R
T7160727	Roof Replacement: Tiffany Central Warehouse	Design	$17,118,821	95	.00	▬	1.01	▬	2	▲	Y
T7160730	Elevator & Escalator Training Facility Expansion	Design	$17,232,188	65	.00	▬	1.14	▬	0	▬	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
NYCT - New York City Transit Program											
All Other NYCT Projects											
S7070102	SIR Station Component Program	Construction	$18,774,621	1	.00	▬	1.01	▬	0	▬	G
S7070103	SIR Mainline Track Replacement	Construction	$48,852,964	26	.13	▲	.99	▬	0	▬	G
S7070105	New Power Substation: Tottenville	Construction	$27,353,205	94	.34	▬	.99	▬	7	▲	R
S7070106	New Power Substation: New Dorp	Construction	$23,993,252	69	.00	▬	1.00	▬	6	▲	R
S7070107	New Power Substation: Clifton	Construction	$31,041,073	69	.00	▬	1.00	▬	6	▲	R
S7070111	Relocate HQ to Clifton Shop	Construction	$9,141,188	39	.70	▲	1.00	▬	0	▬	Y
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	$17,706,979	26	.00	▬	1.01	▬	0	▬	G
LIRR - Long Island Rail Road Program											
L50304TQ	MLC-Hicksville North Siding	Construction	$44,186,928	56	.00	▬	.99	▬	19	▲	R
L60701AR	Replacement of Richmond Hill Substation	Construction	$16,617,791	10	2.79	▲	1.00	▬	11	▲	R
L70204UM	MURRAY HILL STATION - NEW ELEVATORS	Construction	$11,724,613	80	.24	▬	1.01	▬	3	▲	R
L70204UN	Nostrand Ave. Station Rehabilitation	Construction	$28,158,681	90	1.31	▲	1.00	▬	2	▲	R
L70204UW	GCT/ESA UNIFIED TRASH FACILITY	Construction	$11,100,000	15	.00	▬	1.00	▬	0	▬	G
L70204V5	Enhanced Station Initiative: 8 Stations	Construction	$98,764,999	97	.36	▼	1.00	▬	0	▬	G
L70204VV	Lynbrook Station Improvements [SBDP]	Construction	$8,200,000	27	1.09	▲	.89	▬	1	▲	G
L70206VN	PENN STATION - 33RD STREET CORRIDOR	Construction	$168,781,920	39	.00	▬	.99	▬	0	▬	G
L70206VP	Penn Sta Elevator/Escalator Renewal	Construction	$12,441,500	20	1.21	▲	1.00	▬	3	▲	R
L70206VS	MOYNIHAN TRAIN HALL	Construction	$114,706,794	40	.00	▬	1.01	▲	0	▬	G
L70301WE	2019 ANNUAL TRACK PROGRAM	Construction	$79,625,434	99	.00	▬	1.07	▲	0	▬	G
L70301WH	Retaining Walls / Right of Way Projects	Construction	$9,997,465	61	.00	▬	.99	▬	0	▬	G
L70304WV	Amtrak Territory Investments	Construction	$67,500,000	76	.00	▬	1.00	▬	0	▬	Y
L70401BS	Bridge Waterproofing	Construction	$8,048,756	22	.00	▬	1.00	▬	0	▬	G
L70401BU	MENTOR ALLOWANCE - LINE STRUCTURES	Construction	$15,489,132	8	.00	▬	1.00	▼	0	▬	Y
L70401BV	North Main Street & Accabonac Road	Construction	$21,080,494	89	.00	▬	1.00	▬	-6	▼	G
L70501SD	Fiber Optic Network	Construction	$34,460,000	45	.00	▬	1.00	▬	6	▲	R

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
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LIRR - Long Island Rail Road Program											
L70502LJ	Signal Normal Replacement Program	Construction	$30,000,000	70	.00	▬	1.00	▬	0	▬	G
L70502LN	Babylon to Patchogue	Construction	$46,495,658	9	.00	▬	1.01	▬	19	▲	R
L70601YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	Construction	$101,965,000	37	.55	▲	.99	▬	2	▲	G
L70701XA	Substation Repl Pkg 1	Construction	$22,894,523	40	.00	▬	1.00	▬	0	▬	Y
L70701XB	Substation Components	Construction	$24,306,295	8	2.76	▼	.66	▬	0	▬	G
L70701XF	3rd Rail -Composite Rail	Construction	$11,760,906	82	.00	▬	1.01	▬	12	▲	R
L70204UA	Station Component Replacement	Design	$15,135,175	90	.95	▲	1.00	▼	2	▲	Y
L70204UO	East Yaphank Station	Design	$20,000,000	25	.00	▬	1.00	▬	9	▲	R
L70206VQ	PENN STATION CUSTOMER FACILITIES	Design	$18,172,939	20	1.54	▬	1.00	▬	7	▲	R
L70502LH	Babylon Interlocking Renewal	Design	$32,640,000	30	.00	▬	1.00	▬	0	▬	G
MNR - Metro-North Railroad Program											
M6020108	GCT Utilities	Construction	$38,803,168	100	.99	▼	1.03	▬	2	▲	Y
M6020208	Customer Communication / Connectivity Improvements	Construction	$16,819,045	92	.00	▬	.99	▬	0	▬	G
M6040102	West of Hudson Signal Improvements	Construction	$63,917,192	46	.00	▬	.94	▬	0	▬	G
M6050101	Substation Bridge 23 - Construction	Construction	$41,452,052	95	.00	▬	.99	▬	1	▲	Y
M6050103	Harlem & Hudson Lines Power Improvements	Construction	$43,098,132	80	1.48	▲	1.01	▬	6	▲	Y
M6030210	Replace / Repair Undergrade Bridges	Design	$24,560,844	90	.92	▼	.99	▬	0	▬	Y
M7010102	M-8 Fleet Purchase	Construction	$113,806,778	78	.00	▬	.97	▬	0	▬	G
M7020104	GCT Fire Protection	Construction	$13,069,634	100	.83	▼	.97	▬	2	▲	Y
M7020107	GCT PA Head End and VIS Systems	Construction	$57,843,663	74	.53	▲	.97	▬	2	▲	G
M7020207	Customer Communication-Stations	Construction	$76,704,499	45	1.35	▲	.94	▬	1	▲	G
M7020210	Enhanced Station Initiative, 5 Stations	Construction	$11,364,772	68	.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	68	1.53	▼	.94	▼	0	▬	Y
M7030103	Rock Slope Remediation	Construction	$13,276,774	100	-1.95	▼	.71	▼	-2	▼	Y
M7030104	Turnouts - Mainline/High Speed	Construction	$44,609,309	78	.00	▬	1.00	▬	0	▬	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
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MNR - Metro-North Railroad Program											
M7030109	Purchase MoW Equipment	Construction	$22,058,371	38	.00	▬	1.00	▬	0	▬	G
M7030112	2019 Cyclical Track Program	Construction	$26,705,201	35	.00	▬	1.00	▬	0	▬	G
M7030201	Overhead Bridge Program - E of H	Construction	$65,584,556	29	.16	▲	.99	▬	2	▲	G
M7030208	Replace Timbers - Undergrade Bridges	Construction	$4,566,936	78	.00	▬	.80	▼	0	▬	Y
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	$85,439,221	22	1.39	▼	.98	▬	0	▬	R
M7040111	West of Hudson Signal Improvements	Construction	$21,079,000	26	.00	▬	1.00	▬	0	▬	G
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	$40,967,195	80	12.77	▲	1.01	▬	0	▬	G
M7050101	Replace MA's in Signal Substations	Construction	$23,291,109	20	.00	▬	.96	▬	0	▬	G
M7050104	East of Hudson Power Rehabilitation	Construction	$13,226,216	0	.00	▬	.88	▬	0	▬	G
M7050105	Harlem and Hudson Power Improvements	Construction	$21,424,286	27	.00	▬	.86	▬	0	▬	G
M7050113	H&H Power (86th St / 110th St)	Construction	$9,016,965	80	1.94	▼	.90	▬	6	▲	R
M7080113	Customer Communication-CM	Construction	$17,571,613	68	8.51	▼	1.10	▬	0	▬	Y
M7010101	Locomotive Purchase	Design	$236,174,097	32	.00	▬	.99	▬	4	▲	R
M7020301	Strategic Facilities	Design	$14,079,998	51	.00	▬	.99	▬	0	▬	G
M7030303	Undergrade Bridge Rehabilitation	Design	$10,029,007	31	.00	▬	.66	▼	0	▬	G
M7060103	Brewster YD Improvements - Design	Design	$7,499,998	0	.00	▬	1.00	▼	0	▬	G
M7060104	West of Hudson Capacity Improvements	Design	$23,923,618	13	.00	▬	.98	▬	0	▬	G
B&T - Bridges and Tunnels Program											
D701BW07	Fender Protection around Tower Piers (Const)	Construction	$21,313,613	3	.00	▬	1.01	▲	0	▬	G
D701BW14	Miscellaneous Structural Rehabilitation	Construction	$15,897,162	34	.00	▬	.45	▬	0	▬	G
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	Construction	$62,948,874	7	.00	▬	.95	▬	0	▬	G
D701HH07	Structural Rehabilitation	Construction	$37,964,853	5	.00	▬	.91	▼	0	▬	G
D701HH89	Skewback Retrofit	Construction	$98,158,453	69	1.34	▲	.97	▬	6	▲	Y
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Construction	$51,793,947	10	.00	▬	.91	▼	0	▬	G
D701RK20	Cable Inspection and Rehabilitation	Construction	$12,554,832	8	.00	▬	.96	▲	2	▲	G
D701RK70	Miscellaneous Structural Rehabilitation	Construction	$32,758,852	10	.00	▬	.93	▼	0	▬	G

Metropolitan Transportation Authority

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B&T - Bridges and Tunnels Program											
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	$213,375,415	4	.00	▬	.95	▼	0	▬	G
D701VN10	Anchorage & Piers Rehabilitation and Sealing	Construction	$46,219,826	27	.00	▬	.94	▼	0	▬	G
D701VN32	Steel Repair & Concrete Rehabilitation	Construction	$26,801,112	5	.00	▬	.79	▬	0	▬	G
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	Construction	$22,519,802	83	.00	▬	.94	▼	0	▬	G
D701VN89	Tower Pier Rehab/Construct Mooring Platform	Construction	$36,138,221	51	-2.46	▼	.95	▬	0	▬	G
D702RK23	Construction of New Harlem River Drive Ramp	Construction	$103,184,640	20	.00	▬	.97	▲	0	▬	G
D702VN11	Brooklyn Approach Reconstruction	Construction	$27,113,989	8	.00	▬	.92	▼	0	▬	G
D702VN84	Reconstruction of VN Approach Ramps - Phase1	Construction	$204,391,880	5	.00	▬	.91	▼	0	▬	G
D703BW63	Open Road Tolling Initiative at BWB	Construction	$47,581,986	92	1.37	▬	.99	▬	0	▬	Y
D703HH88	Toll Plazas & Southbound Approach Reconstruction	Construction	$95,911,083	58	1.70	▼	.97	▬	-2	▼	Y
D703TN63	Open Road Tolling Initiative at TNB	Construction	$53,283,799	81	1.72	▼	.99	▬	0	▬	Y
D704BW39	Install Electronic Monitoring & Detection Systems	Construction	$34,705,923	60	.62	▼	.95	▬	0	▬	G
D704HC07	Rehabilitation of HCT Ventilation Systems	Construction	$84,355,548	12	.00	▬	.95	▬	0	▬	G
D704HC30	Installation of Smoke Detection/Alarm Systems	Construction	$11,151,276	20	.00	▬	.95	▼	0	▬	G
D704HC64	Brooklyn Service Building Electrical Rehab.	Construction	$8,672,439	71	.00	▬	.97	▬	-3	▼	G
D704HH13	Replacement of Facility Lighting System	Construction	$13,687,285	86	1.13	▬	.97	▬	-2	▼	Y
D704QM81	Rehab of Tunnel Controls & Communication Systems	Construction	$37,628,136	28	.00	▬	.96	▬	0	▬	G
D704QM91	Installation of Smoke Detection/Alarm Systems	Construction	$12,204,573	42	.00	▬	.96	▬	0	▬	G
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	Construction	$34,398,367	79	.27	▼	.94	▬	-5	▼	G
D704RK21	Install Fire Standpipe/Upgrade Protection System	Construction	$21,637,777	56	1.73	▼	.95	▬	2	▲	Y
D704RK60	Install Electronic Monitoring & Detection Systems	Construction	$49,080,581	48	.40	▼	.94	▬	0	▬	G
D707TN49	Painting of Suspended Span	Construction	$20,440,998	2	.00	▬	.95	▬	0	▬	G
D707VN49	Paint Suspended Span Upper & Lower Level Steel	Construction	$69,622,728	1	.00	▬	.95	▬	9	▲	G
MTA Bus Program											
U6030226	Bus Radio System	Construction	$28,693,109	28	.15	▬	1.03	▬	0	▬	G
U6030232	HVAC Upgrade at College Point Bus Depot	Construction	$9,521,950	0	.00	▬	1.00	▼	0	▬	G

4th Quarter 2019 Traffic Light Report
Projects in Design and Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Contingency Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Months)	Sched. Trend	Traffic Light
MTA Bus Program											
U7030211	Bus Radio System - MTA Bus Share	Construction	$37,355,831	28	.00	▬	1.08	▲	0	▬	G

Metropolitan Transportation Authority

Summary of Core Traffic Light Report Design Exceptions

(Fourth Quarter 2019 - As of December 31, 2019)

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
NYCT - New York City Transit							
T7030216	Purchase 45 Standard Electric Buses	Schedule	$73.9M	Mar 2020	In the Fourth Quarter 2019, the forecasted Design Completion slipped three months, from December 2019 to March 2020. This was due to an extension of the procurement timeframe to allow additional time for the proposed bidders to meet contractual requirements.	Based on feedback from the proposed bidders, the design completion needs will be further extended to December 2020 to help them meet contractual requirements.	An Agency ACE evaluation is not required for this project.
T7041274	Station Lighting: 9 Various Locations [SBDP]	Schedule	$7.6M	Feb 2020	In the Fourth Quarter 2019, the forecasted Design Completion slipped five months, from September 2019 to February 2020 due to the need for scope modifications. All stakeholders agreed that the scope of work needs to be modified based on field conditions observed during site surveys.	NYCT is currently reviewing and revising the scope of work and estimate.	An Agency ACE evaluation is not required for this project
T7041335	ADA: Queensboro Plaza - Flushing Line	Schedule	$82.9M	Jan 2020	In the Fourth Quarter 2019, the forecasted Design Completion slipped three months, from October 2019 to January 2020. This was due to changes in the procurement method to coordinate with another Flushing Line project and delays in the approval of NYC DOT and NYC Parks & Recreation stipulations for the proposed construction and staging.	A task order has been issued to the design consultant to address the change in procurement method. NYC DOT and NYCT have mutually agreed on the construction phasing, although the stipulations haven't been released yet. The coordination with NYC Parks & Recreation to reach an understanding are ongoing.	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.
T7090220	New Substation: 28th Street - 8th Ave Line	Schedule	$70.9M	Jul 2020	In the Fourth Quarter 2019, the forecasted Design Completion slipped three months, from April 2020 to Jul 2020. This was due to continued real estate acquisition issues. It was determined the initially selected location for the new underground substation, could not move forward`, so new locations are being investigated.	Subsequent to the Fourth Quarter 2019, a new location on 28th Street, between 7th Avenue and 8th Avenue, is being investigated as an alternative with the support of DOT in putting together a street plan. The project is feasible at this location pending coordination with property owners and other projects within the street block.	An Agency ACE evaluation is not required for this project.
T7130208	Purchase Twelve 3-Ton Crane Cars	Schedule	$28.9M	Mar 2020	In the Fourth Quarter 2019, the forecasted Design Completion slipped three months, from October 2019 to March 2020. This was due to the additional time required for multiple prospective bidders to find a crane manufacturer which can design and manufacture a crane as per NYCT's technical specifications. The crane manufacturer specified by NYCT no longer manufactures cranes for the US market.	Prospective bidders have submitted proposals of alternate crane designs, which are currently under negotiation.	An Agency ACE evaluation is not required for this project.
T7160703	Employee Facility Consolidation: 2nd Ave / 6th Ave	Schedule	$14.7M	Oct 2020	In the Fourth Quarter 2019, the forecasted Design Completion slipped four months, from June 2020 to October 2020. This was due to the project being put on hold until the completion of the Systemwide ADA study. The footprint of the space earmarked for the proposed employee facility would have precluded the future installation of elevators at this station.	NYCT is seeking to expedite the ADA review of this station in the Systemwide ADA Study.	An Agency ACE evaluation is not required for this project.

Metropolitan Transportation Authority

Summary of Core Traffic Light Report Design Exceptions

(Fourth Quarter 2019 - As of December 31, 2019)

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
LIRR - Long Island Rail Road							
L70204UO	East Yaphank Station	Schedule	$20.0M	Jun 2021	During the Fourth Quarter 2019, the forecasted Design Completion slipped nine months, from September 2020 to June 2021. This was because the selected location for the new station was involved in a real estate transaction in 2019. As a result, the designer could not access to the property to complete a required environmental study. The real estate transaction has since been completed and the designer is scheduled to complete the study in late spring 2020. (The study cannot be completed during winter (non-growing) season.	A modification to the consultant's contract is pending based on the new schedule.	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.
L70206VQ	Penn Station Customer Facilities	Schedule	$18.2M	Jul 2020	During the Fourth Quarter 2019, the forecasted Design Completion slipped seven months, from December 2019 to July 2020 due to scope additions and deletions impacted by other Penn Station projects, including MTA's LIRR Concourse Improvement Project and the LIRR State of Good Repair Project, the exercising of Option 2, which replaces existing air handlers and undertakes the production of an Assessment Report, and the impact of feasibility studies and investigations results which are under review by LIRR.	A time extension is being utilized to clarify and redefine the Final Design scope of the project, incorporating all the scope modifications and additions.	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							
M7010101	Purchase Locomotives	Schedule	$236.2M	Feb 2020	During the Fourth Quarter 2019, the forecasted Design Completion slipped four months, from October 2019 to February 2020. The initial bid process was delayed when project funding for the Locomotives was changed from New York State to Federal, requiring changes to the specification Terms and Conditions. The bid was reposted, requiring new evaluations of prospective vendors. As a result of the change, all bidders except one declined to bid. The remaining bidder declined to bid the specification, only offering an alternate design. Negotiations with the bidder were begun to discover if the offered Locomotive would meet MNR's needs. As of December 2019, the required information from the Bidder was not delivered and an agreement not yet reached.	A switch to State funding is being considered. If State money may be used, a re-bid in an attempt to get a bid against the Specification is warranted. If not, a line by line evaluation of the offered product against the specified product is scheduled to start in mid-February 2020 until complete.	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: ADA Platform Gap Retrofit – Various Locations	Current Budget: $10.7M
	Project EAC: $12.2M
	Substantial Completion Date at Award: Dec 2019
Project No: T6041304	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 78%

Project Description

This project will bring boarding areas for 61 platform edges, at various stations, into Americans with Disabilities Act (ADA) compliance throughout the boroughs of Manhattan, Brooklyn, Queens, and the Bronx. Existing ADA boarding zones in accessible stations will undergo retrofit work, which may involve replacing edge strips, rubbing boards, concrete slabs, and/or tiles.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped 12 months, from December 2019 to December 2020. This was due to the lack of piggyback and General Order (GO) opportunities to complete installation of the remaining 12 platform edges.

What is Being Done

Schedule: Piggyback and GO opportunities are planned for the first and second quarters in 2020, which will allow the completion of the remaining 12 platform edges. Substantial Completion is now forecasted for December 2020, but may be achieved sooner if the target piggyback and GO opportunities are available as expected.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: ADA Phase 2 at 57th St Station - Broadway Line	Current Budget: $35.8M & $53.3M
	Project EAC: $35.8M & $53.3M
	Substantial Completion Date at Award: Feb 2021
Project No: T6041311 & T7041323	Current Substantial Completion Date: May 2021
Project Phase: Construction	Phase Complete: 50%

Project Description

This project will provide 57th Street Station with full accessibility by providing 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): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped three months, from February 2021 to May 2021. The delay was attributed to the results of a recent field inspection, which revealed twisted utility cables within a manhole needed for access. It was determined that access to the manholes must be restricted until the unforeseen field condition could be resolved.

What is Being Done

Schedule: After the field inspection**,** coordination with outside agencies was made to schedule the remediation of the field condition. Before that could occur, it was remedied indirectly due to a utility fire in the manhole which damaged the cables, necessitating they be immediately replaced. With the cables replaced and no longer restricting access, the schedule will be officially adjusted back to February 2021 next quarter.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: NYCT-Wide Storage Area Network/Disaster Recovery	Current Budget: $22.4M
	Project EAC: $22.3M
	Substantial Completion Date at Award: Jul 2015
Project No: T6160402	Current Substantial Completion Date: Jul 2020
Project Phase: Construction	Phase Complete: 85%

Project Description

This project will purchase Storage Area Network (SAN) components in order to address the consolidation/ virtualization of all the agencies' data centers and servers into three selected enterprise facilities connecting them to the NYCT-wide area SAN storage systems. The systems will be located at Livingston Plaza, Brooklyn, 2 Broadway, Manhattan, and a third disaster facility. This third facility is still to be determined.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped seven months, from December 2019 to July 2020. This was due to delays in the shipment of the SAN components, waiting for network connectivity and the application testing team wanting to test in phases before performing a comprehensive test.

What is Being Done

Schedule: As of October 2019, Disaster Recovery (DR) configurations were 98% complete. While awaiting the network connectivity, additional resources were added to the SAN to compliment the resources added to the primary site. Once the new next generation network (NGN) connections were established, coordination for testing was initiated. In November 2019, temporary adjustments were configured to allow isolated testing of the applications environment. The applications were successfully tested for functionality of the data content at the 2 Broadway location. This is a major milestone towards an overall total recovery test between the Livingston Plaza data center and the 2 Broadway site. In January 2020, two of the applications servers were relocated to the 2 Broadway data center in preparation of the next scheduled test. The next test is anticipated in the first quarter of 2020 and will include the application servers to fully test the environments functionality. If all goes as expected, the temporary testing configurations will be removed enabling continuous data replication to resume. Once this milestone is achieved, then the next step is to test a disaster and recovery event.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Replace Fire Alarm Systems at 15 Locations	Current Budget: $27.5M
	Project EAC: $27.5M
	Substantial Completion Date at Award: Jan 2022
Project No: T6160611	Current Substantial Completion Date: Aug 2022
Project Phase: Construction	Phase Complete: 7%

Project Description

This project will replace the existing fire alarm systems at 15 facilities located systemwide. A new state-of-the-art fire alarm system will be installed at each location that meets the National Fire Alarm Code, as well as all New York State and New York City fire codes.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped seven months from January 2022 to August 2022. This was due to a scope and schedule adjustment that was formally approved in September 2019. The scope of work was increased from 9 to 15 stations with a corresponding change in duration to 37 months. The construction budget was subsequently increased from $17.4M to $22.6M to account for the additional scope.

What is Being Done

Schedule: The contract scope was significantly expanded and the new schedule reflects that scope and the work is ongoing.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Automatic Vehicle Location Monitoring for Paratransit Vehicles	Current Budget: $26.9M
	Project EAC: $26.9M
	Substantial Completion Date at Award: July 2020
Project No: T7030215	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 19%

Project Description

This project will provide the system replacement and installation of a real-time dispatch and scheduling engine that allows the Paratransit division to know the location of vehicles at most times. Paratransit will be able to provide customers with reliable estimated times of arrival based on vehicle location. Dispatchers will be able to determine which vehicles are operating on time or late, then adjust the trips accordingly. The new Automatic Vehicle Location Monitoring (AVLM) system will allow Paratransit to accurately record mileage, passenger pick-ups and drop-offs, as well as allow for quicker reaction to emergencies and other problems.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped five months from July 2020 to December 2020. This was due to Paratransit scheduling and vehicle software development delays. This delayed rolling out the new vehicle hardware and software onto the paratransit fleet.

What is Being Done

Schedule: NYCT brought in the vendor for a Responsibility Hearing in November 2019. The vendor was notified of the severe delays, which prompted an increase of resources to the project and the roll out of a phased approach of the software. Subsequent to the Fourth Quarter of 2019, there has been key progress and the AVLM vehicle software milestone A5, regarding Mini-Fleet Testing, was accepted in February 2020. Installation on Paratransit has begun as of March 2020. The Paratransit fleet is scheduled to be fully equipped with the new AVLM system by the end of September 2020.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Automated Fare Collection - Low Turnstile Procurement	Current Budget: $11.6M
	Project EAC: $12.7M
	Substantial Completion Date at Award: Oct 2019
Project No: T7040402	Current Substantial Completion Date: Mar 2022
Project Phase: Construction	Phase Complete: 98%

Project Description

This project will undertake the procurement of 352 turnstile units and between 35-70 primary/secondary end cabinets to support projected turnstile needs system-wide.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped 25 months, from February 2020 to March 2022. This was due to a task order agreement issued to the vendor in response to a business decision by NYCT to exercise an option to purchase additional units and cabinets, delay the shipments, store the NYCT units purchased under the project with the vendor, and extend the warranty period from 12 to 24 months on any units remaining in storage after production acceptance testing. Issuance of the task order is reflective of a revised understanding for when NYCT will need to procure the units and cabinets.

What is Being Done

Schedule: As of December 31, 2019, 184 turnstiles and 1 end cabinet are in storage at a vendor facility located in Tullahoma, TN. Shipments are being scheduled for "just-in-time" deliveries to ensure that NYCT has sufficient inventory of turnstiles and end cabinets to support future capital projects and operating initiatives.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: ADA: Eastern Pkwy - Brooklyn Museum - Eastern Parkway Line	Current Budget: $42.2M
	Project EAC: $42.2M
	Substantial Completion Date at Award: Oct 2020
Project No: T7041306	Current Substantial Completion Date: Oct 2020
Project Phase: Construction	Phase Complete: 40%

Project Description

This project will install three ADA elevators at the Eastern Parkway - Brooklyn Museum station: one from the street to the station mezzanine and two from the mezzanine to the side platforms. The project will also expand the south mezzanine to build a new elevator machine room, reconstruct portions of platform edges and ADA boarding areas and replace and widen existing street stairs.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Fourth Quarter 2019, the project had $0.57M in approved Additional Work Orders (AWOs) compared to a $1.23M contingency budget. This was due to AWO #9, which was processed in November 2019 for the amount of $421,500. The AWO provided additional pile and pile caps for the mezzanine extension.

What is Being Done

Contingency: An analysis of contingency funds is being conducted to ensure that enough funds are available to support the project until substantial completion.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: 2018 Mainline Track Replacement - Lenox-White Plains Road Line	Current Budget: $11.8M
	Project EAC: $11.8M
	Substantial Completion Date at Award: Apr 2019
Project No: T7050284	Current Substantial Completion Date: Feb 2020
Project Phase: Construction	Phase Complete: 63%

Project Description

This project involves the reconstruction of segments of mainline track on the Lenox-White Plains Road Line that have reached the end of their useful life. The track segments were determined by the latest condition survey. The scope of work includes the replacement of track and associated equipment and materials, including signals, contact rail, ballast, etc.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped by three months, from November 2019 to February 2020. This was due to the reprioritization of manpower for track and switch projects in the 2017 Program and 2019 Program, as well as the lack of availability of General Orders (GOs) required for the panel installations.

Subsequent to the reporting period, the Substantial Completion date slipped further to the end of April 2020.

What is Being Done

Schedule: Per manpower availability, work will resume in the Second Quarter of 2020 based on the revised schedule.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: 2019 Mainline Track Replacement – Myrtle Ave Line	Current Budget: $7.2M
	Project EAC: $7.4M
	Substantial Completion Date at Award: Oct 2019
Project No: T7050290	Current Substantial Completion Date: Mar 2020
Project Phase: Construction	Phase Complete: 82%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped by three months, from December 2019 to March 2020. This was due to the lack of availability of General Orders (GOs) required for the installation of track reconstruction panels due to the prioritization of other projects.

Subsequent to the reporting period, the Substantial Completion date slipped further to the end of May 2020.

What is Being Done

Schedule: Per manpower availability, work will resume in the Second Quarter of 2020 based on the revised schedule.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: 2019 Mainline Switch Replacement - Broadway-7th Ave Line	Current Budget: $21.7M
	Project EAC: $24.1M
	Substantial Completion Date at Award: Feb 2020
Project No: T7050339	Current Substantial Completion Date: Feb 2020
Project Phase: Construction	Phase Complete: 93%

Project Description

This project involves the reconstruction of segments of mainline track on the Broadway-7th Avenue Line that have reached the end of their useful life. The track segment locations 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): Cost

Cost: During the Fourth Quarter 2019, the Estimate at Completion (EAC) exceeded the current budget by $3.6M. This was due to an additional 1,638 track feet of track reconstruction undertaken in conjunction with the switch work at 125th Street because of the unforeseen poor condition of the tracks at this location. Completion of this work was prioritized for now because an existing general order (GO) was available and it would have required additional funding for buses if it were done in the 2020 Track Program.

What is Being Done

Cost: Overruns for this project will be balanced with underruns in the 2019 In-House 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 December 31, 2019
Project Name: Rings A and C Upgrade To A Synchronous Fiber Optic Network	Current Budget: $30.9M
	Project EAC: $30.9M
	Substantial Completion Date at Award: Mar 2020
Project No: T7080602	Current Substantial Completion Date: June 2020
Project Phase: Construction	Phase Complete: 88%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped three months, from March 2020 to June 2020. This was due to the negotiated Additional Work Order (AWO) #2, which involves the upgrade and installation of HVAC breakers & wires at 18 locations.

What is Being Done

Schedule: The contractor was given an extension of time of 29 days to complete AWO #2 after it was determined that AWO #2 should take less than the three months delay to complete.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Private Branch Exchange System Upgrade	Current Budget: $41.5M
	Project EAC: $41.5M
	Substantial Completion Date at Award: Jan 2020
Project No: T7060603	Current Substantial Completion Date: Mar 2021
Project Phase: Construction	Phase Complete: 65%

Project Description

This project will upgrade obsolete NYCT Private Branch Exchange (PBX) telephone system equipment with modern equipment at various locations system-wide.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped 12 months, from March 2020 to March 2021 due to following issues:

- Benning Power Plant design issues
- Fire Alarm design changes at PBX-01
- Delay in approval of roof top HVAC units
- Delay in Mechanical & Architectural work due to unavailability of General Orders (GOs); no GOs were in the contract
- Unavailability of space for Fire Suppression work at PBX-01
- Delay in Factory Acceptance Test (FAT) approval
- Delay in Flash Migration approval

What is Being Done

Schedule: A formal extension of time request from the contractor is currently being analyzed by NYCT to mitigate these numerous issues. When the analysis has concluded, a budget modification will be drafted to support the project into 2021.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Help Point Wrap Up Work and Customer Assist Intercom Removals	Current Budget: $20.2M
	Project EAC: $20.2M
	Substantial Completion Date at Award: Aug 2021
Project No: T7080651	Current Substantial Completion Date: Dec 2021
Project Phase: Construction	Phase Complete: 0%

Project Description

This project will wrap up rollout of the Help Point system installation to all stations system-wide and remove the older generation Customer Assist Intercoms (CAI).

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped four months, from August 2021 to December 2021. This was due to the reassignment of manpower to complete other critical projects.

What is Being Done

Schedule: Work is ongoing based on the revised schedule and manpower limits. Materials have been ordered and CAI removal surveys have begun.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Replace 25Hz Frequency Converters - Various Locations	Current Budget: $19.2M
	Project EAC: $19.2M
	Substantial Completion Date at Award: Jun 2020
Project No: T7090205	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 60%

Project Description

This project will furnish and install new frequency conversion equipment at 11 substations to replace existing equipment that has exceeded its useful life. The work will also include demolition and removal of decommissioned equipment, including switchgear, circuit breakers, power transformers, cables, conduits and accessories.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter of 2019, the forecasted Substantial Completion date slipped three months, from June 2020 to September 2020. An extension of time was requested to conduct a short circuit test (in addition to the tests contractually required), followed by the additional tuning of the new frequency converters, after the test results are obtained. The goal of the test is to bring the performance of the new frequency converters during a possible short circuit occurrence in exact match with the performance of the existing system.

What is Being Done

Schedule: The date for Substantial Completion was changed to September 2020 to allow for this additional test and subsequent analysis of the test results.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Replace Control and Battery Cables - Substation Control Zones	Current Budget: $28.7M
	Project EAC: $28.8M
	Substantial Completion Date at Award: Sep 2020
Project No: T7090414	Current Substantial Completion Date: Jan 2021
Project Phase: Construction	Phase Complete: 51%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped four months, from September 2020 to January 2021. This was due to a water condition in the manholes that developed because of a major water leak at the Washington Heights substation. While the project is addressing the water condition, abatement of the manholes and cable pulling activities have been delayed.

What is Being Done

Schedule: Mitigating the water condition requires moving the Substantial Completion date to January 2021. NYCT is working with all stakeholders to investigate how best to complete the necessary fix. It is anticipated that the cost associated with this work will be covered by contingency funds within the in-house 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 December 31, 2019
Project Name: Upgrade Central Electronics Shop - Woodside Facility	Current Budget: $16.1M
	Project EAC: $16.1M
	Substantial Completion Date at Award: Aug 2019
Project No: T7100407	Current Substantial Completion Date: May 2020
Project Phase: Construction	Phase Complete: 80%

Project Description

This project constructs an extension to the Woodside Central Electronics Shop in Queens that will include new office and equipment testing spaces. Structural and architectural modifications are required to support the extension, including electrical upgrades, communications upgrades and mechanical upgrades to the HVAC system.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped five months, from December 2019 to May 2020. This was due to two change orders related to the store front and interior architectural finishes which were required to meet code and a design change specifying translucent windows instead of clear windows. In addition, a concurrent delay of approximately two months occurred due to utility upgrade work.

What is Being Done

Schedule: The two change orders have been issued and NYCT is monitoring the utility upgrade work to prevent further delays.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Elevator Upgrades - Various Depots	Current Budget: $22.88M
	Project EAC: $22.84M
	Substantial Completion Date at Award: Aug 2019
Project No: T7120408	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 45%

Project Description

This project will upgrade seven elevator cabs, elevator machine rooms (EMRs) and other associated equipment at five bus depots. The depots that will receive upgrades are Jackie Gleason, Gun Hill, Manhattanville, Casey Stengel and East New York Depots.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped three months, from September 2020 to December 2020. This was due to a delay with completion of the new elevators at Manhattanville Bus Depot. Two elevators are being replaced at this location. Work could only be done on one elevator at a time with the other remaining in service. It was determined that additional time would also be needed to replace the existing underground steel casing 30 feet deep under the bottom of the elevator shaft, in addition to installation and testing of new hydraulic elevator jack.

What is Being Done

Schedule: A recovery schedule has been developed and the mitigation efforts include increasing manpower and working extra shifts, including on weekends.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Consolidated Employee Facilities Component Repairs - 7 Locations in Manhattan	Current Budget: $9.7M
	Project EAC: $10.1M
	Substantial Completion Date at Award: Mar 2017
Project No: T7160704	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 92%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped 12 months from December 2019 to December 2020. This was due to the need for additional design work to complete the 148th Street location, the final location, which is 50% complete. The scope of work calls for the replacement and upgrading of the existing HVAC equipment on the roof since it was determined that the power and structural requirements for this scope would not be met by the original design. Revised design drawings were required for roof dunnage, requiring the coordination of multiple departments.

What is Being Done

Schedule: All required drawings have been completed, cross-coordinated, and approved for distribution. HVAC equipment has been ordered and construction of this remaining location will commence in the Spring of 2020. Construction completion of this remaining location is anticipated in December 2020 or before, depending on schedule mitigation efforts.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Rail Control Center and Power Control Center - Power Upgrade	Current Budget: $59.1M
	Project EAC: $59.1M
	Substantial Completion Date at Award: Jan 2021
Project No: T7160716	Current Substantial Completion Date: Oct 2021
Project Phase: Construction	Phase Complete: 69%

Project Description

This project will upgrade the Heating, Ventilation and Air Conditioning (HVAC) and electrical distribution systems at both the NYCT Power Control Center (PCC) and Rail Control Center (RCC) facilities in Manhattan.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped nine months, from January 2021 to October 2021. This was due to a delay in providing temporary ductwork for temporary air conditioning at the PCC and one room at the RCC. In addition, the issuance of bulletin #16, a directive to transfer the load to a new uninterruptable power supply (UPS) at the RCC also contributed to the delay.

What is Being Done

Schedule: The Substantial Completion forecast has been revised to October 2021 to allow for time to complete the temporary ductwork and scope of work included in bulletin #16. NYCT is analyzing the remaining work to mitigate any further delays.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: New Power Substation – Tottenville	Current Budget: $27.4M
	Project EAC: $27.3M
	Substantial Completion Date at Award: Apr 2019
Project No: S7070105	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 94%

Project Description

This project involves constructing a new substation at Tottenville in Staten Island, which will improve the reliability of Staten Island Railroad (SIR) service by providing adequate electrical power along the right of way.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date slipped seven months, from February 2020 to September 2020. This was due in part to delays in the final inspection activities related to energization of the low tension and high-tension (HT) electrical service. Low tension inspection was provided on November 19, 2019 and the initial HT inspection was completed on January 29, 2020.

What is Being Done

Schedule: The documentation has been distributed to all parties that must participate in the final HT inspection. It is scheduled to occur by the end of March. Until the inspection is complete, the substation cannot be put into service.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: New Power Substations – New Dorp & Clifton	Current Budget: $23.9M & $31.0M
	Project EAC: $23.9M & $31.0M
	Substantial Completion Date at Award: Jul 2020
Project No: S7070106 & S7070107	Current Substantial Completion Date: Jan 2021
Project Phase: Construction	Phase Complete: 48% & 51%

Project Description

This project involves constructing two new substations at New Dorp and Clifton stations in Staten Island, which will improve the reliability of Staten Island Railroad (SIR) service by providing adequate electrical power along the right of way.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion date, for each of these locations, slipped six months, from July 2020 to January 2021. This was due to the need to change the method for providing the new service layout; the high tension (HT) connection was revised from connection in the manholes as designed, to being connected to the utility poles instead.

What is Being Done

Schedule: Work is continuing inside the substation until the design change is fully processed. A change order will then be issued to change the HT connection and associated work from the manholes to the poles instead. There is a lead time of 16 weeks to procure the additional cable that is needed to connect to the poles. NYCT is working with all parties to try and mitigate any further delay due to this issue.

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 Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Main Line – Hicksville North Siding	Current Budget: $44.2M
	Project EAC: $44.2M
	Substantial Completion Date at Award: Sept 2019
Project No: L50304TQ	Current Substantial Completion Date: Apr 2022
Project Phase: Construction	Phase Complete: 56%

Project Description

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

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped 19 months, from September 2020 to April 2022. This was due to design impacts the LIRR Expansion Project had upon the NTS project. Elements to be completed under LIRR Expansion Project are required to tie into elements associated with the NTS project before the NTS can be commissioned and placed into service. Among the elements are the traction power system, negative return system, and signal system which are totally being replaced by the LIRR Expansion Project instead of modified as defined in the NTS project.

What is Being Done

Schedule: The majority of the remaining work, with one exception, will be performed by Force Account. Force Account is projected to complete the elements not directly tied to the LIRR Expansion Project – Floral Park to Hicksville – by October 2020.

The completion of all NTS activities which have been directly impacted by the mainline project have been re-aligned and are now coordinated to be completed and placed in service when the mainline track power and signal elements are completed as part of the LIRR Expansion Project.

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

IEC Comment

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

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

MTA Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Replacement of Richmond Hill Substation	Current Budget: $16.6M
	Project EAC: $16.6M
	Substantial Completion Date at Award: May 2018
Project No: L60701AR	Current Substantial Completion Date: Jan 2021
Project Phase: Construction	Phase Complete: 10%

Project Description

This project includes the demolition of the existing substation and the construction of a new substation in its footprint in Richmond Hill, Queens. The new substation will be pre-fabricated modular substation buildings, housing pre-installed AC switchgear, rectifiers, DC switchgear, control cabinets and associated equipment. New transformers will be installed outside the modular buildings.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped 11 months, from February 2020 to January 2021. This was due to the failure of the adjacent Woodhaven Substation transformer after a Con Ed manhole fire incident on March 2018 affected both feeders at the adjacent Woodhaven Substation (impacting train service). LIRR restored service at the Richmond Hill Substation, staying energized and operational to maintain train service on the Atlantic Branch, delaying the decommissioning and demolition work at Richmond Hill.

What is Being Done

Schedule: As a mitigation response to the operational impact of the adjacent Woodhaven Substation transformer failure, a new transformer was installed at Woodhaven and validated. Due to the installation of the new transformer and acceptance of Con Ed switching operations for Woodhaven feeders, LIRR only commenced decommissioning of the Richmond Hill Substation in January 2019. Con Ed deenergized the feeders in February 2019. Abatement and demolition of the substation took place from March 2019 till June 2019. Excavation and construction of the new substation started in August 2019.

IEC Comment

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

All Agency Contractor Evaluation: 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.

Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Murray Hill Station – New Elevators	Current Budget: $11.5M
	Project EAC: $11.7M
	Substantial Completion Date at Award: Jun 2019
Project No: L70204UM	Current Substantial Completion Date: May 2020
Project Phase: Construction	Phase Complete: 80%

Project Description

This project includes the installation of two new elevators, one located on the eastbound platform and one on the westbound platform and street level improvements to support ADA compliance at the Murray Hill Station in Queens, on the Port Washington Branch. Murray Hill is a below grade station with two 4-car length platforms, an overpass, and two sets of stairs for each platform. The station platforms are located below street level.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped three months, from February 2020 to May 2020. This was due to the late delivery of the elevator cabs. The delivery was delayed because the subcontractor ordered the wrong number of door operators, which is a long lead item.

What is Being Done

Schedule: The elevator subcontractor is working longer day shifts and Saturdays to ensure the schedule does not slip further.

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.

Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of February 18, 2020
Project Name: Nostrand Avenue Station Rehabilitation	Current Budget: $28.1M
	Project EAC: $28.2M
	Substantial Completion Date at Award: Mar 2019
Project No : L70204UN	Current Substantial Completion Date: Jan 2020
Project Phase: Construction	Phase Complete: 90%

Project Description

This project includes the rehabilitation of the elevated Nostrand Avenue Station, in Brooklyn. The station rehabilitation includes the replacement of the station platforms, railings, canopy roofing systems, 4 overpasses and platforms stairs, with the new stairs having ADA compliant railings. The rehabilitation also includes the installation of 2 new elevators, elevator machine rooms, upgraded power and all new station lighting and signage.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Fourth Quarter 2019, this project had a high Contingency Index of 1.31 due to multiple pending change orders. These include the relocation of the northwest elevator mechanical room, cross connection for the new elevator mechanical room, installation of station signage and additional Force Account work.

What is Being Done

Contingency: Several change orders have been processed for this work. The project management team is working to complete all punch list items, complete all remaining change orders, and will continue to mitigate all cost and schedule issues while closing out the project. Based on the current assessment of projected project costs LIRR anticipates completing the project within or close to 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.

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Penn Station Elevator and Escalator Replacement and Improvements	Current Budget: $12.4M
	Project EAC: $12.4M
	Substantial Completion Date at Award: Dec 2019
Project No: L70206VP	Current Substantial Completion Date: Aug 2020
Project Phase: Construction	Phase Complete: 20%

Project Description

This project includes the replacement and improvement of 5 elevators and 14 escalators at the LIRR "A" level of Penn Station. The scope includes the renovation and modernization of the 5 Elevator cabs and internal operating mechanisms. The cab interiors, including ceilings, walls, floors, doors and lighting are to be retrofitted to provide an aesthetically pleasing decor. Vandal-proof and scratch proof materials are to be used in the elevator interiors. Renovation and modernization of the 14 Escalators includes new microprocessor controls, steps, step chains, bull gears, full escalator track replacement and handrails with plans to re-use supports, frames, trusses and structural components which are in good condition. The refurbished heavy-duty escalators will be equipped with safety enhancements including the ability to measure horizontal impact and forces applied to comb plates at the top & bottom of the escalator, detect obstructions between step and skirt, sense handrail speed variations, and provide remote monitoring capability. Escalators will be equipped with sleep-mode technology, providing energy savings and prolonged equipment lifespan.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency & Schedule

Contingency: During the Fourth Quarter 2019, the Penn Station Elevator/Escalator project had a high Contingency Index of 1.22 due to multiple change orders. These include the addition of Fire and Life Safety features in order to meet Amtrak's code compliance, accelerating the schedule for four high-traffic escalators, additional storage fees, and construction of barricade installations which are no longer being performed by Amtrak forces.

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped three months, from May 2020 to August 2020 due to the resolution of elevator code compliance issues, negotiation and processing of change orders, and additional time needed to install the additional code compliance features.

What is Being Done

Contingency: Several change orders have been processed. The project team is closely monitoring the project and will continue to mitigate all cost issues. Based on the current assessment of projected project costs, LIRR anticipates completing the project within budget.

Schedule: A time extension was issued to the contractor.

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 Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Communication Improvements - Fiber Optic Network	Current Budget: $34.5M
	Project EAC: $34.5M
	Substantial Completion Date at Award: Dec 2020
Project No: L70501SD	Current Substantial Completion Date: Jun 2021
Project Phase: Construction	Phase Complete: 45%

Project Description

This project includes the design and construction of the continuing build-out and upgrade of the LIRR's Fiber Optic Network [FON]. FON is a carrier-grade backbone communications network that, when completed, will support all LIRR vital, non-vital, and business/mission critical communications systems including corporate enterprise systems. FON will improve LIRR's ability to support modern applications and systems as well as improve performance of other pre-existing applications and systems [e.g. Audio Visual Paging (AVP), System, Ticket Vending Machines (STVM), etc]. Work includes the design, procurement, and integration of new carrier class network transport equipment to replace the obsolete Synchronous Optical Network (SONET)/Automated Teller Machine (ATM) equipment in the FON.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped six months, from December 2020 to June 2021 due to delays in the procurement of various equipment. The delay was necessary to evaluate the latest state of the art equipment that was being offered. This equipment became available from the manufacturer after the project had already started. In addition, significant price increases only allowed LIRR to proceed with a partial procurement of the equipment until the remaining funds became available.

What is Being Done

Schedule: The evaluation of the latest version is complete, funds were made available and the remainder of the equipment was procured. All of the equipment has been delivered and subsequent installation will be completed by June 2021. We submitted a revised Gates document in the First Quarter 2019 with a revised budget. It shows the money reallocated from labor and project management (based on a revised estimate) to cover the extra material cost, so the overall budget was not affected by the dramatic price increase.

IEC Comment

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

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

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Signal Improvements - Babylon to Patchogue	Current Budget: $46.0M
	Project EAC: $46.5M
	Substantial Completion Date at Award: Sep 2022
Project No: L70502LN	Current Substantial Completion Date: Apr 2024
Project Phase: Construction	Phase Complete: 9%

Project Description

This project includes the upgrade and modernization of the signal system within this segment of the Montauk Branch. In conjunction with other capital projects which are underway, this project will provide for a modernized speed control signal system between Babylon and Montauk. Project work includes upgrading the signal system from an Automatic Block System [ABS] with new pre-wired signal enclosures required for an Automatic Speed Control [ASC] system. The ASC system will reduce infrastructure and increase train movement efficiency allowing bi-directional continuous speed enforcement.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped five months, from November 2023 to April 2024 due to delays with the procurement of the pre-wired signal huts. The delay was attributed to longer than anticipated negotiations period and Best and Final Offer with potential awardee.

What is Being Done

Schedule: The RFP's have been reviewed and negotiation meetings are on-going with the potential awardee. Award is anticipated for the Spring of 2020 to support the April 2024 Substantial Completion date.

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 Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: 3rd Rail – Composite Rail Replacement	Current Budget: $11.6M
	Project EAC: $11.8M
	Substantial Completion Date at Award: Dec 2019
Project No: L70701XF	Current Substantial Completion Date: Dec 2020
Project Phase: Construction	Phase Complete: 82%

Project Description

This project includes the replacement and upgrade of approximately 76,990 LF of new aluminum third rail at various locations to maintain a State of Good Repair (SOGR) for the third rail systemwide.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped 12 months, from December 2019 to December 2020. This delay in the project schedule was caused by limited LIRR manpower and equipment, due to third rail forces supporting various high priority projects.

What is Being Done

Schedule: The Third Rail Department has requested track outages for SOGR work to increase productivity. There will also be increased coordination between projects and the Third Rail Department to ensure SOGR work can be completed.

IEC Comment

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

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

Metro-North Railroad

MTA Agency: Metro-North Railroad	Status as of December 31, 2019
Project Name: Harmon to Poughkeepsie Signal System	Current Budget: $87.1M
	Project EAC: $85.4
	Substantial Completion Date at Award: Feb 2020
Project No: M7040102	Current Substantial Completion Date: Sep 2021
Project Phase: Construction	Phase Complete: 22%

Project Description

This project scope is for the replacement of equipment, which has reached the end of its useful life, on the Hudson Line North of the Croton-Harmon passenger station to the northern limits of Metro-North's owned territory in Poughkeepsie, New York. Specifically, it includes the replacement of cables using both troughs and direct burial methods; installation of hand holes, pull boxes, and communication cases; installation of duct banks and conduits under roads and railroad tracks; and conduit and cable trough installations across bridge structures.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Fourth Quarter 2019, this project had a high Contingency Index of 1.39 due in part to Additional Work Orders (AWOs) to address unforeseen field conditions. These AWOs consisted of additional quantities of cable trough, gravel base for structures, railroad ballast, and cleaning and grubbing.

Subsequent to the reporting period, additional change orders were executed and pending change orders were identified due to the same reasons above as well as one additional change order for the purchase, installation and removal of PTC equipment on the third-party locomotives.

What is Being Done

Contingency: Multiple change orders have been and are in the process of being executed for the work identified above. The additional funding required is available from within the existing project budget as well as money programmed in the latest Plan Amendment.

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.

Metro-North Railroad

MTA Agency: Metro-North Railroad	Status as of December 31, 2019
Project Name: Harlem and Hudson Lines Power Improvements	Current Budget: $10M
	Project EAC: $9.0M
	Substantial Completion Date at Award: Aug 2016
Project No: M7050113	Current Substantial Completion Date: Sep 2020
Project Phase: Construction	Phase Complete: 80%

Project Description

The project involves the construction of a new 86th St. Substation. The existing Substation is rated at 3.3 Megawatt (MW) and is fed from a single Con-Ed source. The new substation will provide 6.6 MW of power and utilize two independent feeds from Con-Ed, improving the system operational redundancy. The project scope also involves the replacement of existing Negative Return Reactors at the 110th St. Substation with larger capacity units.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Fourth Quarter 2019, this project had a high Contingency Index of 1.95 due to structural design deficiencies. These deficiencies required modifications to the original column design and changes to the means and methods to provide temporary support for removal and replacement of the existing columns for the 86th St. Substation.

Subsequent to the reporting period, Contingency Index has further increased for the same reasons identified above.

What is Being Done

Contingency: The change orders are currently in negotiation. Additional funding has been requested and upon approval will be utilized to execute change orders to the existing construction contract.

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.

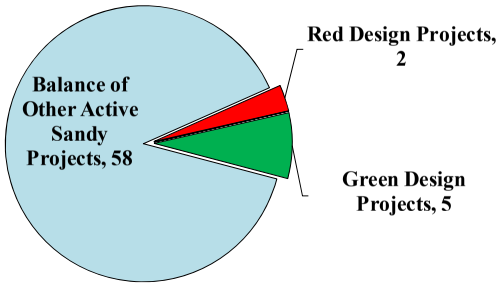
Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report on MTA SANDY Program

A total of 65 Active Sandy Projects were Reviewed for the 4th Quarter 2019

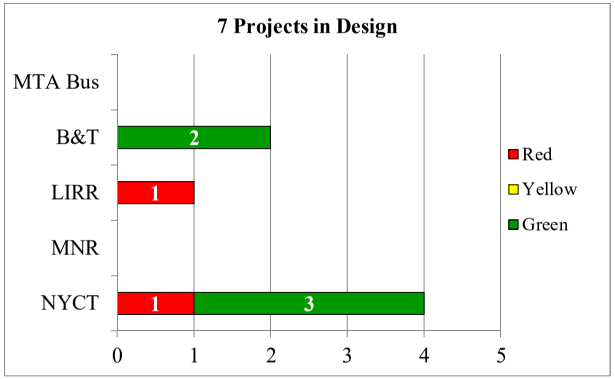
The 65 active projects include 7 projects in Design, 11 in Post-Design to Construction Award, 47 in Construction

7 of 65 Projects in Design

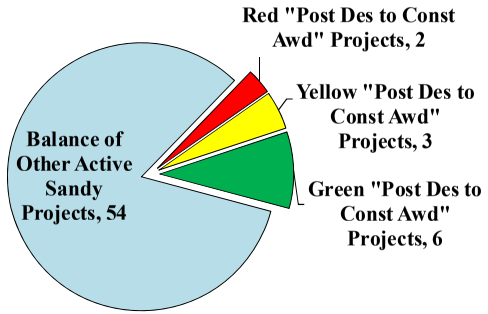


Summary of Projects in Design: 7 projects were reviewed in this phase with 5 (71%) designated Green and 2 (29%) were Red. Both Red projects were for a schedule variance. The variances were due to lack of site access in order to do soil borings and technical specificaiton revisions.

Last Quarter: 4 projects were reviewed in this phase with 2 (50%) designated Green, 1 (25%) Yellow and 1 (25%) was Red.

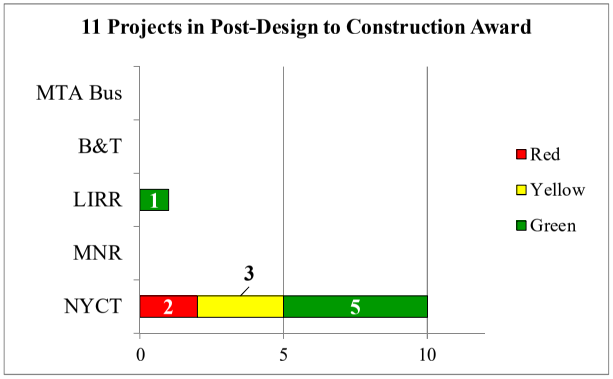


11 of 65 Projects in Post-Design to Construction Award

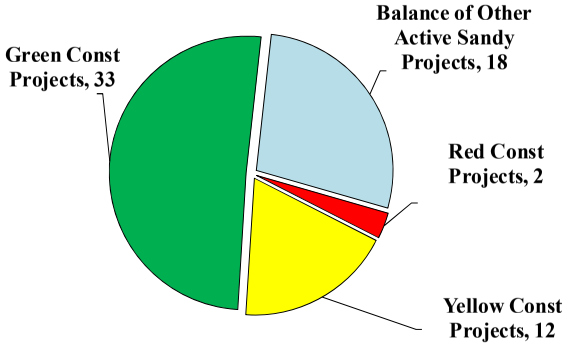


Summary of Projects in Post-Design to Construction Award: 11 projects were reviewed in this phase with 6 (55%) designated Green, 3 (27%) Yellow and 2 (18%) Red. Both of the projects designated Red were for a schedule variance. The schedule variances were due to the requirement to combine project awards and the lack of prospective bidders.

Last Quarter: 10 projects were reviewed in this phase with 5 (50%) designated Green, 2 (20%) Yellow and 3 (30%) Red.

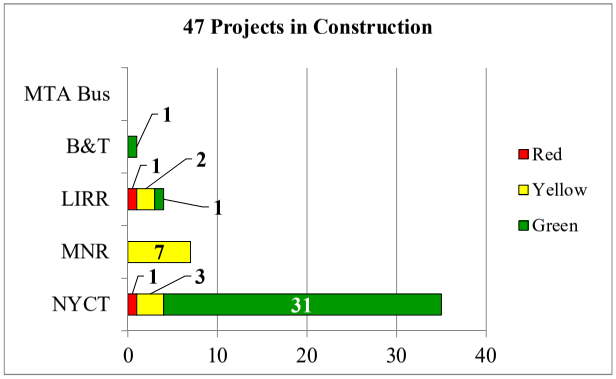


47 of 65 Projects in Construction



Summary of Projects in Construction: 47 projects were reviewed in this phase with 33 (70%) designated green, 12 (26%) Yellow, and 2 (4%) Red. 1 project in this phase was designated Red were for a contingency variance ad the other was for a schedule slip. The contingency variance was due to added scope.

Last Quarter: 45 projects were reviewed in this phase with 31 (69%) designated green, 11 (24%) Yellow, and 3 (7%) Red.



MTA Sandy Recovery Projects Terms and Definitions

4th Quarter 2019 Traffic Light Report

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

Sandy Recovery Traffic Light Report Project Terms and Definitions

Projects in Design: 7
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: 47
Green: Indices less than 110% and index movement less than 10% Other indices not exceeding those criteria specified in index formulas and criteria.
Red: Cost or Contingency Index: An increase of 10% (or index movement of 10% more since last Traffic Light Report)
Red: Schedule Variance: An increase of 3 months or more to substantial completion or since last Traffic Light Report
Yellow: Previously indicated as **red** with no new substantial change since last Traffic Light Report / A project in construction that has been designated Yellow may be returned to Green when it has been in compliance with the three performance indicators for (four consecutive quarters) one year.

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

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

Report Index Formulas and Criteria:
➢ Cost Variance = EAC / Current Project Budget Amount (Note: Current Budget is not Budget at Award)
➢ Cost Contingency Index = % Contingency Spent/% 3rd 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.

Metropolitan Transportation Authority

4th Quarter 2019 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	23	.43	▬	1.00	▬	0	▬	G
ET100307	Mitigation: Long Term Perimeter Protection at Coney Island Yard	Construction	Mitigation	$349,769,875	20	-.35	▼	.99	▬	0	▬	G
Canarsie Tube												
ET040222	Recovery: Shaft Excavation - 1 Avenue (Canarsie Tube)	Construction	Recovery	$17,335,502	97	.35	▲	1.00	▬	0	▬	G
ET050209	Recovery: Mainline Track (Canarsie Tube)	Construction	Recovery	$34,504,672	78	.87	▲	1.00	▬	0	▬	G
ET060213	Recovery: Tunnel Lighting (Canarsie Tube)	Construction	Recovery	$50,423,338	65	.00	▬	1.00	▬	0	▬	G
ET060219	Recovery: Pump Room (Canarsie Tube)	Construction	Recovery	$24,173,895	40	.87	▲	1.00	▬	0	▬	G
ET080211	Recovery: Signals (Canarsie Tube)	Construction	Recovery	$26,109,726	100	-3.36	▼	1.00	▬	0	▬	G
ET090211	Recovery: 2 Circuit Breaker Houses (Canarsie Tube)	Construction	Recovery	$36,178,677	79	-.03	▬	.99	▬	0	▬	G
ET090212	Recovery: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Recovery	$287,035,649	58	.00	▼	.84	▬	0	▬	G
ET090309	Mitigation: Power Cable, Communication Cable and Ducts (Canarsie Tube)	Construction	Mitigation	$49,704,193	73	.00	▬	.60	▼	0	▬	G
148th Street Yard												
ET100209	Recovery: Power Cable at 148 Street Yard	Construction	Recovery	$14,570,909	31	1.53	▲	.98	▬	0	▬	G
ET100309	Mitigation: Long Term Perimeter Protection at 148th Street Yard	Construction	Mitigation	$78,014,529	41	.00	▼	1.00	▲	0	▬	G
Rutgers Tube												
ET050210	Recovery: Mainline Track (Rutgers Tube)	Post Des to Const Awd	Recovery	$8,093,094	100	.00	▬	1.00	▬	-8	▼	G
ET080213	Recovery: Signals (Rutgers Tube)	Post Des to Const Awd	Recovery	$9,964,848	100	.00	▬	1.00	▬	2	▲	G
ET090219	Recovery: Power and Communication Cables (Rutgers Tube)	Post Des to Const Awd	Recovery	$55,678,402	100	.00	▬	1.01	▬	2	▲	G

4th Quarter 2019 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
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	10	.13	▲	.99	▬	1	▲	G
ET100219	Recovery: Yard Track (207 Street Yard)	Construction	Recovery	$61,674,669	21	.00	▬	1.00	▬	0	▬	G
ET100220	Recovery: Yard Switches (207 Street Yard)	Construction	Recovery	$50,839,784	1	.00	▬	1.00	▬	0	▬	G
ET100310	Mitigation: Long Term Perimeter Protection at 207th Street Yard	Construction	Mitigation	$171,625,486	21	.45	▲	1.01	▬	-6	▼	G
ET100312	Mitigation: 207th Street Yard Portal	Construction	Mitigation	$27,310,129	83	.00	▼	1.00	▬	-3	▼	G
All Other NYCT Projects												
ET040317	Mitigation: Upgrade Emergency Booth Communication System	Construction	Mitigation	$78,355,360	38	.00	▬	1.00	▬	0	▬	G
ET040322	Mitigation: Street Level Openings	Construction	Mitigation	$46,699,866	88	.11	▼	1.00	▬	0	▬	G
ET040323	Mitigation: Upgrade Backup Command Center	Construction	Mitigation	$9,839,145	39	.00	▬	.95	▬	0	▬	G
ET040325	Mitigation: Internal Station Hardening	Construction	Mitigation	$16,648,706	39	6.46	▲	1.01	▬	0	▬	R
ET040327	Mitigation: Street Level Openings at 7 Stations and 1 Fan Plant	Construction	Mitigation	$68,405,619	72	.09	▬	1.00	▬	0	▬	G
ET040328	Mitigation: Street Level Openings at 9 Stations	Construction	Mitigation	$60,277,658	89	-.48	▼	.99	▬	0	▬	G
ET060305	Mitigation: 17 Fan Plants and Adjacent Tunnels	Construction	Mitigation	$46,439,194	91	1.06	▬	1.00	▬	0	▬	G
ET060320	Mitigation: 11 Fan Plants	Construction	Mitigation	$29,012,172	84	1.06	▲	1.00	▬	0	▬	G
ET060321	Mitigation: 4 Fan Plants	Construction	Mitigation	$34,572,832	76	.61	▼	1.00	▬	0	▬	G
ET060330	Mitigation: 1 Fan Plant on the Flushing Line	Construction	Mitigation	$13,626,750	7	.00	▬	.99	▬	0	▬	G
ET070309	Mitigation: Long Term Flood Protection at Hammels Wye	Construction	Mitigation	$24,890,942	99	.99	▬	1.00	▬	0	▬	Y
ET100314	Mitigation: 207th Street Yard Sewers	Construction	Mitigation	$141,699,097	0	.00	▬	1.07	▼	0	▬	G
ET120307	Mitigation: Various Bus Depots	Construction	Mitigation	$26,422,164	20	.32	▲	1.00	▬	-1	▼	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
NYCT - New York City Transit Sandy Program												
All Other NYCT Projects												
ET160311	Mitigation: Zerega Maintenance Facility	Construction	Mitigation	$8,253,350	0	.00	▬	1.00	▬	0	▬	G
ET060317	Mitigation: Conversion of 2 Pump Trains	Design	Mitigation	$19,119,839	96	.00	▬	1.15	▬	3	▲	R
ET090306	Mitigation: Substation Hardening at 11 Locations	Design	Mitigation	$49,175,316	0	.00	▬	1.07	▬	0	▬	G
ET090307	Mitigation: Substation Hardening at 12 Locations	Design	Mitigation	$48,886,634	0	.00	▬	1.07	▬	0	▬	G
ET090311	Mitigation: Substation Hardening at 5 Locations	Design	Mitigation	$28,478,056	0	.00	▬	1.09	▬	0	▬	G
ET070209	Recovery: Wrap-up Rockaway Line	Post Des to Const Awd	Recovery	$31,059,729	100	.00	▬	1.03	▬	0	▬	G
ET070308	Mitigation: Steinway Portal	Post Des to Const Awd	Mitigation	$15,159,993	100	.00	▬	1.01	▬	11	▲	R
ET090304	Mitigation: Montague-Furman Substation on the Broadway Line	Post Des to Const Awd	Mitigation	$7,470,179	99	.00	▬	.99	▬	0	▬	G
ET090308	Mitigation: Deployable Substations	Post Des to Const Awd	Mitigation	$48,328,865	100	.00	▬	1.52	▬	21	▲	R
ET090310	Mitigation: Back-up Power Control Center	Post Des to Const Awd	Mitigation	$15,886,545	98	.00	▬	1.54	▼	1	▲	Y
ET160310	Mitigation: Consolidated Revenue Facility	Post Des to Const Awd	Mitigation	$17,121,735	100	.00	▬	1.46	▬	0	▬	Y
ET160312	Mitigation: Tiffany Central Warehouse	Post Des to Const Awd	Mitigation	$26,225,217	100	.00	▬	1.77	▬	0	▬	Y
ES070211	Recovery: Reconstruction of Clifton Car Repair Shop	Construction	Recovery	$34,890,731	15	2.63	▲	.99	▬	0	▬	Y
ES070302	Mitigation: Reconstruction of Clifton Car Repair Shop	Construction	Mitigation	$167,732,374	38	.68	▲	1.00	▬	0	▬	Y
ES070303	Mitigation: St. George Terminal Yard	Construction	Mitigation	$51,352,194	5	4.45	▲	1.00	▬	0	▬	G

Metropolitan Transportation Authority

4th Quarter 2019 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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▬ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
LIRR - Long Island Rail Road Sandy Program												
All Other Projects												
EL0303ZH	Flood and Emergency Management Equipment Mitigation	Construction	Mitigation	$20,585,053	0	.00	▬	1.02	▬	12	▲	R
EL0502ZC	Restoration of the Long Beach Branch	Construction	Recovery	$68,666,958	95	.02	▬	1.00	▬	0	▬	Y
EL0602ZD	West Side Storage Yard Restoration	Construction	Recovery	$43,512,962	48	.00	▬	1.06	▬	0	▬	G
EL0602ZL	Long Island City Yard Restoration	Construction	Recovery	$28,655,275	85	-.61	▼	1.12	▬	0	▬	Y
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Design	Mitigation	$94,529,494	57	.00	▬	1.04	▬	4	▲	R
EL0603ZS	Long Island City Yard Resiliency	Post Des to Const Awd	Mitigation	$26,287,019	1	.00	▬	1.46	▬	0	▬	G
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	60	1.13	▼	.94	▬	2	▲	Y
EM040301	Power and Signals Mitigation	Construction	Mitigation	$46,307,241	20	.00	▬	.92	▬	2	▲	Y
EM040302	Hudson Line Power and Signal Resiliency	Construction	Mitigation	$35,152,702	20	.00	▬	1.00	▬	2	▲	Y
EM050206	Power Infrastructure Restoration Phase 1	Construction	Recovery	$170,552,810	60	1.54	▼	.96	▬	2	▲	Y
All Other Projects												
EM030202	Right of Way Restoration	Construction	Recovery	$7,635,000	94	.00	▬	.95	▬	0	▬	Y
EM050208	Power Infrastructure Restoration - Substations	Construction	Recovery	$45,682,803	89	1.12	▬	1.00	▬	0	▬	Y
EM050209	Power Infrastructure Restoration - Harlem River Lift Bridge	Construction	Recovery	$8,106,046	93	1.07	▲	1.03	▬	0	▬	Y
B&T - Bridges and Tunnels Sandy Program												
All Other Projects												
ED040302	Raising of revenue control equipment at the Queens Midtown Tunnel Service Building above the 500-year flood elevation.	Construction	Mitigation	$6,734,722	0	.00	▬	.92	▼	0	▬	G

4th Quarter 2019 Traffic Light Report
Sandy Projects in Design, Post-Design to Construction Award or Construction

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▼ = Index decrease: Trending indicates condition improving since last quarterly report
▬ = No Change since last quarterly report

ACEP #	Description	Phase	Project Type	Total Project EAC	% Phase Complete	Cont. Index	Cont. Trend	Cost Index	Cost Trend	Schedule Variance (Mths)	Sched. Trend	Traffic Light
B&T - Bridges and Tunnels Sandy Program												
All Other Projects												
ED040308	Enhancement of electric power resiliency at RFK bridge	Design		$35,527,863	4	.00	▬	.95	▲	0	▬	G
ED010307	Bronx Whitestone Bridge mitigation - flood wall & other resiliency measures	Design	Mitigation	$8,302,575	0	.00	▬	1.00	▬	0	▬	G

Metropolitan Transportation Authority

Summary of Sandy Traffic Light Report Design Exceptions

(Fourth Quarter 2019 - As of December 31, 2019)

ACEP	Project Name	Index Trigger	EAC	Design Completion Date	Reason for Variance Since Last Quarterly Report	What is Being Done	IEC Comment: All Agency Contractor Evaluation
NYCT - New York City Transit							
ET060317	Mitigation: Conversion of 2 Pump Trains	Schedule	$19.1M	Apr 2020	During the Fourth Quarter 2019, the forecasted Design Completion slipped three months, from January 2020 to April 2020. This was due to numerous commercial and technical exceptions that a prospective contractor outlined during contract negotiations.	NYCT is in negotiation with the prospective manufacturer and is working through their exceptions. Technical specifications, general contract provisions, and specific contract provisions are currently under review and being modified as necessary.	An Agency ACE evaluation is not required for this project.
LIRR - Long Island Rail Road							
EL0603ZP	West Side Yard & East River Tunnel Mitigation	Schedule	$94.5M	Jul 2023	During the Fourth Quarter 2019, the forecasted Substantial Completion slipped four months, from March 2023 to July 2023 due to Amtrak not yet providing Site Access to the Queens site for soil borings and surveying. A Site Access Agreement has not yet been executed between LIRR and Amtrak due to open legal issues.	Soil borings can only take place when the soil is soft in the spring, therefore the project Substantial Completion date was moved four months pending completion of borings, site surveys and field investigations.	The overall Contractor/Consultant Performance rating for the current All-Agency Contractor Evaluation (ACE) report for this project is consistent with the IEC's observation of project performance, during this reporting period.

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Mitigation - Internal Station Hardening	Current Budget: $16.4M
	Project EAC: $16.4M
	Original Substantial Completion Date: May 2020
Project No: ET040325	Current Substantial Completion Date: May 2020
Project Phase: Construction	Phase Complete: 47%

Project Description

This project will provide flood protection to the equipment located in the communication and signal rooms at the following six stations: 148th Street, 86th Street, Stillwell Avenue, Beach 116th Street and Broad Channel.

Problem Since Last Quarterly Report

Index Trigger(s): Contingency

Contingency: During the Fourth Quarter 2019, there was $0.8M in pending and approved Additional Work Orders (AWOs) compared to a $0.6M contingency budget. This was due to adding the hardening of an additional communication room, at the 148th Street Station, to this contract as an AWO. The added commination room was going to be completed via a separate contract (A-37692), but NYCT took advantage of existing General Orders and on-site personnel to address the work. The addition of this scope resulted in the additional funding need.

What is Being Done

Contingency: This AWO was negotiated for $1.2M and has been approved by the MTA board.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Flood Mitigation - Steinway Portal	Current Budget: $15.0M
	Project EAC: $15.1M
	Original Award Date: Jun 2020
Project No: ET070308	Current Award Date: May 2021
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description

This project will construct flooding mitigation measures at the Steinway Portal, located between Hunters Point Avenue and Court Square stations, on the Flushing Line in Queens. The work includes construction of retaining walls on both sides of the tunnel portal to allow for the insertion of a deployable watertight flexgate cover.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecast award date slipped 11 months, from June 2020 to May 2021. This was due to the new directive to combine the Steinway Portal design with the Steinway Tube Pump System Enhancement design.

What is Being Done

Schedule: The Assessment and coordination of the two projects is ongoing. Award of the combined tunnel portal and pump system contract is currently forecasted for May 2021.

IEC Comment

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

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

MTA Agency: New York City Transit	Status as of December 31, 2019
Project Name: Mitigation - Deployable Substations	Current Budget: $31.6M
	Project EAC: $48.3M
	Original Award Date: Jun 2018
Project No: ET090308	Current Award Date: Sep 2021
Project Phase: Post-Design to Construction Award	Phase Complete: 0%

Project Description

This project will procure four Deployable Battery Power Systems (DBPS). The DPBS are designed to be quickly transported and connected to the system when substations are disabled and emergency power needs to be provided. Once deployed to the incident site, the unit will fill the gap between working substations, allowing basic train service to be restored until permanent repairs are complete at the damaged location.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted award date slipped 21 months, from December 2019 to September 2021. This was due to the bidders pulling out from the request for proposal (RFP) process because of the difficulty of procuring the DBPS as currently designed and the inclusion of debarment terms and condition clauses in the contract.

What is Being Done

Schedule: The project is being redesigned to address bidder concerns. One major design change to be incorporated is the concept of obtaining power from Con Edison for the deployable substation during emergency substation outages.

IEC Comment

Budget and Schedule Performance: The IEC agrees substantially 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.

Long Island Rail Road

MTA Agency: Long Island Rail Road	Status as of December 31, 2019
Project Name: Flood and Emergency Management Equipment Mitigation	Current Budget: $20.0M
	Project EAC: $20.6M
	Substantial Completion Date at Award: Apr 2019
Project No: EL0303ZH	Current Substantial Completion Date: Apr 2022
Project Phase: Construction	Phase Complete: 55%

Project Description

As part of LIRR's efforts to prepare for future extreme weather events, Emergency Management Equipment will be purchased for systemwide utilization, but with emphasis in flood prone areas, including major yards and towers, which play a vital role in train operations. Equipment purchases include Emergency generators and site specific backups, vehicle fueling station, communication upgrades, and weather fighting equipment.

Problem Since Last Quarterly Report

Index Trigger(s): Schedule

Schedule: During the Fourth Quarter 2019, the forecasted Substantial Completion slipped 12 months, from April 2021 to April 2022 to allow more time for the rebid process of the procurement of the Mobile Substation.

What is Being Done

Schedule: This project has already procured 25 out of 29 different types of equipment. The Mobile Substation is a unique piece of equipment and the first time the LIRR is purchasing this type of equipment. LIRR's Procurement & Logistics Department had received requests for a time extension of the Request For Proposal (RFP) from all the potential vendors. This resulted in a longer than expected procurement in the first RFP process. The first proposals were higher than the budget and a design revision was necessary before the revised RFP went for rebid. Several RFIs have been received. Based on the RFIs and time extension request from the vendors the current forecast for award is June 2020.

IEC Comment

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

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

Projects in CPOC's Risk-Based Monitoring Program

(4th Quarter 2019 Traffic Light Report – Period Ending December 31, 2019)

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

Projects in CPOC's Risk-Based Monitoring Program			
Capital Program		**Agency**	**Project**
2010-14	**2015-19**		
Capital Construction			
	X	MTACC	Second Avenue Subway Phase 2
X	X	MTACC	East Side Access & Regional Investments
	X	MTACC	Penn Station Access
	X	MTACC	LIRR Expansion Project – Floral Park to Hicksville
Signals and Communications			
X	X	LIRR/MNR	Positive Train Control
	X	NYCT	Communications Based Train Control – 8th Ave Line
X		NYCT	Communications Based Train Control - Queens Blvd. West-Phase 1
	X	NYCT	Communications Based Train Control - Queens Blvd. West-Phase 2
X	X	NYCT	Integrated Service Information and Management B Division
X	X	NYCT/MTA Bus	Replace Bus Radio System
X		NYCT/MTA Bus	Construct Bus Operations Command Center
Subway Car, Bus and Rolling Stock Procurement			
X	X	NYCT	New Subway Car Procurement
X	X	NYCT	New Bus Procurement
X	X	LIRR/MNR	Commuter Rail Road Rolling Stock Procurement
Passenger Stations Program			
	X	NYCT	ADA Reconstruction Times Square Station
	X	NYCT/CRR	New Fare Payment System - Phase 2

Projects in CPOC's Risk-Based Monitoring Program
(4th Quarter 2019 Traffic Light Report – Period Ending December 31, 2019)

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