



**Metropolitan Transportation Authority**

# **Capital Program Committee Meeting**

## **December 2023**

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### 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

Monday, 12/18/2023

12:00 - 3:00 PM ET

## 1. SUMMARY OF ACTIONS

*C&D CPC Summary of Actions - Page 3*

## 2. PUBLIC COMMENTS PERIOD

## 3. APPROVAL OF MINUTES- NOVEMBER 29, 2023

*CPC Committee Minutes - Page 5*

## 4. 2023 – 2024 COMMITTEE WORK PLAN

*CPC Work Plan for December 2023 - Page 9*

## 5. BRIDGES AND TUNNELS UPDATE

*Bridges & Tunnels Business Unit - Page 11*

## 6. C&D SAFETY REPORT

*CPC Safety Report - Page 18*

## 7. CAPITAL PROGRAM STATUS

*Commitments, Completions, and Funding Report - Page 20*

## 8. QUARTERLY TRAFFIC LIGHT REPORT

*Third Quarter 2023 Traffic Light Report - Page 38*

## 9. C&D PROCUREMENTS

*C&D Procurements - Page 85*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
Contracts	RCC/GCCOM, A Joint Venture	\$10,565,240	Award of a publicly advertised and competitively solicited contract for Design-Build services for the replacement of the Webster Avenue Bridge.
Contracts	ECCO III Enterprises, Inc. Modern Elevator Installations Inc.	\$286,131,000 \$9,563,360	Award of a publicly advertised and competitively solicited contract for Design-Build services for Americans with Disabilities Act improvements at the Broadway Junction Station in the Borough of Brooklyn and award of a long-term elevator maintenance contract.
Contracts	E-J Electric Installation Co.	\$40,500,000	Award of a publicly advertised and competitively solicited contract for Design-Build services to overhaul and replace the facility monitoring and safety systems at the Hugh L. Carey Tunnel and Queens Midtown Tunnel.
Contracts	Boyce Technologies, Inc.	\$54,779,545	Award of a publicly advertised and competitively solicited contract for Design-Build services for closed circuit television systems for passenger identification on the New York City Transit system.
Contracts	Skanska USA Civil Northeast, Inc.	\$145,820,000	Award of a publicly advertised and competitively solicited contract for Design-Build services for replacement of escalators at 6 New York City Transit stations.
Contracts	Forte-Gramercy JV Mid-American Elevator Co., Inc.	\$191,830,000 \$81,300,000	Award of a publicly advertised and competitively solicited contract for Design-Build services for replacement of elevators at 17 New York City Transit stations and award of a long-term elevator maintenance contract.
Contracts	American Bridge/Commodore JV	\$409,912,888	Award of a publicly advertised and competitively solicited contract for Design-Build services for the structural rehabilitation of the East River suspended spans and anchorages of the Robert F. Kennedy Bridge and new shared use paths.
Contracts	L.K. Comstock & Company, LLC	\$78,755,000	Award of a publicly advertised and competitively solicited contract for Design-Build services for emergency alarm systems at New York City Transit stations and substations.
Contracts	Trevcon Construction Co., Inc. Mid-American Elevator Company, Inc.	\$153,875,200 \$450,000	Award of a publicly advertised and competitively solicited contract for Design-Build services for tower fender protection and tower painting at the Throgs Neck Bridge and award of a three-year elevator maintenance contract.

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

Contracts	Ahern Painting Contractors, Inc.	\$128,525,518	Award of a publicly advertised and competitively solicited contract for Design-Build services for tower painting, lighting, and electrical upgrades at the Verrazzano-Narrows Bridge.
Contracts	Schindler Elevator Corporation	\$5,873,056	Award of a modification to a Contract to provide continued maintenance of elevators and escalators in Grand Central Madison for up to six additional months.
Contracts	George S. Hall, Inc.	\$41,157,186	Award of a modification to a Contract to provide continued maintenance services and operation of assets at Grand Central Madison for up to six additional months.
Contracts	Skanska ECCO III 2, JV	\$1,442,386	Ratification of a modification to a Contract to replace the DC Rectifier Transformer at Metro-North Railroad's Croton-Harmon Yard.
Contracts	Parsons Transportation Group of New York	\$8,700,000	Ratification of two modifications which, respectively, provide for (i) bus radio system equipment installation on 1,647 new buses and (ii) training and certification for 32 bus installers.

MINUTES OF MEETING  
MTA CAPITAL PROGRAM COMMITTEE  
November 29, 2023  
New York, New York  
2 P.M

CPC Members present:

Hon. Janno Lieber  
Hon. Andrew Albert  
Hon. Jamey Barbas  
Hon. Norman Brown  
Hon. Samuel Chu  
Hon. Randolph Glucksman  
Hon. David Jones  
Hon. Haeda Mihaltses

CPC Members not present:

Hon. Gerard Bringmann  
Hon. Michael Fleischer  
Hon. Blanca Lopez  
Hon. David Mack  
Hon. Frankie Miranda  
Hon. John-Ross Rizzo  
Hon. John Samuelson  
Hon. Vinnie Tessitore  
Hon. Neal Zuckerman

MTA staff present:

Christine Budhwa  
Evan Eisland  
Tim Mulligan  
Mark Roche  
Ziona Rubin  
Jamie Torres-Springer  
Anthony Tufano  
Andrew Wilson  
Michele Woods

Independent Engineering Consultant staff present:

Liz King  
Sirish-Sarat Peyyeti  
Lewis Deara

\* \* \*

Chairman Lieber called the November 29, 2023, Capital Program Committee Meeting to order at 2:59 P.M.

## Public Comments Period

There were eight Public Speakers during the Hybrid Public Comment Period: Jack Connors, Christopher Greif; Jason Anthony; Bruce Hain; Charlton D'Souza \*; Rachel Fauss\*; Matthew Buchys Hyland\*; and Aleta Dupree\*.

\*Provided comment virtually

## Meeting Minutes

Upon a motion duly made and seconded, the Board approved the minutes of the meeting held on October 23, 2023.

## CPC Work Plan

There were no changes to the CPC Work Plan.

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***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

While citing the new Railroads Business Unit (BU) as the focus of the Committee Meeting this month President Torres-Springer first took a moment to spotlight safety at the MTA considering the tragic death of Hilarion Joseph, a New York City Transit (NYCT) track worker supporting NYCT work overnight at Herald Square. President Torres-Springer highlighted C&D's increasing safety inspections, briefings, and trainings over the coming months for all workers, and the creation of C&D Safety Management system that includes new contract requirements, training, and a new digital management system to ensure safety for all.

Secondly, President Torres-Springer highlighted another big month for C&D completions including: rebalancing customer flow at the busiest station in Queens, Flushing-Main St., by adding two new entrances, 8 new staircases, and rehabilitating 8 staircases; making the 7th Avenue station on the F and G in Brooklyn fully ADA accessible, with 3 added elevators and major improvements to the platform and customer access corridors; replacing older elevators at 2 stations, including the Flushing Avenue station on the J and M, where 3 new elevators opened last month; and extending cell service from all three major carriers into the tunnels leading from Atlantic Terminal to Jamaica Center and the full length of the Grand Central Madison Tunnel. Next the President cited several Capital Program-related announcements including: initial work on the G train signal modernization project, the first Design-Build CBTC project in the system; the rollout of the first OMNY vending machines in the subway; a full-funding grant agreement with the Federal Transit Administration to extend Second Avenue Subway to East Harlem; and \$1.6B in federal grant funds for Metro-North Penn Station Access.

Finally, President Torres-Springer underscored the importance of Congestion Pricing for the Capital Program noting that it will raise \$15 billion, or 30% of the overall 2020-2024 Program and makes up nearly 50% of the remaining funding in the program as of November 2023. New Jersey politicians have opposed

Congestion Pricing despite its benefits, and the lawsuit from New Jersey puts this funding at risk. In response to this uncertainty, President Torres-Springer announced immediate delay of some priority projects, including the Fulton Line CBTC project, and indicated that additional key projects across NYCT, LIRR, and Metro-North will be impacted by the lawsuit.

### Railroads Business Unit Update

Anthony Tufano, Senior Vice President of the Railroads Business Unit (BU), shared a comprehensive overview of the BU's achievements in 2023. Notably, the integration of LIRR and MNR has significantly enhanced agency efficiency and the procurement process for future projects. The Railroads fully integrated BU manages \$6.3 billion in active projects, with \$485 million already committed in 2023, \$779 million in procurement, \$559 million completed, and an additional \$1,081 million worth of projects scheduled to complete by the end of the year.

Mr. Tufano highlighted several major accomplishments this year including the completion of the Croton-Harmon facility, a cutting-edge shop for Metro-North trains spanning over 750,000 square feet. This facility, comprising 10 new or rebuilt buildings, 10 miles of new and replaced track, and over 50 switches, sets the standard for all future MTA facilities and will increase the mean distance between failures for the Metro-North fleet, and provide a modern, efficient workspace for the Metro-North workforce. Additionally, Mr. Tufano highlighted the innovative construction on the Park Avenue Viaduct, running from East 115th Street to East 123rd Street in Harlem, which carries 750 Metro-North trains and 220,000 passengers to Manhattan every weekday. Here the Design-Build Team is implementing a noninvasive construction system, allowing Metro-North trains to operate on two tracks while the other two are replaced, zeroing out service disruptions over the weekend.

At Long Island Railroad many exciting projects are bringing better faster service to customers: ADA Package 1 is on budget and will bring full accessibility to 117 of 126 Long Island Railroad stations; Jamaica Capacity Improvements Phase 1 will reconfigure and improve LIRR's train throughput and system flexibility, and importantly provide upgrades to the State of Good Repair at the station; Harold regional investments are addressing operational conflicts between LIRR and Amtrak, as well as enhancing capacity speeds for eastbound trains through Harold Interlocking; and finally, temporary support measures have been implemented to keep Webster Avenue Bridge in service until the Design-Build replacement is completed.

In its Project Review of the Railroads Business Unit, the IEC reported the following:

- **MNR's Harmon Shop Replacement project, Phase 5 – stage 2.** The project is 98% complete, has a total budget of \$440M and was awarded Oct 2018 with an original Substantial Completion date of April 2023. Since the IEC's last report in March, Substantial Completion has slipped from Oct 2023 to Dec 2023, due to underperforming subcontractors and completion of critical equipment. IEC notes productivity has recently increased, and additional work shifts have been added.
- **Park Avenue Viaduct Replacement, Phase 1.** The project was awarded in Dec 2022, is currently at 23% construction completion, and is on budget and on schedule, with a completion date of April 2026. The IEC noted that C&D is focused on mitigating potential risks with proactive actions and using lessons learned from LIRR's 3<sup>rd</sup> Track and Atlantic Avenue Viaduct projects. The IEC commends the significant public outreach efforts that will continue throughout the duration of the project.
- **LIRR's ADA Package 1.** The project was awarded in Dec 2022, is 11% complete and at this stage is on budget and on schedule, with completion forecast for Dec 2025. High priority risks and

mitigations have been identified by the project team and the IEC concurs with the mitigation strategies. In addition, the IEC finds value in the project team coordinating with C&D Stations BU to share their lessons learned, specifically issues concerning installing, testing, and commissioning multiple elevators simultaneously.

#### Procurement Actions

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

Although a quorum of Committee Members was not present, those members of the Capital Program Committee in attendance recommended that the following procurement actions be presented to the full MTA Board for approval:

1. The award of a contract to CRC Associates Inc. for Design-Build services to replace and upgrade NYC Transit’s central alarm monitoring and fire alarm systems in the amount of \$ 56,966,000 and a duration of 1,221 Calendar Days; and,
2. The award of a contract to TC Electric, LLC for Design-Build services to replace and upgrade the Public Address/Customer Information System along New York City Transit’s Canarsie Line in the amount of \$ 64,724,000 and a duration of 1,004 Calendar Days.

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 November 29, 2023, Capital Program Committee Meeting at 3:08 PM.

Respectfully submitted,  
Lizzy Berryman  
Construction and Development, Contracts





## 2023-2024 Capital Program Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**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

**December**

President's Update  
Bridges & Tunnels  
Quarterly Traffic Light Report

## MTA Capital Program Committee Update

### Bridges & Tunnels Business Unit

December 2023

MTA Construction & Development's last report to the Capital Program Committee on Bridges and Tunnels (B&T) projects took place in December 2022. Since then, C&D's B&T Business Unit (BU) has successfully awarded 3 construction projects and has committed a total of \$184 million to date. Several additional projects totaling approximately \$830 million in project value are currently in procurement with award planned for the end of December or early 2024. Contingent upon successful commitment of these year-end awards, the B&T BU plans to award a total of approximately \$1 billion in projects by the end of the year, exceeding the 2023 goal of \$476M by over 100%. Since December 2022, the Bridges and Tunnels Business Unit reached substantial completion on 10 projects totaling \$360 million, meeting 100% of the goal for 2023, and made significant progress on many additional projects. B&T has also made considerable progress on closeouts in 2023 and will be achieving a total value of \$592M, exceeding the goal of \$440M by 34%.

This document summarizes the progress on several recently completed and ongoing projects.

#### **Steel & Concrete Rehabilitation of the Bronx & Queens Viaducts at the Throgs Neck Bridge (TNB)**

This significant Design-Bid-Build A+B project consisted of over 7,000 steel repairs, painting, concrete pier rehabilitation and the replacement of 148 bearings to address state of good repair needs and improve seismic resiliency. Additionally, this project included the replacement of substation transformers and electrical feeders to improve bridge lighting reliability. The project was staged from under the roadway using suspended under-deck work platforms and had minimal traffic impacts. The project was completed in November, one month later than planned due to adverse weather impacts.

PROJECT STATUS	Original	Actual
<b>Substantial Completion</b>	October 2023	November 2023
<b>Budget</b>	\$212.2 M	\$187.0 M

Status: Substantially Complete  
Contractor: Judlau Contracting, Inc.

#### **North Pedestrian Ramp & Harlem River Lift Span Fender Upgrades at the Robert F. Kennedy Bridge (RFK)**

This Design-Build project included construction of a new bike-ped ramp from the RFK Manhattan span to the future Manhattan Greenway in East Harlem. This project also replaced the Harlem River Lift Span (HRLS) fender protection system with new fenders meeting current American Association of State Highway and Transportation Officials (AASHTO) guidelines. Design and construction of the new pedestrian ramp was closely coordinated with several NYC agencies to seamlessly tie into the future Greenway.

The new connection provides an important accessible link between recreational facilities on both the Manhattan and Randall's Island sides of the bridge, while also complementing our previously completed direct connector vehicular ramp from RFK to the north-bound Harlem River Drive. Collectively these improvements bring significant benefits to both our bridge customers and the local community in East Harlem, as well as other users of recreational facilities on both sides of the bridge. The project is being completed in December, on schedule.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2023	December 2023
Budget	\$62 M	\$52 M
Status: Substantially Complete Contractor: Walsh Group		

**Replacement of Tower Elevator Systems at the Marine Parkway Bridge (MPB)**

This Design-Build project included complete replacement of the elevator systems in both towers at the Marine Parkway Bridge. As a result of this project, access to the machinery rooms in the towers will be quicker, safer, and more reliable. The project is being completed in December, on schedule.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2023	December 2023
Budget	\$24.5 M	\$22.3 M
Status: Substantially Complete Contractor: Kiewit Infrastructure		

**Cleaning and Painting of the Manhattan Plaza and Ramps at the Robert F. Kennedy Bridge**

This Design-Bid-Build A+B project performed cleaning and painting of superstructure steel on the Manhattan Plaza and Ramps along with the sealing and painting of the concrete pier caps beneath the Manhattan spans of the RFK Bridge. This project will help to maintain these structural elements of the bridge in a state of good repair. The project was completed in March, two months ahead of schedule.

PROJECT STATUS	Original	Actual
Substantial Completion	May 2023	March 2023
Budget	\$17.5 M	\$16.9 M
Status: Substantially Complete (two months ahead of schedule) Contractor: Ahern Painting Contractors Inc.		

**Cleaning and Painting of the Queens Approach at the approaches to the Robert F. Kennedy Bridge**

This Design-Bid-Build A+B project performed cleaning and painting of superstructure steel on the Queens Approach as well as overcoat painting of the suspended span towers. In addition, the concrete piers were sealed and painted, and drainage repairs performed to address safety risks. The drainage repairs and tower painting were added to the project via an amendment since the contractor was already mobilized and performing similar work, and in order to prepare for upcoming work on the suspended span. These “best value” additions resulted in a minor increase to the contract value and an extension of the contract schedule to December 2023.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	September 2023	December 2023
<b>Budget</b>	\$21.1 M	\$18.1 M

Status: Substantially Complete  
Contractor: Commodore Maintenance Corp.

**Reconstruction of the Randall's Island Ramps at the Robert F. Kennedy Bridge**

This Design-Build project will construct two new vehicular ramps and three new ADA compliant bike-ped paths to replace the original deteriorated ramps. This work addresses current state of good repair and safety needs while also facilitating the future reconstruction of the Manhattan Plaza structure in a future capital plan. Once completed, this project will transform access to and from Randall's Island Park, providing end-to-end ADA connectivity between Randall's Island, Manhattan, and the Bronx. These improvements will benefit thousands of people during special events on Randall's Island, as well as hundreds of everyday park users.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	April 2025	December 2024
<b>Budget</b>	\$124.7 M*	\$ 119.4 M

Status: approximately 40% complete  
Contractor: Defoe Corporation  
\*does not include \$7.5 M in project reserves

Progress to date:

- Foundations, abutment walls and majority of columns for new vehicular and pedestrian ramps completed
- Project is currently ahead of schedule

2024 Look Ahead:

- Complete construction of Ramp Columns, superstructure steel and install concrete decks and parapets
- Install all related utilities for new ramps
- Achieve substantial completion

**Lower Level Suspended Span Deck Rehabilitation at the Verrazano-Narrows Bridge (VNB)**

This Design-Bid-Build A+B project will extend the useful life of the 56 year old lower-level deck of the VNB, deferring the need to implement a full deck replacement project. This rehabilitation effort includes concrete deck repairs, complete repaving of the deck, finger joint rehabilitation, miscellaneous substructure steel repairs, and electrical and painting work, as well as the installation of a weigh in motion system to detect illegal overweight vehicles. The project also includes a reduction in the thickness of the asphalt overlay, reducing the load on the main cables. The project also includes installation of FDNY fiber optic communications work that was coordinated with and funded by FDNY via an interagency agreement.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	January 2026	December 2025
<b>Budget</b>	\$121.1 M	\$ 109.6 M

Status: approximately 15% complete

Contractor: Restani Construction Corporation

Progress to date:

- Completion of concrete deck repairs and repaving for all lanes of Staten Island side span
- Project is currently ahead of schedule

2024 Look Ahead:

- Complete concrete deck repairs on main span and Brooklyn side span
- Complete structural steel repairs and painting
- Install Weigh in motion system

**Bridge-Belt Parkway Merge Improvements at the Verrazzano-Narrows Bridge**

This Design-Bid-Build A+B project will eliminate the current nonstandard center lane merge of the Belt/Shore Parkway with the VNB Exit Ramp to the Belt Parkway to allow two lanes from the VNB to continue onto the EB Belt Parkway un-impeded. This project will also widen the three existing lanes in the westbound direction. Once completed, this project will significantly improve traffic flow and reduce traffic queuing and collisions on the VNB as well as eliminating detours through the local street network that currently result from traffic back-ups on the Belt Parkway.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	January 2025	December 2024
<b>Budget</b>	\$40.5 M	\$ 38.5 M

Status: approximately 27% complete

Contractor: Triumph Construction

Progress to date:

- Median retaining wall construction completed
- Preparation for addition of auxiliary lane underway

2024 Look Ahead:

- Complete lane widening and Bay 8th Street Interchange work
- Achieve Substantial Completion

**Structure Rehabilitation of the Cross Bay Bridge (CBB)**

This Design-Build project bundled several small projects at the Cross Bay Bridge and the Marine Parkway Bridge. At the CBB this project will replace the pedestrian ramp with an ADA compliant Bike-Ped Ramp and resurface the walkway, while also rehabilitating the navigation spans and strengthening the bridge to meet truck loads, as well as installing a weigh in motion systems to detect illegal overweight vehicles. Once the new ramp is complete, there will be an ADA compliant bike-ped path across the entire CBB connecting Broad Channel to the Rockaways. At the MPB this project will replace the finger joints, install a

prototype replacement deck panel and install a weigh in motion system to detect illegal overweight vehicles.

PROJECT STATUS	Original	Forecast
Substantial Completion	November 2024	November 2024
Budget	\$43 M*	\$43 M

Status: approximately 20% complete

Contractor: El Sol

\*Corrected for rounding error

Progress to date:

- Design completed
- Began construction of the CBB South approach ramp of the shared use path
- Structural rehabilitation of navigational span components underway

2024 Look Ahead:

- Complete remainder of project scope
- Achieve substantial completion

**Structural Rehabilitation/Bike/Pedestrian Path Improvements at the Henry Hudson Bridge (HHB)**

This Design-Bid-Build A+B project includes widening of the existing narrow pedestrian path on the bridge’s lower-level span as well as construction of new ADA-compliant bike/pedestrian connections to the lower-level path on both the Inwood Hill and Spuyten Duyvil ends of the Bridge. In addition, the project includes abutment and wingwall upgrades to meet both state of good repair and current seismic requirements. When completed, this project will provide a shared use path across the bridge and ramps at both approaches ensuring ADA-compliant bike/pedestrian connectivity across the bridge.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2024	December 2024
Budget	\$23.7 M	\$ 19.8 M

Status: Recently Awarded

Contractor: DeFoe Corp.

2024 Look Ahead:

- Mobilize and initiate construction
- Complete abutment and wingwall upgrades
- Complete walkway widening and approach improvements
- Achieve Substantial Completion

**Electric Power Resiliency, Utility & Buildings Improvements at the Henry Hudson Bridge**

This Design-Build project addresses electrical and flood resiliency and includes demolition of the existing substation within the Dyckman Street Bridge Abutment, and the construction of a new, stand-alone replacement substation at a higher elevation, along with the replacement of the Kappock Street Substation to ensure full electrical redundancy for the Henry Hudson Bridge. The project also includes reconstruction of Maintenance facilities under the South Approach of the bridge as well as various modifications to facilitate operations.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	April 2024	April 2024
<b>Budget</b>	\$46.9 M	\$ 42.9 M

Status: approximately 80% complete  
 Contractor: E. J. Electric Installation Co.

Progress to date:

- Piles driven, footing constructed, and prefabricated building for Dyckman Street substation installed
- Replacement of Kappock Street substation underway
- Build out of Maintenance facilities under South Approach substantially advanced

2024 Look Ahead:

- Complete relocation of electrical switchgear for Dyckman Street Substation
- Complete Kappock Street Substation replacement
- Complete build out of new maintenance Facilities
- Achieve Substantial Completion

**Power Redundancy and Resiliency Improvements at the Bronx-Whitestone Bridge (BWB) and Verrazzano-Narrows Bridge (VNB)**

This Design-Build project includes upgrades to the power distribution system on both the Bronx-Whitestone Bridge (BWB) and the Verrazzano-Narrows Bridge (VNB) to improve reliability and redundancy. The work at the BWB includes interconnecting the electric power distribution system of the Service Building with the bridge service feeds, as well as the installation of a new redundant electrical feeder across the bridge from Queens and the replacement of the standby generator to provide reliable backup power for the entire facility. The project at the BWB also includes installation of FDNY fiber optic communications work that was coordinated with and funded by FDNY via an interagency agreement. At the VNB, work includes upgrades to existing substations, the PLC controls, and other electrical and communication systems to improve resiliency, as well as upgrades to the bridge’s lane use signal system.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	November 2025	November 2025
<b>Budget</b>	\$92.5 M	\$ 84.7 M

Status: approximately 18% complete  
 Contractor: Hellman Electric/PJS Construction, JV.

Progress to date:

- Completed replacement of internal electrical feeders at the BWB
- Installation of 5 kV feeder and FDNY fiber conduits ongoing

2024 Look Ahead:

- Commence construction of flood wall and elevated equipment platforms
- Begin replacement of exterior doors, rooftop HVAC and roof of BWB service building



**Miscellaneous Structural Repairs and Painting at the Bronx-Whitestone Bridge**

This Design-Bid-Build A+B project includes a full overcoating of both BWB towers as well as concrete jacketing and sealing of the tower pedestals. This project when completed will preserve and protect the tower and pedestal structures from marine conditions for years to come.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	September 2024	June 2024
<b>Budget</b>	\$36.9 M	\$ 33.3 M

Status: approximately 80% complete  
Contractor: Ahern Painting Contractors Inc.

Progress to date:

- Bronx Tower pedestal concrete jacketing is completed, Queens concrete pedestal repairs ongoing
- Bronx and Queens Towers fully coated/painted

2024 Look Ahead:

- Complete Queens pedestal concrete repairs
- Complete miscellaneous structural steel repairs
- Achieve Substantial Completion ahead of schedule

**Relocation of Refueling Station and Queens Service Building Switchgear at the Queens Midtown Tunnel (QMT)**

This Design-Build project includes the construction of a new outdoor fueling station along with electric vehicle charging stations, the demolition of the existing in-door fueling station, and upgrades to and relocation of switchgear equipment within the service building to both meet current codes and place it above the 100-year flood level.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	October 2024	December 2024
<b>Budget</b>	\$31.2 M	\$ 28.9 M

Status: approximately 50% complete  
Contractor: E. J. Electric Installation Co.

The project is currently several months behind schedule due to a major supply chain issue for electrical equipment. B&T continues to work with Contractor to mitigate delays to the extent possible with the goal of completing the project by the end of 2024.

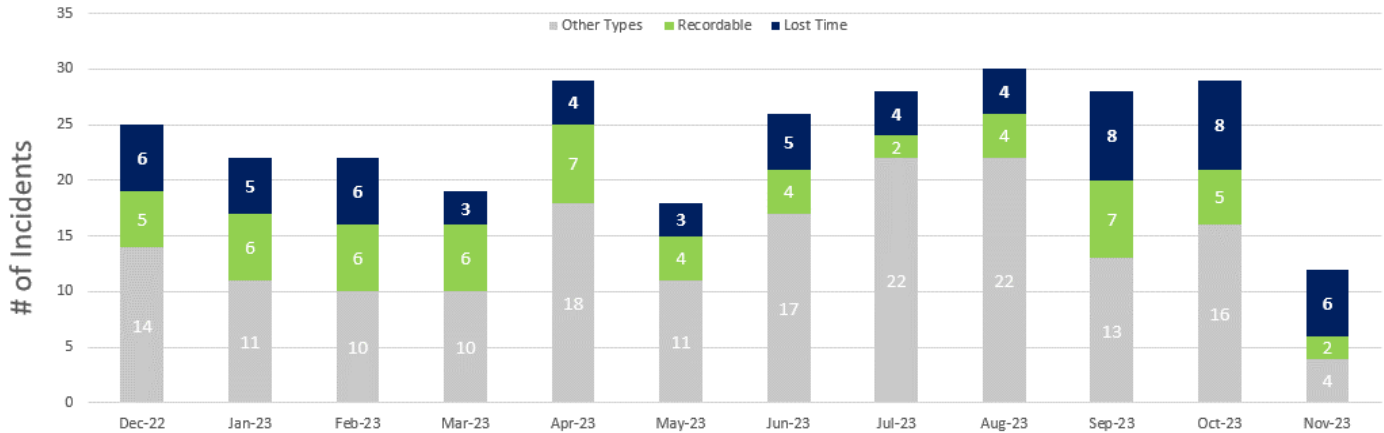
Progress to date:

- Refueling Island Foundations and Equipment Installed
- Fuel Canopy Columns Erected
- Preparation for new Switchgear footings underway

2024 Look Ahead:

- Complete construction of new fueling station
- Complete relocation of electrical switchgear Achieve substantial completion

**OSHA Classifications - December 2022 - November 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**

**NOVEMBER UPDATE:**

- 12 safety incidents were reported in November 2023, including:
  - Six (6) lost time incidents.
  - Two (2) recordable incidents.
- The reported lost time incidents in November 2023 decreased by 25% (2 incidents) compared to October 2023.
- Leading lost-time and recordable incident types for November 2023 were Struck By/Against (39%) and Slips/Trips/Falls (39%).
- Overall, there was a 58% decrease (17 incidents) in total reported incidents in November 2023 vs. October 2023
- No Serious incidents were reported.

Hazards	Lost Time		Recordable		First Aid		Notification Only		Grand Total	% to Grand Total
	Count YTD	%	Count YTD	%	Count YTD	%	Count YTD	%		
<b>2023</b>										
Caught in Between	12	21%	7	13%	6	8%	10	11%	<b>35</b>	<b>13%</b>
Electrical	1	2%	0	0%	0	0%	1	1%	<b>2</b>	<b>1%</b>
Other	4	7%	4	7%	13	18%	24	26%	<b>45</b>	<b>16%</b>
Slip, Trip, Fall	15	26%	8	15%	14	19%	16	18%	<b>53</b>	<b>19%</b>
Sprain/Strain	11	19%	8	15%	9	13%	12	13%	<b>40</b>	<b>14%</b>
Struck By/Against	15	26%	27	50%	30	42%	29	32%	<b>100</b>	<b>36%</b>
<b>Total</b>	<b>58</b>	<b>100%</b>	<b>54</b>	<b>100%</b>	<b>72</b>	<b>100%</b>	<b>92</b>	<b>100%</b>	<b>276</b>	<b>100%</b>

**YEAR-TO-DATE TRENDS:**

- **LOST TIME INCIDENT TRENDS:** 58 Lost Time incidents have been reported YTD (through November 30, 2023), with no change vs. the same reporting period in 2022. This year's (through November 30, 2023) top injury types associated with lost time incidents are Slips/Trips/Falls, currently at (26%) and Struck By/Against at (26%).
- **RECORDABLE INCIDENT TRENDS:** 54 Recordable incidents have been reported YTD (through November 30, 2023), an increase of 2% (or one (1) incident) vs. the same reporting period in 2022. This year's (through November 30, 2023) top injury type associated with recordable incidents is Struck By/Against (50%).
- **SERIOUS INCIDENTS:** 3 total have been reported YTD (through November 31, 2023)
  - ELECTRICAL SHOCK - 1
  - ENVIRONMENTAL – 1
  - FALL – 1

**INSPECTIONS & AUDITS:**

- **NOVEMBER INSPECTIONS:**
  - **INTERNAL – 190**
  - **EXTERNAL – 611** (83 Third-Party Safety Consultants; 528 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
  - **INTERNAL – 2,710**
  - **EXTERNAL – 6,367** (754 Third-Party Safety Consultants; 5,613 OCIP Visits)
- **OCTOBER NEGATIVE OBSERVATION(S)** – Negative Findings identified through the various inspections include General Safety/Housekeeping, Fall Protection, Supervision/Organization, Fire Protection/Prevention, Stairs/Ladders, and Scaffolds/Lifts.
- **OCTOBER POSITIVE OBSERVATION(S)** – Positive Findings identified through the various inspections include General Safety/Housekeeping, Supervision/Organization, Fire Protection/Prevention, Stairs/Ladders, Motor Vehicle/Heavy Equipment, and Tools (Hand & Power).

**INVESTIGATIONS & LESSONS LEARNED:**

- **NUMBER OF INVESTIGATIONS for NOVEMBER – 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. Training of the respective project staff and teams is underway by the BU Safety Teams. C&D Safety Oversight is supporting as needed. Additionally, outreach with vendors and contractors is underway as well.
- Safety Oversight continues using the interim safety management reporting program until the agency-wide ESS program is accepted for solicitation. Users continue to be encouraged to report any issues or challenges while submitting suggestions for improvements or refinements. 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 tentatively 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.

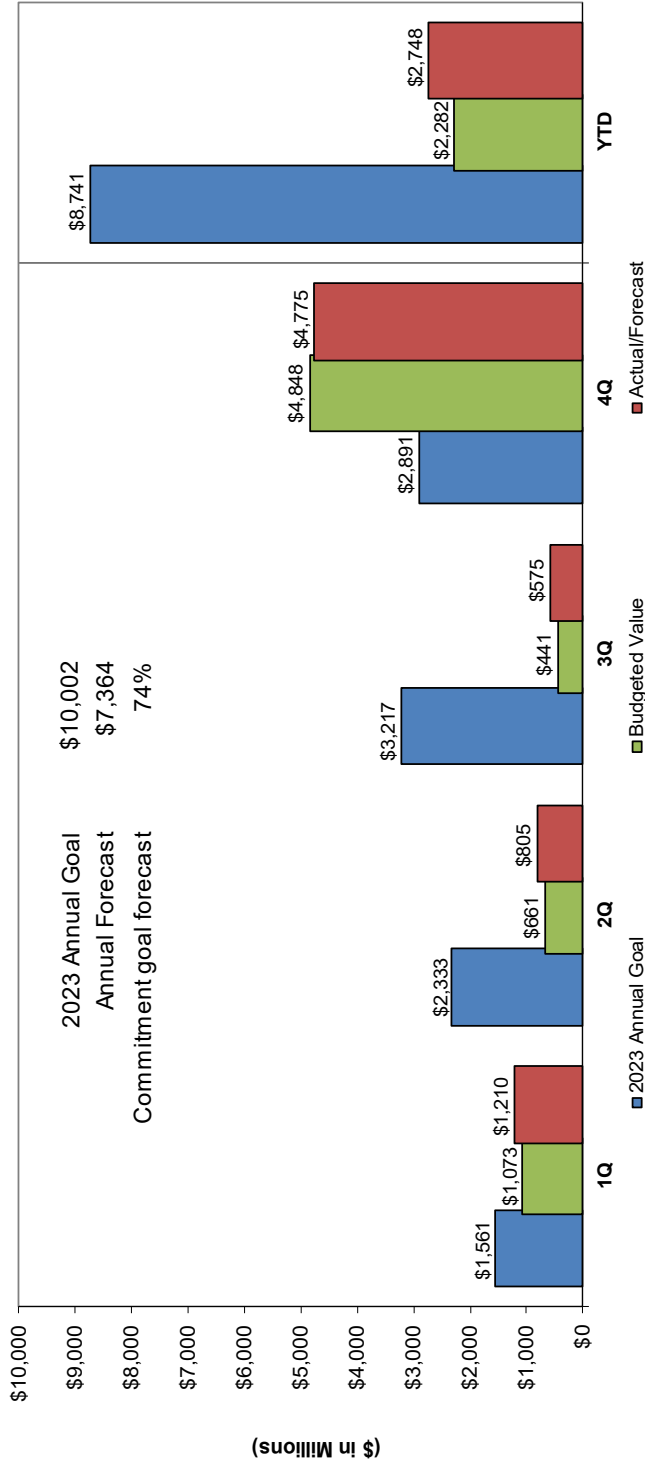
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# **MTA Capital Program Commitments & Completions**

## **through November 30, 2023**

**Capital Projects – Commitments – November 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**

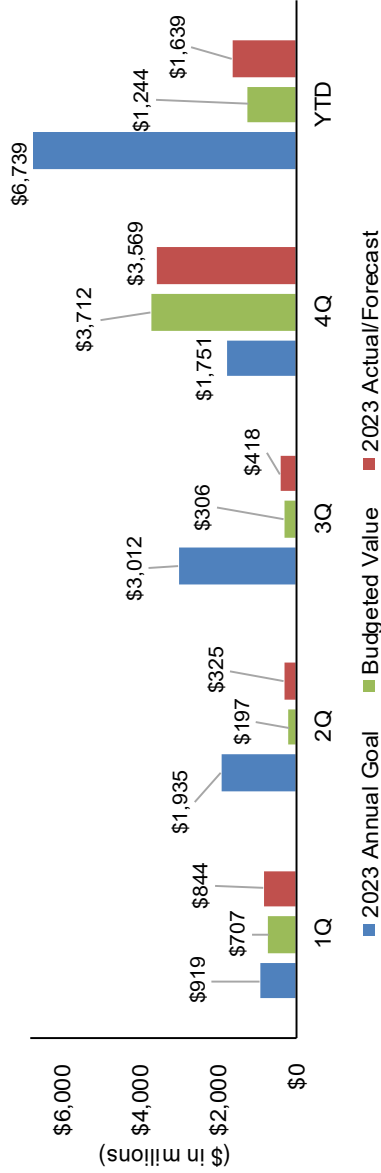
In 2023 the MTA planned to commit \$10 billion worth of capital projects representing 38 "major" commitments across the agencies and business units. Through November, the MTA has committed \$2.748 billion versus a \$8.741 billion YTD goal and by year end the MTA currently expects to make 74% of this \$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, and the Battery Electric Bus Charging Infrastructure Project slipping from Q4 to 2024. The ~\$5.993 billion shortfall in actual commitment versus the YTD annual goal is a result of delays with NYCT's CBTC Fulton, ADA Broadway Junction, ADA Broadway Junction, West End Overcoating, and Structure Painting work on the Myrtle Line, among other delayed projects.

**NYCT/MTA Bus Capital Projects – Commitments – November 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	\$6,739
2023 Actual/Forecast	\$844	\$325	\$418	\$3,569	\$1,639
Budgeted Value	\$707	\$197	\$306	\$3,712	\$1,244



**Q1 – Q3 Schedule Variances**

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Act./Forec.
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**10 NYCT/MTA Bus Red Commitments**

Red delays are beyond 2 months of goal.

**Signals**

OBTC Fullon	Construction	Jun-23	Jun-24
		\$ 1,659.8	\$ 1,331.8

Change in award forecast reflects a delay in funding. Change in cost reflects latest design estimates.

**MTA Bus**

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.

**10 NYCT/MTA Bus Red Commitments**

Red delays are beyond 2 months of goal.

**MTA Bus**

25 Standard Battery Electric Buses	Purchase	Sep-23	Dec-23
		\$ 34.9	\$ 34.9

Change in award forecast reflects extension of proposal due date at bidders request.

**ADA**

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.

**Stations**

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 – November 2023 – Budget Analysis and Schedule Variances**

**Schedule Variances (Continued)**

Project	Commitment	Goal	Act./Forec.
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**10 NYCT/MTA Bus Red Commitments (Continued)**

NYCT Buses			
470 Battery Electric Buses	Purchase	Sep-23	Dec-23
		\$ 661.5	\$ 661.5
Change in aw ard 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 aw ard Phase 2 only in 2023 and Phase 3 in 2024. Change in aw ard 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 aw ard forecast reflects an extension of the bid date at bidders request. Change in project cost reflects the latest design estimates.			

LSCR: BW7 & 8 Av North	Construction	Sep-23	Dec-23
		\$ 230.8	\$ 266.0
Change in aw ard and cost forecasts reflect latest design and extended bid due date at request of bidders.			

**1 NYCT/MTA Bus Amber Commitment**

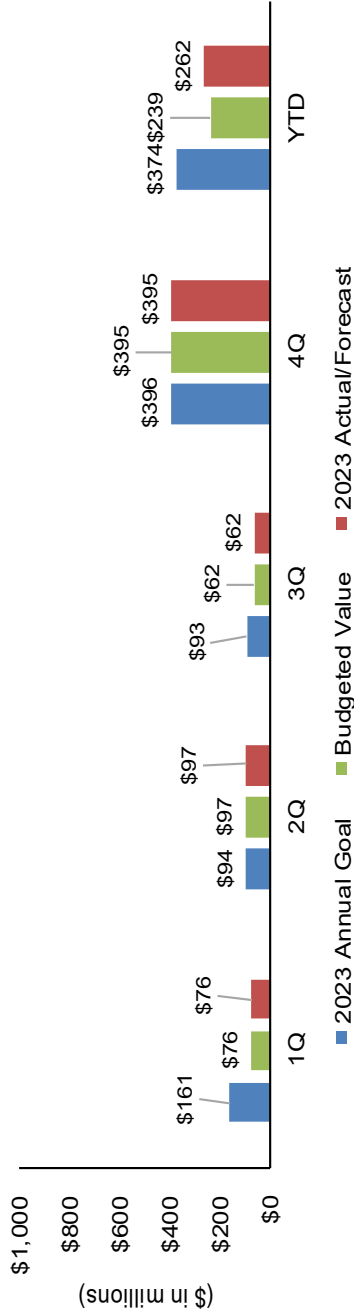
Line Structures			
Structure Painting: Myrtle Line	Construction	Sep-23	Dec-23
Outstanding Work		\$ 100.0	\$ 130.2
Change in aw ard and cost forecasts reflect latest design and procurement schedule.			

Project	Commitment	Goal	Act./Forec.
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LIRR Capital Projects – Commitments – November 2023 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$161	\$94	\$93	\$396	\$374
2023 Actual/Forecast	\$76	\$97	\$62	\$395	\$262
Budgeted Value	\$76	\$97	\$62	\$395	\$239



Q1 – Q3 Schedule Variances

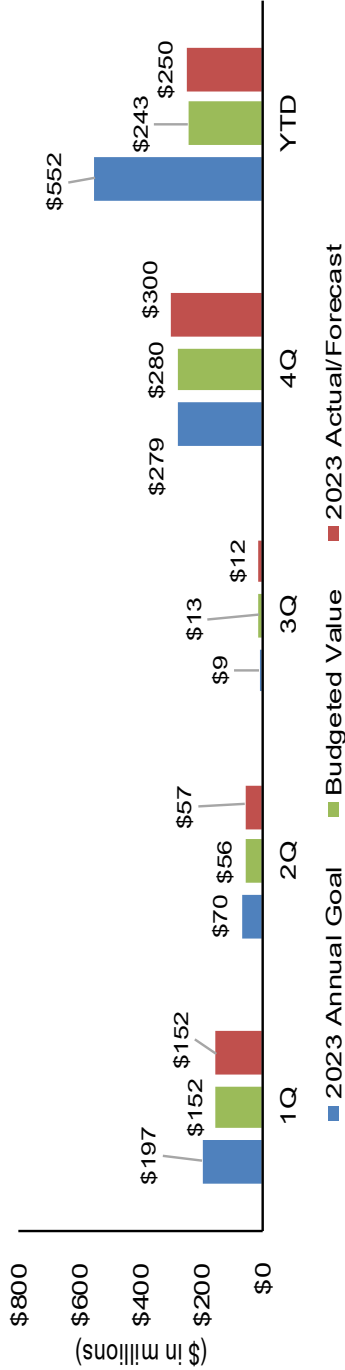
Project	Commitment	Goal	Act./Forec.
<b>1 LIRR Amber Commitment</b> Amber delays are within 2 months of goal. <i>Track</i>	Construction	Mar-23	Apr-23 (A)
2023 Annual Track Program	\$	62.0	\$ 50.0
Delay in commitment was due to additional funding and budget reviews prior to the award which was made in early April. The remaining amount to be committed is scheduled for award later this year for the 3rd party contracts associated with this project.			
<b>1 LIRR Red Commitment</b> Red delays are beyond 2 months of goal. <i>Yards</i>	Construction	Jul-23	2024
West Side Yard / East River Tunnel	\$	44.7	\$ 44.7
Award date revised due to Amtrak funding discussion.			



**MNR Capital Projects – Commitments – November 2023 – Budget Analysis and Schedule Variances**

**MNR Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$197	\$70	\$9	\$279	\$552
2023 Actual/Forecast	\$152	\$57	\$12	\$300	\$250
Budgeted Value	\$152	\$56	\$13	\$280	\$243



**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.

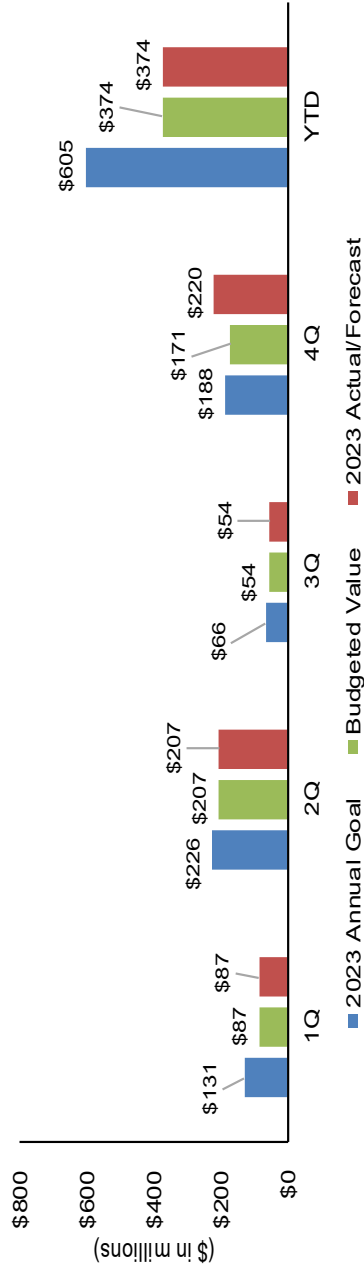
Power

NHL Pelham Substation Replacement	Construction	Apr-23	Dec-23
		\$ 29.7	\$ 33.2
Approved to move forward at the October 2023 Board meeting and is scheduled to be awarded in December 2023.			

**MTA Network Expansion Projects – Commitments – November 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	\$605
2023 Actual/Forecast	\$87	\$207	\$54	\$220	\$374
Budgeted Value	\$87	\$207	\$54	\$171	\$374



**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.

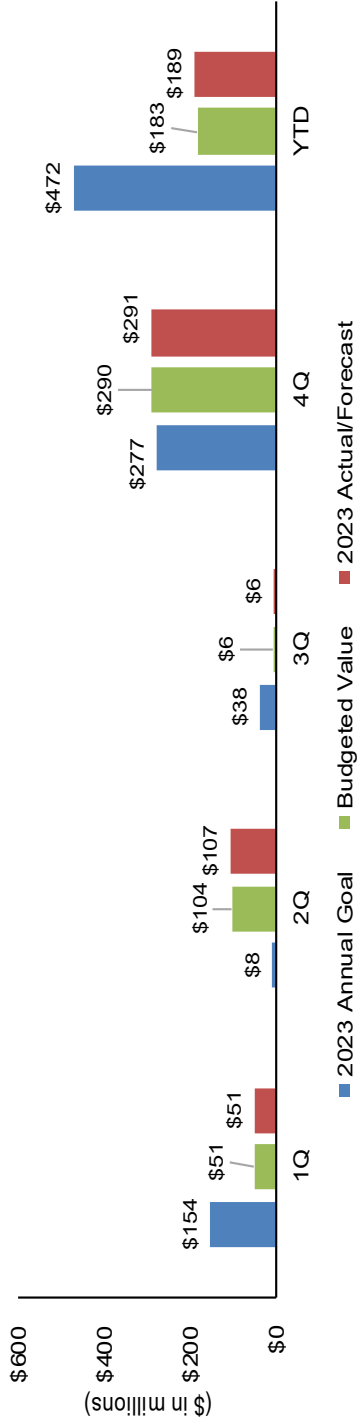
PSA Real Estate: Property Acquisition Costs		Sep-23	Jan-24
		\$ 60.0	\$ 45.0

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 – November 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	\$472
2023 Actual/Forecast	\$51	\$107	\$6	\$291	\$189
Budgeted Value	\$51	\$104	\$6	\$290	\$183



Q1 – Q3 Schedule Variances

Project	Commitment	Goal	Act./Forec.
---------	------------	------	-------------

**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 – November 2023

Forecast	MTA-wide 2023 Major Completions												Post 2023
	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	
Goal	4	4	3	4	0	2	1	1	1	2	1	14	8
Total	4	4	3	4	0	2	1	1	1	2	1	14	8
Jan-23	4												
Feb-23		1										1	
Mar-23		1	2									1	2
Apr-23			1	2		1				1		1	1
May-23				1									
Jun-23						1						1	
Jul-23							1						1
Aug-23								1					
Sep-23									1				1
Oct-23										1	1		1
Nov-23													2
Dec-23				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

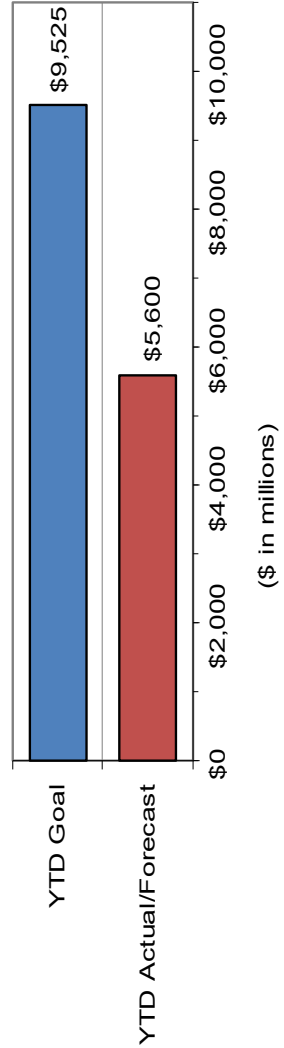
In 2023 the MTA plans to complete \$10.4 billion of projects. 42 Major completions are being tracked throughout the year.

Through November, the MTA has completed \$5.600 billion versus its year-to-date goal of \$9.525 billion. 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.

By year end the MTA forecasts achieving 77% of its \$10.4 billion completions goal. This is decline from the October forecast of 87%. This is due to 4 additional completions that are now delayed beyond 2023, these include LaGuardia Storeroom Expansion, NYCT's Emergency Comm project, Rehab of Forsyth St Fan Plant, and NYCT's ADA Package A.

### Budget Analysis

2023 Annual Goal            \$10,405  
 Annual Forecast            \$7,966  
 Completion goal forecast    77%

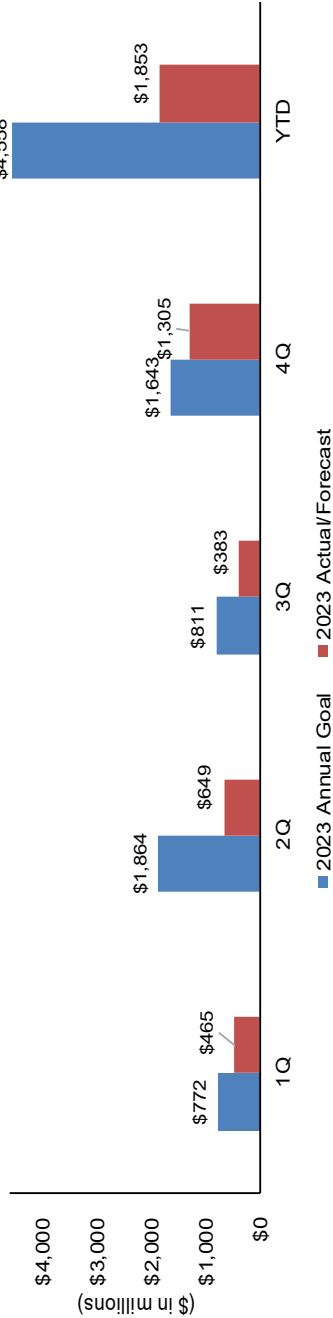


**NYCT/MTA Bus Capital Projects – Completions – November 2023 – Budget Analysis and Schedule Variances**

**NYCT and MTA Bus Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$772	\$1,864	\$811	\$1,643	\$4,558
2023 Actual/Forecast	\$465	\$649	\$383	\$1,305	\$1,853

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



**Schedule Variances**

**8 NYCT/MTA Bus Red Completions (1 new this month)**

Red delays are beyond 2 months of goal.

Line Equipment	Mar-23	May-24
Superstorm Sandy Upgrade Emergency Booth Comm System	Construction \$74.1	Construction May-24 \$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 \$609.0	Construction Dec-23 \$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 \$221.7	Construction Dec-24 \$226.1
Substantial completion has slipped from 12/2023 to 12/2024 due to ongoing system/reliability and availability issues, softw are 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	Nov-23	Jun-24
Rehabilitate Forsyth St. Fan Plant	Construction Nov-23 \$87.7	Construction Jun-24 \$82.1
Change in project schedule reflects delay due to complexity of excavation work. Change in cost reflects latest estimate at completion.		
<b>MTA Bus</b>		
Storeroom Expansion - LaGuardia	Construction Mar-23 \$7.4	Construction Mar-24 \$7.4
Delay due to still pending deliveries of essential parts for electrical panels & internet reconfiguration.		
<b>Buses</b>		
209 Standard Diesel Buses (Nova)	Construction Apr-23 \$141.2	Construction Oct-23 (A) \$141.2
Change in project schedule due to ongoing vendor production issues for balance of buses		
<b>Stations</b>		
ADA: 8 Stations - Package A	Construction Jul-23 \$276.2	Construction Feb-24 \$278.8
Change in project schedule reflects delays in establishing utility relocation agreements, property access and easement agreements.		

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

**Schedule Variances (Continued)**

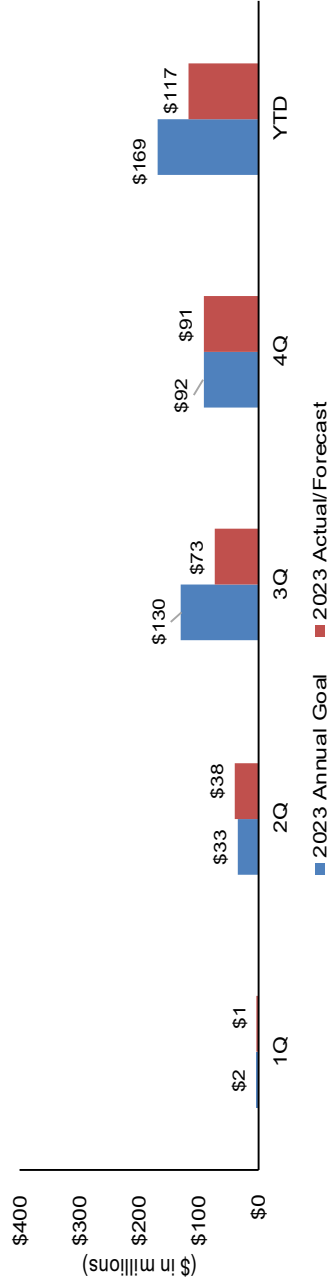
Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
<b>NYCT/MTA Bus Red Completions (continued)</b>				<b>1 NYCT/MTA Bus Amber Completion (0 new this month)</b>			
Red delays are beyond 2 months of goal.				Amber delays are within 2 months of goal.			
Yards				Staten Island Railway			
<b>207th Street Yard: Sandy</b>	Construction	Nov-23	May-24	ML Track Rehab & Clifton Yard	Construction	Apr-23	Jun-23 (A)
<b>Repair/Mitigation (New Item)</b>		\$551.3	\$599.0	Sw itches		\$111.8	\$113.4
Recent 6 month completion delay can be attributed to two utility-related change orders that arose during construction.				Change in project schedule was due to the impact of track access and bus shuttles.			

**LIRR Capital Projects – Completions – November 2023 – Budget Analysis and Schedule Variances**

**LIRR Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$2	\$33	\$130	\$92	\$169
2023 Actual/Forecast	\$1	\$38	\$73	\$91	\$117

2023 Goal (Rolling Stock)	\$0	\$0	\$115	\$0	\$69
2023 Actual/Forecast (Rolling Stock)	\$0	\$0	\$69	\$0	\$69



**Schedule Variances**

Project	Completion	Goal	Act./Forec.
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**1 LIRR Red Completion (0 new this month)**

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

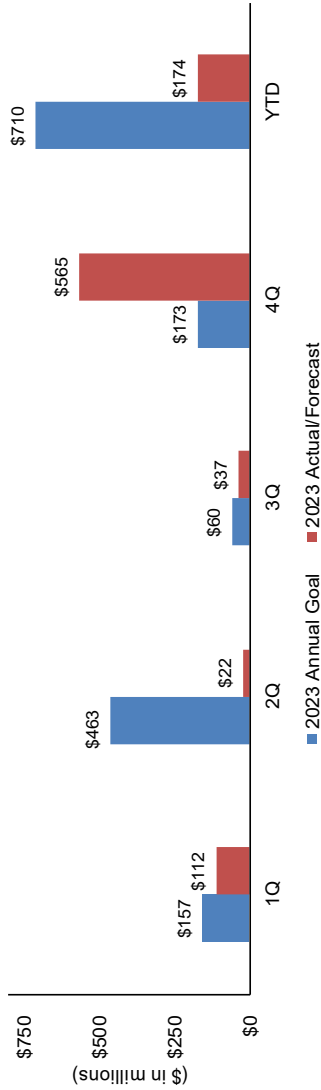
30 cars (\$69.0M) have been conditionally accepted as of October 2023. The rest will be accepted by 5/2024 due to the anticipated parts shortage.

**MNR Capital Projects – Completions – November 2023 – Budget Analysis and Schedule Variances**

**MNR Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$157	\$463	\$60	\$173	\$710
2023 Actual/Forecast	\$112	\$22	\$37	\$565	\$174

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 \$439.6	Dec-23 \$439.6
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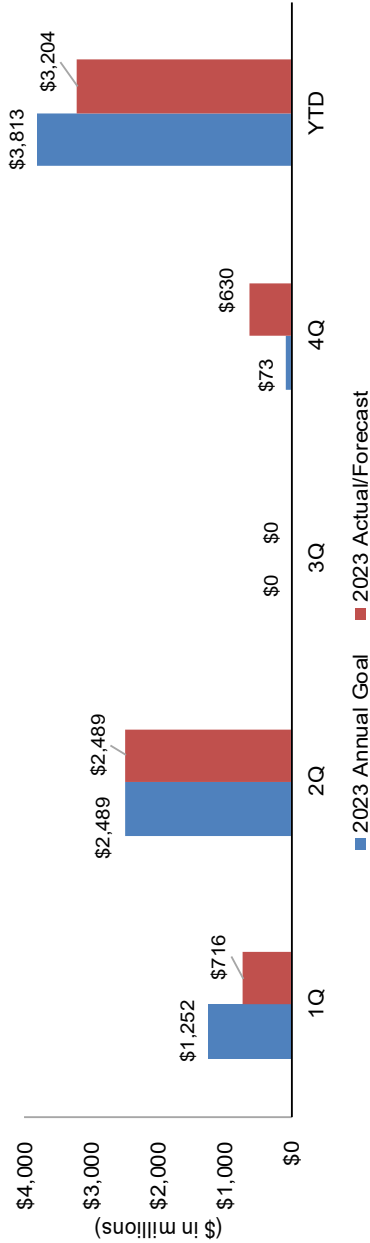
Change in project schedule reflects delays due to track outage delays as well as supply chain issues procuring some electrical components for equipment.



**MTA Network Expansion Projects – Completions – November 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	\$3,813
2023 Actual/Forecast	\$716	\$2,489	\$0	\$630	\$3,204



**Schedule Variances**

Project	Completion	Goal	Act./Forec.
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**3 Network Expansion Red Completions (0 new this month)**

**Red delays are delayed more than 2 months of goal.**  
*East Side Access*

GCT Concourse & Facilities Construction Feb-23 Dec-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 Dec-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.

**Network Expansion Red Completions (continued)**

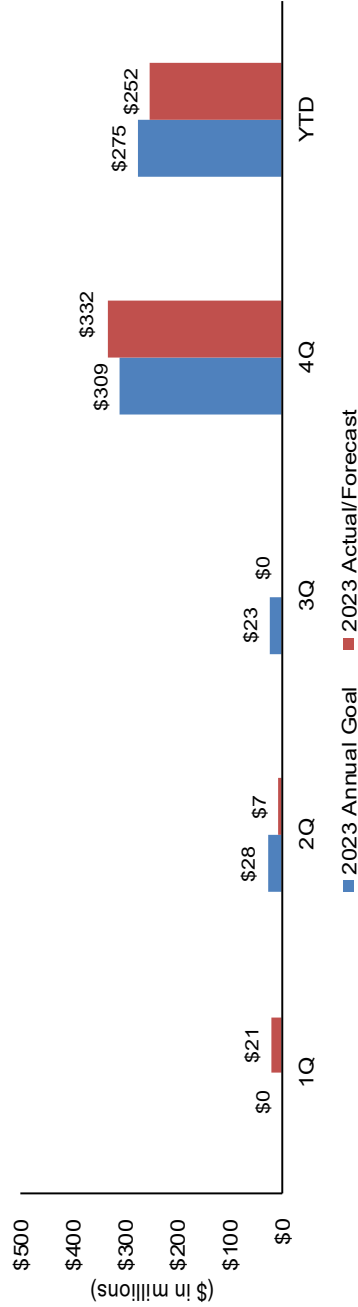
**Red delays are delayed more than 2 months of goal.**  
*East Side Access*

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 – November 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	\$252



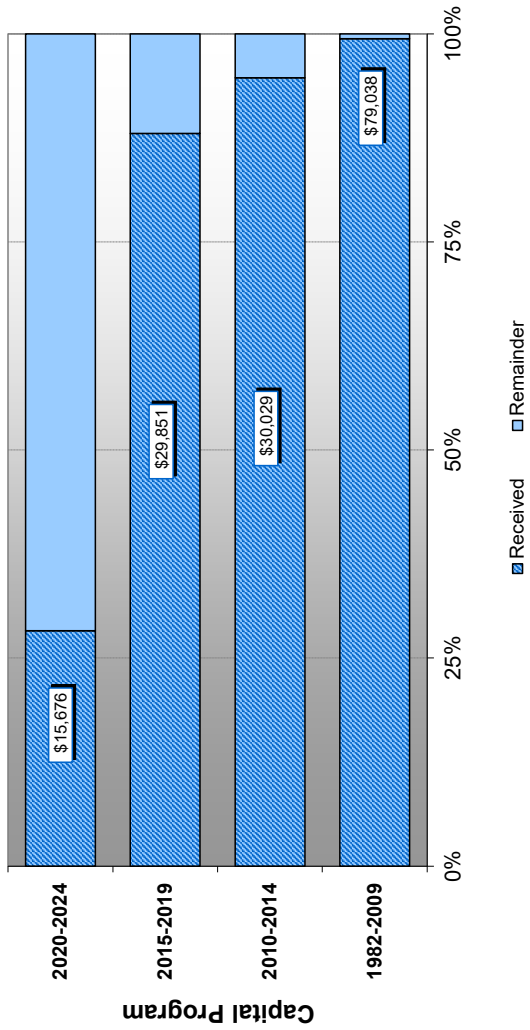
**Schedule Variances**

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
<b>1 B&amp;T Red Completion (0 new this month)</b>				<b>1 B&amp;T Amber Completion (1 new this month)</b>			
Red delays are delayed more than 2 months of goal.				Amber delays are delayed less than 2 months of goal.			
<i>Bridges</i>				<i>Bridges</i>			
RK Facility Wide Painting Program - Phase 2	Construction	Sep-23 \$23.1	Dec-23 \$23.1	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	Oct-23 \$224.4	Nov-23 (A) \$224.4
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.				Delay was due to weather impacts to final painting and drainage work.			

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# Status of MTA Capital Program Funding

**Capital Funding (November 2023)**  
\$ in millions



**Capital Funding Detail (November 2023)**

\$ in millions

	Funding Plan		Receipts	
	Current	Thru October	November	Received to date
<b>2010-2014 Program</b>				
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	10,857	-	10,857
Other (Including Operating to Capital)**	1,290	1,290	-	1,290
B&T Bonds	2,025	1,871	-	1,871
Hurricane Sandy Recovery				
Insurance Proceeds/Federal Reimbursement	6,697	6,697	-	6,697
PAYGO	18	171	-	171
Sandy Recovery MTA Bonds	659	305	-	305
Sandy Recovery B&T Bonds	383	23	-	23
<b>Total</b>	<b>31,704</b>	<b>30,029</b>	<b>-</b>	<b>30,029</b>

	Funding Plan		Receipts	
	Current	Thru October	November	Received to date
<b>2015-2019 Program</b>				
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	8,194	-	\$8,194
City Capital Funds	2,667	2,066	-	\$2,066
MTA Bonds	9,118	9,015	-	\$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	2,328	-	\$2,328
<b>Total</b>	<b>33,913</b>	<b>29,851</b>	<b>-</b>	<b>29,851</b>

	Funding Plan		Receipts	
	Current	Thru October	November	Received to date
<b>2020-2024 Program</b>				
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	1,418	\$2,740
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	326	-	\$326
<b>Total</b>	<b>55,442</b>	<b>14,258</b>	<b>1,418</b>	<b>15,676</b>



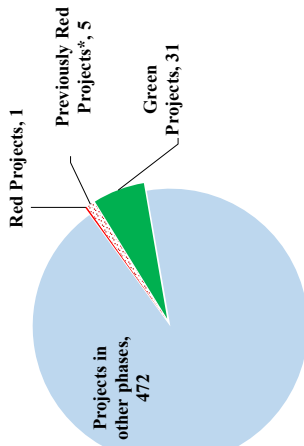
# Metropolitan Transportation Authority

## 3<sup>rd</sup> Quarter 2023 Traffic Light Report on the MTA Capital Program

### A total of 509 Projects were Reviewed for the 3<sup>rd</sup> Quarter 2023

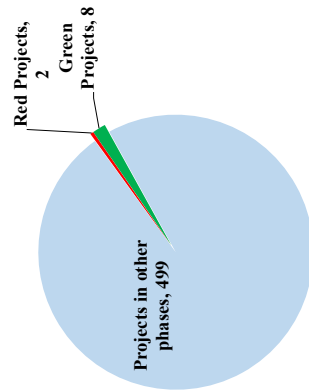
The 509 active projects include 37 projects in Design, 10 in Post-Design to Construction Award, 462 in Construction

#### 37 of 509 Projects in Design



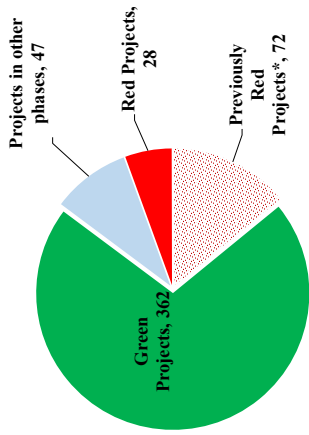
\* see Terms and Definitions page

#### 10 of 509 Projects in Post-Design to Construction Award



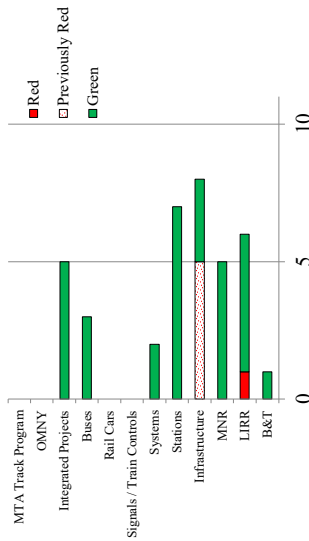
\* see Terms and Definitions page

#### 462 of 509 Projects in Construction



\* see Terms and Definitions page

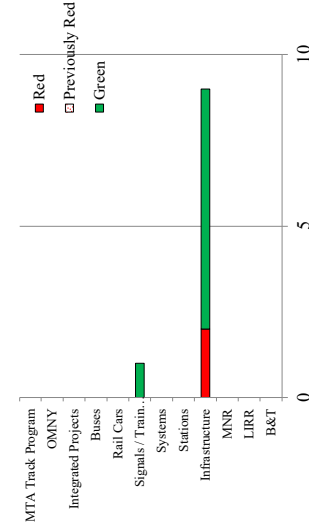
#### 36 Projects in Design



**Third Quarter 2023:** 37 ACEPs were reviewed in this phase with 31 designated green, 5 as previously red, and 1 red. The root cause of the 1 red project was a scope change.

**Second Quarter 2023:** 31 ACEPs were reviewed in this phase with 25 designated green, 4 as previously red, and 2 red.

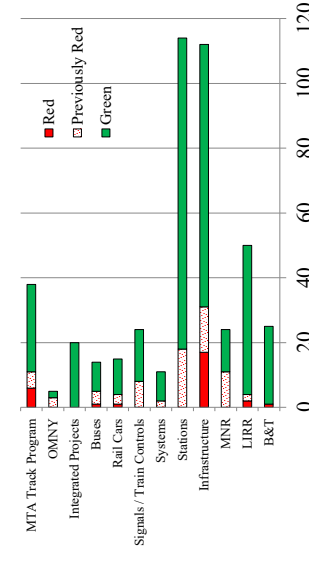
#### 10 Projects in Post-Design to Construction Award



**Third Quarter 2023:** 10 ACEPs were reviewed in this phase with 8 designated green and 2 red. The 2 red projects had a root cause of funding issues due to a capital program revision.

**Second Quarter 2023:** 4 ACEPs were reviewed in this phase with all 4 designated green.

#### 462 Projects in Construction



**Third Quarter 2023:** 462 ACEPs were reviewed in this phase with 362 designated green, 72 previously red, and 28 red. The 28 red projects had root causes of unforeseen site conditions, scope changes, contractor performance, long lead items, material availability, track access, MTA resource support, and coordination





**Second Quarter 2023:** 482 ACEPs were reviewed in this phase with 378 designated green, 77 previously red, and 27 red.

## Project Terms and Definitions




### 3<sup>rd</sup> Quarter 2023 Traffic Light Report

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 two performance indicators: cost and schedule. A project is designated a “***green light project***” when no performance indicator has exceeded the Traffic Light Report thresholds. A project is designated a “***red light project***” when one or more of the two indicators exceed a specified threshold. Variance reports are required for all qualified red light projects. Included in these reports are project summaries of issues associated with each project showing a **red** indicator and how the issues are being resolved. \*A project is designated a “***previous red project***” after one or more performance indicators had triggered a red in a previous quarter(s). A “***previous red project***” may revert back to green after two consecutive quarters if the performance indicator(s) have not worsened.





**Project Terms and Definitions**
**Projects in Design: 36**

-  Green: Indices less than 110% and index movement of less than 10%.
-  Red: Cost Index - An EAC increase of 10% (or index movement of 10% or more since the last Traffic Light Report).
-  Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last Traffic Light Report.
-  Previous Red: Previously indicated as **red** with no new substantial change since the last TLR / A project in design that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

**Projects in Post Design to Construction Award Phase: 10**

-  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.
-  Previous Red: Previously indicated as red with no new substantial change since the last TLR. Project may be returned to Green when it has been in compliance with two performance indicators for two consecutive quarters.

**Projects in Construction: 462**

-  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 Index - An increase of 10% (or index movement of 10% or more since the last TLR).
-  Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.
-  Previous Red: Previously indicated as **red** with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

## Project Terms and Definitions

### 3<sup>rd</sup> Quarter 2023 Traffic Light Report

#### **Projects in Planning:**

- Projects in Planning are reviewed but not displayed in the TLR until the project reaches the design phase but continue to be maintained in the TLR project database for reporting purposes.

#### **Completed Projects:**

- Completed projects are removed from the TLR the quarter AFTER Substantial Completion is achieved.

#### **Report Index Formulas and Criteria:**

- Cost Index = Total Project EAC / Current Approved Budget.  
(Note: Current Budget is not Budget at Award)
- Cumulative Cost Variance = 3 consecutive quarters with a total cost index increase that cumulatively exceeds the TLR threshold of 10% over 3 quarters.
- Schedule Variance = Number of months of change in schedule since the last TLR.
- Cumulative Schedule Variance = 3 consecutive quarters with a total change in schedule that cumulatively exceeds the TLR threshold of 3 months or more.
- The TLR includes projects in CPOC's Risk-Based Monitoring Program which are listed at the end of the report.
- Only projects with budgets of \$7M or greater are included in the current quarter's TLR. Projects with budgets below \$7M are not displayed in the current report but will be maintained in the TLR database. If the current budget increases above the \$7M minimum threshold, the projects will return to an active status.



### 3rd Quarter 2023 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

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

ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Borough Hall Station Bundle</b>									
T8041224	Renewal: Borough Hall LEX	Construction	\$125,051,242	13	.99	▬	0	▬	G
T8041311	ADA: Borough Hall LEX	Construction	\$42,544,554	13	1.00	▬	0	▬	G
<b>ADA 14th St Complex</b>									
T7041251	Platform Components: 5 Locs CNR	Construction	\$3,592,671	56	1.00	▬	0	▬	G
T70412F4	Subway Street Stairs: 14th Street 6AV	Construction	\$3,649,384	56	1.00	▬	0	▬	G
T70412L2	Platform Components: 14 St 6 AV	Construction	\$8,055,574	56	.99	▬	0	▬	G
T7041330	ADA: 14th St 6th AV/7th Av Complex DES	Construction	\$4,274,978	56	.99	▬	0	▬	G
T7041346	ADA: 6 Av CNR	Construction	\$54,806,895	56	.99	▬	0	▬	G
T7041347	ADA: 14 St 6AV	Construction	\$28,339,956	56	1.00	▬	0	▬	G
T7041348	ADA: 14 St BW7	Construction	\$51,144,237	56	.99	▬	0	▬	G
T8041221	Station Ventilators CNR	Construction	\$2,107,462	56	1.00	▬	0	▬	G
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	\$32,806,122	56	1.00	▬	0	▬	G
T8041230	Platform Components: 14th Street / 6 Ave	Construction	\$5,042,631	56	1.00	▬	0	▬	G
T8041304	ADA: 6 Ave / Canarsie	Construction	\$33,373,926	56	1.00	▬	0	▬	G
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	\$29,873,986	56	1.00	▬	0	▬	G
T8070312	LSCRIP 8th Ave CNR	Construction	\$34,975,533	56	1.00	▬	0	▬	G
<b>ADA 149th Street and Tremont Ave Bundle</b>									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$110,353,809	59	1.00	▬	1	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$52,469,753	91	1.00	▬	1	▲	R
<b>ADA 68th St-Hunter College</b>									
T7041324	ADA: 68 St-Hunter College LEX	Construction	\$144,505,315	53	.99	▬	0	▬	G

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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA 68th St-Hunter College</b>									
T8041225	Platform Components: 68 St. - Hunter College LEX	Construction	\$6,531,878	63	1.04	▬	0	▬	G
T8050244	Mainline Track Replacement 2021 / Hunter College	Construction	\$4,245,545	100	1.05	▲	0	▬	G
<b>ADA Package A</b>									
S8070101	Station Components: New Dorp / SIR	Construction	\$2,246,266	92	.96	▬	0	▬	R
S8070108	ADA: New Dorp SIR	Construction	\$34,715,249	92	1.00	▬	0	▬	R
S8070110	Components: New Dorp SIR	Construction	\$1,398,318	92	1.00	▬	0	▬	R
T8041215	Station Components: Metropolitan Ave XTN	Construction	\$3,252,158	92	1.00	▬	0	▬	R
T8041231	Station Components: Metropolitan Ave XTN	Construction	\$3,679,485	92	1.00	▼	0	▬	R
T8041303	ADA: Dyckman St (NB) BW7	Construction	\$20,283,883	92	1.00	▬	0	▬	R
T8041317	ADA: Grand St CNR	Construction	\$27,221,551	92	1.00	▬	0	▬	R
T8041319	ADA: 7th Ave CUL	Construction	\$44,727,413	92	1.00	▬	0	▬	R
T8041327	ADA: Lorimer St CNR	Construction	\$58,131,049	92	1.00	▬	0	▬	R
T8041328	ADA: Metropolitan Ave XTN	Construction	\$46,004,005	92	1.00	▬	0	▬	R
T8041332	ADA: East 149th St PEL	Construction	\$38,676,891	92	1.00	▬	0	▬	R
T8041337	ADA: Beach 67th St FAR	Construction	\$43,662,144	92	1.00	▬	0	▬	R
<b>ADA Package 2</b>									
T6041323	ADA: 8th Ave/Sea Beach (Southbnd Ph2)	Construction	\$9,848,899	99	.98	▬	0	▬	G
T7041213	Renewal: Woodhaven Blvd JAM	Construction	\$57,384,323	29	1.00	▬	0	▬	G
T7041314	ADA: Court Square XTN (Elevator Phase)	Construction	\$24,428,499	99	.99	▬	0	▬	G
T7041316	ADA: Woodhaven Boulevard JAM	Construction	\$39,604,868	47	1.01	▬	0	▬	G
T7041327	ADA & Station Improvements: Westchester Sq PEL	Construction	\$90,284,470	52	1.00	▬	0	▬	G

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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Package 2</b>									
T7041335	ADA: Queensboro Plaza FLS	Construction	\$73,977,816	40	.99	▬	0	▬	G
T8040708	Replace 5 Elevators at 2 Locations JAM	Construction	\$39,488,996	49	1.00	▬	0	▬	G
T8041232	Station Renewal: Woodhaven Boulevard/PEL	Construction	\$23,896,231	29	.97	▬	0	▬	G
T8041329	ADA: Woodhaven Blvd/JAM	Construction	\$27,482,430	47	.99	▬	0	▬	G
T8041330	ADA & Station Improvements: Westchester Sq/PEL	Construction	\$31,496,241	52	.97	▬	0	▬	G
T8041345	ADA: 181 St 8AV	Construction	\$46,801,989	80	.99	▬	0	▬	G
T8050246	ML Track Replacement: Westchester Square /Pelham	Construction	\$1,120,000	99	.93	▬	0	▬	G
<b>ADA Package 4</b>									
T7041322	ADA: 95 St 4AV	Construction	\$35,943,807	20	1.02	▬	0	▬	G
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	20	1.00	▬	0	▬	G
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,188,332	20	1.00	▬	0	▬	G
T8041331	ADA Parkchester E. 177 St PEL	Construction	\$77,384,672	20	.96	▬	0	▬	G
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,646,509	20	.96	▬	0	▬	G
T8041371	ADA: 137 St BW7	Construction	\$37,740,218	20	.96	▬	0	▬	G
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$13,931,258	20	.88	▬	0	▬	G
<b>ADA Package 3</b>									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,874,726	5	1.00	▬	-1	▼	G
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,699,079	5	.99	▬	-1	▼	G
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	5	1.00	▬	-1	▼	G
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	5	1.00	▬	-1	▼	G
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	5	1.00	▬	-1	▼	G

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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Package 3</b>									
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	5	1.00	▬	-1	▼	G
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	5	.99	▬	-1	▼	G
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	5	1.00	▬	-1	▼	G
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	5	1.00	▬	-1	▼	G
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	5	1.00	▬	-1	▼	G
<b>All Other Stations Projects</b>									
<b>Component Repairs - 8th Ave Line</b>									
T8060518	Tunnel Lighting, 8 Ave	Construction	\$18,399,742	64	1.00	▬	0	▬	G
T8060519	Fan Fiber, 8 Ave	Construction	\$17,378,521	64	1.00	▬	0	▬	G
T8070329	Line Structure Repairs, 8 Ave	Construction	\$86,119,080	64	1.10	▬	0	▬	G
<b>Replacement of 8 Escalators</b>									
T7040708	Replace 2 Escalators: Pelham Pkwy WPR	Construction	\$15,529,875	0	1.00	▬	0	▬	G
T7040709	Replace 6 Escalators / Various	Construction	\$46,485,326	97	1.00	▬	0	▬	G
<b>Station Renewal - Flushing Line - Bundle 1</b>									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	25	1.02	▬	0	▬	G
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	25	.95	▬	0	▬	G
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$42,530,808	6	1.00	▬	0	▬	G
T8041258	Station Renewal: Woodside 61st Station	Construction	\$78,547,236	25	.99	▬	0	▬	G
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,579,565	25	1.00	▬	0	▬	G
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$129,562,701	25	1.00	▬	0	▬	G

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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Escalator Replacement Bundle</b>									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$47,957,314	63	1.00	■	0	■	G
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,484,500	4	1.00	■	0	■	G
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$33,705,437	58	1.00	■	0	■	G
<b>Station Renewal - Jamaica Line</b>									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$45,783,641	9	1.00	■	0	■	G
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$45,021,572	20	1.00	■	0	■	G
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,984,641	1	1.00	■	0	■	G
T8041249	Platform Edges Wrap-Up: 104St & 121St/JAM	Construction	\$242,529	0	1.00	■	0	■	G
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$11,002,525	9	1.00	■	0	■	G
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,748,186	20	1.00	■	0	■	G
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,045,438	1	1.00	■	0	■	G
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$265,315	0	1.00	■	0	■	G
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	6	1.00	■	0	■	G
<b>Grand Central Bundle</b>									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$22,877,745	38	.99	■	0	■	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$86,338,005	30	1.00	■	0	■	G
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$17,822,057	70	1.00	■	0	■	G
<b>Station Renewal - Flushing Line - Bundle 2</b>									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,599	11	1.01	■	0	■	G
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,731,043	1	1.00	■	0	■	G
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,552,578	11	1.00	■	0	■	G

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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Station Renewal - Flushing Line - Bundle 2</b>									
T7041217	Renewal: 69 St FLS	Construction	\$42,977,984	1	.99	▬	0	▬	G
T7041219	Renewal: 52 St FLS	Construction	\$49,314,525	1	1.00	▬	0	▬	G
T8041243	Station Renewal: 111 St / FLS	Construction	\$14,403,140	11	1.00	▬	0	▬	G
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$13,827,711	1	1.00	▬	0	▬	G
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$12,355,852	11	1.00	▬	0	▬	G
T8041246	Station Renewal: 69 St / FLS	Construction	\$13,383,988	1	1.00	▬	0	▬	G
T8041247	Station Renewal: 52 St / FLS	Construction	\$15,894,371	1	1.00	▬	0	▬	G
T8041262	Platform Components: 111 St / FLS	Construction	\$6,277,620	1	1.00	▬	0	▬	G
<b>Circulation Enhancements - Flushing-Main St</b>									
T7041422	Station Capacity Enhancements: Main St FLS	Construction	\$46,512,233	85	.85	▼	0	▬	G
T8041213	Station Components: Main St / FLS	Construction	\$2,565,685	85	.67	▼	0	▬	G
<b>Grand Central Circulation Improvements</b>									
T8041239	Grand Central: Center Core East / Flushing	Construction	\$108,117,941	12	1.00	▬	0	▬	G
T8041240	Grand Central: Widening Stairs U2/U6 / Lexington	Construction	\$3,468,971	5	1.00	▬	0	▬	G
<b>Platform Components - Broadway-7th Ave Line</b>									
T8041218	Platform Components: 5 Locs BW7	Construction	\$72,344,190	10	1.00	▬	0	▬	G
T8050239	ML Track Replacement 2021 / 86th St (Bway-7th Ave)	Construction	\$9,879,541	0	1.00	▬	0	▬	G
<b>Bundle BL01-9524</b>									
S80701DD	SIR ADA Design	Design	\$1,271,030	20	1.00	▬	0	▬	G
T7041219	Platform Components: Neptune Ave C.U.L. DES	Design	\$810,000	0	1.00	▬	0	▬	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Bundle BL01-9524</b>									
T7041341	ADA: Neptune Ave CULL DES	Design	\$3,458,606	0	1.00	▬	0	▬	G
<b>All Other Stations</b>									
ET060332	Sandy Resiliency: 3 Pump Rooms (53rd St Tube)	Construction	\$27,954,817	0	1.43	▬	0	▬	R
T7040703	Replace 8 Traction Elevators / Various	Construction	\$56,058,184	97	.99	▬	2	▲	R
T8040711	4 Escalators at 2 Locs Dekalb 4AV & 181 St BXC	Construction	\$49,517,599	30	1.00	▬	3	▲	R
T8040712	18 Escalators at 7 Locations	Construction	\$207,688,460	10	1.00	▬	-2	▼	G
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	\$81,130,897	7	1.00	▬	0	▬	G
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,125	7	1.00	▬	0	▬	G
T8041210	Water Condition Remedy: 2021	Construction	\$7,233,650	95	1.00	▬	0	▬	G
T8041217	Platform Components: 3 Locs QBL/ARC	Construction	\$31,484,972	55	1.00	▬	0	▬	G
T8041260	Stormwater Mitigation: Street Stairs Package 1	Construction	\$7,070,981	7	1.00	▬	0	▬	G
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	\$21,135,776	53	1.00	▼	0	▬	R
T8041255	Station Condition Survey	Design	\$8,191,924	11	1.00	▬	6	▲	G
<b>Bundle BL01-9452</b>									
T80413DD	ADA: Brook Ave - PEL - Design	Design	\$1,308,000	96	1.00	▬	0	▬	G
T80413DD	Station Renewal: 3rd Ave & 138th St - PEL - Design	Design	\$1,230,000	96	1.00	▬	0	▬	G
T80413DD	Station Renewal: Brook Ave - PEL - Design	Design	\$500,000	96	1.00	▬	0	▬	G
<b>Infrastructure</b>									
<b>207th St Yard Rehab</b>									
ET100210	Power Cable Replacement- 207th Street Yard	Construction	\$46,588,486	98	1.09	▬	0	▬	R
ET100218	Sandy Repairs: 207th St Yard Signals	Construction	\$301,033,559	85	1.00	▬	0	▬	G



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<b>Construction &amp; Development Infrastructure</b>									
<b>207th St Yard Rehab</b>									
ET100219	Sandy Repairs: 207 St Yard Track	Construction	\$63,978,069	99	1.05	▬	0	▬	G
ET100220	Sandy Repairs: 207 St Yard Switches	Construction	\$51,271,993	98	1.02	▬	0	▬	G
ET100310	Long Term Perimeter Protection: 207th St Yard	Construction	\$156,302,071	88	1.00	▼	0	▬	G
ET100312	Sandy Mitigation: 207th Street Yard Portal	Construction	\$28,316,555	90	1.03	▬	0	▬	G
<b>Tiffany Warehouse Mitigation</b>									
ET160312	Sandy Mitigation: Tiffany Central Warehouse	Construction	\$25,027,469	59	1.00	▬	9	▲	R
T7160723	Tiffany Warehouse Exterior Wall Structural Repair	Construction	\$18,657,420	59	.99	▬	9	▲	R
T7160727	Roof Replacement: Tiffany Central Warehouse	Construction	\$18,748,305	68	1.01	▬	9	▲	R
<b>Structural Repairs - Eastern Parkway Line</b>									
T7070323	LSCRIP: Brooklyn (EPK)	Construction	\$82,646,886	95	1.02	▬	0	▬	G
T8070311	Plenum Plate Demo & Struct. Rehab EPK	Construction	\$497,251	100	1.00	▬	0	▬	G
T8090408	Rehab CBH Enclosure: CBH 301 Pennsylvania Av / EPK	Construction	\$1,783,300	100	1.00	▬	0	▬	G
<b>Structural Rehab and Overcoat Painting at 180th St</b>									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	16	1.00	▬	0	▬	G
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$71,617,865	16	1.01	▬	0	▬	G
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$66,333,587	16	1.03	▬	0	▬	G
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	16	1.00	▬	0	▬	G
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$774,323	16	1.00	▬	0	▬	G
<b>Overcoat Painting - Jamaica Line</b>									
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$83,453,582	4	1.03	▬	0	▬	G
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$74,493,135	4	1.03	▬	0	▬	G
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$59,691,359	4	1.03	▬	0	▬	G



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<b>Construction &amp; Development Infrastructure</b>									
<b>Component Repairs - Concourse Line</b>									
T8060512	Fan Plants Component Repairs - BXC Line	Construction	\$237,910	0	1.00	▬	0	▬	G
T8060525	Fan Plant Comp Repr: BXC (AWO to C48704)	Construction	\$1,550,000	10	1.00	▬	0	▬	G
T8070318	LSCRP 161 - 192 Sts BXC	Construction	\$131,454,097	72	1.03	▬	0	▬	G
T8070319	Vents 161 - 192 Sts BXC	Construction	\$16,221,261	50	1.38	▲	0	▬	G
T8080640	Antenna Cable Concourse Line (IND)	Construction	\$9,758,422	94	1.00	▬	0	▬	G
<b>Steinway Tunnel Portal Resiliency</b>									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	1	1.00	▬	0	▬	G
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$20,672,913	1	1.00	▬	0	▬	G
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	0	1.00	▬	0	▬	G
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,475,829	1	1.00	▬	0	▬	G
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	1	1.00	▬	0	▬	G
<b>Hardening of 26 Substations</b>									
ET090307	Hardening of Substations at 24 Locations	Construction	\$98,550,788	11	1.00	▬	0	▬	G
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,772,256	10	1.06	▬	0	▬	G
ET090314	Hardening Substations: Tudor City	Construction	\$6,441,432	10	1.03	▬	0	▬	G
T60412J3	Sandy Mitigation: 26 Substations	Construction	\$23,971,377	0	1.00	▬	0	▬	G
T6090219	Sandy Mitigation: 26 Substations	Construction	\$6,000,000	0	1.00	▬	0	▬	G
T6090417	Sandy Mitigation: 26 Substations	Construction	\$7,500,000	0	1.00	▬	0	▬	G
T6160730	Sandy Mitigation: 26 Substations	Construction	\$19,000,000	0	1.00	▬	0	▬	G
<b>Jamaica Bus Depot Reconstruction</b>									
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	▬	0	▬	G

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<b>Construction &amp; Development Infrastructure</b>									
<b>Jamaica Bus Depot Reconstruction</b>									
T8120303	Jamaica Depot Reconstruction	Construction	\$576,064,503	0	1.00	▬	0	▬	G
T8120307	Bus Parking Lot at York College	Construction	\$26,980,186	1	1.00	▬	0	▬	G
<b>Substation Renewal - 3 Locations</b>									
T8090221	Substation Renewal: 13 St / CUL	Construction	\$27,935,499	3	.96	▬	0	▬	G
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$26,221,108	3	1.00	▬	0	▬	G
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,379,497	3	1.00	▬	0	▬	G
<b>Coney Island Abutment Wall and St. Mark's Ave Bridge</b>									
T8070332	Repair Abutment Wall: Coney Island Yard	Construction	\$15,343,831	10	1.00	▬	0	▬	G
T8070333	Replace Bridge: St Marks Ave/Franklin Ave Shuttle	Construction	\$20,402,271	9	1.00	▬	0	▬	G
<b>SIRTOA Station Components and Bridge Rehabilitation</b>									
S8070101	Station Components: Various Locations	Design	\$34,294,362	90	1.00	▬	2	▲	R
S8070103	Rehabilitate: Stapleton Viaduct	Design	\$29,260,271	90	1.00	▬	2	▲	R
S8070103	Overcoat 6 SIR Bridges	Design	\$22,268,697	90	1.00	▬	2	▲	R
S8070103	Rehabilitate Garretson Ave. Bridge	Design	\$10,763,878	90	1.00	▬	2	▲	R
<b>Structural Component Repairs - Jamaica Line</b>									
T70502A3	Myrtle Av Line (U69 Plates)	Construction	\$406,037	100	1.00	▬	0	▬	G
T8050241	Jamaica Direct Fixation	Construction	\$57,585,082	99	1.00	▬	0	▬	G
T8050242	63rd Street Direct Fixation	Construction	\$107,117,473	60	.99	▬	0	▬	G
T8070326	Jamaica Structural Repairs	Construction	\$2,195,062	99	1.00	▬	0	▬	G
T8070327	63 St Structural Repairs	Construction	\$1,559,591	0	1.00	▬	0	▬	G
T8090211	Jamaica Line: 84C Contact Rail	Construction	\$3,566,446	99	1.00	▬	0	▬	G
T8090212	Jamaica Line Negative Side Feeders	Construction	\$429,285	100	1.00	▬	0	▬	G

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<b>Construction &amp; Development Infrastructure</b>									
<b>Structural Component Repairs - Jamaica Line</b>									
T8090213	63 St 84C Contact Rail	Construction	\$9,545,612	0	1.00	▬	0	▬	G
T8090214	63 St Negative Side Feeders	Construction	\$946,040	0	1.00	▬	0	▬	G
<b>Rehabilitation of Pumping Facilities</b>									
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	\$1,969,458	5	1.00	▬	0	▬	G
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	\$14,603,894	25	1.00	▬	0	▬	G
<b>Bus Radio System</b>									
T6120403	Replace Bus Radio System	Construction	\$247,540,768	70	1.15	▲	0	▬	R
T6120444	Repair of East New York Tower	Construction	\$5,945,000	94	1.27	▬	0	▬	R
T8120410	Bus Radio System - CCM Contract	Construction	\$11,652,916	70	1.33	▲	0	▬	R
U6030226	Bus Radio System	Construction	\$35,983,443	70	1.11	▬	0	▬	R
U7030211	Bus Radio System - MTA Bus Share	Construction	\$43,008,966	70	1.02	▬	0	▬	R
U7030224	Repair of East New York Tower (MTAB)	Construction	\$1,975,000	94	1.27	▬	0	▬	R
<b>Flood Mitigation - Coney Island Yard</b>									
ET100211	Power Cable/Comm. Equipmt. Repl- Coney Island Yard	Construction	\$164,562,094	99	1.00	▬	0	▬	R
ET100307	Coney Island Yd: Long Term Perimeter Protection	Construction	\$350,025,424	99	1.00	▲	0	▬	R
T8090409	Rehab 4 CBH Enclosures at Coney Island Yard	Construction	\$5,615,825	99	1.00	▬	0	▬	R
<b>Drainage Improvements at Westchester Yard</b>									
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$77,732,109	60	1.00	▬	0	▬	R
T8100423	Westchester Yard Drainage Improvements	Design	\$20,000,000	0	1.00	▬	0	▬	G
<b>New Substations at New Dorp and Clifton Stations</b>									
S7070106	New Power Substation: New Dorp	Construction	\$26,411,913	98	1.08	▬	0	▬	R
S7070107	New Power Substation: Clifton	Construction	\$31,765,642	98	1.03	▬	0	▬	R

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<b>Construction &amp; Development Infrastructure</b>									
<b>Montague-Furman Substation Bundle</b>									
ET090304	Sandy Mitigation: Montague-Furman Substation / BWY	Construction	\$9,131,858	100	.89	▬	2	▲	R
T6090218	Montague-Furman Sub: Low Tension Switchgear	Construction	\$705,547	100	1.00	▬	2	▲	R
<b>Bundle BL01-9657</b>									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	0	1.00	▼	0	▬	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	0	1.00	▲	0	▬	G
<b>Substation Component Replacement - Multiple Locations</b>									
T8090217	Replace Transformers and Associated Equip., 2 Subs	Construction	\$22,351,569	3	1.01	▬	0	▬	G
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,958,611	3	1.01	▬	0	▬	G
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$26,451,122	3	1.01	▬	0	▬	G
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,825,385	2	1.01	▬	0	▬	G
<b>Rockaway Line Resiliency and Viaduct Rehabilitation</b>									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,298,205	2	.99	▬	0	▬	G
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$81,385,220	2	1.00	▬	0	▬	G
ET070312	Rockaway Line Long Term Protection	Construction	\$74,569,967	2	1.01	▬	0	▬	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	2	1.00	▬	0	▬	G
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,520,596	2	.99	▬	0	▬	G
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	2	.01	▬	0	▬	G
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$117,988,006	2	1.00	▬	0	▬	G
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,275,039	2	1.00	▬	0	▬	G
T8070324	Rehab Hammels Wye	Construction	\$106,344,382	2	1.00	▬	0	▬	G
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	2	.99	▬	0	▬	G

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<b>Infrastructure</b>									
<b>Sandy Mitigation for Street Openings and Vent Bays</b>									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Post Des to Const Awd	\$13,282,030	5	24.33	▲	0	▬	G
ET040342	Sandy Mitigation: Cortlandt St	Post Des to Const Awd	\$6,360,116	0	.00	▬	0	▬	G
<b>Duct Sealing &amp; Pump Room Hardening - Jerome &amp; Pelham Tube</b>									
ET060305	Sandy Mitigation: Fan Plant 2 Locations	Post Des to Const Awd	\$317,922	0	1.00	▬	1	▲	R
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Post Des to Const Awd	\$3,643,884	5	.31	▬	1	▲	R
<b>Sandy Power Repair - 12 CBHs and 3 Substations</b>									
ET060305	Sandy Mitigation: Fan Plant 3 Locations	Post Des to Const Awd	\$388,658	0	1.00	▬	0	▬	G
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Post Des to Const Awd	\$8,092,667	10	.00	▬	0	▬	G
ET090244	Traction Power Repairs: Various Locations	Post Des to Const Awd	\$209,925,375	10	1.52	▲	0	▬	G
<b>Rehabilitation of 5 CBHs</b>									
T8090407	Power Distribution Design	Design	\$1,427,463	0	1.00	▬	0	▬	G
<b>Substation Component Replacement Bundle</b>									
T7090206	Replace High Tension Switchgear at 7 Substations	Construction	\$31,100,280	95	1.02	▬	0	▬	R
T8090216	Replace Transformer and Associated Equip - 41 St Substation	Construction	\$7,525,953	60	1.08	▬	0	▬	R
<b>All Other Infrastructure</b>									
ET070209	Sandy Repairs: Rockaway Line Wrap Up	Construction	\$49,190,445	76	.99	▬	0	▬	G
ET100314	Sandy Mitigation: 207th Street Sewers	Construction	\$150,232,019	71	1.05	▬	0	▬	R
ET160310	Sandy Mitigation: Consolidated Revenue Facility	Construction	\$11,574,218	80	.99	▬	0	▬	R
T7060506	Rehab Forsyth St Vent Plant	Construction	\$87,907,771	95	.97	▼	0	▬	R
T7070308	Rehab Emergency Exits (3rd Party) - Var Locs	Construction	\$19,274,692	20	1.00	▬	0	▬	G
T7090202	Substation Renewal: AV Z CUL	Construction	\$31,983,038	92	.99	▬	4	▲	R
T7090219	New Substation: Canal St 8AV	Construction	\$80,512,565	24	.99	▬	0	▬	G

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<b>Construction &amp; Development Infrastructure</b>									
<b>All Other Infrastructure</b>									
T7100441	New Railcar Receiving Improvements	Construction	\$119,816,068	23	.99	▬	0	▬	G
T7120306	Generator: Yukon Depot	Construction	\$11,816,772	95	1.00	▬	4	▲	R
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Construction	\$14,859,564	62	1.00	▬	3	▲	R
T7120321	East New York Depot Windows and Facade	Construction	\$19,253,661	83	1.06	▲	0	▬	R
T8060505	Rehab Deep Wells & Control Upgrade Nostrand Line	Construction	\$22,855,506	46	1.02	▬	0	▬	G
T8060506	Rehab Fan Plant Damper Systems - 7 Locations	Construction	\$33,884,663	93	1.00	▬	-5	▼	R
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,757,610	55	1.00	▬	0	▬	G
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$100,636,234	2	1.00	▬	0	▬	G
T8070345	Steel Repair, Culver Line North	Construction	\$53,077,941	5	1.00	▬	0	▬	G
T8090207	Negative Cables: 4th Ave Line - 36St to Pacific Ph3	Construction	\$47,207,431	83	.97	▬	0	▬	G
T8090215	New Substation: 28 St / 8AV	Construction	\$72,289,959	27	1.01	▬	0	▬	G
T8090410	Installation of Second Negative Rail / Dyre	Construction	\$22,000,000	22	.66	▼	1	▲	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$55,604,805	15	.97	▬	0	▬	G
T8100417	207th St OH Facility	Construction	\$38,939,117	10	.99	▬	0	▬	G
T8120304	Roof Topping & Expansion Joints Replacement at MUJ	Construction	\$12,133,103	90	.99	▬	4	▲	R
T8160705	Livingston Plz Elec, Mechanical, Generator: Phase B	Construction	\$69,483,494	54	1.00	▬	0	▬	R
T8160706	EMD Facility: Hoyt-Schermerhorn FUL	Construction	\$17,360,283	71	1.19	▲	5	▲	R
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,438,500	69	1.00	▬	4	▲	R
T8100419	Jamaica Yard Expansion Ph 1 - Design	Design	\$8,921,648	0	1.00	▬	0	▬	G
ET060327	Existing Pump Room Enhancements	Post Des to Const Awd	\$26,915,094	0	.67	▲	0	▬	G
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Post Des to Const Awd	\$17,591,601	30	1.04	▬	0	▬	G



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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Systems</b>									
<b>Upgrade SCADA System - BMT Division</b>									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$13,308,816	27	.99	▬	0	▬	G
T8090406	Upgrade SCADA BMT	Construction	\$50,846,275	27	.99	▬	0	▬	G
<b>All Other Systems</b>									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$80,189,200	95	1.02	▬	0	▬	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$44,625,386	22	1.00	▬	0	▬	G
T7080603	PBX Upgrade - Phase 2	Construction	\$54,308,861	100	1.00	▬	0	▬	G
T7080607	UHF T-Band Radio System Replacement	Construction	\$7,426,891	8	1.00	▬	0	▬	G
T8080615	Liftnet Transition to Ethernet; Ph. 2 - Package 1	Construction	\$6,570,271	82	.73	▼	2	▲	G
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$7,581,165	55	1.00	▬	0	▬	G
T8080641	Asynch Fiber Optic Network Ring F	Construction	\$25,556,343	81	.92	▬	0	▬	R
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$22,704,771	5	1.65	▬	0	▬	G
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,318,898	0	1.00	▬	0	▬	G
T8080602	Upgrade/Replace PBX-2 at Jay St	Design	\$20,436,503	75	1.05	▲	2	▲	G
T8080608	PA/CIS B-Division Upgrade - 76 Stations	Design	\$300,677,827	0	1.00	▬	0	▬	G
<b>Signals / Train Controls</b>									
<b>200th and 207th Street Interlocking Repairs</b>									
ET050217	Sandy Repairs: ML Track 200-207 St/8AVE	Construction	\$46,785,995	0	1.00	▬	0	▬	G
ET050218	Sandy Repairs: ML Switches 200-207 St/8AVE	Construction	\$33,765,637	0	1.00	▬	0	▬	G
ET080207	Signals: 200 St - 207 St / 8th Ave	Construction	\$58,280,792	0	.83	▼	0	▬	G
<b>CBTC - QBL East</b>									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	28	1.00	▬	0	▬	G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,808,870	26	1.00	▬	0	▬	G

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<b>Construction &amp; Development</b>									
<b>Signals / Train Controls</b>									
<b>CBTC - QBL East</b>									
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$414,041,307	28	1.00	▬	0	▬	G
<b>CBTC - Crosstown Line</b>									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$648,087	18	1.00	▬	0	▬	G
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$589,541,149	6	.99	▬	0	▬	G
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	18	1.00	▬	0	▬	G
<b>CBTC - 8th Ave Line</b>									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$222,803,780	82	1.01	▬	0	▬	G
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	82	1.00	▬	0	▬	G
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$225,388,252	82	.87	▬	0	▬	G
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	82	1.00	▬	0	▬	G
<b>CBTC - Culver Line</b>									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$112,133,763	88	.91	▬	0	▬	R
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$136,266,022	88	1.02	▬	0	▬	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$181,218,203	88	.96	▬	0	▬	R
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,929,364	88	1.01	▬	0	▬	R
<b>CBTC - QBL West</b>									
T6080319	CBTC: Queens Blvd Ln West Ph 1	Construction	\$88,437,846	98	1.01	▬	0	▬	R
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	\$11,900,000	55	1.00	▬	0	▬	R
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	\$55,498,782	98	1.11	▬	0	▬	R
<b>All Other Signals / Train Controls</b>									
T7080327	Life Cycle Mod - Speed Enforcement Systems	Construction	\$59,653,391	77	.91	▬	0	▬	G
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	44	.99	▬	0	▬	R



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<b>Construction &amp; Development</b>									
<b>Signals / Train Controls</b>									
<b>All Other Signals / Train Controls</b>									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$36,476,901	30	.99	▬	0	▬	G
T8080316	CBTC: GEC Services	Construction	\$18,946,076	66	1.00	▬	0	▬	G
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Post Des to Const Awd	\$278,460,000	33	1.00	▬	2	▲	G
<b>NYCT</b>									
T6100408	Replace Heavy Shop Equipment	Construction	\$7,504,000	35	1.00	▬	0	▬	G
T6160705	Employee Facility Rehab: RTO Chambers St NAS	Construction	\$19,689,116	93	1.05	▬	3	▲	R
T8041223	Station Ventilators Ph 21 - 4 Locs/ Manh & BX	Construction	\$10,260,856	100	1.00	▬	0	▬	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,478,119	24	1.00	▬	0	▬	G
T8041254	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	Construction	\$9,182,508	29	1.00	▬	0	▬	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	▬	0	▬	G
T8070330	LSCRP: Repair of Priority Column Bases/JER&W/PR	Construction	\$7,470,786	10	1.00	▬	0	▬	R
T8070334	Rehab of Emergency Exits - 2022	Construction	\$12,507,676	97	1.00	▬	0	▬	G
T8070355	Rehab Emergency Exits	Construction	\$9,314,125	2	1.00	▬	0	▬	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	▬	0	▬	G
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
T70502A2	Continuous Weld Rail Ph 2 (SAP)	Construction	\$19,340,634	88	1.00	▬	0	▬	R
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	92	1.00	▬	5	▲	R
T8050211	Mainline Track Replacement 2020 / Jamaica	Construction	\$33,301,426	96	1.18	▲	1	▲	R
T8050227	Mainline Track Replacement 2021 / 11th st Cut	Construction	\$20,176,544	94	1.01	▬	0	▬	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$27,039,948	76	1.00	▬	4	▲	R
T8050234	Mainline Track Replacement 2021 / Jerome	Construction	\$11,561,107	91	1.34	▬	0	▬	R

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<b>Construction &amp; Development</b>									
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
<b>All Other MTA Track Program</b>									
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$8,079,477	59	1.00	▬	7	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$32,977,292	28	1.00	▬	6	▲	R
T8050251	Mainline Track - 2022 / Support Costs	Construction	\$15,095,217	50	1.00	▬	0	▬	G
T8050252	Mainline Track Replacement 2022 / Myrtle	Construction	\$9,224,812	81	1.00	▬	0	▬	G
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$23,698,058	25	1.00	▬	0	▬	G
T8050266	ML Track - 2022/ White Plains Rd	Construction	\$19,002,082	82	1.00	▬	0	▬	G
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	\$102,636,053	63	1.93	▲	1	▲	R
T8050269	Mainline Track Replacement 2023/ CWR	Construction	\$77,720,623	42	1.00	▬	0	▬	G
T8050272	ML Track - 2023 DES/EFA	Construction	\$16,203,809	10	.73	▼	0	▬	G
T8050274	ML Track - 2023 / AST	Construction	\$16,839,567	45	1.00	▬	0	▬	G
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$28,085,121	0	1.00	▬	0	▬	G
T8050277	ML Track - 2023 / CNR	Construction	\$56,144,604	22	1.00	▬	0	▬	G
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$19,606,108	2	1.00	▬	0	▬	G
T8050281	Mainline Track Replacement 2023 / West End	Construction	\$9,302,263	83	1.00	▬	0	▬	G
T8050283	ML Track - 2023 / MAN BR	Construction	\$10,855,237	95	1.00	▬	-8	▼	G
T8050284	Mainline Track Replacement 2023 / 4 Avenue	Construction	\$11,292,382	34	1.00	▬	0	▬	G
T8050289	ML Track Replacement 2023/ White Plains Rd	Construction	\$12,882,077	82	1.00	▬	0	▬	G
T8050322	Mainline Switches - 2022 DES/EFA	Construction	\$15,713,385	50	1.00	▬	0	▬	G
T8050324	Mainline Track Switches 2022 / 8th Avenue	Construction	\$32,639,912	59	1.00	▬	0	▬	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$10,551,986	0	.49	▼	0	▬	R
T8050333	Mainline Track Switches 2023/ N/O 62nd Street	Construction	\$7,339,996	82	1.00	▬	0	▬	G

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<b>Construction &amp; Development</b>									
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
<b>All Other MTA Track Program</b>									
T8050334	ML Switches -2023 DES/EFA	Construction	\$17,713,385	20	1.00	▬	0	▬	G
T8050336	ML Switches - 2023 / FUL	Construction	\$40,796,690	8	1.00	▬	0	▬	G
T8050337	ML Switches - 2023 / BRT	Construction	\$12,426,519	87	1.00	▬	0	▬	G
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	30	1.00	▬	0	▬	G
T8050340	ML Switches - 2023 / SEA	Construction	\$10,337,265	82	1.00	▬	0	▬	G
T8050341	ML Switches - 2023 / MYR	Construction	\$13,471,465	83	1.00	▬	0	▬	G
<b>LIRR and MNR Track Projects</b>									
L8030103	Yard Track Rehabilitation	Construction	\$8,000,000	76	1.00	▬	4	▲	R
L8030108	2023-Annual Track Program	Construction	\$61,703,502	25	.99	▬	0	▬	G
M8030103	Mainline Turnouts 2023	Construction	\$23,900,000	75	1.00	▬	0	▬	G
M8030108	2020 Cyclical Track Program	Construction	\$19,260,000	100	1.00	▬	-5	▼	G
M8030111	2023 Cyclical Track Program	Construction	\$30,100,000	51	1.00	▬	0	▬	G
<b>LIRR</b>									
<b>Babylon Interlocking</b>									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,639,998	15	1.00	▬	0	▬	G
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$92,900,000	15	1.00	▬	0	▬	G
<b>Babylon to Patchogue Signals</b>									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,855,421	16	.97	▬	0	▬	G
L8050203	Babylon to Patchogue	Construction	\$10,218,400	*****	1.02	▬	0	▬	G
<b>Long Island City Yard Resiliency</b>									
EL0602ZL	Long Island City Yard Restoration - Phase 3B	Construction	\$6,999,074	48	1.00	▬	0	▬	G
EL0603ZS	Long Island City Yard Resiliency - Wall and Pumping System	Construction	\$26,562,327	48	1.02	▬	0	▬	G

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<b>Construction &amp; Development</b>									
<b>LIRR</b>									
<b>Long Island City Yard Resiliency</b>									
EL0603ZU	Long Island City Yard - Construction	Construction	\$2,381,000	48	1.00	▬	0	▬	G
L606016J	Long Island City Yard - Phase 3B Core	Construction	\$15,217,000	48	1.03	▬	0	▬	G
<b>LIRR Centralized Train Control Integration</b>									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$17,000,000	15	1.00	▬	0	▬	G
L8050204	Centralized Train Control	Construction	\$18,390,000	20	1.00	▼	0	▬	G
<b>LIRR ADA Package</b>									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,787,433	0	1.00	▬	0	▬	G
L8020413	ADA Copiague Platform and New Elevator	Construction	\$18,045,726	0	1.00	▬	0	▬	G
L8020414	ADA St Albans New Elevator	Construction	\$25,459,146	0	1.00	▬	0	▬	G
L8020420	ADA Amityville Station	Construction	\$15,469,291	0	1.00	▬	0	▬	G
L8020421	ADA Laurelton Station	Construction	\$22,210,135	0	1.00	▬	0	▬	G
L8020422	ADA Massapequa Park Station	Construction	\$15,900,038	0	1.00	▬	0	▬	G
L8020423	ADA Lindenhurst Station	Construction	\$17,982,066	0	1.00	▬	0	▬	G
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$23,671,492	0	1.00	▬	0	▬	G
L8020425	Auburndale Elevator Replacement	Construction	\$8,257,909	0	1.04	▬	0	▬	G
<b>All Other LIRR</b>									
EL0303ZH	Emergency Management Equipment Mitigation	Construction	\$29,096,802	82	.96	▬	0	▬	R
EL0602ZD	West Side Storage Yard Restoration	Construction	\$43,986,089	64	1.00	▬	0	▬	R
L60701AS	Penn Station Substation Replacement	Construction	\$35,094,601	15	1.00	▬	0	▬	G
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$21,432,744	30	1.09	▬	0	▬	G
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	37	1.00	▼	0	▬	G
L8020418	Mets-Willets EIC Relocation	Construction	\$28,700,000	50	1.00	▬	8	▲	R

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<b>All Other LIRR</b>									
L8020419	Northport Station Improvements	Construction	\$11,777,330	70	1.06	▲	3	▲	R
L8020701	GCT Facility Needs	Construction	\$18,000,000	23	1.00	▬	0	▬	G
L8030101	Construction Equipment	Construction	\$40,000,000	21	1.00	▬	0	▬	G
L8030102	Various Right of Way Projects	Construction	\$10,000,000	35	1.00	▬	0	▬	G
L8030105	Queens Interlocking	Construction	\$126,814,894	40	.98	▲	0	▬	G
L8030402	Jamaica Capacity Improvements - Phase Two	Construction	\$24,035,036	0	.98	▲	0	▬	G
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,584,964	8	1.00	▼	0	▬	G
L8050101	Comm. Pole Line	Construction	\$8,000,000	73	1.00	▲	0	▬	G
L8050102	Comm Component Replacement	Construction	\$8,015,076	68	1.00	▼	0	▬	G
L8050103	Fiber Optic Network	Construction	\$18,000,000	72	1.00	▬	0	▬	G
L8050106	Radio Head-End Replacement	Construction	\$12,000,000	39	1.00	▼	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$65,088,316	17	1.00	▬	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$20,000,000	77	1.00	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	0	1.00	▬	0	▬	G
L8060105	Mid Suffolk Yard Phase 2	Construction	\$30,000,000	1	1.00	▬	0	▬	G
L8060403	Fire Protection Improvements	Construction	\$25,000,000	9	1.00	▬	0	▬	G
L8070101	Substation Replacements	Construction	\$55,795,896	29	1.05	▲	0	▬	G
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	24	1.00	▬	0	▬	G
L8070102	Yard Lighting & Amenities	Construction	\$8,000,000	1	1.00	▬	0	▬	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	33	1.00	▬	0	▬	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	40	1.00	▬	0	▬	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	43	1.00	▬	0	▬	G

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<b>Construction &amp; Development</b>									
<b>LIRR</b>									
<b>All Other LIRR</b>									
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	30	1.00	▬	0	▬	G
L8070106	Substation Component Renewal	Construction	\$15,226,781	15	1.00	▼	0	▬	G
L8070107	Jamaica Substation	Construction	\$74,303,279	15	1.00	▼	0	▬	G
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Design	\$179,871,202	90	1.00	▬	0	▬	G
L60904N4	Yaphank Landfill Remediation	Design	\$16,586,975	80	1.82	▬	0	▬	G
L70204UO	East Yaphank Station	Design	\$20,000,000	50	1.00	▬	0	▬	G
L70304WU	JCI PH 2 -Signals - 3P Design	Design	\$42,426,317	0	1.00	▬	4	▲	R
L80204DD	ADA Accessibility and Components 24 Stations DES	Design	\$19,750,350	45	1.00	▼	0	▬	G
L8040103	Systemwide Bridge Assessment Study	Design	\$45,000,000	10	1.00	▬	0	▬	G
<b>MNR</b>									
<b>86th and 110th St Substations</b>									
M6050103	H&H Power (86th St / 110th St)	Construction	\$18,877,697	100	1.00	▬	1	▲	R
M7050113	H&H Power (86th St / 110th St)	Construction	\$15,998,598	99	1.20	▼	1	▲	R
<b>Grand Central Terminal Trained</b>									
M7020110	270 Park Avenue GCT Trained	Construction	\$10,000,000	37	1.00	▬	0	▬	G
M7080114	270 Park Avenue GCT Trained	Construction	\$9,000,000	37	1.00	▬	0	▬	G
M8020101	GCT Trained - Sector 1	Construction	\$203,678,206	16	1.01	▬	0	▬	G
<b>Harmon to Poughkeepsie Signal System - Phase 1</b>									
M7040102	Harmon to Poughkeepsie Signal System - Phase 1	Construction	\$113,542,228	90	1.10	▬	0	▬	R
M8040114	Harmon to Poughkeepsie Signal System - Phase 1 - F/A & Proj Mgt	Construction	\$38,263,877	84	1.00	▬	0	▬	G
<b>Harlem and New Haven Line Priority Repair Bundle</b>									
M7020204	Harlem Line Station Improvements	Construction	\$20,538,233	86	.95	▬	1	▲	R

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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development MNR</b>									
<b>Harlem and New Haven Line Priority Repair Bundle</b>									
M7020217	Purdy's Elevator Improvements	Construction	\$7,565,212	81	.92	▬	1	▲	R
<b>All Other MNR</b>									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,702,288	97	1.07	▬	0	▬	R
M7020101	GCT Trainshed - Sector 2 Design	Construction	\$28,475,986	83	1.08	▬	0	▬	R
M7030303	F/A Undergrade Bridge Rehabilitation West of Hudson	Construction	\$9,404,423	70	1.04	▬	0	▬	R
M7030304	Moodna/Woodbury Viaduct (incl timbers/walkways)	Construction	\$15,441,816	20	.97	▬	0	▬	G
M7050101	Replace MA's in Signal Substations	Construction	\$32,897,111	60	1.23	▼	0	▬	R
M7050105	Harlem and Hudson Power Improvements	Construction	\$30,969,085	93	1.32	▼	0	▬	R
M7060101	Harmon Shop Replacement - Phase V	Construction	\$430,032,584	98	.99	▬	1	▲	R
M8020201	Upper Hudson and Harlem Station Priority Repairs	Construction	\$38,526,326	75	1.03	▬	0	▬	G
M8020208	North White Plains Station Rehab	Construction	\$11,498,636	100	.92	▬	0	▬	G
M8030104	Rock Slope Remediation - East of Hudson	Construction	\$6,345,538	50	.85	▲	0	▬	G
M8030107	MoW Equipment	Construction	\$29,553,787	3	.78	▼	0	▬	G
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$494,914,967	17	.84	▬	0	▬	G
M8030212	Replace South Street and Fulton Ave Bridges (MTV)	Construction	\$46,539,275	21	.95	▬	0	▬	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$64,436,364	12	.99	▬	0	▬	G
M8060101	Upgrade Automotive Fuel System	Construction	\$12,293,814	11	1.01	▬	0	▬	G
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$6,415,924	32	.82	▬	0	▬	G
M8020101	GCT Trainshed Study and Inspection	Design	\$11,168,298	92	.74	▬	0	▬	G
M8020102	Park Avenue Tunnel Improvements	Design	\$10,846,049	10	.82	▬	0	▬	G
M8030304	Moodna/Woodbury Viaduct Repairs	Design	\$39,190,258	15	.97	▬	0	▬	G
M8050106	Hudson Line Track 1 Electrification	Design	\$3,489,753	8	.34	▬	0	▬	G



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<b>Construction &amp; Development</b>									
<b>B&amp;T</b>									
<b>BW Bridge Structural Steel Rehab and Painting</b>									
D801BW14	Miscellaneous Structural Rehabilitation	Construction	\$23,693,357	52	.85	▬	1	▲	G
D807BWPT	BW Facility-Wide Painting Program	Construction	\$9,326,855	92	.94	▬	1	▲	G
<b>RFK Bridge Sidewalk Connection and Fender Upgrades</b>									
D702RK23	HRLS Sidewalk Connection at RFK Bridge	Construction	\$21,977,632	85	.95	▬	0	▬	G
D801RK63	RFK Bridge Lift Span Fender Upgrades	Construction	\$28,567,315	85	.87	▼	0	▬	G
<b>TN Bridge Structural Steel Rehab and Painting</b>									
D801TN52	Miscellaneous Structural Steel Rehabilitation at TN Bridge	Construction	\$5,258,683	12	.72	▲	0	▬	G
D807TNPT	TN Facility-Wide Painting Program - Phase 1	Construction	\$11,856,917	8	.70	▬	0	▬	G
<b>Structural Rehab. at Cross Bay and Marine Parkway Bridges</b>									
D801CB30	Structural Rehabilitation of CBB	Construction	\$29,674,635	11	.83	▬	0	▬	G
D801MP16	Miscellaneous Steel Repairs	Construction	\$6,800,000	5	.75	▲	0	▬	G
<b>VN Bridge Lower Level Deck Rehabilitation and Painting</b>									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$87,380,224	9	.86	▬	0	▬	G
D807VN81	Structural Painting - Verrazzano Narrows Bridge	Construction	\$16,720,604	0	.95	▬	0	▬	G
<b>Utility Redundancy and Resiliency Improvements at BW and VN Bridges</b>									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,089,707	11	.87	▬	0	▬	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$15,868,795	0	.88	▼	0	▬	G
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	11	.88	▬	0	▬	G
<b>Central Business District Tolling Program</b>									
C801CP01	CBDT - Exploratory Work	Construction	\$4,321,290	48	1.00	▲	1	▲	G
C801CP02	CBDT - Program Management	Construction	\$83,073,248	48	1.09	▲	1	▲	G
C801CP03	CBDT - Design-Build & Integrate	Construction	\$259,953,669	48	.95	▬	1	▲	G
C801CP04	CBDT - Customer Service Ctr.	Construction	\$29,192,007	48	.92	▬	1	▲	G



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<b>Construction &amp; Development</b>									
<b>B&amp;T</b>									
<b>Central Business District Tolling Program</b>									
C801CP05	CBDT - Inter-Agency Agreements	Construction	\$6,116,707	48	1.00	▲	1	▲	G
<b>All Other B&amp;T</b>									
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	\$193,249,635	88	.86	▬	2	▲	G
D801HH36	Dyckman Street Substations Upgrade	Construction	\$42,952,397	61	.86	▬	0	▬	G
D801RK93	Reconstruct / Relocate Randall's Island Ramps (QR & RM)	Construction	\$115,210,043	32	.87	▬	0	▬	G
D802VN86	Widening Belt Parkway, Phase 1B	Construction	\$36,733,790	15	.90	▬	0	▬	G
D804MP09	Electrical Rehabilitation (Elevator)	Construction	\$21,692,681	83	.86	▬	-5	▼	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$27,405,028	40	.87	▬	0	▬	G
D807RKPT	RK Facility-Wide Painting Program - Phase 2	Construction	\$16,704,181	86	.72	▬	5	▲	R
D801HC48	Rehabilitation of Tunnel Entrance/Exit - Manhattan	Design	\$18,687,682	36	.90	▬	0	▬	G
<b>Cross Agency</b>									
<b>Integrated Projects</b>									
<b>Penn Station Access</b>									
G7110104	Penn Station Access Track & Structures	Construction	\$1,400,000	22	1.00	▬	0	▬	G
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$250,000,000	22	1.00	▬	0	▬	G
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$30,332,150	22	1.00	▲	0	▬	G
G7110111	Design Support - Outside Agencies	Construction	\$8,207,530	22	1.00	▬	0	▬	G
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$22,924,650	22	1.00	▬	0	▬	G
G7110113	Penn Station Access - Art at Stations	Construction	\$3,757,000	22	1.00	▬	0	▬	G
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	0	1.00	▬	0	▬	G
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	22	1.00	▬	0	▬	G
G8110111	Penn Station Access - MNR & Outside Agencies Force Account	Construction	\$218,649,907	22	1.00	▬	0	▬	G

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<b>Cross Agency</b>									
<b>Integrated Projects</b>									
<b>Penn Station Access</b>									
G8110112	Penn Station Access - Real Estate	Construction	\$163,886,733	22	1.00	▬	0	▬	G
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Systems	Construction	\$186,074,700	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	22	1.00	▲	0	▬	G
G8110114	Oak, Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	22	1.00	▲	0	▬	G
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	22	1.00	▬	0	▬	G
<b>Second Ave Subway - Phase 2</b>									
G7100101	SAS 2 PE, Design & Environmental	Design	\$199,094,903	87	.97	▬	0	▬	G
G7100101	SAS 2 Consultant Environmental Services	Design	\$2,342,188	87	1.00	▬	0	▬	G
G7100105	SAS Consult and in-house Construction Management	Design	\$40,416,474	90	1.00	▬	0	▬	G
G7100107	SAS 2 Prelim Const/Utilities	Design	\$270,000,000	100	1.00	▬	0	▬	G
G7100198	SAS 2 Real Estate	Design	\$122,426,263	90	1.00	▬	0	▬	G
<b>OMNY</b>									
<b>All Other OMNY</b>									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,551,665	42	1.00	▬	0	▬	R
T7040401	New Fare Payment System, Phase 2	Construction	\$470,823,580	42	1.00	▬	0	▬	R
T8040405	Additional Work: Fare Collection	Construction	\$21,704,846	61	1.00	▬	0	▬	R

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<b>Cross Agency</b>									
<b>OMNY</b>									
<b>All Other OMNY</b>									
L8020406	Fare Collection Program	Construction	\$35,000,000	0	1.00	■	0	■	G
M8020206	New Fare Payment Equipment	Construction	\$33,434,305	0	1.11	▲	0	■	G
<b>Rolling Stock</b>									
<b>Rail Cars</b>									
<b>MNR M8 Fleet Purchases</b>									
M6010102	M-8 New Haven Line Purchase	Construction	\$217,116,915	85	.99	■	0	■	G
M7010102	M-8 Fleet Purchase	Construction	\$117,375,862	85	.99	■	0	■	G
<b>M42 Dual-Mode Locomotives</b>									
M7010101	Locomotive Purchase	Construction	\$271,650,724	0	1.05	■	0	■	G
M8010102	Locomotive Replacement	Construction	\$135,783,598	0	.56	■	0	■	G
<b>Purchase of R211 B-Division Cars - Kawasaki</b>									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	10	1.00	■	0	■	R
T7010101	Purchase 440 B-Division Cars	Construction	\$1,408,461,900	24	1.00	■	0	■	R
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$79,905,106	15	1.00	■	0	■	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	5	1.00	■	0	■	G
<b>NYCT and SIRTOA Flat Cars</b>									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	3	1.00	■	0	■	G
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	15	1.00	■	0	■	G
<b>All Other Rolling Stock</b>									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$28,889,741	21	.96	■	0	■	G
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	45	1.00	■	0	■	G
T7130211	Purchase Locomotives	Construction	\$256,092,473	43	1.00	■	0	■	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	49	1.00	■	0	■	G

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<b>Cross Agency</b>									
<b>Rolling Stock</b>									
<b>Rail Cars</b>									
<b>All Other Rolling Stock</b>									
L70101ME	M-9 Procurement (110 Cars)	Construction	\$377,017,225	82	1.01	▬	3	▲	R
<b>Buses</b>									
<b>Purchase of 470 Battery Electric Buses</b>									
T8030203	Purchase 90 Articulated Electric Buses	Design	\$156,243,600	21	.95	▼	1	▲	G
T8030214	Bus Purchase Design	Design	\$350,000	21	1.00	▬	1	▲	G
<b>Purchase of 60 Battery Electric Buses - New Flyer</b>									
T7030216	Purchase 45 Standard Electric Buses	Construction	\$56,662,073	6	1.02	▼	0	▬	R
T8030213	Purchase 15 Standard All-Electric Buses	Construction	\$23,758,359	2	1.07	▬	0	▬	R
<b>Purchase of 289 Diesel Buses - New Flyer</b>									
U8030218	173 Standard Diesel Buses	Construction	\$149,359,420	0	1.00	▬	0	▬	G
U8030227	116 Standard Diesel Buses (New Flyer)	Construction	\$101,308,089	0	1.00	▬	0	▬	G
<b>Automated Fuel Mgmt System Upgrade - 27 Depots</b>									
T7120418	Automated Fuel Management System Upgrade	Construction	\$1,971,228	20	1.00	▬	0	▬	G
T8120406	Automated Fuel Management System: 15 Depots	Construction	\$6,745,963	7	1.00	▬	0	▬	G
U8030222	Automated Fuel Management System Upgrade	Construction	\$3,404,848	0	1.00	▬	0	▬	G
<b>Purchase of 135 Diesel Buses - Nova</b>									
U7030219	Purchase 25 Standard Diesel Buses	Construction	\$16,419,960	4	.97	▬	2	▲	G
U8030216	Purchase 25 Standard Diesel Buses	Construction	\$18,100,000	0	1.00	▬	2	▲	G
U8030217	Purchase 85 Standard Diesel Buses	Construction	\$61,917,132	0	1.00	▬	0	▬	G
<b>All Other Rolling Stock</b>									
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$9,323,503	17	1.00	▬	0	▬	G
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$59,502,804	34	1.00	▬	0	▬	R

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<b>Cross Agency</b>									
<b>Rolling Stock</b>									
<b>Buses</b>									
<b>All Other Rolling Stock</b>									
T8030209	Purchase 209 Standard Diesel (Nova)	Construction	\$141,211,796	88	1.00	▬	3	▲	R
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	\$10,581,362	4	1.00	▬	0	▬	R
T8030231	Electric Bus Charging Infrastructure Ph 2+3 DES	Design	\$7,423,899	0	.00	▬	0	▬	G

### Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 170 active projects composed of 291 sub-projects, with a budget of \$10B, including 55 projects composed of 117 sub-projects in construction (\$5B).

- The C&D Infrastructure Business Unit is responsible for all infrastructure construction projects on the NYC Transit and SIR – Staten Island Railway network. This includes line structures (e.g., tunnels, bridges), line equipment (e.g., lighting, pumps, ventilation plants) power substations and cabling, shops and facilities that are essential to NYCT’s and SIR’s operation.
- Notable projects under construction include Sandy Mitigation: Steinway Tube; Overcoating Jamaica Line; Tiffany Central Warehouse and Substation Renewals

The IEC’s Traffic Light Report currently tracks 129 projects/subprojects (ACEPs) in the Infrastructure BU. Of those, 19 tasks (15%) were flagged red, representing 10 projects. The reports below describe why these tasks were flagged, and what C&D is doing to remediate, if anything.

### **Infrastructure BU Response to the IEC Traffic Light Report**

#### Individual project descriptions

<b>T7090202: Substation Renewal - Avenue Z – Culver Line</b>		
<b>Project Budget at Award: \$32.3M</b>	<b>Current Budget: \$32.2M</b>	<b>EAC: \$32M</b>
<b>Substantial Completion at Start: September 2021</b>	<b>Current Substantial Completion: January 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 92%</b>

This substation renewal will improve reliability of train services by furnishing adequate electrical power along the Culver Line right of way. The scope includes the removal and disposal of an existing mercury arc rectifier, installation of a power silicon rectifier, liquid filled transformer, AC high tension switchgear, DC switchgear and associated equipment, new Con Edison high tension service, and replacements of associated facilities.

During the third quarter 2023, the substantial completion date was extended a further four months, from August 2023 to December 2023. Con Edison initially did not provide full comments multiple times, resulting in unnecessary iterations of document reviews (drawings, test reports, and test procedures) which was a factor in the delay in testing and commissioning the high-tension switchgear.

The inability to commission the switchgear impacted the termination of the new Traction Power cables and subsequent decommissioning and removal of existing Traction Power equipment and Circuit Breaker House. The Con Edison feeder will be installed, and remaining work will be completed by January 2024, an additional month slip.

<b>T8120304: Roof Topping and Expansion Joints Replacement at Michael J Quill Depot</b>		
<b>Project Budget at Award: \$12.1M</b>	<b>Current Budget: \$12.1M</b>	<b>EAC: \$12.1M</b>
<b>Substantial Completion at Award: September 2023</b>	<b>Current Substantial Completion: January 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 95%</b>

This project’s scope will replace over-aged or deteriorated sections of roof deck, concrete curb, and expansion joints in kind. The project was designed to be completed in four phases because the buses are in service 24/7 and parked both on the roof and inside the depot.

During the third quarter 2023, the substantial completion date was extended four months, from September 2023 to January 2024. After awarding the contract, December 2022, the operating group at the depot indicated to C&D that the roof area will be available for construction by the beginning of April 2023. C&D was later informed DOB was having difficulty securing a temporary parking lot to store a portion of the buses while the work is carried out. The contractor has completed approximately 95% of the contractual work and is working extended hours to mitigate any further delays.

<b>T7120307: Roof, Office, HVAC at Fresh Pond Depot – managed by NYPA</b>		
<b>Project Budget at Design Start: \$14.9M</b>	<b>Current Budget: \$14.9M</b>	<b>EAC: \$14.9M</b>
<b>Substantial Completion at Start: June 2022</b>	<b>Current Substantial Completion: December 2023</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 95%</b>

This project will provide all labor, materials, tools, and equipment necessary for complete major work elements of this project. The work shall include but not limited to the following:

- Replace the existing HVAC system including Heat Recovery Units, HVAC units, exhaust fans, etc.
- Provide all necessary structural design, specification, procurement, and installation required to support new HVAC system equipment.
- Provide a new Building Management System including Demand Control Ventilation.
- Provide power, new controls for the HRU's and other HVAC equipment, as required.

During the third quarter 2023, the substantial completion date was delayed a further three months, from September 2023 to December 2023, due to the contractor inability to submit the fire alarm matrix and fire alarm testing procedures for review by the Office of System Safety (OSS), in a timely manner. These documents are prerequisites for final inspection. To mitigate further delays, NYPA has replaced the original fire alarm subcontractor with a new contractor who submitted the required documents, which have been approved. OSS will perform the final inspection later this month to achieve SC.

<b>T7120306: Generator at Yukon Depot - managed by NYPA</b>		
<b>Project Budget at Award: \$11.8M</b>	<b>Current Budget: \$11.8 M</b>	<b>EAC: \$11.8M</b>
<b>Substantial Completion at Start: February 2022</b>	<b>Current Substantial Completion: December 2023</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 95%</b>

This project will provide all labor, materials, tools, and equipment necessary to complete major work elements of this project. The scope includes the replacement of the existing 300KW emergency standby generator with a new 1MW generator and existing equipment in the Electrical Distribution Room (EDR).

During the third quarter 2023, the substantial completion date was delayed a further four months, from August 2023 to December 2023, due to change in scope. After the contractually specified sprinkler heads were installed in the generator room, the user group expressed concerns with maintenance. NYPA then agreed to utilize heat sensors instead of a sprinkler system. This is an element of the Fire alarm system that needs to be inspected and approved by OSS and EMD. There has been a lack of responses and communication from NYPA’s contractor



involved with the installation of the heat sensors. There were also delays in the submission of documents (Matrix; Testing procedures; Riser diagram as built; Layout drawings as built; Panel wiring diagrams as built) for OSS review and comment. NYPA has directed the contractor to start performing the remaining work immediately to meet the revised completion date of December 2023.

<b>Bundled Contract – Montague-Furman Substation</b>		
<b>Project Budget at Award: \$10.3M</b>	<b>Current Budget: \$10.9M</b>	<b>EAC: \$9.8M</b>
<b>Substantial Completion at Award: June 2022</b>	<b>Current Substantial Completion: September 2023 (A)</b>	
<b>Trigger: Cumulative Schedule Delay</b>	<b>Phase: Construction</b>	<b>Phase Complete: 100%</b>

This bundled contract includes the following ACEPs:

- ET090304: Sandy Mitigation: Montague-Furman Substation - Broadway Line
- T6090218: Montague-Furman Substation - Low Tension Switchgear

This contract entails the replacement of two high-tension switchgears and installing flood mitigation measures (watertight manhole covers and watertight duct seal) at the Montague Furman Substation. The project’s scope requires that Con Edison de-energize high tension (Primary) feeders for the contractor to remove existing air blast switchgears and construct the new flood brace columns and elevated platform for the new vacuum switchgear.

Over the second and third quarters 2023, the substantial completion date was extended a total of four months, from May 2023 to September 2023, due to a Con Edison moratorium on feeder outages. The contractor completed the installation of the new switchgear, but the Con Edison energization of the switchgear could not occur because this activity fell within the Con Ed restricted summer embargo. In accordance with Con Ed summer embargo, no feeder outages are permitted because of high electricity usage conditions.

<b>T8160706: EMD Facility: Hoyt- Schermerhorn Station – Fulton Line</b>		
<b>Project Budget at Award: \$ 14.0M</b>	<b>Current Budget: \$14.6M</b>	<b>EAC: \$17.4M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: March 2024</b>	
<b>Trigger: Cost and Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 71%</b>

This is an In-house Capital Construction (ICC) project. The project will reconfigure the existing facility on the mezzanine level of Hoyt-Schermerhorn Station and upgrade systems for EMD personnel use. This contract’s scope includes reconfiguring the mezzanine level for EMD Employee Facility, locker rooms, training room, roll call room, and lunchroom, management offices, upgrade fire alarm and sprinklers, install new HVAC System, upgrade communication equipment, new furniture, relocation of electrical panels and equipment including conduits inside the fan plant for a future elevator project, and new mechanical and ejector rooms at the platform level.

During the third quarter of 2023, there was a budgetary shortfall of \$2.8M and a further eight-month delay to the Substantial Completion date, from July 2023 to March 2024, due to manpower shortages of ICC and EMD personnel, and delay in procurement of materials. Regarding procurement of material (Dry cooler silencers, CISCO switch and control panels sensors), 80% of the required material has been received. To manage the current schedule for material procurement, MTA C&D has arranged for the Maintenance Department to provide the remaining materials, if the materials needed are delayed further. If this occurs, the materials will be returned to Maintenance upon receipt from the supplier.



ICC resource issue has been escalated to senior management of the Department of Subways and MTA C&D. Weekly meetings are ongoing to track job progress and expedited responses to field conditions (location of data ports/jacks, additional sprinkler heads, and relocation of some furniture) to mitigate any further delay.

<b>Bundled Contract – Bus Radio System</b>		
<b>Project Budget at award: \$257M</b>	<b>Current Budget: \$315M</b>	<b>EAC: \$346M</b>
<b>Substantial Completion at Award: January 2021</b>	<b>Current Substantial Completion: August 2024</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction</b>	<b>Phase Complete: 70%</b>

This bundled contract includes the following tasks (ACEPs):

- T6120403: Replace Bus Radio System
- T6120444 Repair of East New York Tower
- T81204110 Bus Radio CCM Contract
- U6030226 Bus Radio System
- U7030224 Repair of East New York Tower (MTAB)

This project will replace the existing radio system for NYC Transit and MTA Bus Company with a state-of-the-art digital Bus Radio System (BRS). The BRS project includes design and construction of base stations, retrofit of buses with the new equipment, and provision and setup of equipment at the new Bus Command Center (BCC) in East New York.

During the third quarter 2023, there was a budgetary shortfall of \$31M due to the need for additional C&D engineering and support staff. The latest unapproved budget modification allocates monies for Engineering Consultants, Engineering Force Account, TA Labor, Other BU (LIRR), consultant construction management services and contingency to cover additional expenses due to the extended duration of the project. Responsibility for delays is the subject of ongoing disputes.

<b>Bundled Contract: Duct Sealing &amp; Pump Room Hardening - Jerome &amp; Pelham Tubes</b>		
<b>Project Budget at start of Procurement: \$51.2M</b>	<b>Current Budget: \$51.2M</b>	<b>EAC: \$51.2M</b>
<b>Original Award date: June 2022</b>	<b>Current Award date: December 2023</b>	
<b>Trigger: Cumulative Schedule Delay</b>	<b>Phase: Procurement</b>	<b>Phase Complete: 95%</b>

This bundled contract includes the following ACEPs:

- ET060305: Sandy Mitigation: Fan Plant 2 Locations
- ET060336: Sandy Resiliency: 4 Pump Rooms (Jerome/Pelham Tube)

The purpose of this project is to flood harden the four pump rooms in the Jerome Pelham under-river tube. The scope includes a new motor control center, new automatic transfer switch, and deployable emergency generator platforms and associated electrical connection panel on the street level above Fan Plants in Manhattan and the Bronx.

Over the last two quarters, the project’s award date was delayed for three months, from September 2023 to December 2023, due to funding shortfall. C&D has been working on identifying the necessary funding source for construction since the 4<sup>th</sup> quarter of 2022. It was initially believed that funding would become available before

the 2<sup>nd</sup> Quarter of 2023. However, confirmation of funding did not come until September 2023. As a result, the award date has been delayed for three months over the last two quarters, to December 2023. In addition to the Sandy Capital Program funding, the required balance will come from the Core Capital Program.

<b>Bundled Contract-- Sandy Mitigation at Tiffany Central Warehouse</b>		
<b>Project Budget at award: \$62.2M</b>	<b>Current Budget: \$62.2M</b>	<b>EAC: \$62.5M</b>
<b>Substantial Completion at Award: August 2023</b>	<b>Current Substantial Completion: May 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 82%</b>

This bundled contract includes the following ACEPs:

- ET 160312: Sandy Mitigation at Tiffany Central Warehouse
- T 7160623: Tiffany Warehouse Exterior Wall Structural Repair
- T 7160627: Roof Replacement at Tiffany Central Warehouse

This project has two parts: Roof Replacement and Flood Mitigation/Resiliency measures at the Tiffany Central Warehouse. Replace roof and exterior concrete walls, and as part of the flood mitigation measures, demolish exterior precast concrete panels all around the building perimeter and replace them with new reinforced concrete walls and metal framing and siding above new concrete walls, provide deployable stop logs at all roll-up doors, reinforce all interior columns, replace all exiting windows, and replace all fire doors/emergency exists with new water-tight doors, provide French drain along the inside perimeter of the building with sump pumps, provide an auxiliary gas generator for emergency power, and reinstall electrical, communication, and fire alarm systems.

During the third quarter 2023, the substantial completion date was extended nine months, from August 2023 to May 2024 due to unforeseen field conditions. During demolition of the first section of concrete slab, the contractor discovered that the existing columns sat on top of the concrete slab and are not connected to the grade beam. A change order has been issued and negotiated with the contractor. The contractor and MTA C&D have agreed on time extension but have yet to agree on impact costs.

<b>U7030207: Storeroom and Depot Reconfiguration at La Guardia Depot</b>		
<b>Project Budget at award: \$7.4M</b>	<b>Current Budget: \$7.4M</b>	<b>EAC: \$7.4M</b>
<b>Substantial Completion at Award: July 2022</b>	<b>Current Substantial Completion: February 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 65%</b>

This project's scope includes rehabilitation and replacement of various facilities' components based on condition and funding at the LaGuardia and Baisley Park Depots

During the third quarter of 2023, the Substantial Completion date was delayed a further five months, from July 2023 to December 2023, due to the necessary upgrade of outdated network and communication equipment. The contract documents developed for the project were prepared in 2019 and the equipment listed in project Specifications no longer meet the requirements of MTA IT. And as such, the design consultant was requested to provide revised design documents for the installation of the new equipment model that will be compatible with existing systems. The project has slipped an additional two months to February 2024.

### NYCT Department of Subways Program Overview

NYCT Department of Subways conducts a range of in-house capital work, including tracks and switches, as well as employee facilities. The IEC’s Traffic Light Report flagged five Track project tasks (ACEP) in the NYCT DOS program.

NYCT often schedules track work to take advantage of General Orders already obtained for other projects, a practice known as piggy-backing. This saves resources for the agency and reduces service disruptions for our customers. Unfortunately, this dependence on other projects’ schedules makes the track program more vulnerable to schedule changes.

It should be noted that when there is no available track access for some projects, the in-house track workforces will schedule work at other locations where track access is available. The in-house track workforce has this flexibility to be opportunistic by shifting their resources to other locations that are track accessible assuming they have the material and resources on hand to do the work. Unlike the third-party contractors, schedule slippages do not result in cost impacts for the in-house program.

### **NYCT Department of Subways Response to the IEC Traffic Light Report**

#### Individual project descriptions

<b>T8050208: 2020 Mainline Track Replacement – Flushing Line</b>		
<b>Project Budget at award: \$59.9M</b>	<b>Current Budget: \$59.9M</b>	<b>EAC: \$59.9M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: March 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 92%</b>

This project will reconstruct segments of mainline tracks, along the Flushing Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third quarter 2023, the Substantial Completion date was extended five months, from October 2023 to March 2024, due to Willets Point DOT work being prioritized and minimizing track access.

<b>T8050232: 2021 Mainline Track Replacement – Jamaica Line</b>		
<b>Project Budget at award: \$27.0M</b>	<b>Current Budget: \$27.0M</b>	<b>EAC: \$27.0M</b>
<b>Substantial Completion at Award: August 2022</b>	<b>Current Substantial Completion: March 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 76%</b>

This project will reconstruct segments of mainline tracks, along the Jamaica Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third quarter 2023, the Substantial Completion date was extended four months, from November 2023 to March 2024, due to lack of G.O. availability.

<b>T8050237: 2021 Mainline Track Replacement – Lenox- White Plains Road Line</b>		
<b>Project Budget at award: \$8.1M</b>	<b>Current Budget: \$8.1M</b>	<b>EAC: \$8.1M</b>
<b>Substantial Completion at Award: April 2022</b>	<b>Current Substantial Completion: March 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 59%</b>

This project will reconstruct segments of mainline tracks, along the Lenox – White Plains Road Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third quarter 2023, the Substantial Completion date was extended seven months, from October 2023 to May 2024, due to the long lead time required for tapered ties.

<b>T8050250: 2022 Mainline Track Replacement – Brighton Line</b>		
<b>Project Budget at award: \$33M</b>	<b>Current Budget: \$33M</b>	<b>EAC: \$33M</b>
<b>Substantial Completion at Award: April 2023</b>	<b>Current Substantial Completion: April 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 28%</b>

This project will reconstruct segments of mainline tracks, along the Brighton Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third quarter 2023, the Substantial Completion date was extended six months, from October 2023 to April 2024, due to the Culver CBTC project being prioritized for track access. Please note the milestones will be delayed again once the last location in this project is scheduled.

<b>T8050268: 2023 Mainline Track Replacement – 6<sup>th</sup> Ave/Culver Line</b>		
<b>Project Budget at award: \$52.9M</b>	<b>Current Budget: \$52.9M</b>	<b>EAC: \$102.6M</b>
<b>Substantial Completion at Award: April 2024</b>	<b>Current Substantial Completion: May 2024</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction</b>	<b>Phase Complete: 63%</b>

This project will reconstruct segments of mainline tracks, along the 6th Ave/Culver Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third quarter 2023, there was a budgetary shortfall of \$50M due to a change in scope. Work from the 2024 program was advanced to take advantage of track access availability. The budget for this project will be increased to account for the new work once the funds are reallocated from deferred projects.

**Railroad Business Unit – LIRR Program Overview**

The Railroad Business Unit, currently oversees 85 active LIRR projects with a budget of \$3B, including 46 projects in construction. Notable projects under construction include ADA Stations Package 1, Hall Interlocking, and Queens Interlocking. Non-C&D LIRR projects tracked by the LIRR BU include 58 active projects with a budget of \$1.5 B. (51 in construction, \$1.2 B).

The IEC’s Traffic Light Report currently tracks 56 projects/subprojects (ACEPs) in the Railroad BU - LIRR. Of those, 4 tasks (7%) were flagged red, representing four projects. The reports below describe why these projects were flagged, and what C&D is doing to remediate.

**Long Island Rail Road Response to the IEC Traffic Light Report**
**Individual project descriptions**

<b>L70304WU: Jamaica Capacity Improvements Phase 2 - Signals - Third Party Design</b>		
<b>Project Budget at design start: \$42.4M</b>	<b>Current Budget: \$42.4M</b>	<b>EAC: \$42.4M</b>
<b>Design Completion at Award: August 2023</b>	<b>Current Design Completion: December 2023</b>	
<b>Trigger: Schedule</b>	<b>Phase: Design</b>	<b>Phase Complete: 80%</b>

The purpose of this project is to provide Signal Checker Services for the Jamaica Capacity Improvements (JCI) Phase 2 Design Project, which will be composed of improvements and state-of-good repair upgrades to the Jamaica facility infrastructure, including plant, track, power, systems, and signals and communications.

During the Third Quarter of 2023, the design completion date was revised, from August 2023 to December 2023, because of modifications to the layouts and crossover U89, additional reviews of the finalized signal system design and submittals beyond the contract allowance. Therefore, the CCM will have to provide out-of-scope reviews of Signal Supervisory Dispatch X Modifications TSOW for JCI Phase 2 Design Project as well as additional design work in support of JCI.

<b>L8020418: Mets-Willets EIC Facility Relocation</b>		
<b>Project Budget at award: \$28.7M</b>	<b>Current Budget: \$28.7M</b>	<b>EAC: \$28.7M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: April 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 50%</b>

The primary objective of this project is to relocate LIRR Extraordinary Interior Cleaning (EIC) Facility from Mets-Willets Point Station to Ronkonkoma Yard. The current EIC operation at Mets-Willets Point Station was supposed to be temporary and relocated back to West Side Yard (WSY) by the overbuild developer prior to the Mets-Willets Point Station project. Due to the placement of new overhead structures by the developer at WSY the EIC operation cannot be relocated back. As directed by the executive leadership the new EIC operation will be moved to Ronkonkoma Yard.

During the Third Quarter of 2023, the forecasted Substantial Completion date was revised eight months, from August 2023 to April 2024, due to long lead times for canopy steel. The canopy steel was delivered in November and no further delays are anticipated.

<b>L8020419: Northport Station Improvements</b>
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<b>Project Budget at award: \$18.8M</b>	<b>Current Budget: \$11.1M</b>	<b>EAC: \$11.8M</b>
<b>Substantial Completion at Award: August 2023</b>	<b>Current Substantial Completion: December 2023</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 70%</b>

The purpose of this project is to replace the passenger platform at Northport Station. The project will provide a new platform and railings, as well as installing new shelter sheds, ADA ramp, boiler room, and a new plaza area.

During the Third Quarter of 2023, the forecasted Construction complete date was revised, from August 2023 to November 2023, due to poor management by the contractor. They did not complete various scope items as scheduled, in addition there have been numerous deficiencies in the quality of work. Multiple meetings have been held with the contractor’s principals and letters written conveying our concerns regarding the lack of management and schedule. Subsequent to the reporting period, the completion date was extended an additional month to December 2023.

<b>L8030103: Yard Track Rehab</b>		
<b>Project Budget at award: \$8.0M</b>	<b>Current Budget: \$8.0M</b>	<b>EAC: \$8.0M</b>
<b>Substantial Completion at Award: April 2022</b>	<b>Current Substantial Completion: December 2023</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 76%</b>

The purpose of this project is to replace various track assets that need to be replaced due to worn infrastructure. These assets include ties, switch timbers, rail, drainage, surfacing, and switch components. This project will allow LIRR Yard Tracks to meet operational demands and additional train storage. Funding for this project was increased in the first quarter of 2023 and the additional time was necessary to perform the work.

During the Third Quarter of 2023, the forecasted Construction complete date was revised four months, from July 2023 to November 2023, due to Track Department resources being diverted to revenue service track obligations, such as the Van Wyck project and mainline track tie installation. Subsequent to the reporting period the project slipped an additional month to December.

**Bridges and Tunnels Business Unit Program Overview**

The Bridges and Tunnels Business Unit currently oversees 57 active projects (design, procurement construction and construction closeout) with a budget of \$4.67B, including 18 projects in construction, with a budget of \$1.43B. Significant upcoming projects planned for award in either late 2023 or in 2024 include the Structural Retrofit of the Suspended Spans at the Robert F. Kennedy Bridge, Tower Fender Replacement and Tower Painting work at the Throgs Neck Bridge, Main Cable Dehumidification at the Verrazzano Narrows Bridge and Reconstruction of the Brooklyn Upper-Level Ramps at the Verrazzano Narrows Bridge, totaling approximately \$1.4B.

The IEC’s Traffic Light Report currently tracks 26 B&T projects/subprojects (ACEPs) spanning two capital programs. Of those, 1 project under B&T’s management was flagged red. The report below describes the circumstances surrounding the actions taken by the B&T Business Unit in executing this project.

**B&T BU Response to the IEC Traffic Light Report**

**Individual project description**

<b>D807RKPT: Robert Kennedy Bridge Facility-Wide Painting Program - Phase 2</b>		
<b>Project Budget at award: \$23.1M</b>	<b>Current Budget: \$23.1M</b>	<b>EAC: \$17.2M</b>
<b>Substantial Completion at Award: July 2023</b>	<b>Current Substantial Completion: December 2023</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 86%</b>

This project will provide construction services for RK-PT Phase II cleaning and painting of the Queens Approach (QAP), East River Suspended Span Towers Overcoating, and repairs to the drainage system at the Robert F. Kennedy Bridge.

The original contract included painting of the QAP. To complete this work the contractor installed a work platform from which to perform the work while minimizing impacts to parkland below. The 2022 Biennial Bridge Inspection identified portions of the drainage system on the QAP in need of repair to mitigate safety risks to the park areas below the bridge. These repairs were issued as a change order to the contract to take advantage of the already installed work platform and minimize the costs of these repairs. The costs for the drainage repairs were partially offset by contract credits resulting in a minor increase to the overall contract.

In addition, to facilitate upcoming work on the suspended span (planned to begin in early 2024), the overcoat painting of the suspended span towers was advanced into 2023 and added to this contract. Since the contractor was already mobilized and performing similar painting on the Queens approach, MTA was able to negotiate a competitive price for the work of overcoat painting of the suspended span towers. The painting work was added to the contract at no additional cost utilizing an in-contract allowance for unforeseen field conditions. During the third quarter 2023 the Substantial Completion date was extended five months, from July 2023 to December 2023, to allow time for completion of the drainage repairs and additional painting work. No additional delays are expected, the project will be completed on schedule by the extended substantial completion date.



**LIRR Rail Car Procurement Response to the IEC Traffic Light Report**
**Individual project descriptions**

<b>L70101ME: M-9 Procurement (110 Cars)</b>		
<b>Project Budget at award: \$349.5M</b>	<b>Current Budget: \$370.1M</b>	<b>EAC: \$377.0M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: May 2024</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 87%</b>

The purpose of this project is to continue fleet purchases to support the increased car requirements needed to support the newly expanded service to Grand Central Madison.

During the Third Quarter of 2023, the forecasted production completion date was extended three months, from September 2023 to December 2023, due to workmanship issues, poor quality, and management performance. Examples include rust and contamination found in the undercar air brake pipes on numerous cars, batteries being unbalanced due to poor maintenance of the batteries which requires rebalancing by the manufacturer, and flooring issues due to improper installation. Subsequent to the reporting period, the completion date was extended, an additional five months, to May 2024.



**Bus Procurements Response to the IEC Traffic Light Report**
**Individual project descriptions**

<b>T8030209: Purchase 209 Standard Diesel (Nova)</b>		
<b>Project Budget at award: \$141.2M</b>	<b>Current Budget: \$141.2M</b>	<b>EAC: \$141.2M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: October 2023 (A)</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 100%</b>

The purpose of this project is the purchase of 209 standard diesel buses by MTA NYC Transit. The buses will be used for the replacement of the fleet throughout the City that are beyond their useful life. The buses have been designed to operate in revenue service for a useful life of 12 years or 500,000 miles and will meet Environmental Protection Administration emission standards as well as Americans with Disabilities Act standards. The work is being performed in Plattsburgh, NY.

During the third quarter 2023, the Substantial Completion date was further delayed three months, from July 2023 to October 2023, due to the installation of the back ordered parts taking longer than expected. The last of the 209 buses was delivered in October and is now in revenue service.



**Projects in CPC’s Risk-Based Monitoring Program  
(3<sup>rd</sup> Quarter 2023 Traffic Light Report – Period Ending June 30, 2023)**

The following projects in CPC’s Risk-based Monitoring Program are currently reported on by the responsible MTA Business Unit in accordance with the CPC Work Plan schedule and are continually monitored by the Independent Engineering Consultant. Monitored projects from multiple Capital Programs are included in the Quarterly Traffic Light Report. The list is subject to periodic review and adjustment by the MTA.

**Projects in CPC's Risk-Based Monitoring Program**

Capital Programs			Project
2010-14	2015-19	2020-24	
<b>Integrated Capital Projects</b>			
	X	X	Second Avenue Subway - Phase 2
	X	X	Penn Station Access
<b>Signals and Communications</b>			
X			Communications Based Train Control - Queens Blvd. West- Phase 1
		X	Communications Based Train Control – Queens Blvd East
	X		Communications Based Train Control – 8 <sup>th</sup> Ave Line
		X	Communications Based Train Control – Crosstown Line
	X		Communications Based Train Control – Culver Line
X	X		Replace Bus Radio System
<b>Subway Car, Bus, and Rolling Stock Procurement</b>			
	X	X	New Subway Car Procurement
	X	X	New Bus Procurement
	X	X	Commuter Rail Road Rolling Stock Procurement
<b>Passenger Stations Program</b>			
	X		OMNY New Fare Payment System – Phase 2
	X		ADA 149 <sup>th</sup> St/Tremont Ave Stations
	X	X	ADA Accessibility Package 1
		X	ADA Accessibility Packages 2, 3, and 4
		X	ADA 68 <sup>th</sup> St / Hunter College
		X	ADA Borough Hall / Water Condition Remediation
		X	Flushing Line Station Renewals



**Projects in CPC’s Risk-Based Monitoring Program  
(3<sup>rd</sup> Quarter 2023 Traffic Light Report – Period Ending June 30, 2023)**

<b>Capital Program</b>			<b>Project</b>
<b>2010-14</b>	<b>2015-19</b>	<b>2020-24</b>	
<b>Infrastructure / Shops and Yards</b>			
		X	Jamaica Bus Depot
		X	Rockaway SGR-Hammels Wye / ROW / Elevated Structure
<b>Line Structures and Track</b>			
X			Jamaica Capacity Improvements Phase 1
		X	Jamaica Capacity Improvements Phase 2
<b>Sandy Program</b>			
Sandy Program			207 <sup>th</sup> Street Yard Long Term Perimeter Protection
	X		Sandy Mitigations - Coney Island Yard
	X		Corona Yard Flood Mitigation
<b>Commuter Railroads</b>			
		X	LIRR – 9 Stations Accessibility
		X	MNR – GCT Trainshed Rehabilitation
		X	MNR – Park Avenue Viaduct Replacement

# Third Quarter 2023 TLR Summary

- This quarter a total of 509 projects were reviewed in the TLR:
  - 37 in Design
  - 10 in Post-Design to Construction
  - 462 in Construction
- Of these:
  - 401 (79%) were designated Green
  - 77 (15%) triggered variances in prior quarters
  - 31 ( 6%) were designated Red

Of the 31 projects that triggered a Key Performance Indicator (KPI) this quarter, 23 were for Schedule variances, 7 for Cost and 1 was for both Cost and Schedule. Of the 31 projects, 28 are in Construction, 2 are in Procurement and 1 is in Design.

- For every project with a variance, C&D prepared a brief report that summarizes the project issues encountered and the actions taken this quarter. The IEC reviewed the report content and worked with project teams and Business Units in preparation of the final variance reports.
- This quarter, 25 Bridges and Tunnels projects were reviewed for Cost and Schedule variances. Only 1 project triggered a variance and 24 were Green.
- Year to date, B&T projects continue to perform well and have had positive results in the TLR, triggering just 1 variance over the prior 12 quarters. This can be attributed to good project planning, proactive management decisions and responsive project teams.

## **Contracts Department**

**Evan Eisland, Executive Vice President and General Counsel**

**PROCUREMENT PACKAGE  
December 2023**

## PROCUREMENTS

The Procurement Agenda this month includes 18 actions for a proposed expenditure of \$ 1.6B.

# Staff Summary

<b>Subject</b> Request Authorization for Several Procurement Actions					
<b>Contracts Department</b>					
Evan Eisland, Executive Vice President and General Counsel					
<b>Board Action</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		

<b>Date:</b> December 15, 2023			
<b>Internal Approvals</b>			
	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)	13	\$1,592,007,751
SUBTOTAL	13	\$1,592,007,751

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts	2	\$ 47,030,242
SUBTOTAL	2	\$ 47,030,242

MTA Construction & Development proposes to award Ratifications in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
K. Ratification of Completed Procurement Actions	3	\$ 10,142,386
SUBTOTAL	3	\$ 10,142,386
<b>TOTAL</b>	<b>18</b>	<b>\$1,649,180,379</b>

**Budget Impact**

The approval of these procurement actions will obligate capital funds and operating funds in the amounts listed. Funds are available in the capital program and operating budget 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.



December 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.)

- |           |   |                      |                                      |
|-----------|---|----------------------|--------------------------------------|
| <b>1.</b> | <b>RCC/GCCOM, A Joint Venture<br/>Contract No. 6501</b> | <b>\$ 10,565,240</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for the replacement of the Webster Avenue Bridge.

- |             |   |                       |                                      |
|-------------|---|-----------------------|--------------------------------------|
| <b>2-3.</b> | <b>ECCO III Enterprises, Inc.<br/>Contract No. A37130</b> | <b>\$ 286,131,000</b> | <b><u>Staff Summary Attached</u></b> |
|-------------|---|-----------------------|--------------------------------------|

<b>Modern Elevator Installations Inc. Contract No. TBD</b>	<b>\$ 9,563,360</b>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for Americans with Disabilities Act improvements at the Broadway Junction Station in the Borough of Brooklyn. Board approval is also requested to award a long-term elevator maintenance contract.

- |           |   |                      |                                      |
|-----------|---|----------------------|--------------------------------------|
| <b>4.</b> | <b>E-J Electric Installation Co.<br/>Contract No. AW-73</b> | <b>\$ 40,500,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services to overhaul and replace the facility monitoring and safety systems at the Hugh L. Carey Tunnel and Queens Midtown Tunnel.

- |           |   |                      |                                      |
|-----------|---|----------------------|--------------------------------------|
| <b>5.</b> | <b>Boyce Technologies, Inc.<br/>Contract No. C52174</b> | <b>\$ 54,779,545</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for closed circuit television systems for passenger identification on the New York City Transit system.

- |           |  |                       |                                      |
|-----------|--|-----------------------|--------------------------------------|
| <b>6.</b> | <b>Skanska USA Civil Northeast, Inc.<br/>Contract No. E30647</b> | <b>\$ 145,820,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--|-----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for replacement of escalators at 6 New York City Transit stations.

- |             |  |                       |                                      |
|-------------|--|-----------------------|--------------------------------------|
| <b>7-8.</b> | <b>Forte-Gramercy JV<br/>Contract No. E34054</b> | <b>\$ 191,830,000</b> | <b><u>Staff Summary Attached</u></b> |
|-------------|--|-----------------------|--------------------------------------|

<b>Mid-American Elevator Co., Inc. Contract No. TBD</b>	<b>\$ 81,300,000</b>
---	----------------------

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for replacement of elevators at 17 New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.

9. **American Bridge/Commodore JV** \$ 409,912,888 **Staff Summary Attached**  
**Contract No. RK-19A**

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for the structural rehabilitation of the East River suspended spans and anchorages of the Robert F. Kennedy Bridge and new shared use paths.

10. **L.K. Comstock & Company, LLC** \$ 78,755,000 **Staff Summary Attached**  
**Contract No. S32288**

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for emergency alarm systems at New York City Transit stations and substations.

- 11-12. **Trevcon Construction Co., Inc.** \$ 153,875,200 **Staff Summary Attached**  
**Contract No. TN-87C/TN-PT**

- Mid-American Elevator Company, Inc.** \$ 450,000  
**Contract No. TBD**

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for tower fender protection and tower painting at the Throgs Neck Bridge. Board approval is also requested to award a three-year elevator maintenance contract.

13. **Ahern Painting Contractors, Inc.** \$ 128,525,518 **Staff Summary Attached**  
**Contract No. VN-PT/VN-12 Phase 2**

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for tower painting, lighting, and electrical upgrades at the Verrazzano-Narrows Bridge.

**Procurements Requiring Majority Vote:**

- Schedule H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**  
 (Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary threshold required for Board approval.)

14. **Schindler Elevator Corporation** \$ 5,873,056 **Staff Summary Attached**  
**Contract No. VM014**

MTA Construction and Development requests Board approval to enter into a modification to provide continued maintenance of elevators and escalators in Grand Central Madison for up to six additional months.

15. **George S. Hall, Inc.** \$ 41,157,186 **Staff Summary Attached**  
**Contract No. VS250**

MTA Construction and Development requests Board approval to enter into a modification to provide continued maintenance services and operation of assets at Grand Central Madison for up to six additional months.

# Staff Summary

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

Item Number 1					
Department, Department Head Name: Delivery, Andrew Wilson, Vice President, LIRR Business Unit					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
RCC-GCCOM JV	6501
<b>Description</b>	
Design-Build Services for Webster Avenue Bridge Replacement	
<b>Total Amount</b>	
1. Design-Build Contract:	\$10,565,240
2. Stipend Payments:	\$120,000
<b>Contract Term (including Options, if any)</b>	
617 Calendar Days	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to RCC/GCCOM, A Joint Venture LLC (“RCC-GCCOM”), a joint venture of Railroad Construction Company, Inc. and GCCOM Construction Company, Inc., a publicly advertised and competitively solicited contract for Design-Build services for the replacement of the Webster Avenue Bridge (the “Contract”). The Contract is in the amount of \$10,565,240 and for a duration of 617 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 \$40,000 to be paid to each of the three unsuccessful proposers for a total amount of \$120,000.

### DISCUSSION

The Webster Avenue Bridge spans the Long Island Rail Road Port Washington Branch in Manhasset, NY. It is severely deteriorated and poses a safety hazard to train operations on that line. The Contract provides for: (i) removal and disposal of the existing bridge structure, (ii) fabrication and installation of a new bridge, (iii) reconstruction of the adjacent roadway, sidewalks, and retaining walls and (iv) installation of catch basins and a new drainage system to prevent roadway drainage onto the track.

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

- RCC-GCCOM
- Civetta-Northeast JV
- DeFoe Corp. (“DeFoe”)
- El Sol Contracting/El Sol Enterprises JV (“El Sol JV”)

All four proposers submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts, and LIRR Engineering, first reviewed the technical proposals and heard oral presentations by each of proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, proposer qualifications and experience, management plan and other relevant matters. After evaluating the technical proposals, the selection committee opened the price proposals, which were as follows: RCC-GCCOM \$10,490,000; Civetta-Northeast JV: \$11,472,500; El Sol JV \$11,680,000; and DeFoe \$18,770,799.

After a thorough review of all cost proposals, the selection committee invited RCC-GCCOM for negotiations. Civetta-Northeast, El Sol JV and DeFoe were not invited to participate in negotiations. In addition to offering the lowest price, the RCC-GCCOM proposal had the highest technical rating providing for both a substantial reduction in MTA's costs associated with the Contract and significant reduction in the project schedule that rendered the other three proposers outside of the competitive range. The discussions focused on various cost elements, the proposed schedule, and adjustment to insurance liability requirements. Following these discussions, RCC-GCCOM submitted its Best and Final Offer ("BAFO") of \$10,565,240, reflecting a \$75,240.00 increase due to the adjustments to insurance requirements.

Based upon its review of RCC-GCCOM's BAFO and technical proposal, the selection committee unanimously recommends RCC-GCCOM for award. RCC-GCCOM's proposal, in addition to having the lowest cost provides for the elimination of one weekend track outage, a reduction in the project schedule by 103 days, a decrease in the number of required LIRR transportation flaggers by 215 days, and the elimination of the need to relocate overhead power lines. These proposed reductions will result in savings to the MTA. RCC-GCCOM also 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. Based on the foregoing, RCC-GCCOM's BAFO of \$10,565,240 is deemed to be fair and reasonable.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

The MTA Department of Diversity and Civil Rights has established 15% MBE, 15%WBE and 6% SDVOB goals for the Contract. RCC-GCCOM is committed to meet the required goal requirements. RCC-GCCOM has not recently completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time. Railroad Construction Company, Inc. has achieved its MBE/WBE/SDVOB goals on recently completed MTA contracts. GCCOM has not recently completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

#### **IMPACT ON FUNDING**

Funding for the Contract and stipends for the three unsuccessful proposers are included in the LIRR portion of the MTA's 2020-2024 Capital Program.

#### **ALTERNATIVES**

None recommended. 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 2-3					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	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
1. ECCO III Enterprises, Inc.	1. A37130
2. Modern Elevator Installations Inc.	2. TBD-Maintenance
Description	
ADA Upgrades and Circulation Improvements at Broadway Junction Complex	
Total Amount	
1. Design Build Contract	\$286,131,000
2. Long Term Elevator Maintenance Contract	\$9,563,360
3. Stipend	\$500,000
Contract Term (including Options, if any)	
1. A37310	1,344 Calendar Days
2. Maintenance Contract	15 years
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 checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input checked="" type="checkbox"/> Federal* <input type="checkbox"/> Other:	

\*Design Build Contract \*\*Maintenance Contract

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to ECCO III Enterprises, Inc. (“ECCO”) a publicly advertised and competitively solicited contract for Design-Build services for Americans with Disabilities Act (“ADA”) improvements at the Broadway Junction Station in the Borough of Brooklyn (the “Contract”). The Contract is in the amount of \$286,131,000 and for a duration of 1,344 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Modern Elevator Installations, Inc. (“Modern”) in the amount of \$9,563,360 and a duration of 15 years. 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 \$250,000 to be paid to each of the two unsuccessful proposers for a total amount of \$500,000.

### DISCUSSION

This Contract is one of a series of ADA projects in support of the MTA's commitment to make stations accessible. The Contract provides for ADA upgrades at the Broadway Junction Complex including installing new ADA-compliant elevators, replacing existing escalators, providing a new comfort station at NYC Parks – Callahan Kelly Playground and performing improvements to an MTA-owned parking lot located just south of the Broadway Junction Complex. C&D has also identified and seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract.

C&D will enter into a separate long-term Elevator Maintenance Contract for all maintenance, repairs, tests and inspections, callbacks and emergency services required to ensure optimum performance and longevity of the elevators and ancillary equipment. In order to ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment, and the subsequent maintenance thereof. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment that would not only withstand

the rigors of the New York City Transit (“NYCT”) system, but that would also take into consideration the elevator subcontractor’s ultimate responsibility for a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on achievement of Substantial Completion of the Design/Build Contract, and includes two options, each to extend the maintenance period for an additional five years.

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

- ECCO
- MLJ Contracting Corp (“MLJ”)
- Schiavone Construction Co. LLC (“Schiavone”)
- Skanska USA Civil Northeast Inc. (“Skanska”)

In response to the RFP, ECCO, MLJ and Skanska submitted technical and price proposals. Schiavone elected not to participate, citing, among other things, lack of capacity due to its commitments on other projects. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYC Transit Department of Subways – Division of Elevators & Escalators, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating the technical proposals, the selection committee thereafter opened the price proposals which were as follows: ECCO \$297,080,000; MLJ \$287,800,000; and Skanska \$297,387,000. For the long-term elevator maintenance contract, all three firms proposed Modern and the elevator maintenance cost proposal was the same in the amount of \$9,563,360.

The selection committee invited all three proposers for negotiations. Negotiations with the three proposers included detailed discussions of cost, as well as proposed design and construction approach. Following negotiations, each proposer was asked to submit their Best and Final Offers (“BAFOs”). The BAFOs submitted were as follows: ECCO \$286,131,000; MLJ: \$282,800,000; and Skanska \$293,590,000. The cost for the long-term elevator maintenance contract remained unchanged for all three firms.

The selection committee unanimously recommended ECCO for award of the Contract and Modern for the award of the long-term elevator maintenance contract. The selection committee determined that ECCO’s proposal offered the best value to the MTA in light of the quality of its technical proposal and its overall price and schedule savings. More specifically, ECCO proposed the shortest duration for achieving Substantial Completion (a savings of 117 days), reduced Authority-supplied services necessary for the project, and demonstrated the thorough experience of ECCO’s key personnel performing work of similar magnitude and scope. While not the lowest price proposal, the selection committee determined that the quality of ECCO’s technical proposal combined with its proposed schedule savings presented a better value to MTA because, among other reasons, its technical approach places the accessibility measures into service and available for public use four months earlier. ECCO’s BAFO of \$286,131,000 and Modern’s Proposal of \$9,563,360 are deemed to be fair and reasonable.

### **DBE/MBE/WBE/SDVOB INFORMATION**

The MTA Department of Diversity and Civil Rights has established a DBE goal of 22.5% for the Contract. ECCO is committed to meet the required goal requirements. ECCO has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Modern has not completed any MTA contracts with goals; therefore, no assessment of their performance can be determined at this time.

### **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. Funding for the Maintenance Contract is included in the NYCT operating budget.

### **ALTERNATIVES**

None recommended. 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 4					
Department, Department Head Name: Delivery, Joe Keane, SVP & Chief Engineer, B&T Business Unit					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
E-J Electric Installation Co.	AW-73
Description	
Design-Build Services for Overhaul and Replacement of Facility Monitoring and Safety Systems at the Hugh L. Carey Tunnel and Queens Midtown Tunnel	
Total Amount	
1. Design-Build Contract:	\$40,500,000
2. Stipend Payments:	\$150,000
Contract Term (including Options, if any)	
Thirty (36) Months	
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:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to E-J Electric Installation Co. (“E-J”) a publicly advertised and competitively solicited Design-Build contract to overhaul and replace the facility monitoring and safety systems at the Hugh L. Carey Tunnel and Queens Midtown Tunnel (the “Contract”). The Contract is in the amount of \$40,500,000 and for a duration of 33 months. 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 \$50,000 to be paid to each of the three unsuccessful proposers for a total amount of \$150,000.

### DISCUSSION

The Contract provides for Design-Build services to install or upgrade various elements of the security infrastructure at the tunnels and the integration of these new components into the existing MTA Bridges and Tunnels electronic security system. The work includes replacement or new installation of closed circuit television, access control, intrusion detection, and intercom systems, secondary monitoring of fire alarms and generators, and real-time digital traffic signs. E-J will also upgrade the power and communications systems necessary to support the new systems and equipment.

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

- E-J
- CRC Associates Inc. (“CRC”)
- Hellman Electric LLC (“Hellman”)
- TC Electric LLC (“TCE”)

All four firms submitted technical and price proposals in response to the RFP. The selection committee, consisting of representatives from C&D Delivery and Contracts and from MTA Bridges and Tunnels Maintenance Department first reviewed the technical proposals and heard oral presentations from each of the respondents. The selection committee evaluated the technical proposals utilizing the following pre-established selection criteria: design and construction, schedule, key personnel, management plan, safety and quality, past performance, diversity practices and other relevant matters.

After evaluating the technical proposals, the selection committee opened the price proposals, which were as follows: E-J \$44,760,000; CRC \$61,790,000; Hellman \$69,060,860; and TCE \$52,884,000. Based upon its review of the technical and price proposals, and discussions during the oral presentations, the selection committee invited E-J to participate in negotiations because it was both the highest rated technically and had the lowest cost and, taking these factors into account, the other proposals were not considered competitive. Following negotiations, E-J submitted its Best and Final Offer ("BAFO") of \$40,500,000.

The selection committee unanimously recommends E-J for the award of the contract. In addition to providing the lowest price, E-J provides the best value to the MTA based upon a combination of technical approach, price, and schedule. E-J's technical proposal provides a schedule that is three months shorter than the maximum duration permitted under the Contract. E-J'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 completed Design-Build projects of similar scope and magnitude.

E-J's BAFO of \$40,500,000 is deemed to be fair and reasonable.

In connection with previous contracts awarded to E-J, E-J was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in August 2018. No new significant adverse information has been found relating to E-J and E-J has been found to be responsible.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

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

#### **IMPACT ON FUNDING**

Funding for the Contract, and stipends for the three unsuccessful proposers, are included in the Bridges and Tunnels portion of the MTA's 2020-24 Capital Program.

#### **ALTERNATIVES**

None are recommended. MTA lacks the in-house technical personnel to perform the scope of work associated with the Contract.



# Staff Summary

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

Item Number 5					
Department, Department Head Name: Delivery, Mark Bienstock, Senior Vice President, Systems					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		
<b>Internal Approvals</b>					
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
Boyce Technologies, Inc.	C52174
Description	
Design-Build Services for CCTV for Passenger Identification on the New York City Transit System	
Total Amount	
1. Design-Build Contract:	\$54,779,545
2. Stipend Payments:	\$330,000
Contract Term (including Options, if any)	
1,214 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:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to Boyce Technologies, Inc. (“Boyce”) a publicly advertised and competitively solicited contract for Design-Build services for closed circuit television (“CCTV”) systems for passenger identification on the New York City Transit (“NYCT”) system (the “Contract”). The Contract is in the amount of \$54,779,545 and for a duration of 1,214 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 \$110,000 to be paid to each of the two unsuccessful proposers for a total amount of \$330,000.

### DISCUSSION

The Contract provides for the installation of CCTV cameras at the fare control areas of 106 NYCT stations, integration of those cameras into the network and the installation of new electrical subpanels in each station’s communications room. The scope also includes the installation of new network communication equipment, upgrades to existing network components, and the reconfiguration of existing power circuits in support of the new CCTV systems.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised, resulting in the submission of nine Statements of Qualifications which were evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, 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:

- Boyce
- Five Star Electric Corp. (“Five Star”)
- TAP Electrical Contracting Service, Inc. (“TAP”)
- TC Electric LLC (“TC Electric”)

In response to the RFP, all four firms submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts, and NYCT's Department of Subways – Maintenance of Way, first reviewed the technical proposals and heard oral presentations by each of the four 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 practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals, which were as follows: Boyce \$58,787,116; Five Star \$74,447,000; TAP \$69,686,000; and TC Electric \$79,815,000.

After reviewing the price proposals, the selection committee invited Boyce, Five Star and TC Electric for cost discussions and to identify factors that drove cost. TAP was not invited to negotiations because its technical proposal and oral presentation were not competitive with the other proposals and its schedule did not appropriately account for all required activities. Following these discussions, each of the three proposers were given the opportunity to submit a Best and Final Offer ("BAFO"). BAFOs were received from each as follows: Boyce \$54,779,545; Five Star \$67,970,000; and TC Electric \$74,311,300.

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 Boyce provided the best value to MTA, as it provided the lowest price and the shortest schedule – 27 days shorter than the schedule proposed by TC Electric, 153 days shorter than the schedule proposed by Five Star and 246 days shorter than the maximum duration permitted under the Contract. Boyce'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. Boyce's BAFO in the amount of \$54,779,545 is deemed to be fair and reasonable.

#### **DBE/MBE/WBE/SDVOB 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. Boyce is committed to meet the required goal requirements and their utilization plan is under review. Boyce has not recently completed any MTA contracts with goals; therefore, no assessment of their performance is available at this time.

#### **IMPACT ON FUNDING**

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

#### **ALTERNATIVES**

None recommended. 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 6					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
Skanska USA Civil Northeast Inc.	E30647
<b>Description</b>	
Design Build Services for Replacement of Escalators at NYCT Stations	
<b>Total Amount</b>	
1. Design-Build Contract:	\$145,820,000
2. Stipend Payments:	\$555,000
<b>Contract Term (including Options, if any)</b>	
1,063 Calendar Days	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to Skanska USA Civil Northeast Inc. (“Skanska”) a publicly advertised and competitively solicited contract for Design-Build Services for the replacement of escalators at six New York City Transit (“NYCT”) stations (the “Contract”). The Contract is in the amount of \$145,820,000 and for a duration of 1063 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 \$185,000 to be paid to each of the three unsuccessful proposers for a total of \$555,000.

### DISCUSSION

The Contract provides for the replacement of 21 escalators at the following 6 stations: 51<sup>st</sup> Street Station (E, 6), High Street Station (A, C), Franklin Avenue Station (S, A, C), Park Place Station (2, 3), 21<sup>st</sup> Street/Queensbridge Station (F), and the Lexington Avenue/63<sup>rd</sup> Street Station (F, Q). In addition, the work includes replacement of the equipment in the escalator machine rooms and state of good repair work in the vicinity of escalators and machine rooms.

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 then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, 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:

- Skanska
- Citnalta-VMR JV (“CCC-VMR”)
- Forte Construction Co. (“Forte”)
- J-Track LLC (“J-Track”)

In response to the RFP, Skanska, CCC-VMR, Forte and J-Track all submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, Contracts and NYCT Department of Subways – Division of Elevator & Escalators, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: Skanska \$152,350,000; CCC-VMR \$147,749,000; Forte \$139,968,000; and J-Track \$167,568,460.

After reviewing the price proposals, the selection committee invited Skanska, Forte and J-Track for negotiations. The selection committee removed CCC-VMR from consideration because they were ranked lowest technically, proposing an approach with minimal schedule reductions and no reduction in Authority-supplied services. Negotiations with the three remaining proposers included detailed discussions of cost, schedule, as well as proposed design and construction approach. Following negotiations, each proposer was asked to submit a Best and Final Offer (“BAFO”). The BAFOs submitted were as follows: Skanska \$145,820,000; Forte \$139,456,000; and J-Track \$154,299,930.

The selection committee unanimously recommended Skanska for award. The selection committee determined that Skanska offered the best overall value considering the quality of its technical proposal, price and schedule savings. Skanska was the highest ranked technically. Its technical proposal provides a schedule that is 155 days shorter than the maximum duration permitted under the Contract and reduces the number of service diversions. These proposed reductions will result in savings to the MTA of as much as \$6,500,000 and reduced impact to the public. Skanska 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. Skanska’s BAFO of \$145,820,000 is deemed to be fair and reasonable.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

The MTA Department of Diversity and Civil Rights has established a M/WBE goal of 15% and SDVOB goal of 6% for the Contract. Skanska is committed to meet the required goal requirements. Skanska has achieved its MBE/WBE/SDVOB goals on recently completed MTA contracts.

#### **IMPACT ON FUNDING**

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

#### **ALTERNATIVES**

None recommended. 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 7-8					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
1. Forte-Gramercy JV 2. Mid-American Elevator Co., Inc.	1. E34054 2. TBD-Maintenance
<b>Description</b>	
Design-Build Services for Replacement of Elevators at New York City Transit Stations	
<b>Total Amount</b>	
1. Design Build Contract	\$191,830,000
2. Long Term Elevator Maintenance Contract	\$ 81,300,000
3. Stipend	\$ 225,000
<b>Contract Term (including Options, if any)</b>	
1. E34054	979 Calendar Days
2. Maintenance Contract	15 years
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input checked="" type="checkbox"/> Federal* <input type="checkbox"/> Other:	

\*Design Build Contract \*\*Maintenance Contract

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to Forte-Gramercy JV (“FGJV”) a joint venture of Forte Construction Corp. and Gramercy Group, Inc., a publicly advertised and competitively solicited contract for Design-Build services for the replacement of elevators at New York City Transit (“NYCT”) Stations (the “Contract”). The Contract is in the amount of \$191,830,000 and for a duration of 979 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. (“Mid-American”) in the amount of \$81,300,000 and for a duration of 15 years. 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 \$225,000 to be paid to the unsuccessful proposer.

### DISCUSSION

The Contract provides for the replacement of 37 elevators with new ADA-compliant elevators at the following 17 NYCT Stations: Atlantic Avenue- Station- Barclays Center (D, N, R), Atlantic Avenue- Station- Barclays Center (2, 3, 4), Atlantic Avenue- Station- Barclays Center (B, Q), Church Avenue Station (2, 5), Utica Avenue Station (3, 4), DeKalb Avenue Station (D, N R), Prospect Park Station (B, Q), Stillwell Avenue Station (D, F, N Q), Fordham Road Station (4), 14<sup>th</sup> Street – 8<sup>th</sup> Avenue Station (A, C, E, L ), 66<sup>th</sup> Street Station (1), 72<sup>nd</sup> Street Station (1, 2, 3), Canal Street Station (6), Main Street Station (7), Roosevelt Avenue – Jackson Heights Station (E, F, M, R), Queens Plaza Station (E,M,R) and 179<sup>th</sup> Street Station (F). The work includes replacement of the equipment with new equipment, modifications to the hoistways, state of good repair work in the vicinity of the new elevators, and machine rooms, and upgrades to communications systems. C&D has also identified and seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract.

C&D will enter into a separate long-term Elevator Maintenance Contract for all maintenance, repairs, tests and inspections, callbacks and emergency services required to ensure optimum performance and longevity of the elevators and ancillary equipment. In order to ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment, and the subsequent maintenance thereof. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment that would not only withstand the rigors of the NYCT system, but that would also take into consideration the elevator subcontractor's ultimate responsibility for a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on achievement of Substantial Completion of the Design/Build Contract, and includes two options, each to extend the maintenance period for an additional five years.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of two Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior experience, and past performance). Based on these criteria, both entities were selected to receive the Request for Proposals ("RFP") in Step 2. The two selected entities are:

- FGJV
- JT TC Joint Venture ("JTTC")

In response to the RFP, FGJV and JTTC submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts, as well as NYCT Department of Subways – Division of Elevators and Escalators, reviewed the technical proposals and attended the oral presentations of each of the two teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: FGJV \$192,130,000 (maintenance: \$83,595,000.00); and JTTC \$238,835,750 (maintenance: \$77,988,025.52).

For the long-term elevator maintenance contract FGJV proposed Mid-American and JTTC proposed Slade Industries, Inc. The selection committee recommended that FGJV be invited for negotiations. JTTC was not invited for negotiations because its proposal was outside of the competitive range. Negotiations with the FGJV included detailed discussions of overall cost, as well as proposed design and construction approach. Following negotiations, FGJV was asked to submit a Best and Final Offer ("BAFO"). FGJV submitted its BAFO in the amount of \$191,830,000 for the elevator replacement and maintenance in the amount of \$81,300,000.

The selection committee unanimously recommended FGJV for award of the Contract and Mid-American for the award of the long-term elevator maintenance contract. The selection committee determined that FGJV's proposal offered the best value to the MTA in light of the quality of its technical proposal and its overall price and schedule savings. Its technical proposal provides a schedule that is 39 days shorter than the maximum duration permitted under the Contract and reduces the number of flaggers and work trains needed to complete to work. FGJV 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. FGJV's BAFO of \$191,830,000 and Mid-American's Proposal of \$81,300,000 are deemed to be fair and reasonable.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

The MTA Department of Diversity and Civil Rights has established a DBE goal of 22.5% for the Contract. FGJV is committed to meet the required goal requirements. FGJV has not completed any MTA contracts with DBE/MBE/WBE goals; therefore, no assessment of their performance can be determined at this time. Forte Construction Corp. has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts. Gramercy Group Inc. has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with DBE/MBE/WBE goals; therefore, no assessment of their performance can be determined at this time.

### **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. Funding for the Maintenance Contract is included in the NYCT operating budget.

### **ALTERNATIVES**

None recommended. 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 9					
Department, Department Head Name: Delivery, Joe Keane, SVP & Chief Engineer, B&T Business Unit					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	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
American Bridge/Commodore Joint Venture	RK-19A
Description	
Design-Build Services for Structural Rehabilitation of the East River Suspended Spans and Anchorages at the Robert F. Kennedy Bridge and new shared-use paths	
Total Amount	
1. Design-Build Contract:	\$409,912,888
2. Stipend Payments:	\$1,000,000
Contract Term (including Options, if any)	
Forty-Three (43) Months	
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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to American Bridge/Commodore Joint Venture (“AB-C”) a joint venture of American Bridge Company and Commodore Construction Corp., a publicly advertised and competitively solicited contract for Design-Build services for the structural rehabilitation of East River suspended spans and anchorages of the Robert F. Kennedy (“RFK”) Bridge and new shared-use paths (the “Contract”). The Contract is in the lump sum amount of \$409,912,888 and for a duration of 43 months. 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 \$500,000 to be paid to each of the two unsuccessful proposers for a total of \$1,000,000.

### DISCUSSION

The Contract provides for strengthening of the cable support structures and the Queens and Wards Island anchorages of the RFK Bridge spanning the East River, and construction of new shared-use paths to improve pedestrian and bicycle access between Queens and Wards Island. The project also includes overcoat painting of all steel superstructures, seismic retrofits, installation of new main cable, anchorage dehumidification systems, acoustic monitoring of the condition of the cable, and a weigh-in-motion system to detect and record overweight trucks for toll and weight enforcement.

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

- AB-C
- Halmar International, LLC (“Halmar”)
- Skanska Koch Inc. (“Skanska”)
- Tutor Perini-IHI JV (“TP-IHI”)



In response to the RFP, AB-C, Skanska, and TP-IHI submitted technical and price proposals. Halmar withdrew from the RFP process, concluding that it was unable to provide a comprehensive proposal in the time provided for submission of proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts, reviewed the technical proposals and heard oral presentations from the three teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, key personnel, management plan, safety and quality, past performance, diversity practices, and other relevant matters.

After evaluating the technical proposals, the selection committee opened the price proposals, which were as follows: AB-C: \$415,179,000; Skanska \$517,668,030; and TP-IHI \$499,280,000. Based upon its review of the technical and price proposals and discussions during the oral presentations the selection committee invited all three firms to participate in negotiations, which focused on cost factors. The firms were then given the opportunity to submit a Best and Final Offer (“BAFO”). BAFOs were received as follows: AB-C \$409,912,888; Skanska \$509,988,171; and TP-IHI \$497,280,000.

After the review of the BAFOs, the selection committee unanimously recommended AB-C for the award of the contract. AB-C provided the best value to the MTA based upon a combination of technical approach, price, and schedule. AB-C proposed the shortest schedule, five months shorter than the maximum duration permitted under the Contract. AB-C’s proposal demonstrated a strong understanding of all components of the scope of work and its key personnel have successfully completed Design-Build projects of similar scope and magnitude. AB-C’s BAFO in the amount of \$409,912,888 is deemed to be fair and reasonable.

#### **DBE/MBE/WBE/SDVOB 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. AB-C JV is committed to meet the required goal requirements and their utilization plan is under review. AB-C JV has achieved its MBE/WBE/SDVOB goals on recently completed MTA contracts.

#### **IMPACT ON FUNDING**

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

#### **ALTERNATIVES**

None recommended. 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 10					
Department, Department Head Name: Delivery, Mark Bienstock, Senior Vice President, Systems					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
L.K. Comstock & Company, LLC	S32288
<b>Description</b>	
Design-Build Services for Emergency Alarm Systems at NYCT Stations and Substations	
<b>Total Amount</b>	
1. Design-Build Contract:	\$78,755,000
2. Stipend Payments:	\$303,000
<b>Contract Term (including Options, if any)</b>	
1,502 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
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to L.K. Comstock & Company, LLC (“LKC”) a publicly advertised and competitively solicited contract for Design-Build Services for emergency alarm systems at New York City Transit (NYCT) stations and substations (the “Contract”). The Contract is in the amount of \$78,755,000 and a duration of 1,502 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 \$101,000 to be paid to each of the three unsuccessful proposers for a total of \$303,000.

### DISCUSSION

Emergency Alarms Systems provide for instant de-energization of traction power on third rail track sections and activate voice communication when triggered on the right of way. This Contract provides for the installation of Emergency Alarm Systems at 31 subway stations and 14 substations that currently do not have Emergency Alarm Systems. The work consists of equipment installation along the right of way, at subway stations and substations, fiber optic and copper cable installation, and integration into the existing software. The Contract also includes a pilot project to design, install and test, at five subway stations and one substation, upgrades to the Emergency Alarm System that will improve on the current system’s reliability, availability, network connectivity and maintainability through, among other new features, the addition of intelligent monitoring capabilities.

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

- LKC
- E-J Electric Installation Co. (“EJ”)
- TAP Electrical Contracting Service. Inc. (“TAP”)
- TC Electric LLC (“TCE”)

In response to the RFP, EJ, LKC, TAP, and TCE all submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYCT Department of Subways – Systems Planning and Integration, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design, construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: LKC \$79,284,000; EJ \$103,390,000; TAP \$135,750,000; and TCE \$83,861,000.

After reviewing the price proposals, the selection committee invited LKC and TCE for negotiations to review and identify factors that drove cost. The selection committee removed EJ and TAP from consideration because both firms' price proposals were outside of the competitive range. Negotiations focused on cost factors, schedule and Railroad-supplied services. Following negotiations, LKC and TCE were given the opportunity to submit a Best and Final Offer ("BAFO"). BAFOS were received from LKC and TCE as follows: LKC \$78,755,000; TCE \$84,428,000.00.

After reviewing the results of the BAFO, the selection committee unanimously recommended LKC be awarded the Contract. In addition to LKC having the lowest price, LKC's technical proposal was unanimously ranked the highest technically among the Proposers. It includes a reduction of 141 days from the maximum duration allowed by Contract and provides significant savings on diversions of service. LKC also 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. Based on the foregoing, LKC's BAFO of \$78,755,000 is deemed to be fair and reasonable.

In connection with a previous contract awarded to LKC, LKC was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chair and Chief Executive Officer in consultation with the MTA General Counsel in March 2022. No new SAI has been found relating to LKC and LKC has been found to be responsible.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

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

#### **IMPACT ON FUNDING**

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

#### **ALTERNATIVES**

None recommended. 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 11-12					
Department, Department Head Name: Delivery, Joe Keane, SVP & Chief Engineer, B&T Business Unit					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	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
1. Trevcon Construction Co., Inc.	1. TN-87C/TN-PT
2. Mid-American Elevator Co., Inc.	2. TBD-Maintenance
Description	
Design-Build Services for Tower Fender Protection and Tower Painting at the Throgs Neck Bridge	
Total Amount	
1. Design Build Contract:	\$153,875,200
2. Elevator Maintenance Contract:	\$450,000
3. Stipend Payments:	\$600,000
Contract Term (including Options, if any)	
1. TN-87C/TN-PT	1,189 Calendar Days
2. Maintenance Contract	3 years
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 checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

\*Design Build Contract \*\*Maintenance Contract

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to Trevcon Construction Co. Inc. (“Trevcon”) a publicly advertised and competitively solicited contract for Design-Build services for Tower Fender Protection and Tower Painting at the Throgs Neck Bridge (the “Contract”). The Contract is in the amount of \$153,875,200 and for a duration of 1,189 Days. Board approval is also requested to award a three-year elevator maintenance contract to Mid-American Elevator Company, Inc. (“Mid-American”) in the amount of \$450,000. 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 \$200,000 to be paid to each of the three unsuccessful proposers for a total amount of \$600,000.

### DISCUSSION

The Contract provides for the installation of a new fire standpipe system, lighting improvements, cleaning and painting of tower interiors, pedestal and strut concrete repairs, replacement of suspender ropes, main cable inspection, and the rehabilitation of the tower elevators. In connection with the rehabilitation of the tower elevators, the Design-Builder was also required to propose a separate three-year elevator maintenance contract to be entered into by C&D with the subcontractor performing the elevator rehabilitation commencing upon Substantial Completion.

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

- Trevcon
- American Bridge/Commodore Maintenance JV (“AB-C”)
- Kiewit Infrastructure Co. (“Kiewit”)
- Tully Construction Company, Inc. (“Tully”)

In response to the RFP, all four firms submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments reviewed the technical proposals and heard oral presentations by each of the four 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. After evaluating technical proposals, the selection committee opened the price proposals, which were as follows: Trevcon \$153,195,200 and Mid-American for elevator maintenance at a price of \$450,000; AB-C \$231,888,000 and Mid-American at a price of \$1,000,000; Kiewit \$234,400,000 and Mid-American at a price of \$450,000; and Tully \$253,231,000, with no proposal for an elevator maintenance contract but providing for Mid-American to provide maintenance as part of the proposal price.

Trevcon and AB-C were invited to negotiations. The selection committee determined that Kiewit and Tully were outside of the competitive range based on the combined evaluation of their technical and cost proposals and were not invited to participate in negotiations. Negotiations focused on the proposers' design and construction approach, project schedule and overall cost. Following cost discussions, both firms were given the opportunity to submit a Best and Final Offer ("BAFO"). BAFOs were received from both firms as follows: Trevcon: \$153,875,200; and AB-C: \$231,888,000. Trevcon's proposed price increased to account for certain design costs not included in their initial proposal. The cost for the long-term elevator maintenance contract remained unchanged for both firms.

The selection committee unanimously recommended Trevcon for award, with Mid-American to provide elevator maintenance, determining that Trevcon and Mid-American provided the best value to the MTA. Trevcon provided the lowest price and its 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 work of similar scope and magnitude. Trevcon's proposal met all the technical requirements of the RFP with an innovative approach utilizing pre-cast concrete elements around the bridge tower pedestals that reduces the size of the structure, utilizes fewer piles and allows for more efficient installation. Trevcon's BAFO of \$153,875,200 and Mid-American's BAFO of \$450,000 for elevator maintenance are 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. Trevcon has committed to meeting the goals requirements. Trevcon has not recently completed any MTA contracts with goals; therefore, no assessment of their performance is available at this time.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with goals, therefore, no assessment of their performance can be determined at this time.

### **IMPACT ON FUNDING**

Funding for the Contract and stipend for the unsuccessful proposers are included in the MTA's 2020-2024 Capital Program. Funding for the Maintenance Contract is included in the B&T's operating budget.

### **ALTERNATIVES**

None recommended. 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 13					
Department, Department Head Name: Delivery, Joe Keane PE, SVP and Chief Engineer, B&T Business Unit					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/18/23	X		
2	Board	12/20/23	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
Ahern Painting Contractors, Inc.	VN-PT/VN-12
Description	
Design-Build Services for Tower Painting, Lighting and Electrical Upgrades at the Verrazzano-Narrows Bridge	
Total Amount	
1. Design Build Contract: \$128,525,518	
2. Stipend Payments: \$84,000	
Contract Term (including Options, if any)	
Thirty (30) Months	
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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to Ahern Painting Contractors, Inc. (“Ahern”) a publicly advertised and competitively solicited Design-Build contract for tower painting, lighting, and electrical upgrades at the Verrazzano-Narrows Bridge (the “Contract”). The Contract is in the amount of \$128,525,518 and a duration of 30 months. 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 \$42,000 to be paid to each of the two unsuccessful proposers for a total of \$84,000.

### DISCUSSION

The Contract provides for the cleaning and painting of the bridge's exterior towers, as well as cleaning and painting of suspender ropes and main cable collars. The contract also includes lighting and electrical upgrades consisting of the installation of a new tower floodlighting system and interior lighting, replacement of navigation lights, new tower feeder cables, new electrical panels and transformers, and seismic retrofit repairs at the tower cable bases.

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

- Ahern
- C.A.C Industries-Corcon JV (“CAC-Corcon”)
- El Sol-Champion JV (“El Sol-Champion”)
- Tully-Nuco JV LLC (“Tully-Nuco”)

Three firms submitted technical and price proposals in response to the RFP. CAC-Corcon elected to withdraw from participation in the RFP, citing its inability to perform the full project scope within the prescribed timeline. The selection committee, consisting of representatives from C&D Delivery and Contracts and MTA Bridges and Tunnels' Maintenance Department, first reviewed the technical proposals and heard oral presentations from the remaining proposers. The selection committee evaluated the technical proposals utilizing the following pre-established selection criteria: design and construction, schedule, key personnel, management plan, safety and quality, past performance, diversity practices and other relevant matters. After evaluating the technical proposals, the selection committee opened the price proposals, which were as follows: Ahern \$147,711,508; El Sol-Champion \$258,184,000; and Tully-Nuco \$295,429,500.

Based upon its review of the technical and price proposals, and discussions during the oral presentations, the selection committee invited all three firms to participate in negotiations, which focused on the scope and ways to reduce cost. A post-proposal addendum was issued following negotiations revising the scope and requesting a Best and Final Offer ("BAFO"). The BAFOs were as follows: Ahern \$128,525,518; El Sol-Champion: \$186,021,250; and Tully-Nuco \$186,239,500.

After a review of the BAFOs, the selection committee unanimously recommended Ahern for the award of the contract. Ahern provided the best value to the MTA based upon a combination of technical approach, price, and schedule that meets the milestones and project duration requirements. Ahern's technical proposal includes the use of a paint containment system and a platform system that are readily available for deployment on site, which assured the selection committee that Ahern's technical approach can achieve the project schedule and provide significant cost savings. Its proposal demonstrated a strong understanding of all components of the scope of work and its key personnel have completed Design-Build projects of similar scope and magnitude. Ahern's BAFO of \$128,525,518 is deemed to be fair and reasonable.

In connection with a previous contract awarded to Ahern, Ahern was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the C&D President in consultation with the MTA General Counsel in May 2021. No new SAI has been found relating to Ahern and Ahern has been found to be responsible.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

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

#### **IMPACT ON FUNDING**

Funding for the Contract and the stipends are derived from the Bridges and Tunnels portion of the MTA's 2020-24 Capital Program and from the Bridges and Tunnels operating budget.

#### **ALTERNATIVES**

None are recommended. MTA lacks the in-house technical personnel to perform the scope of work associated with the Contract.



# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: 14

<b>Vendor Name (&amp; Location)</b> Schindler Elevator Corporation (20 Whippany Road Morristown, NJ 07960)	
<b>Description</b> Post Revenue Service Maintenance Extension	
<b>Contract Term (including Options, if any)</b> 166 Months	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Judith Kunoff, SVP and Program Executive	

Contract Number	AWO/Modification #
VM014	44
<b>Original Amount:</b>	\$ 24,077,558
<b>Prior Modifications:</b>	\$ 29,706,232
<b>Prior Budgetary Increases:</b>	\$
<b>Current Amount:</b>	\$ 55,571,532
<b>This Request:</b>	\$ 5,873,056
<b>% of This Request to Current Amount:</b>	10.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	147.8%

### DISCUSSION:

Contract VM014 (the "Contract") provides for the fabrication, installation and maintenance through 2023 of the escalators and elevators in Grand Central Madison. MTA Construction and Development ("C&D") requests that the Board approve a modification to the Contract to provide for continued maintenance of elevators and escalators in Grand Central Madison for up to six additional months for a not-to-exceed amount of \$5,873,056.

C&D is currently procuring a long-term maintenance contract for the operation and maintenance of Grand Central Madison. There is an ongoing critical need to provide service and maintenance of the elevators and escalators within Grand Central Madison until the long-term maintenance contract is awarded. The work under this modification includes routine maintenance of the elevators and escalators, on-call service to address problems that may arise, as well as annual preventive maintenance. The Contract also provides off-site storage of three escalators slated for installation at the future 48<sup>th</sup> Street entrance.

The Contractor submitted a proposal in the not-to-exceed amount of \$5,873,056 for the additional 6-month period based on a weekly rate of \$219,553.49 from January 1, 2024 through March 17, 2024, and a weekly rate of \$230,531.17 from March 18, 2024 through June 30, 2024. The rate for the later period accounts for a new labor agreement with wage increase anticipated to take effect on March 18, 2024. Even with the anticipated wage increase, the proposed rates represent a discount from the weekly rate of \$239,063 paid during the prior 6-month period and C&D deems this price to be fair and reasonable. In addition, the Modification will provide that if labor negotiations result in a wage increase of less than 5% during the later period, MTA will be entitled to a corresponding reduction of that weekly rate.



# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: 15

<b>Vendor Name (&amp; Location)</b> George S. Hall, Inc. (122 East 42nd Street, Fourth Floor New York, New York 10168-0501)	
<b>Description</b> Interim Maintenance of the East Side Access Project	
<b>Contract Term (including Options, if any)</b> Twenty-One Months	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, Judith Kunoff, SVP and Program Executive	

<b>Contract Number</b>	<b>AWO/Modification #</b>
VS250	003
<b>Original Amount:</b>	\$ 59,138,759.52
<b>Prior Modifications:</b>	\$ 24,756,754
<b>Prior Budgetary Increases:</b>	\$ 24,756,754
<b>Current Amount:</b>	\$ 98,423,242
<b>This Request:</b>	\$ 41,157,185
<b>% of This Request to Current Amount:</b>	41.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	111.5%

### DISCUSSION:

Contract VS250 (the “Contract”) provides for the interim maintenance, service, and operation of Grand Central Madison assets and equipment through January 11, 2024. MTA Construction and Development (“C&D”) requests Board approval to enter into a modification to fund the work necessary for continued interim maintenance, service, and operation of the Grand Central Madison assets and equipment for up to 6 additional months for the not-to-exceed amount of \$41,157,184.27.

C&D is currently procuring a long-term facility maintenance contract for the operation and maintenance of Grand Central Madison. C&D anticipates that that contract will be in operation within the second quarter of 2024. In the interim, there is an ongoing critical need to maintain and operate these assets and equipment in support of passenger service operations. The Grand Central Madison assets and equipment currently being operated and maintained under the VS250 Contract consist principally of the building management system, the automatic temperature control system, the chiller and steam plant, the tunnel ventilation systems, mechanical, electrical and plumbing systems, and the communication, fire protection, and security systems. Other items included in the Contract are pest control, freight office operations and terrazzo floor maintenance.

The VS250 Contract included two six-month options to extend the Contract duration. On June 15, 2023, MTACD exercised the first Option, extending the Contract from July 12, 2023 to January 11, 2024. On November 22, 2023, MTACD exercised the second Option extending the Contract from January 12, 2024 to July 12, 2024. Each Option included funding for general conditions and field office overhead costs but did not include funding for the for the maintenance and operations activities which are paid for based on unit rate payment items.

C&D performed a reconciliation of the unit rate payment items expended over the duration of the Contract and forecast the activities and unit rate payment items required during the second Option period. The unit rates are unchanged from the negotiated values in the base Contract; however, the quantities of units provided in the Contract needs to be increased to cover this Option period. Based on the reconciliation and forecast, both parties agreed to a total not to exceed amount of \$41,157,184.27 to fund the unit price items during this second 6-month Option period, until July 12, 2024. C&D deems this proposed increase to the Contract Price to be fair and reasonable.

December 2023

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)**

(Staff Summaries required for all items requiring Board approval)

**16. Skanska ECCO III 2, JV \$ 1,442,386 Staff Summary Attached**  
**Contract No. 81933**

MTA Construction & Development requests that the Board ratify a modification to replace the DC Rectifier Transformer at Metro-North Railroad's Croton-Harmon Yard.

**17-18. Parsons Transportation Group \$ 8,700,000 Staff Summary Attached**  
**Of New York**  
**Contract No. W32366**

MTA Construction & Development requests that the Board ratify Modifications Nos. 121 and 128 which, respectively, provide for (i) bus radio system equipment installation on 1,647 new buses and (ii) training and certification for 32 bus installers.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 16

<b>Vendor Name (Location)</b> Skanska-ECCO III 2, JV (75-20 Astoria Blvd. Suite 200 East Elmhurst, NY 11370)	<b>Contract Number</b> MN-81933	<b>Modification/MOD #</b> 41
<b>Description</b> Design and Construction Services for the Harmon Shop Replacement- Phase 5, Stage 2	<b>Original Amount:</b> \$ 365,093,000	
<b>Contract Term (including Options, if any)</b> October 31, 2018 - April 30, 2023	<b>Prior Modifications:</b> \$ 17,583,770	
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>Current Amount:</b> \$ 382,676,770	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b> \$ 1,442,386	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amt.:</b> 0.37%	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche, Deputy Chief Development Officer	<b>% of Modifications (including This Request) to Original Amount:</b> 5.2%	

### DISCUSSION:

The Contract provides for design and construction of the new Croton-Harmon Shop and associated facilities and equipment at Metro-North Railroad’s (“MNR”) Croton-Harmon Yard. MTA Construction and Development (“C&D”) requests that the Board ratify a modification in the amount of \$1,442,386 to replace the DC Rectifier Transformer at the yard.

The Contract calls for, among other things, the construction of a Running Repair Support Shop (“RRSS”). The RRSS will be used to service and maintain MNR rolling stock. On June 30, 2022, the existing transformer intended to provide power to the new RRSS, and which also currently provides power to the existing Consist Shop Facility (“CSF”), malfunctioned beyond repair. To maintain operations at the CSF, a temporary transformer was installed. While adequate to provide power to the CSF alone, the temporary transformer is 30 years old and has less power capacity than is required to support both the CSF and the RRSS once the RRSS is placed into service.

This modification provides for the contractor to furnish and install a new DC Rectifier Transformer at the Croton-Harmon Yard that will be able to serve both the RRSS and the CSF. To address the manufacturing lead time for the equipment and mitigate potential impact to the project schedule, authorization was obtained from the President of C&D on March 23, 2023, to allow for the procurement of the new equipment prior to the finalization of this modification.

The Contractor submitted a proposal in the amount of \$1,528,219.31. Negotiations resulted in agreement of a lump sum price of \$1,442,386 which is considered fair and reasonable. While the Contract is expected to achieve Substantial Completion in December 2023, this work will not be completed until sometime in 2024 according to the current schedule. The contractor has agreed, and the modification will provide, that this work will not be required for Substantial Completion and that there will be no claim by the contractor for an extension of time or impact costs associated with this work.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 17-18

<b>Vendor Name (&amp; Location)</b> Parsons Transportation Group of New York (New York, NY)	
<b>Description</b> 700/800 MHz Bus Radio System for New York City Transit	
<b>Contract Term (including Options, if any)</b>	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
W32366	121 & 128
<b>Original Amount:</b>	\$ 202,100,000
<b>Prior Modifications:</b>	\$ 14,227,882
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 216,327,882
Modification No. 121	\$ 6,500,000
Modification No. 128	\$ 2,200,000
<b>This Request:</b>	<b>\$ 8,700,000</b>
<b>% of This Request to Current Amount:</b>	4%
<b>% of Modifications (including This Request) to Original Amount:</b>	11.3%

### DISCUSSION:

Contract W-32366 (the "Contract") provides for the design, furnishing, and installation of a new land mobile digital bus radio system that will serve both New York City Transit ("NYCT") and the MTA Bus Company. MTA Construction and Development ("C&D") requests that the Board ratify modifications Nos. 121 and 128 which, respectively, provide for (i) bus radio system equipment installation on 1,647 new buses and (ii) training/certification for 32 bus installers.

#### Modification No. 121

Since this contract was awarded, new buses have been acquired by MTA that require installation of the bus radio system equipment and older buses that were originally designated for installation of the system are scheduled for retirement. This modification is for installation of equipment on the newly manufactured buses. It provides for the design, fabrication and installation of the interface harnesses necessary to complete installation on 1,647 new buses. This modification also provides a credit for work not yet performed on buses that are now designated to be retired. The Contractor submitted its proposal for the work and a credit for the deleted work in the net amount of \$7,510,137. Negotiations resulted in the agreed-upon lump-sum price of \$6,500,000, which is considered fair and reasonable.

#### Modification No. 128

NYCT issued a Maintenance Directive in March 2020 requiring all contractors working on buses to follow new procedures to ensure quality of work performed, accuracy of installation manuals developed, and competency of installer staff. The directive requires new training and certifications to perform the work in the Contract and additional manuals for the various bus types that were not requirements of in the original bus radio system Contract. The contractor submitted its proposal for the work in the amount of \$3,530,600. Negotiations resulted in the agreed-upon lump-sum price of \$2,200,000, which is considered fair and reasonable.

The Contractor has asserted a claim for an extension of time and impact costs in connection with the Contract. C&D and the Contractor are engaged in negotiations with regard to that claim. Any claim for an extension of time or impact costs associated with these two modifications will be addressed as part of those discussions and, if required, in a subsequent modification. As such, these modifications will include a reservation of the Contractor's rights to assert such claims and of C&D's rights and defenses in that regard.