



Metropolitan Transportation Authority

Capital Program Committee Meeting

November 2023

Committee Members

J. Lieber, Chair
J. Barbas, Vice Chair
A. Albert
N. Brown
S. Chu
M. Fleischer
R. Glucksman
D. Jones
B. Lopez
D. Mack
H. Mihaltzes
F. Miranda
J. Rizzo
J. Samuelson
V. Tessitore
N. Zuckerman

Capital Program Committee Meeting

Wednesday, 11/29/2023

2:00 - 3:00 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES- OCTOBER 23, 2023

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Presentation at committee meeting

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**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for NOVEMBER 2023**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	CRC Associates Inc.	\$56,966,000	Award of a publicly advertised and competitively solicited contract for Design-Build services to replace and upgrade NYC Transit's central alarm monitoring and fire alarm systems.
Contracts	TC Electric, LLC	\$64,724,000	Award of a publicly advertised and competitively solicited contract for Design-Build services to upgrade the public address/customer information system along NYC Transit's Canarsie Line.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
October 23, 2023
New York, New York
12:45 P.M

CPC Members present:

Hon. Janno Lieber
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Gerard Bringman
Hon. Samuel Chu
Hon. Randolph Glucksman
Hon. David Jones
Hon. Haeda Mihaltses
Hon. John-Ross Rizzo

CPC Members not present:

Hon. Norman Brown
Hon. Michael Fleischer
Hon. Blanca Lopez
Hon. David Mack
Hon. Frankie Miranda
Hon. John Samuelsen
Hon. Vinnie Tessitore
Hon. Neal Zuckerman

MTA staff present:

Christine Budhwa
Fredericka Cuenca
Evan Eisland
Sean Fitzpatrick
Alyssa Cobb-Konon
Tim Mulligan
Mark Roche
Michael Shiffer
Jamie Torres-Springer
Michele Woods
John McCarthy

Independent Engineering Consultant staff present:

Liz King

* * *

Chairman Lieber called the October 23, 2023, Capital Program Committee Meeting to order at 2:05 P.M.

Public Comments Period

There were seven Public Speakers during the Hybrid Public Comment Period: Rachel Fauss; Jason Anthony; Bruce Hain; Jack Connors, Matthew Buchys Hyland*, Murray Bodin*; and Aleta Dupree*.

*Provided comment virtually

Meeting Minutes

Board Member Andrew Albert noted a correction regarding the spelling of Aleta Dupree's name on page 5. Additionally, he clarified on page 6 that ADA upgrades have been successfully completed at two stations: 149th Street Grand Concourse (2 and 5 lines) and Tremont Avenue (B and D lines).

Upon a motion duly made and seconded, the Board approved the Corrected Committee Minutes of the meeting held on September 18, 2023.

CPC Work Plan

There were no changes to the CPC Work Plan.

Details of the following presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting, produced by the MTA and maintained in MTA's records.

President's Report

Prior to introducing the 20 Year Needs Assessment by the MTA Construction & Development ("C&D") Planning Team, C&D President Torres-Springer highlighted the ongoing clean construction drive and the MTA announcing as of October, that all new projects are required to track and report embodied carbon. Working with industry experts, the MTA will continue to identify methods of reduction, including materials substitution, using low emissions construction equipment, diverting construction waste, and reducing energy use through new design standards.

Additionally, President Torres-Springer spotlighted several new rollouts this month: 5 new R211S cars were delivered to the newly constructed state-of-the-art Clifton shop in Staten Island; New Dorp SIR station is now fully ADA accessible; Hoyt St 2/3 station in downtown Brooklyn has a newly accessible entrance entirely constructed and paid for by Macy's; LIRR Mineola Station celebrated its 100th anniversary with a completely renovated station; and MTA Real Estate has reinvigorated retail in the subway system releasing a solicitation for creative activation in currently vacant spaces.

Lastly, President Torres-Springer thanked the MTA staff who worked diligently to restore service on the Metro-North Hudson Line after a mudslide event over the weekend of 10/21. He also noted that capital investments in the entire system have allowed the system to bounce back faster and will increase resilience moving forward.

20 Year Needs Assessment

Frederica Cuenca, Deputy Chief Development Officer for C&D Planning, provided an overview of the MTA's 20 Year Needs Assessment, the comprehensive, data driven, look at the current condition of the entire system and the foundation for the development of the Five-Year Capital Plan. Ms. Cuenca underscored that robust continued capital investment is needed throughout the system to both maintain and improve riders experience and to ensure that the MTA can meet the three major challenges of aging infrastructure, climate change, and evolving rider needs by rebuilding, improving, and expanding the system.

Following that, Alyssa Cobb Konon, Senior Vice President of Capital Strategy & Planning, explained the methodology employed in the report, which involved inspecting and rating nearly six million component parts of the system using the FTA approved scale (rating asset conditions on a scale from 1 to 5, where 1 indicates poor and 5 indicates excellent). This comprehensive asset rating for all agencies, spotlights assets in poor or marginal condition, and establishes a baseline for understanding capital investment needs. Ms. Cobb Konon then illustrated how the report not only outlines strategies for state of good repair but also emphasizes improvement. It highlights the target plan to achieve ADA accessibility at 95% of subway stations by 2055 and 95% of full-service commuter railway stations by 2045. Additionally, the report aims to reduce overall carbon emissions from the system, improve climate resiliency, and modernize technologies that meet rider needs in the twenty-first century.

Then, Michael Shiffer, Senior Vice President of Regional Planning, enumerated how the 20 Year Needs Assessment helps the MTA to evaluate and compare over 20 proposed expansions of the system. Historically, expansion projects were evaluated using differing assumptions on costs, levels of service, and impact on ridership, but the 20 Year Needs Assessment, using industry best practices, and FTA standard cost categories creates uniformity of costs to compare projects more equitably and provide consistent data for region-wide decision making. Finally, Ms. Cuenca reminded the Board that the system needs capital investment to keep the system safe, reliable, and easy to use.

Procurement Actions

Christine Budhwa, Assistant Vice President, Contracting Services, MTA Construction & Development Company ("C&D"), reported that C&D had eight procurement actions being brought to the Capital Program Committee this month. Assistant Vice President Budhwa then presented the items.

Upon a motion duly made and seconded, the Capital Program Committee voted to bring the following procurement actions before the full MTA Board and recommended the following:

1. An authorizing resolution to use a competitive Request for Proposals process to award a contract to replace the fire standpipe system on the upper level at Grand Central Terminal;
2. A new award of a contract with CF Constructors, a JV, LLC (Contract No. A37369) for progressive design build services for state of good repair work at various subway stations;
3. A new award of a contract with Verde Electric Corporation (Contract No. 157548) for design build services to replace mobile substation C-16 on Metro North's New Haven line;
4. A new award of a contract with Turner & Townsend, Inc. (Contract No. CS00017C) for consultant services for the development of new program and project controls policies, processes and procedures for MTA C&D;
5. A modification to a contract with Siemens Mobility, Inc. (Contract No. S48004-1) for the CBTC Queens Boulevard Line West Phase 1 project to add additional work, resolve contractor claims and extend the Substantial Completion date;

6. A modification to a contract with Ground Transportation Systems USA, Inc. d/b/a Thales Transport and Security, Inc. (Contract No. S48004-2) for the CBTC Queens Boulevard Line West Phase 1 project to add additional work, resolve contractor claims and extend the Substantial Completion date;
7. An action to exercise Option 2 of a contract with Ground Transportation Systems USA, Inc. d/b/a Thales Transport and Security, Inc. (Contract No. S48013-2) to provide Communications Based Train Control equipment for new R211 cars; and,
8. Ratification of a modification to a contract with Atkins-HNTB, JV (Contract No. PS21001) to perform additional engineering tasks to support Communications Based Train Control for the New York City Transit subway system.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the September 18, 2023, Capital Program Committee Meeting at 3:08 PM.

Respectfully submitted,
Lizzy Berryman
Construction and Development, Contracts



2023-2024 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

December

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January

President's Update
Infrastructure

February

President's Update
Agency Initiatives

March

President's Update
Signals
Quarterly Traffic Light Report

April

President's Update
Systems & OMNY

May

President's Update
Agency Initiatives

June

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July

President's Update
Integrated Projects

September

President's Update
Agency Initiatives
Quarterly Traffic Light Report

October

President's Update
Stations

November

President's Update
Railroads

MTA Capital Program Committee Update
Railroads Business Unit: LIRR & Metro-North Projects
 November 2023

The Capital Program for the recently created Railroads business unit includes \$6.3b in active Long Island Rail Road and Metro-North projects. This includes \$1.4b (22%) for rolling stock purchases, \$1.1b (17%) for in-house and other projects, and \$3.8b (60%) for 86 C&D-managed projects.

Since our previous report on March 27, 2023, C&D has successfully awarded three LIRR projects through October 2023 (LIRR Systemwide Bridge Assessment, Valley Stream Canopy Construction SBMP and Preliminary Design of Four Bridges), totaling \$17.5 million. C&D has also awarded numerous Metro-North projects through October 2023, including design of 10 SBMP projects, Hudson Line’s Track 1 electrification, and an ADA study at Ludlow Station, as well as several SBMP construction projects to install Dry Lines, totaling \$90 million.

C&D has also completed several LIRR projects since the March meeting, with a value of \$58.4 million. These include Ocean Avenue Substation Construction, Cherry Valley Road Bridge, Hillside Support Facility’s 4th Floor Windows Replacement (SBMP), and Sea Cliff Station Retaining Walls & ADA Ramps. For Metro-North projects, C&D has reached substantial completion on 8 construction projects and 2 Force Account projects year-to-date, and has also completed 3 inspection and feasibility projects. Overall project completions (3rd party and in-house projects) total \$171 million, including Croton Falls Parking and priority repairs to the North White Plains Train Station.

Primary factors affecting performance within the business unit include third-party issues and available agency support services. As we look at the upcoming Capital Program, we are planning collaboratively with respective operating agencies and incorporating ideas learned from Third Track and Park Avenue Viaduct. One of our main goals is to have an integrated track access plan to increase efficiency.

This document summarizes progress on the following four projects: (1) ADA Stations - 9 Stations; (2) Jamaica Capacity Improvements Phase 2, Hall Interlocking Expansion; (3) Harmon Shop Phase 5, Stage 2; and (4) Park Avenue Viaduct Replacement Phase 1.

ADA Stations – 9 Stations Design-Build, Package 1 – Nine (9) stations are included in the ADA Stations Package 1 D-B bundled scope. These include Amityville, Copiague, Lindenhurst, Massapequa Park, St. Albans, Laurelton, Locust Manor, Valley Stream (escalator replacement & elevator replacement) and Auburndale (elevator replacement).

Work includes the installation of new elevators/escalators, ADA station building amenities including code compliant egress and accessible restrooms, ADA path of travel amenities such as walkways, lighting and accessories, information, and directional signage in accordance with MTA Sign Manual & ADA requirements.

PROJECT STATUS	Original	Forecast
Substantial Completion	October 2025	October 2025
Budget	\$169.7 M	\$169.7 M
The project is approximately 11% complete		
Design-Build Contractor: Citnalta/Scalamandre Joint Venture		

Current status of the project:

- Design development and over-the-shoulder design review meetings underway.
- Lead and asbestos abatement at Copiague (night work) in progress.
- Early Tunnel Design submittal (50%) for Laurelton and St. Albans reviewed and comments returned to Design-Builder.
- Single Track Weekend Outages at Lindenhurst (10/7 weekend), Amityville (10/13 weekend) and Copiague (11/11 weekend) installing elevator shaft steel, canopy tower steel and abatements were successful.
- Early contract milestone to meet concurrent beneficial use of the elevators at Amityville, Copiague and Lindenhurst in April has been identified as a risk. The project team is closely monitoring the contractor’s manpower, material and productivity to ensure schedule certainty while maintaining site safety.
- Weekend outages are scheduled for Massapequa the weekend of 1/6/24.

**Jamaica
Capacity
Improvements
Phase 2,
Hall
Interlocking
Expansion**

The Jamaica Capacity Improvements (JCI) Program of Projects represents LIRR’s Master Plan for the future of railroad operations through Jamaica. This Plan for Jamaica was developed to address the complex Jamaica infrastructure needed to: (1) support East Side Access LIRR Service to Grand Central Madison Terminal; (2) increase Jamaica Station/Interlocking(s) capacity/speed for increased train service from all three west end city terminals and future growth; and (3) result in a state of good repair to Jamaica’s aged infrastructure. The completed JCI Phase 1 included new Interlockings on the outskirts of Jamaica Station which provided operational flexibility and enables the construction of Phase 2. JCI Phase 2 construction will span several Capital Programs and will result in a complete realignment/reconstruction of the Jamaica interlockings, tracks, and associated railroad infrastructure.

The Hall Interlocking Expansion comprises Stage 3 and Stage 4 and includes the eastward extension of existing E-Yard tracks via the construction of a new bridge over 150th Street. The work also involves replacing/modifying existing retaining walls, modifications to existing Guy Brewer Blvd bridge structures, associated track/3rd rail modifications and SOGR. Ultimately, this project will enable the creation of two additional parallel routes within Hall Interlocking (new tracks E2 and E3) which is critical to the overall master plan of JCI Phase 2.

PROJECT STATUS	Original	Forecast
JCI Phase 2 Hall Exp. - Substantial Completion	October 2026	October 2026
Budget (Hall Interlocking Expansion)	\$168.6 M	\$168.6 M
<p>The project is approximately 11% complete; design is 90% complete Contractor: MLJT</p>		

Current status of the project:

- LIRR Engineering forces have completed relocating all utilities within the work zone and Yard E was officially turned over to the contractor.
- Current field work includes demolition, abatement, support of excavation, soil borings, and various surveys.

- The project team is meeting regularly with MLJT to preform constructability reviews due to the challenges identified with site logistics. This has been identified as a key risk in successfully completing the project.

Harmon Shop Phase 5 Stage 2

This Design-Build project will replace MNR’s 100+ year old maintenance facility in Croton-on-Hudson. The Harmon shop, along with its supporting facilities, are the largest electric car maintenance facility for MNR rolling stock.

The project scope is the demolition and reconstructing of the 250,000 square foot Main Shop and its storeroom, as well as replacement of the facility’s heavy equipment including truck hoists, railcar hoists, overhead cranes, and lifts.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2023	December 2023
Budget	\$435.9 M	\$442 M

The project is approximately 98% complete
Design-Build Contractor: Skanska-ECCO III – Joint Venture

C&D is consolidating several buildings/structures within the facility to streamline workflow efficiency by allowing materials to be prepped, assembled into components, installed onto the cars, and finally inspected and tested more efficiently. This includes the construction of a new overpass to connect the new Running Repair and Support Shop with the Wheel Shop for more direct transportation of parts and components.

The project also entails replacing shop equipment with newer and more efficient technology, allowing MNR in-house forces to perform a larger percentage of component overhauls and save on the premium cost of shipping the components out to a third-party vendor for repair and maintenance. Factory acceptance testing of the new equipment is complete with delivery and installations on-going.

Financial forecasts for the project changed to reflect unprogrammed additional scope (on-site fire water storage tanks) needed for occupancy of the new facility, and the projected substantial completion date was revised from October 2023 to December 2023 to reflect ongoing material supply chain issues and commissioning.

Since the last report, the installations are complete. Occupancy of areas of the building has commenced. All yard track work is completed and is in service.

Park Avenue Viaduct Replacement Phase 1

The Park Avenue Viaduct (PAV) replacement project will replace the 130- year-old railroad viaduct from 115th Street to 123rd Street (phase 1), along Park Avenue in Harlem. These spans are just to the south of the Metro-North Harlem-125th Street Station. The project encompasses the entire replacement of the existing viaduct including foundations, structure, tracks, and power, as well as communications and signals. As reported at previous CPC meetings, the viaduct has reached the end of its useful life. Extensive and ongoing repairs are currently continuously needed to keep the structure in a state-of-good repair. It has been determined that replacement is the most cost-effective long-term alternative for the longevity of the structure.

This section of the viaduct is an elevated steel structure which carries four third-rail powered tracks over Park Avenue. All trains from the Hudson, Harlem and New Haven Lines use the viaduct to enter Grand Central Terminal. Approximately 750 trains per day traverse the viaduct – it is one of the most critical MNR assets.

While the viaduct is critical for MNR transportation, the space under the viaduct serves as a well utilized space for community and public use, such as various tenant purposes, including community events and parking. Initial steps have been taken and agreements have been reached with the City of New York to assist with the temporary relocation of tenants under the viaduct during construction.

The PAV replacement project will also provide multiple improvements to the community, including improving the lighting under the PAV to increase safety in the neighborhood; significantly improving the aesthetics of the community by replacing the existing painted brown structure with a welcoming new, light gray, galvanized steel structure which will brighten the neighborhood; an arts and design component; and will maintain service to the Harlem 125th Street station, which is the 3rd busiest station for MNR.

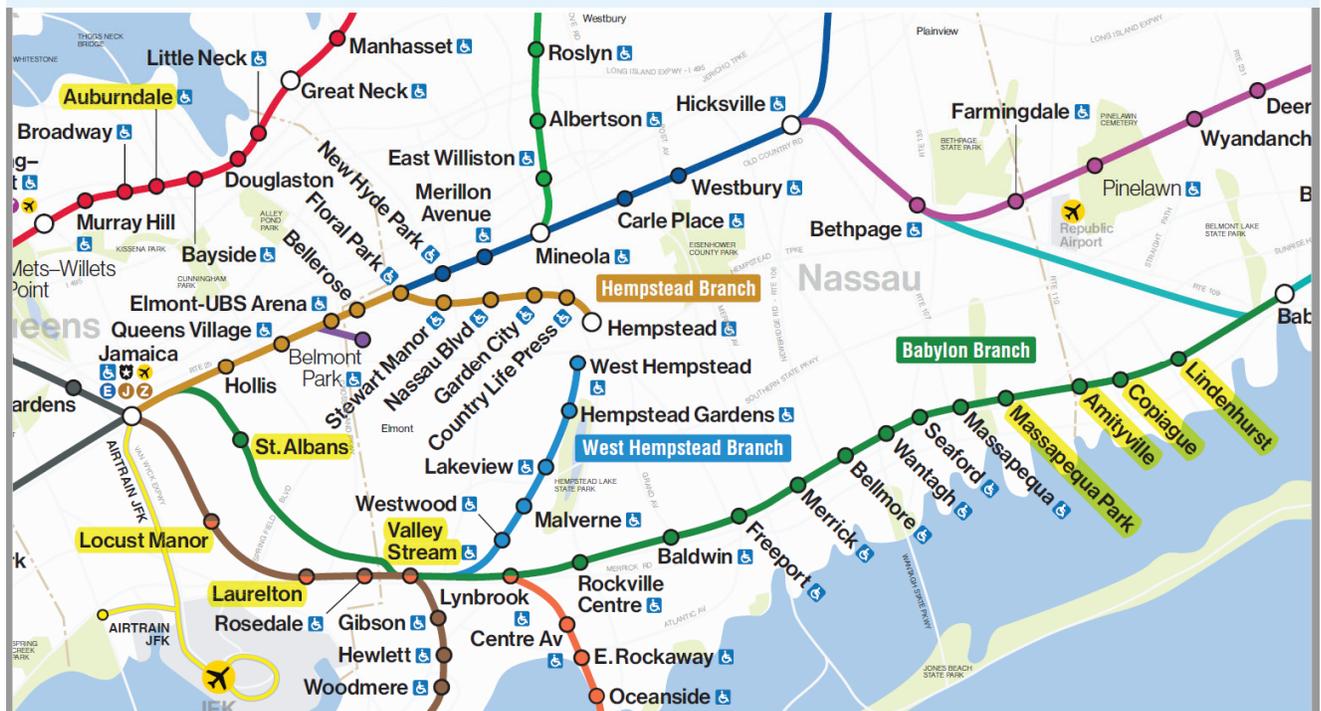
PROJECT STATUS	Original	Forecast
Substantial Completion	April 2026	April 2026
Budget	\$590 M	\$590 M
<p>The project is approximately 17% complete Design-Build Contractor: Halmar International</p>		

Since the last report, the Design-Build Contractor, Halmar International commenced site construction work. Construction work is currently focusing on the viaduct’s foundations and columns. The Contractor is also performing cable relocations to support the superstructure replacement, scheduled for spring of 2024. There is no change in the substantial completion date in 2026, almost two years ahead of the initial construction schedule. There are no anticipated impacts to riders as part of this phase of replacement.

The Project Management Consultant (PMC) contract was awarded in December 2021 to WSP to provide services for preliminary engineering, procurement phase support, and construction compliance oversight, project management and construction supervision support. This contract was one of the first that combined substantial preconstruction and construction services, aimed at minimizing project interfaces, and reducing overall project costs. The PMC contract includes performance incentives.

November 2023 CPC Independent Engineering Consultant Long Island Rail Road Project Review

Accessibility Stations Improvements Package 1 at Nine Stations



Accessibility Stations Improvements Package 1 at Nine Stations

Scope

- The Accessibility Stations Improvement – Package 1 Design-Build contract to provides accessibility and various improvements at nine LIRR stations. The stations are located across four LIRR branches: Babylon, Atlantic, Montauk, and Port Washington Branches and will include the following scope:
 - 8 New Elevators at Amityville (1), Copiague (1), Laurelton (1), Lindenhurst (1), Locust Manor (2), Massapequa Park (1), and St. Albans (1) stations
 - Replace 2 Elevators at Auburndale and Valley Stream Stations
 - Replace Escalator at Valley Stream
 - Reconstruction of Pedestrian Tunnels at St. Albans and Locust Manor
 - New Utility spaces
 - Partial Platform replacement
 - Site and sidewalk improvements
- This will bring all nine stations into full ADA compliance with elevators, ADA path of travel, and signage. Once these stations are completed, 97% of LIRR’s system will be ADA compliant.

Accessibility Stations Improvements Package 1 at Nine Stations

Schedule

- The Accessibility Stations Improvement – Package 1 Design-Build contract was awarded to Citnalta-Scalamandre JV in December 2022, with a 36-month duration, and a forecast Substantial Completion date of December 2025. It is currently 11% complete, based on expenditures.
- The project has progressed as per the approved baseline and remains on-schedule through the latest update.
- The project’s design is divided into 4 units with the following, noncontractual design completion dates along with corresponding Stations and Beneficial Use dates.

Design Unit	Design Completion	Station	BU Date
DU 1	October 2023 (A)	Amityville	April 2024*
		Copiague	April 2024*
		Lindenhurst	April 2024*
		Massapequa Park	August 2024
DU 2	November 2023	St Albans	October 2025
		Laurelton	September 2025
DU 3	March 2024	Valley Stream	August 2025
		Locust Manor	August 2025
DU 4	March 2024	Auburndale	June 2025

* Contractual Milestone

Accessibility Stations Improvements Package 1 at Nine Stations

Budget

- The project budget and EAC of \$170M has not changed since award.
 - To date, no change orders have been issued.
 - This project is in its early stages and expenditures are in line with progress.
- The IEC's analysis of available contingency, project's reserve, expenditures to date, and potential risks on remaining work, forecasts there is sufficient funding in the project's budget.

Accessibility Stations Improvements Package 1 at Nine Stations

Risks and Mitigations

The following risks were identified and are active for this project:

- Limited availability of resources and materials due to supply chain issues
 - C&D's project team is urging the contractor to focus on submittals for long lead items and the subsequent release for fabrication and delivery.
 - To date, the contractor prioritized the fabrication of the elevator steel for the eastern stations, and it was delivered in time.
- The beneficial use date of the Amityville, Copiague, and Laurelton stations, April 2024, are at risk due to the activities related to the fabrication, installation, and commissioning of the elevators.
 - The project team will schedule regular inspections at the facilities to ensure production is progressing as required, to mitigate potential delays in fabrication.
 - The contractor will implement additional shifts, with various trades, to mitigate prolonged installation of the elevator components and shaft glazing.
 - To advance the testing and commissioning process, the project team will have activities, wherever possible, run concurrently, to mitigate a delay in this final hurdle to opening the elevators.
- There is a risk to additional customer impact due to the difficulty of the pedestrian tunnel construction at St. Albans and Laurelton stations.
 - There is a probable need to remove and subsequently reinstall both tracks in order to properly compact the track bed over the tunnel.
 - The project team has prioritized the scheduling of 6 track outages to complete this work.
 - The project team is also mitigating this risk by requesting a detailed work plan, with timeline, from the contractor.

Accessibility Stations Improvements Package 1 at Nine Stations

Observations

- This is the first of several packages to bring all LIRR stations into ADA compliance.
- Parsons Corporation is this package's DOR and they have been coordinating well with the project team throughout the Design Unit submission and approvals, which has resulted in minimum revisions.
- The project team is minimizing customer impact by sequencing the work so there are fewer track outages.
- Contractor has been efficient during these outages and completing work as forecast.
- The project team is regularly updating the risk register to match current conditions and making it a useful project management tool.

November 2023 CPC Independent Engineering Consultant Project Review

Jamaica Capacity Improvement-Phase 2 Hall Interlocking Expansion

Jamaica Capacity Improvement - Phase 2 Hall Interlocking Expansion

Scope of Work

A multi-phased approach across multiple capital programs with the design of Jamaica Capacity Improvements (JCI) Phase II, Jamaica Interlocking(s) infrastructure reconfiguration/modification for improving train throughput, extending the length of existing Jamaica Platforms A-E to accommodate 12-car train consists, and upgrade to a state of good repair. Hall Interlocking Expansion project represents the first of JCI Phase 2 program elements for construction.

- The Hall Interlocking Expansion project extends existing E-Yard tracks towards the east and will provide the capability for parallel routes out of Hall interlocking. The new extending tracks will become Montauk Branch Track #2 and Mainline Branch Track #2 (final connection scheduled for later stage construction project).
 - The project also will advance work for the construction and installation of 2 new platforms for material storage, signal equipment and allow for proper workspace for employees around the platforms.
 - There is new track, crossovers, 3rd rail, power, signal, and the construction of a new closed deck rail bridge (across 150th Street) and other associated rail infrastructure.
 - The Guy R. Brewer bridge structure (further east from 150th Street) is an existing rail bridge to be modified by the contractor, for acceptance of new rail infrastructure running over it in later stages of JCI development.

Jamaica Capacity Improvement - Phase 2 Hall Interlocking Expansion

Schedule Review

A construction contract for Hall Interlocking Expansion was awarded in December 2022 to MLJT in the amount of \$91.6M with overall substantial completion forecast as October 2026. The project is 11% complete.

- The critical path of the schedule runs through the construction of the 150th Street Bridge.
- The project has progressed in accordance with the approved baseline and remains on-schedule.
- Preconstruction force account work is nearing completion. Design and long-lead fabrication activities are progressing well. Excavation and demolition of existing retaining walls are progressing in anticipation of the start of T-wall (a gravity retaining wall structure consisting of modular precast concrete units and select backfill) in Q1-2024.
- Key Milestones for tracking construction progress for the upcoming year

Project ID	Baseline	Latest Update (8) Sept 1, 2023
DU04 Complete Final Design - Retaining Wall Geometry & Details	Q4 2023	Q4 2023
Contractor Mobilization on Tracks 2 & 3	Q4 2023	Q4 2023
Complete Retaining Wall Demolition	Q1 2024	Q1 2024
Complete Bridge Pier and Abutment Construction	Q3 2024	Q3 2024
Launch 150 th Street Bridge Superstructure	Q4 2024	Q4 2024

Jamaica Capacity Improvement - Phase 2 Hall Interlocking Expansion

Budget Review

- The C&D project budget and Estimate at Completion for Hall Expansion remains \$168.6M and no change since last report.
 - No change orders have been issued to date.
 - C&D has executed a project option which will install cantilever signal platforms by the Union Interlocking for employee safety, material storage and future wayside signal equipment support.
 - Project expenditures are in line with the progress to date.
- The IEC review of the total project cost, inclusive of work in place, soft costs, contingency, potential change orders to date and project reserves, indicates that the Project EAC of \$168.6M is sufficient to complete the project.
- The IEC concurs with the project's EAC of 168.6M as it is too early in the project's construction phase to forecast any underutilization of project reserve or real estate acquisition cost.

Jamaica Capacity Improvement - Phase 2 Hall Interlocking Expansion

Risks and Mitigations

- There is a risk in obtaining required track outages for the scheduled work.
 - The PMT is taking early action in requesting details for planned activities as long-term track outages require six-month advanced notice. To date, the Design Builder has an approved a phasing plan describing planned activities for each outage throughout 2024 and including the 1st Quarter of 2025.
 - In the opinion of the IEC, the use of the PMC in working with the contractor for early planning for resources required for track outages is a prudent measure and work has been progressing as planned.
- There is risk of a lack of Force Account availability and coordination for planned work due to competing projects that are scheduled for similar completion periods.
 - The PMT is working to identify scheduling conflicts with internal and external projects and target force account request early for maximum availability.
 - Pre-outage planning meetings prior to each outage are conducted.
 - The IEC believes the PMT has taken appropriate actions, such as, placing a purchase order for long-lead contract required switches and ordering 3rd rail cabling which will allow for improved efficiency for planned work.

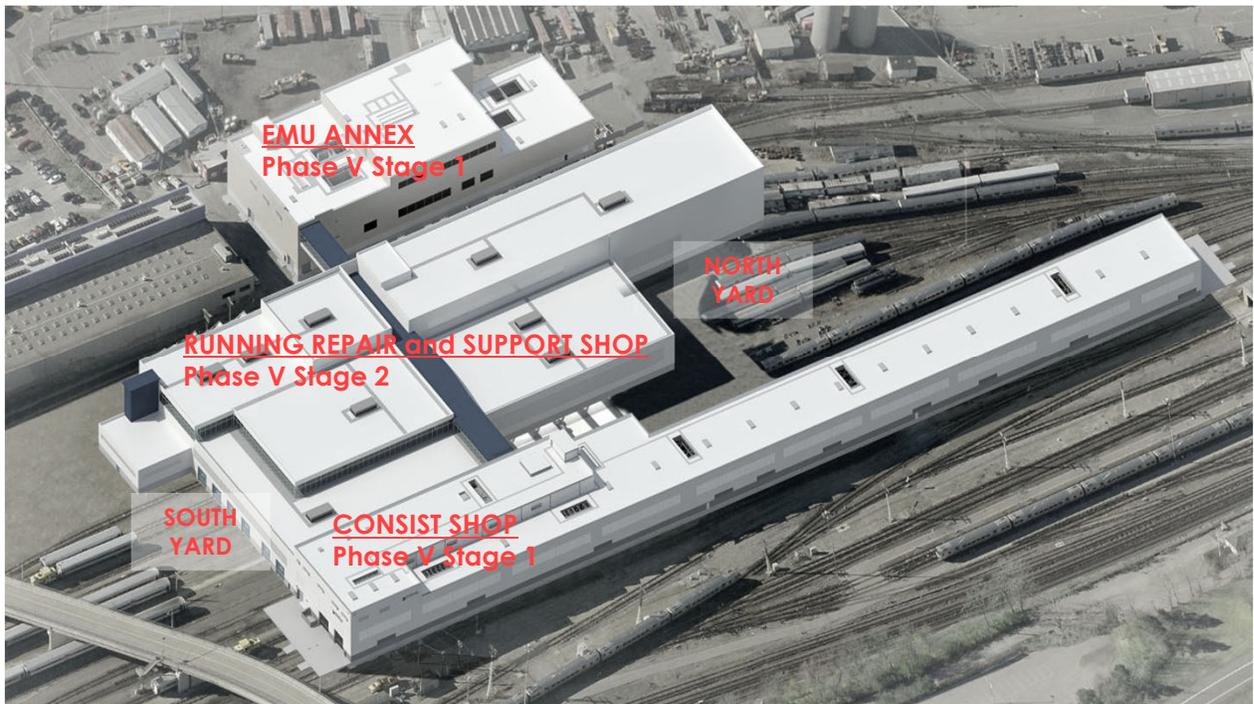
Jamaica Capacity Improvement - Phase 2 Hall Interlocking Expansion

Risks and Mitigations Cont'd

- There is risk of a schedule impact due to access difficulties in progressing work in landlocked locations.
 - C&D is requesting a detailed constructability analysis, addressing all risks associated with access problems to remote, landlocked work locations that are needed throughout construction to deliver materials and equipment for the project duration.

November 2023 CPC Independent Engineering Consultant Project Review

Harmon Shop Replacement Phase V Stage 2 - Metro North Railroad



MNR Harmon Shop Replacement

Phase V Stage 2

Scope

The Harmon Shop Replacement project is a 20-year, multi-phase upgrade and modernization program for the shop and yard. The final phase (Phase V) was awarded to the design-build team Skanska-ECCO III (SE3) as two separate contracts – Stage 1 and Stage 2, which is in the final stage (Stage 2), awarded October 2018 with Substantial Completion (SC) April 2023.

Completed Phases and Stages

Phase I	(2001-2021)	Yard Infrastructure
Phase II		MoW Bldg, Communication Building, Material Distribution Center
Phase III		Wheel True Facility, Coach and Locomotive Shops
Phase IV		Priority roof repairs to Building #6
Phase V (Stage 1)		Design and construction of Consist Shop and EMU Annex Building

Current Phase and Stage

Phase V, Stage 2 consists of the demolition of Building 6 maintenance facility, construction of a state-of-the-art Running Repair and Support Shop (RRSS) and second floor connector bridge between RRSS and Electrical Multi Units (EMU) Annex.

MNR Harmon Shop Replacement

Phase V Stage 2

Schedule Review

- The project is 98% complete based on invoicing.
- When last reported in March 2023, the project planned to occupy the facility in three stages, with the storage space coming online in May, the offices in July and the balance of the support shop (RRSS) in October 2023.
- The storage space and offices are occupied, with the occupancy of the support shop (RRSS) now forecast for December 2023, for the following reason:
 - Persistent challenges with the installation and testing of the bug and stinger system which provides power for the diagnostics, maintenance and repair of the train cars being serviced.
- The testing of the bug and stinger system is in progress with completion forecast for December.

Contractual SC	C&D SC Forecast (as of March '23)	IEC SC Forecast (as of March '23)	C&D Current Forecast	IEC Current Forecast
April 2023	October 2023	October 2023	December 2023	December 2023

- In the IEC's opinion, given the recent labor force increase and extended work hours, the proposed December 2023 SC is achievable provided the contractor works as expected to meet the SC.

MNR Harmon Shop Replacement

Phase V Stage 2

Budget Review

- ▣ The C&D Budget and EAC are \$440.0M and \$442.0M, respectively.
- ▣ The IEC's review of the project expenditures, executed, negotiated, pending, potential change orders and remaining contingency, forecast an EAC of \$442.0M, which exceeds the project budget.

NOTE: The IEC and C&D's EAC of \$442.0M include, the still to be negotiated, change order for construction of a water tank which was never part of the contract and is not required for beneficial use of the support shop (RRSS).

MNR Harmon Shop Replacement

Phase V Stage 2

Risk and Mitigation

There is risk to the project schedule that:

- The use of a decommissioned, MOW transformer as temporary replacement for the failed rectifier transformer, provided in an earlier phase and not part of this contract, could fail.
 - C&D's procurement of a new transformer, forecast for 3rd quarter 2024 place-in-service.
 - C&D is sourcing a backup transformer as additional mitigation.
- The underperforming subcontractors will not complete the bug and stinger and other critical systems by the proposed December 2023 SC.
 - C&D has enforced contract requirements to get an increase in productivity and is working to get additional increase should that be required.
- In the IEC's opinion, the mitigations are reasonable, and the December 2023 SC is achievable if recent productivity increases are maintained or increased if needed and the replacement transformer continues to function as required.

Observation

- The use of the temporary rectifier transformer permits full operation of the bug and stinger system. The ongoing productivity increase enabled completion of the remaining critical systems and occupancy of the 2nd floor offices as well as the testing of the bug and stinger, which is progressing well. And, barring a setback, beneficial use of this final phase and stage of this 20-year, multi-phased, \$1.5B Harmon Shop (complex) should be December 2023.

November 2023 CPC Report Independent Engineering Consultant Project Review

Metro North Railroad – Park Avenue Viaduct Replacement – Phase I



MNR – Park Avenue Viaduct Replacement – Phase I

Project Details

- The Park Avenue Viaduct is an elevated steel structure built in 1893 which carries four Metro-North Railroad tracks above Park Avenue in East Harlem.
- 98% of all Metro-North trains use the viaduct. The Park Avenue Viaduct services three East of Hudson lines and is the main corridor that carries all riders to and from Grand Central Terminal and Harlem-125th Street Station.
- Approximately 750 trains and 220,000 customers use the Viaduct on a typical (Pre-Covid) weekday.
- The Park Avenue Viaduct continues to exhibit signs of general deterioration in the steel structure and the current usage is well above the original design.



MNR – Park Avenue Viaduct Replacement – Phase I

Scope of Work – Phase I

- A design-builder has been retained to replace the existing Metro North Railroad – Park Avenue Viaduct (MNR-PAV) Replacement Phase I. The Design Build (DB) project scope elements includes:
 - Demolition of the existing structure and all ancillary components.
 - Design and construction of all Project components including, but not limited to, foundations, substructure, superstructure, drainage, track and systems (including direct fixation fastener system), communication and signals, traction power, and utility relocations.
 - There are no changes to MNR service during the entire construction duration, including superstructure work, which will be performed utilizing continuous weekend outages.
 - Scope Options – which the MTA may exercise a Notice to Proceed date of January 2025 with no cost/schedule impact for the MTA.
 - Option 1: \$700,000 for Raised Concrete Sidewalks
 - Design and construction of new raised concrete sidewalks at select locations between East 117th Street and East 123rd Street.
 - Option 2: \$520,000 for Accessible Pedestrian Signal (APS) System
 - Design, furnish and install new APS, signal poles, foundations, electrical and utility components.

MNR – Park Avenue Viaduct Replacement – Phase I

Major activities since last CPC Report

- ▣ The design, project submittals, permit, procurement, utility test pits, site investigations and shop drawings preparation and long lead item material procurements are progressing.
- ▣ The substructure work is progressing in the lots, which is the area located under the superstructure. The substructure work includes lot closures, excavating the lot, installing foundations, constructing columns and restoring the lot. The DB is currently on schedule with performing the substructure work.

Schedule

- ▣ The construction phase is currently 23% complete.
- ▣ MTA C&D awarded the DB contract in December 2022, with a construction duration of 39 months to Halmar International, LLC (HI).
 - ▣ Base Contract NTP – January 2023
 - ▣ Contractual Substantial Completion (SC) – April 2026
- ▣ IEC reviewed CPM Schedule Update No. 4, the project is on schedule.

Key Upcoming Intermediate Milestones		
Activity Name	DB Baseline Schedule from 03/2023	Schedule 04 Data from 10/11/23 Finish Date
Fabrication and Delivery Date of Gantry	Nov-23	Feb-24
Set Up Overhead Gantries	Apr-24	Apr-24
Substructure Complete	Aug-24	Aug-24
T3/1 Northbound Superstructure Replacement Complete	Sep-24	Sep-24
T4/2 Southbound Superstructure Replacement Complete	Oct-25	Oct-25

*It should be noted that these are not contractual milestones.

MNR – Park Avenue Viaduct Replacement – Phase I

Budget

- ▣ C&D Project Budget is \$590M.
- ▣ C&D Project EAC is \$494M.
 - ▣ The project EAC does not include reserves.
- ▣ The Base Contract amount is \$382M.
 - ▣ Federal DBE participation requirement goal is 22.5% of the contract amount.
- ▣ IEC performed a review of the total project cost, inclusive of potential change orders and project risk. We conclude that the MTA C&D Program Budget of \$590M is sufficient to complete Park Avenue Viaduct Replacement Phase I.

MNR – Park Avenue Viaduct Replacement – Phase I

Risks and Mitigations

- Delay in procuring long lead items including Gantry Equipment could delay construction activities.
 - Gantry equipment fabrication is currently underway, the PMT will be traveling to the Gantry Fabrication facility for the initial inspection, document review, and fabrication of the two (2) gantry equipment that will be working on the project in Harlem.
- Encountering differing site conditions and identifying existing utilities that may need to be protected due to heavy equipment loading.
 - DB completed additional borings and geoprobes to locate existing foundation elements, there are no unforeseen conditions discovered to date. The project team has been meeting and coordinating the maintenance and protection of the existing utility with the respective agencies.
- Equipment failure during Bridge Replacement Outages (BRO) and other outages could delay on-time completion.
 - Contractor utilizes redundant equipment during outages; utilizing hour-by-hour schedule to facilitate progress tracking and manages mitigation strategies during every BRO; and deploying a proactive equipment mitigation program with spare parts on-hand.
- Failure to relocate Tenants below Park Avenue Viaduct could impact the construction schedule.
 - PMT, PMC, and DB have been working closely with the tenants to relocate, in addition the DB obtained alternative off-site lot to relocate other tenants to allow work to proceed in different lots if needed to ensure the project is on schedule. The PMT, PMC, and DB are working to execute the remaining MOUs to relocate the remaining tenants.

MNR – Park Avenue Viaduct Replacement – Phase I

Risks and Mitigations continued

- Delay in obtaining permit approvals by NYCDOT OCMC (Office of Construction Mitigation and Coordination) for Maintenance and Protection of Traffic (MPT) could impede construction progress.
 - PMT, PMC, and DB work closely with NYCDOT to obtain approvals for OCMC permits by scheduling meetings and submitting the appropriate paperwork for all stages of the project. The project team created a permit tracker to ensure the permits have been approved and are active, in addition to taking the necessary steps to avoid the permits from expiring.
- Failure to provide required Track Outages or Force Account Support could delay completion of construction.
 - DB established the ‘look ahead’ schedule for force account needs for the entire project. PMT has communicated this plan with the Force Account groups and to MNR Transportation to ensure the necessary track outages and resources are available for the upcoming Construction work.
 - PMC has a project lead to proactively plan and manage the track outages and force account effort.
- The IEC finds the MTA Program Management Team comprised of MTA C&D/PMC/MNR and DB are effectively mitigating the noted risks and it’s the IEC’s opinion that the mitigation strategies are reasonable.

MNR – Park Avenue Viaduct Replacement – Phase I

Observations

- MTA PMT is managing this DB project by creating a systematic approach to meet the milestones and maintaining the schedule and budget.
- MTA PMT established roles and responsibilities for the DB, PMC and MNR which allows this complex project to remain on schedule and budget to date.
- Park Avenue Viaduct team and Public Outreach engagement with external stakeholders, Public Officials and Harlem Community action groups has been proven to be valuable.
 - PMT and PMC resolved a concern that was raised by an external developer by reviewing the schedules for both projects and assuring there is no conflict with the work.

OSHA Classifications - November 2022 - October 2023



Lost Time – A work-related incident (injury or illness) to an employee that results in a loss of productive work time, and the employee is unable to perform regular job duties.
Recordable - An injury or illness that results in restricted work or transfer to another job, medical treatment beyond first aid or a loss of consciousness.

SAFETY NARRATIVE

OCTOBER UPDATE:

- 29 safety incidents were reported in October 2023, including:
 - Eight (8) lost time incidents.
 - Five (5) recordable incidents.
- Reported lost time incidents in October 2023 remained the same as in September 2023 (eight (8) reported incidents)
- Leading lost-time and recordable incident types for October 2023 were Struck By/Against (39%) and Slips/Trips/Falls (39%).
- No Serious incidents were reported.

YEAR-TO-DATE TRENDS:

Hazards 2023	Lost Time		Recordable		First Aid		Notification Only		Grand Total	% to Grand Total
	Count YTD	%	Count YTD	%	Count YTD	%	Count YTD	%		
Struck By/ Against	11	22%	25	48%	30	42%	28	32%	94	36%
Slip, Trip, Fall	15	29%	8	15%	14	19%	15	17%	52	20%
Other	4	8%	4	8%	13	18%	23	26%	44	17%
Sprain/Strain	9	18%	8	15%	9	13%	11	13%	37	14%
Caught in Between	11	22%	7	13%	5	7%	10	11%	33	13%
Electrical	1	2%	0	0%	0	0%	1	1%	2	1%
Grand Total	51	100%	52	100%	71	100%	88	100%	262	100%

- **LOST TIME INCIDENT TRENDS:** 51 Lost Time incidents have been reported YTD (through October 31, 2023), a decrease of 2% (or one (1) incident) vs. the same reporting period in 2022. This year's (through October 31, 2023) top injury type associated with lost time incidents is Slips/Trips/Falls, currently at (29%).
- **RECORDABLE INCIDENT TRENDS:** 52 Recordable incidents have been reported YTD (through October 31, 2023), an increase of 6% (or three (3) incidents) vs. the same reporting period in 2022. This year's (through October 31, 2023) top injury type associated with recordable incidents is Struck By/Against (48%).
- **SERIOUS INCIDENTS:** 3 total have been reported YTD (through October 31, 2023)
 - ELECTRICAL SHOCK - 1
 - ENVIRONMENTAL – 1
 - FALL – 1

INSPECTIONS & AUDITS:

- **OCTOBER INSPECTIONS:**
 - **INTERNAL – 292**
 - **EXTERNAL – 620** (2 Third-Party Safety Consultants; 618 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 2,520**
 - **EXTERNAL – 5,556** (671 Third-Party Safety Consultants; 5,085 OCIP Visits)
- **OCTOBER NEGATIVE OBSERVATION(S)** – Negative Findings identified through the various inspections include General Safety/Housekeeping, Fall Protection, Fire Protection/Prevention, Supervision/Organization, Stairs/Ladders, and Electrical
- **OCTOBER POSITIVE OBSERVATION(S)** – Positive Findings identified through the various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Tools (Hand and power), and Stairs/Ladders

INVESTIGATIONS & LESSONS LEARNED:

- **NUMBER OF INVESTIGATIONS for OCTOBER – NONE**

MTA C&D SAFETY STRATEGIC INITIATIVES:

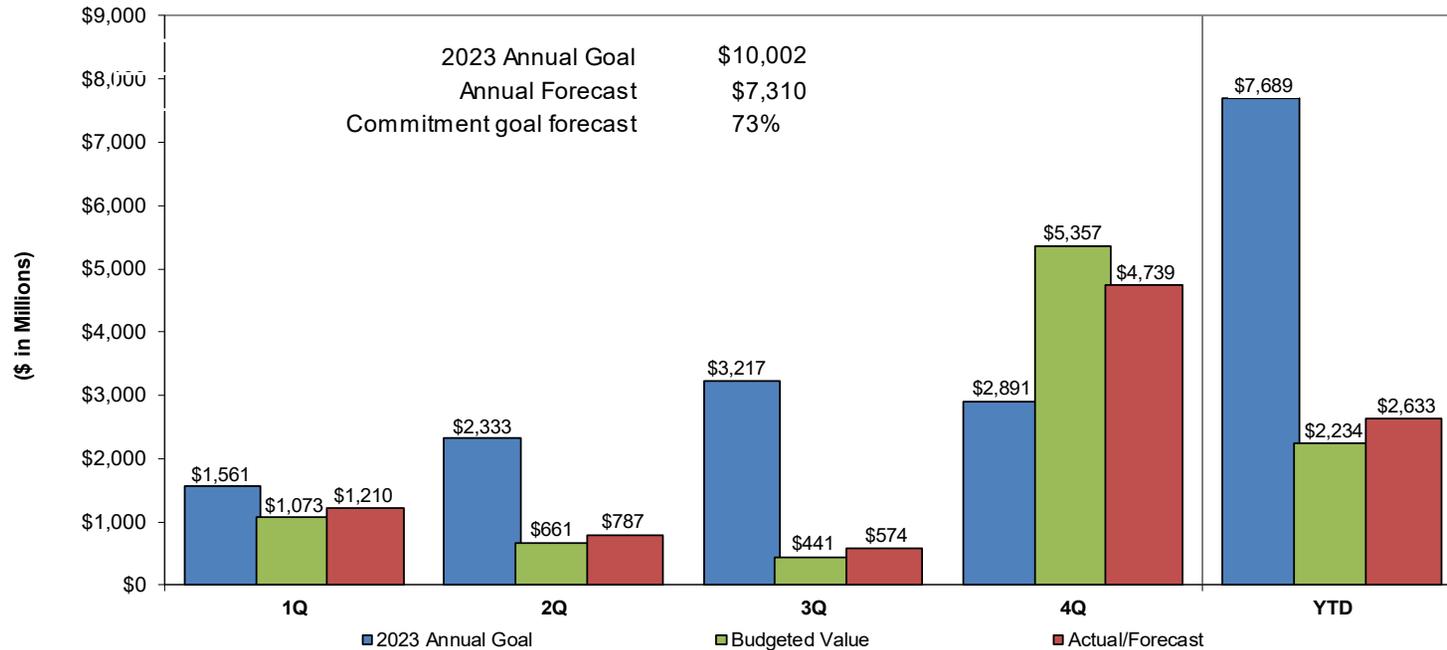
- Safety Oversight has implemented the Safety Management System – Phase 1 of 3 phases, implementing the new Safety Management System (SMS) throughout the entire agency but rolling out the program in stages to ensure all staff, supporting projects, vendors, and contractors are systematically adopting the new process and protocols. Phase 1 initially focuses on enhancements to current safety practices and procedures, identifying and providing clear roles and responsibilities for all levels, updating levels of safety training requirements, and enhancing meeting best practices for safety meetings.
- Safety Oversight has also been working on an interim safety management program until the agency-wide ESS program is accepted for solicitation. We ended the refining and testing and have rolled out the program for current use. The program will still have limitations but will be able to provide a higher level of automation to allow for more direct input into the new safety data dashboard.
- C&D Safety has continued its outreach with the Building Trades Employers' Association (BTEA) to discuss C&D Safety trends.
- C&D Emergency Management is now preparing to host Business Unit level Tabletop Exercises using current projects for preparedness and training purposes concerning emergency response. These will be scheduled quarterly and span the different BUs and their respective projects.
- AECOM Safety Assessment Initiative –A multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application.
 - C&D Safety Oversight is finalizing the Phase 2 training materials rollout and final enhancement to the SMS with AECOM. The tentative rollout is currently scheduled for February 2024.

MTA Capital Program Commitments & Completions

**through
October 31, 2023**

Capital Projects – Commitments – October 2023

MTA-wide 2023 Commitments



Annual Goals: Dollar and time-based programmatic milestones for the commitment of contracts established at the start of each year and which are achievable during the year.

Actuals: The value of the goals and any additional unplanned commitments as they are achieved during the year.

Forecasts: The updated estimates by quarter for remaining goals as well as any unplanned commitments that might occur during the year.

Budget: The budgeted value assumed in the capital program for the Actual and Forecasted commitments being tracked during the year.

Commitments Summary

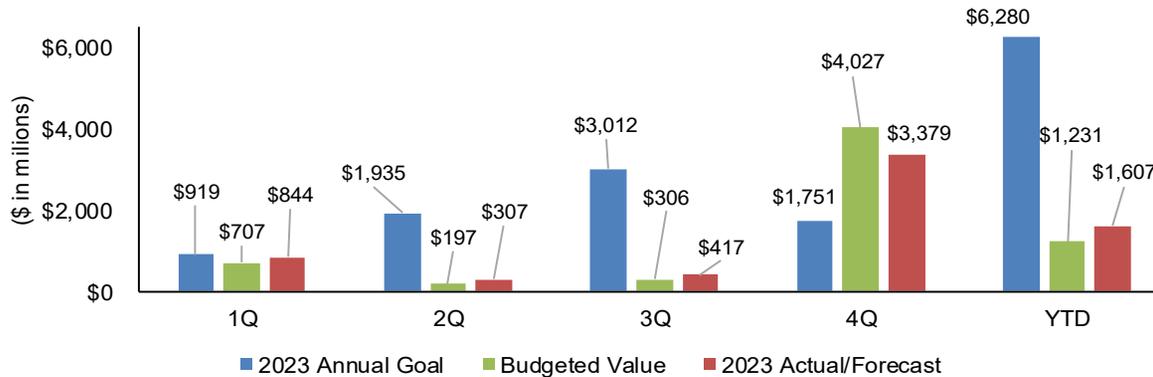
In 2023 the MTA planned to commit \$10 billion worth of capital projects. The MTA is tracking 38 "major" commitments across the agencies and business units. At the end of each quarter in 2023 any schedule variances will be reported on the following pages.

Through October, the MTA has committed \$2.633 billion versus a \$7.689 billion YTD goal and by year end the MTA currently expects to make 73% of its \$10 billion goal. The year-end shortfall is primarily due to ADA 168th/7Ave Bwy, Equipping of Work Trains with CBTC Signaling, CBTC Fulton, Platform Screen Doors Pilot, Passenger ID CCTV: Additional locations projects, slipping from Q4 to 2024 due to extended procurement schedules, as well as Battery Electric Bus Charging Infrastructure no longer committing phase 3 this year. The ~\$5.056 billion shortfall in actual commitment versus the YTD annual goal is a result of delays with NYCT's CBTC Fulton, ADA Broadway Junction, West End Overcoating, the purchase of 470 Battery Electric Buses, among other delayed projects.

NYCT/MTA Bus Capital Projects – Commitments – October 2023 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$919	\$1,935	\$3,012	\$1,751	\$6,280
2023 Actual/Forecast	\$844	\$307	\$417	\$3,379	\$1,607
Budgeted Value	\$707	\$197	\$306	\$4,027	\$1,231



Q1 – Q3 Schedule Variances

Project	Commitment	Goal	Actual(A)
10 NYCT/MTA Bus Red Commitments			
Red delays are beyond 2 months of goal.			
<i>Signals</i>			
CBTC Fulton	Construction	Jun-23	2024
		\$ 1,659.8	\$ 1,331.8
Change in award forecast reflects a delay in funding. Change in cost reflects latest design estimates.			
<i>MTA Bus</i>			
Battery Electric Buses Charging Infrastructure, Ph. 3	Construction	Sep-23	Apr-24
		\$ 32.8	\$ 32.8
Schedule revised because the awards have been staggered and Phase 3 is being awarded at a later date.			
Generator Replacement: Spring Creek & College Point	Construction	Aug-23	Dec-23
		\$ 15.5	\$ 15.5

Schedule delay due to extended legal review.

Project	Commitment	Goal	Act./Forec.
10 NYCT/MTA Bus Red Commitments			
Red delays are beyond 2 months of goal.			
<i>MTA Bus</i>			
25 Standard Battery Electric Buses	Purchase	Sep-23	Dec-23
		\$ 34.9	\$ 34.9
Delayed, due to pending cybersecurity compliance.			
<i>ADA</i>			
ADA Broadway Junction	Construction	Jul-23	Dec-23
		\$ 427.0	\$ 394.0
After previous delays this project is anticipated to go to the December Board. Change in project cost reflects the latest design estimates.			
<i>Stations</i>			
Platform Screen Door Pilot Installation	Construction	Aug-23	2024
		\$ 254.4	\$ 246.5

Change in award forecast due to bidders additional questions. Change in project cost reflects the latest design estimates.

NYCT/MTA Bus Capital Projects – Commitments – October 2023 – Budget Analysis and Schedule Variances

Schedule Variances (Continued)

10 NYCT/MTA Bus Red Commitments (Continued)

NYCT Buses

470 Battery Electric Buses	Purchase	Sep-23	Dec-23
		\$ 661.5	\$ 661.5

Change in award forecast reflects extension of proposal due at the request of vendors.

Battery Electric Bus Charging Infrastructure Phase 2 & 3	Construction	Sep-23	Dec-23
		\$ 339.8	\$ 164.0

Change in project cost reflects the latest procurement strategy to award Phase 2 only in 2023 and Phase 3 in 2024. Change in award forecast reflects latest procurement schedule for Phase 2 only and Phase 3 will be procured later.

Line Structures

West End Overcoating	Construction	Aug-23	Dec-23
		\$ 362.0	\$ 329.9

Change in award forecast reflects an extension of the bid date at bidders request. Change in project cost reflects the latest design estimates.

LSCRP: BW7 & 8 Av North	Construction	Sep-23	Dec-23
		\$ 230.8	\$ 266.0

Change in award and cost forecasts reflect latest design and extended bid due date at request of bidders.

1 NYCT/MTA Bus Amber Commitment

Line Structures

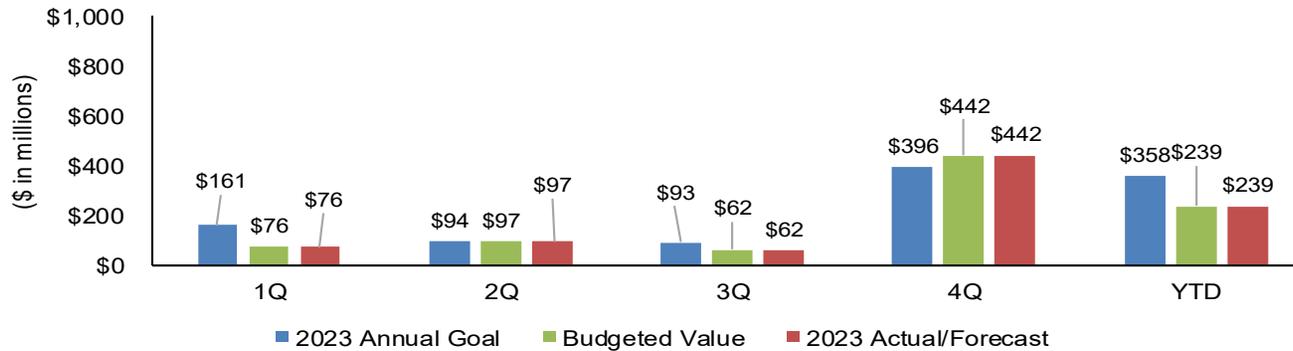
Structure Painting: Myrtle Line	Construction	Sep-23	Nov-23
Outstanding Work		\$ 100.0	\$ 134.9

Change in award and cost forecasts reflect latest design and procurement schedule.

LIRR Capital Projects – Commitments – October 2023 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$161	\$94	\$93	\$396	\$358
2023 Actual/Forecast	\$76	\$97	\$62	\$442	\$239
Budgeted Value	\$76	\$97	\$62	\$442	\$239



Q1 – Q3 Schedule Variances

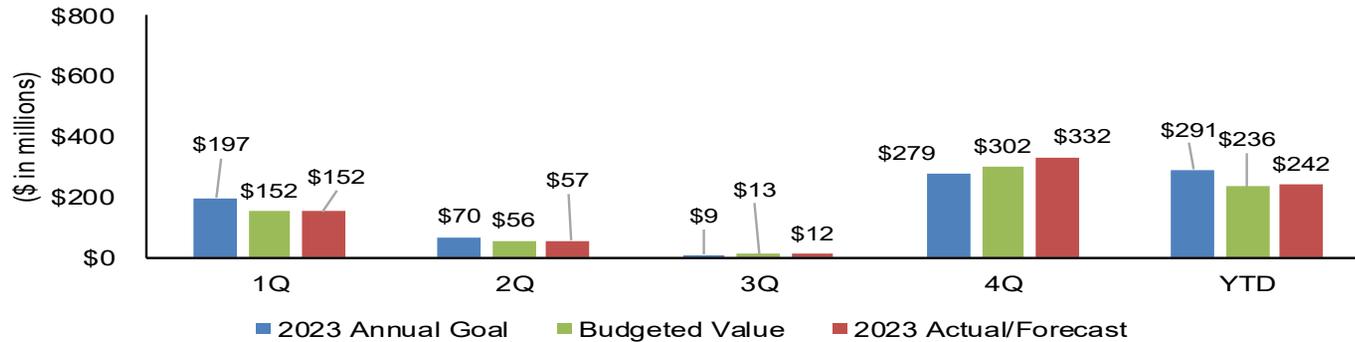
Project	Commitment	Goal	Act./Forec.
1 LIRR Amber Commitment			
Amber delays are within 2 months of goal.			
<i>Track</i>			
2023 Annual Track Program	Construction	Mar-23	Apr-23 (A)
		\$ 62.0	\$ 50.0
Delay in commitment was due to additional funding and budget reviews prior to the award which was made in early April. The remaining amount to be committed is scheduled for award later this year for the 3rd party contracts associated with this project.			

Project	Commitment	Goal	Act./Forec.
1 LIRR Red Commitment			
Red delays are beyond 2 months of goal.			
<i>Yards</i>			
West Side Yard / East River Tunnel	Construction	Jul-23	Dec-23
		\$ 44.7	\$ 44.7
Date revised due to Amtrak funding discussion.			

MNR Capital Projects – Commitments – October 2023 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$197	\$70	\$9	\$279	\$291
2023 Actual/Forecast	\$152	\$57	\$12	\$332	\$242
Budgeted Value	\$152	\$56	\$13	\$302	\$236



Q1 – Q3 Schedule Variances

Project	Commitment	Goal	Act./Forec.
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1 Metro-North Red Commitment

Red delays are beyond 2 months of goal.

Power

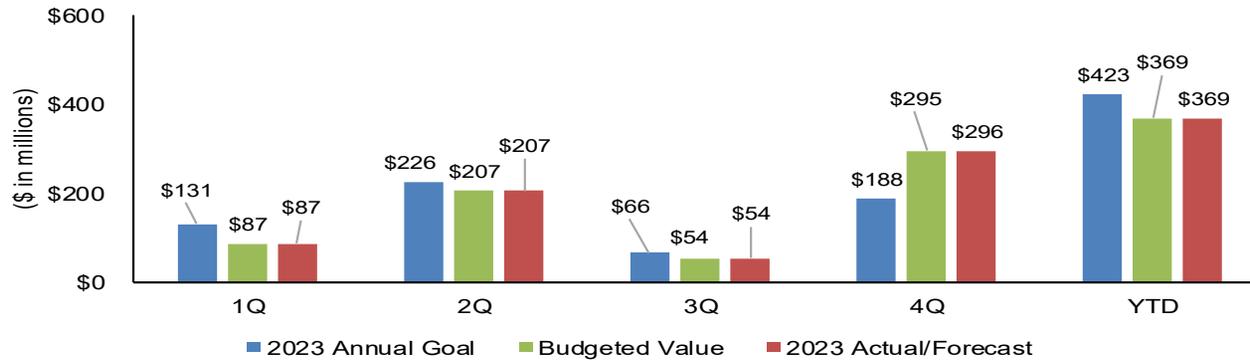
NHL Pelham Substation Replacement	Construction	Apr-23	Nov-23
		\$ 29.7	\$ 33.2

Approved to move forward by October 2023 board and is scheduled to be awarded in November 2023.

MTA Network Expansion Projects – Commitments – October 2023 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$131	\$226	\$66	\$188	\$423
2023 Actual/Forecast	\$87	\$207	\$54	\$296	\$369
Budgeted Value	\$87	\$207	\$54	\$295	\$369



Q1 – Q3 Schedule Variances

Project	Commitment	Goal	Act./Forec.
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2 Network Expansion Red Commitments

Red delays are beyond 2 months of goal.

Penn Station Access

Penn Reconstruction: Architectural & Engineering Design Svcs - FXC WSP	Design	Mar-23	Jun-23 (A)
		\$ 60.8	\$ 60.8
Delays were due to extended negotiations with project partners Amtrak and NJ Transit.			

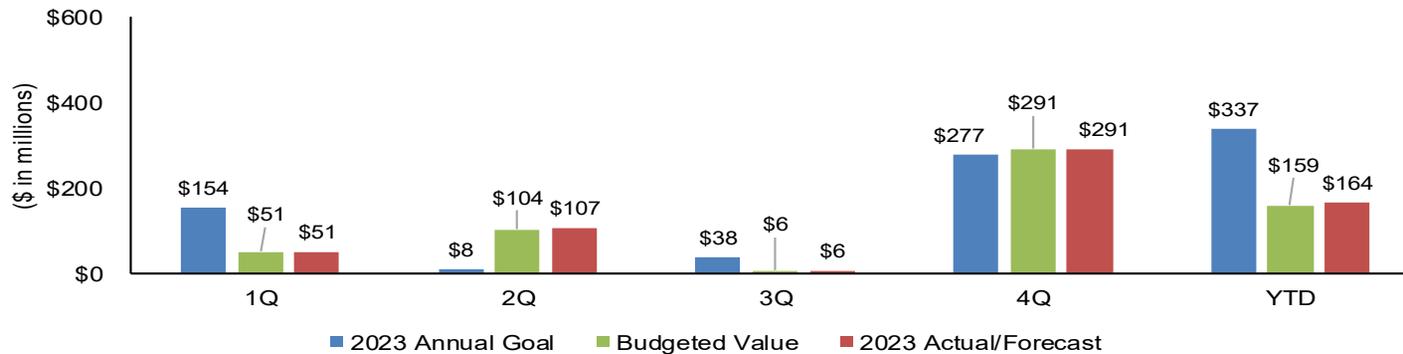
PSA Real Estate: Property Acquisition Costs		Sep-23	Dec-23
		\$ 60.0	\$ 45.0

The overall commitment goal is made of multiple real estate transactions, some of which are trending several months behind schedule.

B&T Capital Projects – Commitments –October 2023 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$154	\$8	\$38	\$277	\$337
2023 Actual/Forecast	\$51	\$107	\$6	\$291	\$164
Budgeted Value	\$51	\$104	\$6	\$291	\$159



Q1 – Q3 Schedule Variances

Project	Commitment	Goal	Act./Forec.
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1 B&T Amber Commitment

Amber delays are within 2 months of goal.

Bridges

VN-81 Lower Level Main Span Deck	Construction	Feb-23	Apr-23 (A)
Rehab & Painting of Upper Level Steel		\$ 104.9	\$ 104.9

Schedule shifted because of pending approval of third party funding.

Capital Projects – Completions – October 2023

Forecast		MTA-wide 2023 Major Completions												Post 2023
Goal		Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	
Total	42	4	1	3	4	0	2	1	1	1	2	5	14	4
Jan-23	4	4												
Feb-23	1											1		
Mar-23	6		1	2								1	2	
Apr-23	6				2		1			1			1	1
May-23	2			1	1									
Jun-23	2						1					1		
Jul-23	2							1					1	
Aug-23	1								1					
Sep-23	3									1			1	1
Oct-23	3										1	1		1
Nov-23	2											1		1
Dec-23	10				1								9	

BLUE = Actual/Forecast earlier than Goal
 GREEN = Actual/Forecast matches Goal
 AMBER = Actual/Forecast within 2 months of Goal
 RED = Actual/Forecast beyond 2 months of Goal

Completions Summary

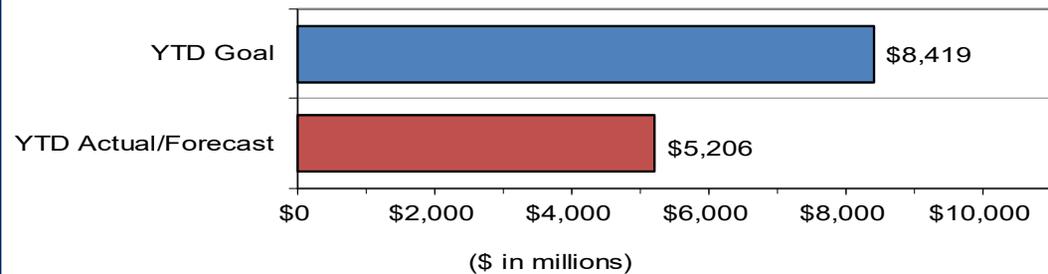
In 2023 the MTA plans to complete \$10.4 billion of projects. 42 Major completions are being tracked throughout the year.

Through October, the MTA has completed \$5,206 million versus its year-to-date goal of \$8,419 million. The shortfall is mainly due to several delays at NYCT and the impact of delayed East Side Access completions which are expected to be achieved later this year. Overall, there are thirteen delayed major completions, all but three of which are expected to be achieved later in the year. Each is identified on the following pages.

By year end the MTA forecasts achieving 87% of its \$10.4 billion completions goal.

Budget Analysis

2023 Annual Goal	\$10,405
Annual Forecast	\$9,053
Completion goal forecast	87%

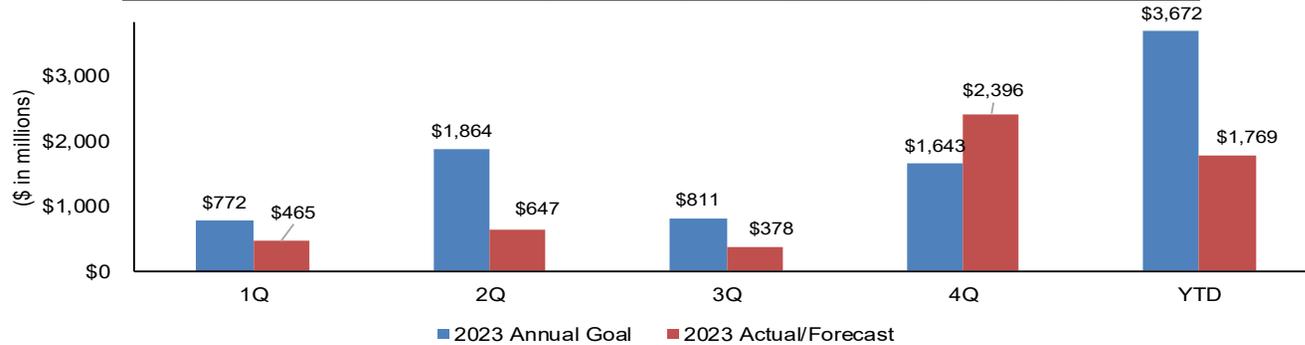


NYCT/MTA Bus Capital Projects – Completions – October 2023 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$772	\$1,864	\$811	\$1,643	\$3,672
2023 Actual/Forecast	\$465	\$647	\$378	\$2,396	\$1,769

2023 Goal (Rolling Stock)	\$276	\$249	\$0	\$96	\$525
2023 Actual/Forecast (Rolling Stock)	\$276	\$108	\$0	\$238	\$525



Schedule Variances

7 NYCT/MTA Bus Red Completions (0 new this month)

Red delays are beyond 2 months of goal.

Superstorm Sandy

Upgrade Emergency Booth Comm System	Construction	Mar-23	Dec-23
		\$74.1	\$75.8

Change in project schedule reflects ongoing migration/integration work of the communication system and in-service durability testing.

Coney Island Yard: Sandy Repair/Mitigation and CBHs	Construction	Apr-23	Dec-23
		\$609.0	\$468.2

Change in project schedule reflects finalization of signals work. Change in cost reflects latest estimate at completion.

Signals & Communications

CBTC QBL West Ph.1 /Siemens	Construction	Apr-23	Dec-24
		\$221.7	\$226.1

Substantial completion has slipped from 12/2023 to 12/2024 due to ongoing system reliability and availability issues, software delays and fleet carborne issues. The higher EAC reflects a recent Board approved settlement agreement with the contractor.

NYCT/MTA Bus Red Completions (continued)

Line Equipment

Rehabilitate Forsyth St. Fan Plant	Construction	Nov-23	Mar-24
		\$87.7	\$83.3

Change in project schedule reflects delay due to complexity of excavation work. Change in

MTA Bus

Storeroom Expansion - LaGuardia	Construction	Mar-23	Dec-23
		\$7.4	\$7.4

Delay, due to the network switch; specification had outdated model. Additional delay due to parts being delivered that were the incorrect power supply specifications.

Buses

209 Standard Diesel Buses (Nova)	Construction	Apr-23	Oct-23 (A)
		\$141.2	\$141.2

Change in project schedule due to ongoing vendor production issues for balance of buses

Stations

ADA: 8 Stations - Package A	Construction	Jul-23	Dec-23
		\$276.2	\$278.8

Change in project schedule reflects delays in establishing utility relocation agreements, property access and easement agreements.

NYCT/MTA Bus Capital Projects – Completions – October 2023 – Budget Analysis and Schedule Variances

Schedule Variances (Continued)

Project	Completion	Goal	Act./Forec.
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1 NYCT/MTA Bus Amber Completion (0 new this month)

Amber delays are within 2 months of goal.

Staten Island Railway

ML Track Rehab & Clifton Yard	Construction	Apr-23	Jun-23 (A)
Sw itches		\$111.8	\$113.4
Change in project schedule w as due to the impact of track access and bus shuttles.			

LIRR Capital Projects – Completions – October 2023 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$2	\$33	\$130	\$92	\$52
2023 Actual/Forecast	\$1	\$38	\$68	\$142	\$107

2023 Goal (Rolling Stock)	\$0	\$0	\$115	\$0	\$64
2023 Actual/Forecast (Rolling Stock)	\$0	\$0	\$64	\$51	\$64



Schedule Variances

Project	Completion	Goal	Act./Forec.
---------	------------	------	-------------

1 LIRR Red Completion (0 new this month)

Rolling Stock

M-9 Cars (Option)	Construction	Sep-23	May-24
		\$115.00	\$115.00

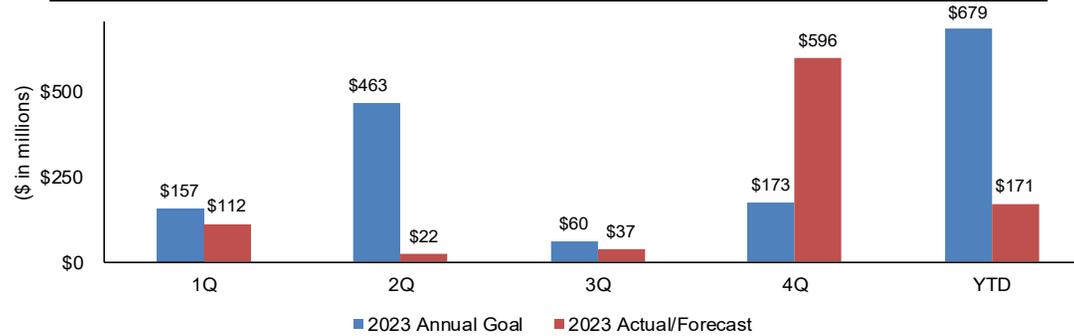
30 cars (\$69.0M) have been conditionally accepted as of October 2023. The rest will be accepted by 5/2024 due to the anticipated parts shortage.

MNR Capital Projects – Completions – October 2023 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$157	\$463	\$60	\$173	\$679
2023 Actual/Forecast	\$112	\$22	\$37	\$596	\$171

2023 Goal (Rolling Stock)	\$0	\$0	\$0	\$115	\$0
2023 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$115	\$0



Schedule Variances

Project	Completion	Goal	Act./Forec.
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1 Metro-North Red Completion (0 new this month)

Red delays are beyond 2 months of goal.

Shops

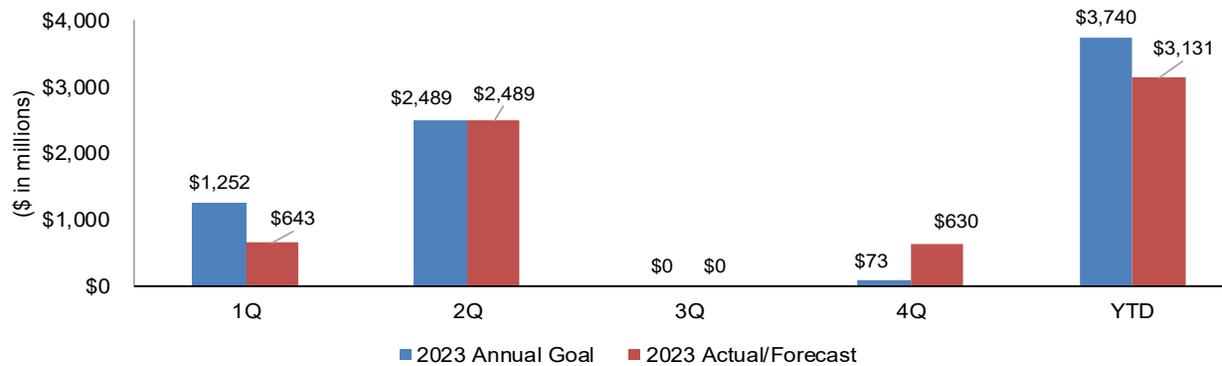
Harmon Shop Replacement - Phase V	Construction	Jun-23	Nov-23
		\$439.6	\$439.6

Change in project schedule reflects delays due to track outage delays as well as supply chain issues procuring some electrical components for equipment.

MTA Network Expansion Projects – Completions – October 2023 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$1,252	\$2,489	\$0	\$73	\$3,740
2023 Actual/Forecast	\$643	\$2,489	\$0	\$630	\$3,131



Schedule Variances

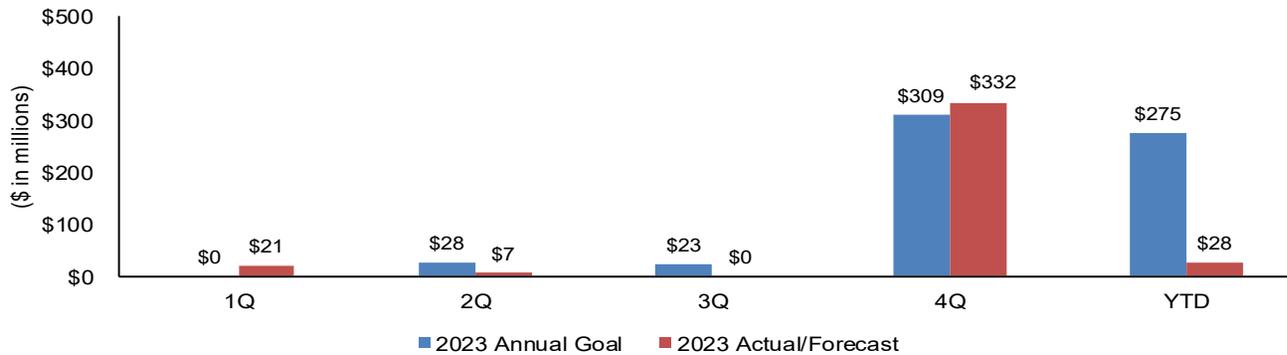
Project	Completion	Goal	Act./Forec.
3 Network Expansion Red Completions (0 new this month)			
Red delays are delayed more than 2 months of goal.			
<i>East Side Access</i>			
GCT Concourse & Facilities	Construction	Feb-23	Nov-23
		\$572.0	\$572.0
Prior delay to CM014B is driven by the completion and testing of a freight elevator followed by ceiling/flooring finishes. Further delay is driven by seismic bracing of mechanical installations, such as ducts and pipes.			
Concourse, Cavern & Facility	Construction	Mar-23	Nov-23
Detailing Services CM030		\$37.1	\$58.0
The CM030 contract which focuses on passenger facing and retail environment scope in the GCT Madison Ave concourse is delayed as additional contract change orders are being addressed, and were brought to MTA Board in May. Higher cost reflects additional work orders.			

Project	Completion	Goal	Act./Forec.
Network Expansion Red Completions (continued)			
Red delays are delayed more than 2 months of goal.			
<i>East Side Access</i>			
ET Catenary Work CH063	Construction	Oct-23	Mar-24
		\$72.9	\$72.9
Contractor delayed due to limited track/power outages and limited resources being provided by railroad stakeholders.			

B&T Capital Projects – Completions – October 2023 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$0	\$28	\$23	\$309	\$275
2023 Actual/Forecast	\$21	\$7	\$0	\$332	\$28



Schedule Variances

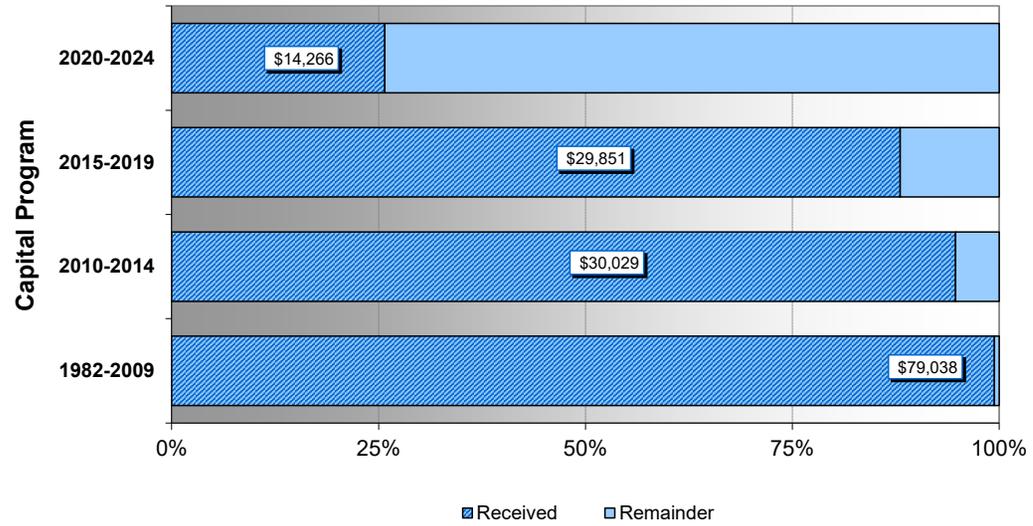
Project	Completion	Goal	Act./Forec.
1 B&T Red Completion (0 new this month)			
Red delays are delayed more than 2 months of goal.			
<i>Bridges</i>			
RK Facility Wide Painting Program - Phase 2	Construction	Sep-23 \$23.1	Dec-23 \$23.1
Tower painting and critical drainage repair work was advanced into 2023 and bundled into RK-PT Phase 2 as a best value contract modification to facilitate upcoming projects on the RFK suspended span. Additional time is required to complete the work.			

Project	Completion	Goal	Act./Forec.
1 B&T Amber Completion (1 new this month)			
Amber delays are delayed less than 2 months of goal.			
<i>Bridges</i>			
Approach Viaduct Seismic Retrofit/Structural Rehab (New Item)	Construction	Oct-23 \$224.4	Nov-23 \$224.4
Delay due to weather impacts to remaining painting and drainage work.			

Status of MTA Capital Program Funding

Capital Funding (October 2023)

\$ in millions



Capital Funding Detail (October 2023)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru September	October	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,844	\$5,790	\$ -	\$5,790
Federal High Speed Rail	173	173	-	173
Federal New Start	1,271	1,271	-	1,271
Federal Security	89	89	-	89
Federal RRIF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	770	-	770
MTA Bus Federal and City Match	132	113	-	113
MTA Bonds (Payroll Mobility Tax)	11,635	10,698	159	10,857
Other (Including Operating to Capital)**	1,290	1,288	1	1,290
B&T Bonds	2,025	1,864	7	1,871
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,697	6,697	-	6,697
<i>PAYGO</i>	18	171	-	171
<i>Sandy Recovery MTA Bonds</i>	659	225	80	305
<i>Sandy Recovery B&T Bonds</i>	383	23	-	23
Total	31,704	29,780	248	30,029

Note: The Funding Plan amount has been revised to reflect the last Board approved plan (2019), with the expectation for the working Plan, updated to include unplanned receipts and transfers between programs, be submitted to the Board for approval.

	Funding Plan		Receipts	
	Current	Thru September	October	Received to date
2015-2019 Program				
Federal Formula, Flexible, Misc	\$5,161	\$5,769	\$ -	\$5,769
Federal High Speed Rail	122	122	-	\$122
Federal Core Capacity	100	-	-	\$ -
Federal New Start	1,400	-	-	\$ -
Federal Security	19	15	-	\$15
State Assistance	9,064	8,164	30	\$8,194
City Capital Funds	2,667	2,060	6	\$2,066
MTA Bonds	9,118	8,308	707	\$9,015
Asset Sales/Leases	959	315	-	\$315
Pay-as-you-go (PAYGO)**	2,145	1,961	-	\$1,961
Other	217	68	-	\$68
B&T Bonds & PAYGO/Asset Sale	2,942	1,925	403	\$2,328
Total	33,913	28,705	1,146	29,851

Note: The Funding Plan amount has been revised to reflect the last Board approved plan (2023), with the expectation for the working Plan, updated to include unplanned receipts, be submitted to the Board for approval.

	Funding Plan		Receipts	
	Current	Thru September	October	Received to date
2020-2024 Program				
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -
Capital from New Revenue Sources	10,000	2,959	-	\$2,959
MTA Bonds and PAYGO	7,393	449	-	\$449
Other Contribution	542	-	-	\$ -
Federal Formula	9,984	8,076	-	\$8,076
State of New York	3,101	511	-	\$511
City of New York	3,007	1,323	8	\$1,331
Federal New Start (SAS Ph2)	2,005	-	-	\$ -
Federal Flexible	581	178	-	\$178
Federal Other	477	428	-	\$428
Federal Security	26	10	-	\$10
B&T Bonds	3,327	248	78	\$326
Total	55,442	14,180	86	14,266

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
November 2023**

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed expenditure of \$122 M.

Staff Summary

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	11/29/23	X		
2	Board	12/06/23	X		

Date: November 27, 2023			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award several procurement actions and to inform the Capital Program Committee of these procurement actions.

Discussion

MTA Construction & Development proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
C. Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)	2	\$121,690,000
	SUBTOTAL	2 \$121,690,000
	TOTAL	2 \$121,690,000

Budget Impact

The approval of these procurement actions will obligate capital funds in the amounts listed. Funds are available in the capital program for these purposes.

Recommendation

That the procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 559, 2879, 1209 and 1265-a of the Public Authorities Law and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Service Contract Procurement Guidelines and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

November 2023

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items estimated to be greater than \$1M.)

- | | | | |
|-----------|-----------------------------------------------------|----------------------|--------------------------------------|
| 1. | CRC Associates, Inc.
Contract No. C40853 | \$ 56,966,000 | <u>Staff Summary Attached</u> |
|-----------|-----------------------------------------------------|----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services to replace and upgrade NYC Transit's central alarm monitoring and fire alarm systems.

- | | | | |
|-----------|-------------------------------------------------|----------------------|--------------------------------------|
| 2. | TC Electric, LLC
Contract No. W32808 | \$ 64,724,000 | <u>Staff Summary Attached</u> |
|-----------|-------------------------------------------------|----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services to upgrade the public address/customer information system along NYC Transit's Canarsie Line.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Item Number 1					
Department, Department Head Name: Mark Bienstock, Senior Vice President, Systems					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	11/29/23	X		
2	Board	12/06/23	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
CRC Associates Inc.	C40853
Description	
Design-Build Services for Replacement and Upgrade of Central Alarm Monitoring and Fire Alarm Systems	
Total Amount	
1. C40853 Award:	\$56,896,000
2. Stipend Payments:	\$70,000
Contract Term (including Options, if any)	
1,221 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to CRC Associates Inc. (“CRC”) for design-build services to replace and upgrade New York City Transit’s (“NYCT”) central alarm monitoring and fire alarm systems (the “Contract”). The Contract is in the amount of \$56,896,000 and for a duration of 1,221 calendar days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$70,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$70,000 to the unsuccessful proposer.

DISCUSSION

The Contract provides for Design Build services to replace and upgrade the central alarm monitoring system, the fire alarm and detection system, and the connected fire suppression system. The work includes replacement of hardware and servers and configuration of the new systems at the Rail Control Center to ensure seamless communication with all fire alarms and access control panels at all NYCT stations and facilities. The work also includes updating the fire alarm and detection and fire suppression equipment at 20 locations as needed to ensure compliance with applicable Codes.

A two-step procurement process was conducted for the Contract. In Step 1, a Request for Qualifications (“RFQ”) was advertised, resulting in the submission of three Statements of Qualifications that were evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (major participants, personnel and organizational capacity, project approach, prior experience, past performance, and diversity compliance). Based on these criteria, all three firms were selected to receive the Request for Proposal (“RFP”) in Step 2:

- CRC Associates Inc. (“CRC”)
- E-J Electric Installation Co. (“E-J”)
- Mass. Electric Construction Co. (“Mass”)

In response to the RFP, CRC and E-J submitted technical and price proposals. Mass withdrew from participation in the RFP citing its preference for a progressive design-build approach for this project. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and NYCT Department of Subways System Planning & Integration first reviewed the technical proposals and heard oral presentations by each of the remaining two proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity compliance, and other relevant matters. The selection committee determined that both CRC and EJ submitted responsive technical proposals, with CRC unanimously ranked by the selection committee as the superior technical proposal. The selection committee thereafter opened the price proposals, which were as follows:

- CRC \$56,896,000
- E-J \$96,549,120

After reviewing the price proposals, the selection committee determined that E-J's price proposal was outside of the competitive range and was, therefore, not recommended for negotiations. Negotiations with CRC included detailed discussions of the proposer's design and construction approach, project schedule and overall cost. Following negotiations, CRC confirmed its proposal price in its Best and Final Offer ("BAFO") of \$56,896,000.

The selection committee unanimously recommended CRC for award of the Contract and determined that CRC was the highest ranked technically and provided the best value to the MTA. CRC provided the lowest price and the shortest schedule – 45 days shorter than E-J 's proposed schedule and 8 months shorter than the maximum duration permitted under the Contract. CRC's BAFO accelerates the interim milestone for commissioning of the new alarm monitoring system by 50 calendar days which will allow new fire detection and alarm equipment to be placed into service earlier in the project schedule. Its proposal also reduces the total number of Authority-supplied services (flaggers) needed for the project by 54%. CRC's proposal demonstrated a strong understanding of all components of the scope of work as established in its technical approach, including site-specific requirements, and its key personnel has extensive experience performing similar work and working with the MTA. Based on the foregoing, CRC's BAFO is considered fair and reasonable.

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights ("DDCR") has established 15% MBE, 15%WBE and 6% SDVOB goals for the Contract. CRC is projecting to meet the required MBE/WBE/SDVOB goals. CRC has achieved its DBE/MBE/WBE goals on previously completed contracts.

IMPACT ON FUNDING

Funding for the Contract and stipend for the unsuccessful proposer are included in the NYCT portion of the MTA's 2020-2024 Capital Program.

ALTERNATIVES

None recommended. Currently, MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Item Number 2					
Department, Department Head Name: Mark Bienstock, Senior Vice President, Systems					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	11/29/23	X		
2	Board	12/06/23	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TC Electric, LLC	W32808
Description	
Design-Build Services for Public Address/Customer Information Sign (PA/CIS) Upgrade: Canarsie Line	
Total Amount	
1. Design-Build Contract:	\$64,622,000
2. Stipend Payments:	\$102,000
Contract Term (including Options, if any)	
1,004 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract (the “Contract”) to TC Electric, LLC (“TCE”). The Contract is for design-build services to replace and upgrade the current Public Address/Customer Information Sign (“PA/CIS”) system along New York City Transit’s (“NYCT”) Canarsie Line in the Boroughs of Brooklyn and Manhattan. The Contract is in the amount of \$64,622,000 and for a duration of 1,004 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$51,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$102,000 to the two unsuccessful proposers.

DISCUSSION

The Contract provides for new PA/CIS cabinets, Customer Information Signs, Next Train Signs, speaker system, and microphones, to supplement and/or replace existing equipment, as well as the design and development of a new application programming interface to transmit train location information between the existing Canarsie Line signal system and the PA/CIS system.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised, resulting in the submission of five Statements of Qualifications which were evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing key personnel and organization, project approach, prior experience, past performance, and diversity compliance). Based on these criteria, the following four firms were selected to receive the Request for Proposal (“RFP”) in Step 2:

- CRC Associates Inc. (“CRC”)
- L.K. Comstock & Company LLC (“LKC”)

- TC Electric, LLC (“TCE”)
- Wabtec Railway Electronics, Inc. (“Wabtec”)

In response to the RFP, CRC, LKC, and TCE submitted technical and price proposals. Wabtec withdrew from participation in the RFP stating that they did not have the capacity to perform the civil work. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts, and NYCT’s Department of Subways-Systems & Engineering, first reviewed the technical proposals and heard oral presentations by each of the remaining three proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design, construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. The selection committee determined that the three technical proposals received were responsive. The selection committee next opened the price proposals, which were as follows:

- CRC: \$65,995,600
- LKC: \$125,973,000
- TCE: \$65,885,000

After reviewing the price proposals, the selection committee invited CRC and TCE for cost discussions and to identify factors that drove cost. The selection committee removed LKC from consideration because its Price Proposal was outside of the competitive range. Following these discussions, CRC and TCE were given the opportunity to submit a Best and Final Offer (“BAFO”). BAFOs were received from both CRC and TCE as set forth below:

- CRC: \$65,500,000
- TCE: \$64,622,000

Based upon its review of the technical and price proposals, and discussions during the oral presentations, the Selection Committee determined that the proposal submitted by TCE was the highest ranked technically and provided the best value to MTA, as it provided the lowest price and the shortest schedule -- 8 months shorter than the schedule proposed by CRC and 15 months shorter than the maximum duration permitted under the Contract. TCE’s proposal demonstrated a strong understanding of all components of the scope of work as established in its technical approach, and its key personnel have successfully completed design-build projects of similar scope and magnitude. TCE’s Best and Final Offer in the amount of \$64,622,000 is deemed to be fair and reasonable.

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, WBE goal of 15%, and SDVOB goal of 6% for the Contract. TCE is committed to meet the required goal requirements and their utilization plan is under review. TCE has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

IMPACT ON FUNDING

Funding for the Contract and stipends for the two unsuccessful proposers are included in the NYCT portion of the MTA’s 2020-2024 Capital Program.

ALTERNATIVES

None recommended. Currently, MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.