



Metropolitan Transportation Authority

Capital Program Committee Meeting

January 2024

Committee Members

J. Lieber, Chair
J. Barbas, Vice Chair
A. Albert
G. Bringmann
N. Brown
S. Chu
M. Fleischer
R. Glucksman
D. Jones
B. Lopez
D. Mack
H. Mihaltses
J. Rizzo
J. Samuelsen
V. Tessitore
N. Zuckerman

Capital Program Committee Meeting

2 Broadway, 20th Floor Board Room

Monday, 1/29/2024

12:15 - 1:15 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES- DECEMBER 20, 2023

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4. 2024-2025 COMMITTEE WORK PLAN

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5. PRESIDENT'S UPDATE

6. INFRASTRUCTURE UPDATE

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**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for JANUARY 2024**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Contractor To Be Determined	Cost To Be Determined	Request for an authorizing resolution to issue a competitive request for proposals for the award of a series of all agency indefinite quantity contracts for asbestos abatement and environmental remediation services.
Contracts	FXC WSP USA Architecture and Engineering JV	\$3,311,824	Ratification of a modification for additional preliminary design services for the Penn Station reconstruction project.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
December 18, 2023
New York, New York
12 P.M

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Jamey Barbas, Vice Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. David Jones
Hon. Blanca Lopez
Hon. Haeda Mihaltses

CPC Members not present:

Hon. Samuel Chu
Hon. Michael Fleischer
Hon. David Mack
Hon. John-Ross Rizzo
Hon. Neal Zuckerman

MTA staff present:

Christine Budhwa
Evan Eisland
Joe Keane
Steven Loehr
John McCarthy
Tim Mulligan
Mark Roche
Cathy Sheridan
Justine Tietjen
Jamie Torres-Springer
Anthony Tufano
Michele Woods

Independent Engineering Consultant staff present:

Lewis Dears
Mark Sielucka
Sirish-Sarat Peyyeti

* * *

Committee member Brown called the December 18, 2023, Capital Program Committee Meeting to order at 12:16 P.M.

Public Comments Period

There were six Public Speakers during the Hybrid Public Comment Period: Jason Anthony, Christopher Greif; Bruce Hain; Lisa Daglian; Cameron Best; Aleta Dupree*.

*Provided comment virtually

CPC Work Plan

There were no changes to the CPC Work Plan.

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

President's Report

Before introducing the Bridges and Tunnels Business Unit, MTA C&D President Torres-Springer first reported on the continued rapid expansion of ADA-accessible stations in 2023. With 8 new ADA accessible stations opened in 2023 – plus a partially-accessible station funded via public-private partnership with Macy's – and 26 more ADA accessible stations in construction, the current capital program is progressing at 5 times the pace of previous programs. As these stations are made accessible other improvements, like public art and new technologies to fight fare evasion, are also being implemented. Two examples of this are the mosaic, Great Waves of Immigration, by artist Carmen Lizardo, that celebrates and reflects the surrounding neighborhood near the newly installed elevators at 181st Street A station, and the fully replaced fare array at Sutphin Blvd-Archer Ave on the E, J, and Z lines, which is intended to improve accessibility and reduce fare evasion.

Next, President Torres-Springer called attention to the key procurements coming to this meeting, including 10 Design Build contracts, and 3 associated elevator maintenance contracts. The Design-Build contract for ADA Upgrades at Broadway Junction, the 3rd busiest station in Brooklyn, will effectively rebuild the entire station in addition to making it fully ADA-accessible. It is a very complex reconstruction and MTA C&D has been collaborating closely with the City of New York to complement economic development plans for East New York. Simultaneously, MTA C&D is looking towards future improvements in East New York, beginning the design for the Long Island Rail Road Station as identified in the 20 Year Needs Assessment, and improvements with the Interborough Express Service, which is under study, and if progressed would have a station in East New York. President Torres-Springer thanked the Department of Transportation for its RAISE grant and Senator Schumer and Congressman Jeffries, for making these ADA projects possible. He also noted that ongoing congestion pricing litigation continues to threaten the advancement of important capital projects.

Next, Torres-Springer noted that although New York City is an expensive place to build, MTA core infrastructure projects, which are 83% of the capital program, are in line with similar infrastructure projects in comparable cities, and MTA's cost premium is in line with New York's private sector. Moreover, C&D continues to manage costs through clearer upfront scoping of projects, better sharing of risks with contractors and consultants, and much more aggressive project management to keep work on budget and on schedule. Plans continue for improvement in 2024 with investments in technology, systems, and human capital to support better, faster, and cheaper delivery.

Finally, Torres-Springer highlighted the stellar performance of the Bridges & Tunnels Business Unit– not

only in maintaining State of Good Repair of MTA facilities but in advancing key MTA priorities. B&T operates 7 bridges and 2 tunnels, linking the 5 boroughs of New York City and serving approximately 325 million vehicles annually. The 12 projects completed or near completion this year are coming in \$88 million dollars, or just shy of 10%, under budget. For 2024 projects, B&T is continuing innovation including: installing weigh in motion technology on the Verrazano, RFK, Cross Bay and Marine Parkway Bridges to identify overweight trucks traveling across bridges; initiating use of a preservation technique to minimize corrosion on the RFK and Verrazano Bridges, with plans for other bridges in the future; adopting a standard practice of overcoat painting that provides up to 30 years of protection against corrosion; increasing pedestrian and bike accessibility with projects on the Henry Hudson, Cross Bay and RFK Bridges; achieving a 24% reduction in embodied carbon on the RFK project; and partnering with the New York Power Authority to look at solar power generation and develop a plan to transition B&T's fleet to zero emission vehicles.

Bridges & Tunnels Business Unit Update

Joe Keane, Senior Vice President, and Chief Engineer of the B&T Business Unit, began by presenting an overview of the B&T Capital Program. In 2023, the program secured \$1 billion in commitments and achieved \$360 million in completions. An important achievement in 2023 was the rehabilitation of the 8,000-foot-long viaduct approaches of the Throgs Neck Bridge, totaling \$211 million. This project, involving over 7,000 steel repairs and the replacement of 148 deteriorated bearings, enhances seismic resilience and significantly extends the bridge's longevity. Notably, the project was completed with minimal disruption to customers by strategically staging all work from beneath the bridge, and it came in 12% under budget.

Another project, the design-build initiative to replace the tower elevator systems of the Marine Parkway Bridge, also achieved a 12% under-budget outcome. The scope of work included structural steel enhancements and safety repairs to the elevators project, and incorporated an innovative structural cladding system that seamlessly blends with the bridge's aesthetic.

At B&T's flagship facility, the RFK Bridge, two projects were efficiently bundled. This involved connecting the ADA-compliant sidewalk on the Harlem River Lift Span to the future NYC Greenway in East Harlem. Simultaneously, the fenders were replaced, and tower piers were rehabilitated on the Harlem River Lift Span. The approach maximized the utilization of limited staging areas while streamlining coordination among multiple contracts.

With numerous projects in progress, B&T continues its commitment to ADA-compliant bicycle and pedestrian walkways on the RFK Bridge, Cross Bay Bridge, and Henry Hudson Bridge. At the RFK Bridge these are intended to replace deteriorating ramps between the RFK Bridge and Randall's Island addressing current State of Good Repair and safety needs while also facilitating the future major reconstruction of the Manhattan Plaza structure. This transformative project aims to enhance access to and from Randall's Island, establishing end-to-end ADA connectivity between Randall's Island, Manhattan, and the Bronx. At the Cross Bay Bridge, B&T is rehabilitating the navigation spans, and strengthening the bridge to meet truck loads. Additionally, a weigh-in-motion system is being installed. Upon completion, there will be an ADA-compliant bicycle and pedestrian walkway across the entire Cross Bay Bridge, connecting Broad Channel to the Rockaways. At the Henry Hudson Bridge the project focuses on completing the seismic retrofit of the bridge, once again fulfilling a major commitment in the series of accessibility improvements outlined in the MTA's Strategic Action Plan to improve Bicycle and Pedestrian Access.

At the Verrazano Narrows Bridge, two ongoing design-bid-build projects are underway to extend the longevity of the 56-year-old bridge. The lower-level deck rehabilitation involves concrete deck repairs and repaving, finger joint rehabilitation, steel repairs, electrical and painting work, as well as the installation of

a weigh-in-motion system to detect overweight vehicles. Simultaneously, the Verrazano/Belt Parkway Merge Improvements project is set to allow two lanes from the Verrazano to continue on the parkway unimpeded, eliminating the current substandard center lane merge and increasing safety.

Finally, Keane, outlined upcoming future projects, including the suspended span retrofit to the RFK Bridge, tower fender protection on the Throgs Neck Bridge, and painting and electrical upgrades, main cable dehumidification, and reconstruction of upper-level Brooklyn ramps on the Verrazano.

The IEC did not conduct comprehensive monitoring of individual B&T projects during this reporting period. However, they have identified potential projects currently in procurement for monitoring in 2024. In this quarter's Traffic Light Report, the IEC reviewed a total of 508 projects to assess cost and schedule variances. Out of these, 25 were B&T projects. The IEC highlights that only one project, the RFK Bridge Painting Program, exhibited a schedule variance. This variance is attributed to proactive cost-saving measures implemented to achieve additional work scope within the existing budget.

Procurement Actions

MTA C&D Executive Vice President, and General Counsel Evan Eisland reported that MTA C&D had eighteen procurement actions being brought to the Capital Program Committee this month. Executive Vice President and General Counsel Eisland then presented the items.

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

1. Award of a publicly advertised and competitively solicited contract with RCC-GCCOM JV (Contract No. 6501) for Design-Build services for the replacement of the Webster Avenue Bridge;
- 2-3. Award of a publicly advertised and competitively solicited contract with ECCO III Enterprises, Inc. (Contract No. A37130) 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;
4. Award of a publicly advertised and competitively solicited contract with E-J Electric Installation Co. (Contract No. AW-73) for Design-Build services to overhaul and replace the facility monitoring and safety systems at the Hugh L. Carey Tunnel and Queens Midtown Tunnel;
5. Award of a publicly advertised and competitively solicited contract with Boyce Technologies, Inc. (Contract No. C52174) for Design-Build services for closed circuit television systems for passenger identification on the New York City Transit system;
6. Award of a publicly advertised and competitively solicited contract with Skanska USA Civil Northeast Inc. (Contract No. E30647) for Design-Build services for replacement of escalators at 6 New York City Transit stations;
- 7-8. Award of a publicly advertised and competitively solicited contract with Forte-Gramercy JV (Contract No. E34054) for Design-Build services for replacement of elevators at 17 New York City Transit stations and award of a long-term elevator maintenance contract;
9. Award of a publicly advertised and competitively solicited contract with American

Bridge/Commodore JV (Contract No. RK-19A) 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. Award of a publicly advertised and competitively solicited contract with L.K. Comstock & Company LLC (Contract No. S32288) for Design-Build services for emergency alarm systems at New York City Transit stations and substations;
- 11-12. Award of a publicly advertised and competitively solicited contract with Trevcon Construction Co., Inc. (Contract No. TN-87C/TN-PT) 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;
13. Award of a publicly advertised and competitively solicited contract with Ahern Painting Contractors, Inc. (Contract No. VN-PT/VN-12) for Design-Build services for tower painting, lighting, and electrical upgrades at the Verrazzano-Narrows Bridge;
14. Award of a modification to Schindler Elevator Corporation (Contract No. VM014) to provide continued maintenance of elevators and escalators in Grand Central Madison for up to six additional months;
15. Award of a modification to George S. Hall, Inc. (Contract No. VS250) to provide continued maintenance services and operation of assets at Grand Central Madison for up to six additional months;
16. Ratification of a modification to a Contract with Skanska-ECCO III 2, JV (Contract No. 81933) to replace the DC rectifier transformer at Metro-North's Croton-Harmon Yard; and
- 17-18. Ratification of two modifications to a Contract with Parsons Transportation Group of New York (Contract No. W32366) which, respectively, provide for (i) bus radio system equipment installation on 1,647 new buses and (ii) training and certification for 32 bus installers.

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 MTA C&D representatives' comments.

Meeting Minutes

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the November 29, 2023, Capital Program Committee Meeting 1:12 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts



2023-2024 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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

January

President's Update

Infrastructure

MTA Capital Program Committee Update Infrastructure Projects

January 2024

MTA Construction & Development's (C&D) last report to the Capital Program Committee for New York City Transit (NYCT) Infrastructure projects was in April 2023. The Infrastructure Business Unit (BU) within C&D focuses on maintaining a state of good repair for NYCT infrastructure, as well as bolstering the resiliency and sustainability of the transit system. Our projects span four primary program areas within the Infrastructure BU: Line Structures, Facilities and Yards, Wayside Power, and Superstorm Sandy Recovery & Resiliency.

The Infrastructure BU awarded approximately \$867 million in new projects in 2023. This included the construction of a new pump room on the Fourth Avenue Line, painting and structural repairs on the Myrtle Avenue Line, resiliency improvements at Corona Yard, and HVAC and equipment replacements at various bus depots.

The Infrastructure BU achieved substantial completion on 33 projects in 2023, valued at approximately \$1.2 billion. These include Coney Island Yard Flood Mitigation & Sandy Repairs (\$524M), Line Structure Component Repairs on the Eastern Parkway Line (\$80M), and Replacement of Track and Signals between 200-207th Street on the Eighth Avenue Line (\$58M).

Anticipated commitments in 2024 include Coney Island Roof Replacement, Overcoat Painting & Elevated Structure Repair on the West End Line, Line Structure Component Repairs on the 7th and 8th Avenue Lines, and Rehabilitation of the Village and Hester Substations.

Key anticipated completions in 2024 include 207 St Yard Sandy Repairs and Flood Mitigation, Direct Fixation Track Replacement on the 63 St Line, construction of the new Forsyth St Fan Plant, and Electrical and Mechanical Improvements at Livingston Plaza.

This document summarizes recent progress on five significant ongoing projects:

1. Coney Island Yard Flood Mitigation & Sandy Repairs
2. 207 St Yard Flood Mitigation & Sandy Repairs, Sewer Relocation, and Mainline Signal Repairs
3. Bus Radio System Replacement
4. Rockaway Line Resiliency
5. Jamaica Bus Depot

Coney Island Yard Flood Mitigation & Sandy Repairs During Superstorm Sandy, millions of gallons of water flooded the yard damaging the tracks and signals and corroding the electrical system. This project provides flood mitigation and drainage improvements to protect the yard from future storm events. It has been carefully planned and executed to minimize impacts to shop and yard operations.

This yard is the largest in MTA's transit system covering approximately 100 acres and can house over 800 subway cars. The yard serves the West End (D), Brighton (B, Q), Culver (F), Crosstown (G), and Sea Beach (N) Lines. The site also contains an historic Traction Motor Shop and Guard House.

PROJECT STATUS	Previous	Forecast
Substantial Completion	June 2023	Dec 2023 (A)
Budget	\$524 M	\$524 M
The project is over 99% complete.		

The project reached substantial completion on December 29, 2023. The original substantial completion date was April 2023 but this was extended by 8 months due to previously-reported signal cable damage during construction and a delay in obtaining track outages which were not available until October. The replacement cables had a long procurement lead time and this work required additional outages and testing.

Overall highlights of the project include:

Flood Protection

Over two miles of perimeter flood protection (approximately 12,000 linear feet) has been installed to protect the Coney Island Yard Complex. This entailed installation of steel sheeting, a jet grout-concrete wall system, deployable barriers and nine flood doors.

Drainage Work

Providing perimeter walls alone is not sufficient protection to ensure that the yard remains functional in a storm event. Because of the proximity to the ocean, the permeability of the ground, and the potential for a major rain event, two new pump stations, additional drainage and outfall systems were installed to remove water. In total, nearly 20,000 linear feet of drainage pipe and structures have been installed. Both the new east outfall and rehabilitated west outfalls are now in service.

Power Work

Approximately 4,250 feet of new power cable bridges were constructed to support the traction power network and communications networks. Prior to Sandy, the power network cables buried underground were damaged during the storm and required replacement. Elevating the cables via the new utility bridges maximizes protection against future storms and provides ready access for maintenance with minimal disruptions to yard operations.

Overall, over 400,000 linear feet of power and communication cables have been pulled and the process of cut over from existing to new cable feeds has been completed.

Circuit Breaker Houses

Rehabilitation of four Circuit Breaker Houses (CBHs) was added as a Change Order to the original project. This was a strategic move to enable a more optimum use of outages and staging and no impact to train operations. This work is complete.

207th Street Yard, Shop, and Mainline Projects

NYCT’s 207th St Yard is the main storage yard for the rolling stock on the A and C lines and includes the maintenance shop for the A B C D lines and the overhaul facility for the 1-7 lines. Like the Coney Island Yard, in 2012 Superstorm Sandy storm surge flooded the 43-acre 207th St Yard and the site needed critical repairs to its rail operation and additional flood protection.

The 207th St program currently includes four separate construction contracts being jointly managed and coordinated by a single unified PMC (Project Management Team):

- **207th St Yard Flood Protection and Signal Repairs** includes construction of a new 2,400 foot flood wall and five flood gates on the river side of the yard as well as replacing track, signals, and traction power cabling within the yard, including two new signal relay buildings supporting a modernized signal system.
- **207th St Yard Sewer Relocation** relocates the existing NYC DEP sewer line from beneath the yard to a new location outside of the yard footprint. This addresses the risk of backflow flooding via the sewer as occurred during Superstorm Sandy.
- **200^t-207th St Mainline Track & Signal Repairs** modernizes the interlockings, tracks, switches, and signals on the A Line from north of the Dyckman St Station to the 207th St Yard.
- **207th St Maintenance Shop Component Repairs** includes the replacement of the current AC and DC electrical panels, the replacement of all outdated and deteriorated windows throughout, repair of exterior wall brickwork, and the replacement of two steel columns and lintels. Additionally, the project involves the installation of two rooftop HVAC units, an exhaust fan, windows air conditioning units, and heater radiators.

Bundling the management of these contracts ensures that all outages, access, and work are integrated and that the overall disruption to the operations of this constrained yard are kept to a minimum.

Project Status: Substantial Completion and Budget			
Project	Previous	Forecast	Percentage Complete
Mainline Track & Signal Repairs	Aug 2023 \$150M	Aug 2023 (A) \$150M	100%
Yard Flood Mitigation & Signal Repairs	Nov 2023 \$637M	May 2024 \$642M	95%
Sewer Relocation	June 2024 \$163M	November 2024 \$163M	87%
Maintenance Shop Component Repairs	Apr 2025 \$40M	Apr 2025 \$40M	20%
Total	\$1,037M	\$1,047M	

Since our last update:

- The Mainline Track & Signal Repair project was declared substantially complete on schedule and on budget in August 2023. This project was

delivered 17 months faster than originally planned as a result of time savings realized during the A+B bidding process.

- The Yard Flood Mitigation & Signal Repair project has experienced delays due to unforeseen field conditions and change orders for further sea wall repairs, design adjustments for the 9th Avenue gate, and adjustments to accommodate ConEd vaults. All flood protection work will be completed by Q2 2024, ensuring the yard is fully protected from future coastal storms.
- The Sewer Relocation project has mitigated additional delays and is working to recover its original schedule thanks to adjustment of access embargoes by the NYC Department of Sanitation. The project has recovered delays resulting from the presence of sidewalk sheds during COVID that prevented construction access.

Bus Radio System

NYCT Department of Buses (DOB) has more than 6,000 buses and non-revenue vehicles utilizing an antiquated radio communications system that is more than 30 years old. This project is providing a new digital radio system for state-of-the-art communications between the fleet, the newly constructed Bus Command Center (BCC) and new base radio sites constructed as part of this contract. The new base radio sites are constructed in the Bronx, Brooklyn, Manhattan, Queens, Staten Island, New Jersey, and Yonkers for complete coverage of the MTA bus service area.

The new system will greatly enhance MTA’s ability to manage and operate the fleet of buses, as the system provides both voice and data communications with the implementation of a new computer aided dispatch system and the fit-out of the new Bus Command Center. Once fully operational, the new system will provide substantially improved real-time data to improve overall bus performance and bus fault tracking.

PROJECT STATUS	Previous	Forecast
Substantial Completion	August 2024	August 2024
Budget	\$330M	\$355M
The project is approximately 75% complete.		

Since our last update, the project has progressed steadily and without additional delay despite third-party base site construction issues, slower than expected bus radio installations, and signal clarity across the system. Responsibility for previously-reported delays is the subject of pending claims with the contractor. Recent progress includes:

- The Bus Command Center, built as part of this project, has continued to operate successfully and is operating as projected
- The new radio system has been installed on more than half of the existing bus fleet (3250 buses) at a pace of approximately 350 buses per month
- The radio system is stable and in full operation

- All base stations, with the exception of two, are fully operational

Overall, this project is on the road to completion, with the new radio system to be installed in all 6,000+ buses this year.

**Rockaway Line
Resiliency &
Viaduct
Rehabilitation**

The Rockaway Line, which crosses the Jamaica Bay estuary, experienced some of the worst damage from Superstorm Sandy. The most significant damage included embankment breaches and signal cable impacts, resulting in a full suspension of its service for seven months. The Rockaway Line is vital to the transportation network of New York City providing “A” train service between the north tip of Manhattan, through Brooklyn to the Rockaway community and its beaches. The purpose of this long-term flood mitigation project is to protect critical assets along the Rockaway Line and allow service to quickly resume following future storm surge events. The mitigation work is also being bundled with critical state-of-good-repair work, including viaduct rehabilitation and upgrades to the South Chanel Bridge.

Overall highlights of the project include:

Rockaway Line Long-Term Flood Protection

Measures are being taken to protect buildings, bridges, and abutments between Howard Beach Station and Beach 116th Street-Rockaway Park Station. This includes room hardening at Howard Beach, Broad Channel and Beach 116th Street-Rockaway Park. Debris shields will be directly connected to right of way above the bay along the line including approaches to the North Channel Bridge, Subway Island Viaduct, and South Channel Bridge. The existing rip rap for the bridge abutments will be replaced.

Signal Tower and Crossover at Beach 105th St Station

The Beach 105th St Station is on an elevated structure and is the penultimate station on the Rockaway Park branch of the Rockaway Line. The new Signal Tower & Crossover will ensure that service along this branch can operate in the event the facilities at Rockaway Park Yard are rendered inoperable by a storm or flood. This project consists of installation of a single #12 tangential crossover north of the station, new signal and communication systems and new signal tower that will house a dispatcher’s office, relay room, UPS room, MEP room, Train Control room, & Compressor Room.

Replacement of Electrical & Mechanical Equipment on South Channel Bridge

The South Channel Bridge carries the A train between Broad Channel and Jamaica Bay, crossing the South Channel of Jamaica Bay, a vital artery for maritime traffic. Among other important functions, this mechanical swing bridge opens to allow barges to carry fuel to JFK Airport. This element of the project will replace obsolete electrical and mechanical equipment on the bridge to reduce failures and minimize disruptions to A train service and maritime traffic.

Hammels Wye Viaduct Rehabilitation

This viaduct structure just south of the South Channel Bridge is where Rockaway Park Shuttle “S” service to Beach 116th St-Rockaway Park and “A” service to Far Rockaway-Mott Avenue diverge. The existing Hammels Wye Viaduct

superstructure will be rehabilitated including concrete deck, tracks, and systems.

Rockaway Line Viaduct Rehabilitation

The Rockaway Line Viaduct consists of approximately 5 miles of elevated structure on the Rockaway Peninsula from Beach 116th St-Rockaway Park to Far Rockaway-Mott Avenue. This rehabilitation work will include steel and concrete repairs as well as wrapping the concrete surfaces with Fiber Reinforced Polymer (FRP) wrapping.

PROJECT STATUS	Current	Forecast
Substantial Completion	Aug 2026	Aug 2026
Budget	\$599 M	\$611 M
The project is 15% complete.		

This project is a design build project and is currently in the design phase. Overall, the project remains on schedule. The forecasted budget increase addresses additional funds required for an Independent Safety Assessor for the new Solid-State Interlocking as well as OCIP coverage and contingencies.

Since our last update:

- Foundation installation for the Beach 105th St Signal Tower is in progress.
- Of 8 design units, 5 are complete and the remaining 3 are at 90% complete.
- Surveys continue for upcoming work planning.
- Purchase orders are in place for South Channel Bridge machinery (part of the Design-Build-Build) portion of the contract.

Jamaica Bus Depot

This project is for design and construction of a state-of-the-art bus maintenance and storage facility to replace the existing Jamaica Depot. The current building was opened in 1939 and is a poor working environment. The new depot will have a maintenance building with rooftop parking, an outdoor parking lot, and an administration building tied to the depot with a bridge. The facility will have 272 bus parking spots, 15 maintenance bays, 3 drive-through washes, 3 fueling stations, and three chassis/interior washes. Upon substantial completion the depot will be able to charge 60 electric buses, but the entire depot is designed to accommodate an all-electric fleet projected for 2030 under a separate contract.

PROJECT STATUS	Current	Forecast
Substantial Completion	Dec 2026	Jul 2027
Budget	\$654 M	\$654 M
The project is 9% complete.		

The project was awarded as a Design-Build contract at the end of 2022 and is presently nearing the end of the design phase. The design is currently on schedule but there is a delay currently forecasted for the start of construction due to the ongoing acquisition of adjacent property that is needed to relocate buses from the Jamaica Depot site. Potential rephasing alternatives are being developed in order to mitigate this delay.

January 2024 CPC Independent Engineering Consultant Project Review

207th Street Yard and Shop Flood Mitigation

MTA C&D Infrastructure

207th Street Yard and Shop Flood Mitigation

Scope of Work

- 207th Street Yard sustained extensive brackish water damage during Super Storm Sandy. This water from the Harlem River flooded the yard and consequently the 200th Street and 207th Street interlockings located on the 8th Avenue 'A' line.
- Major project elements include:
 - Construction of two new Relay Room Buildings, five new Central Instrumentation Houses and one enclosure to house new equipment for signals, equipment racks and auxiliary systems.
 - Design, furnish, install, test and place in-service new signal system and auxiliary support systems throughout the 207th Street Yard, and modify tie-ins (interfaces) with the main line.
 - Installation of a perimeter protection wall and deployable gates to protect the yard and portal from future tidal surges.
 - Repair or replace track and interlocking system damaged by Super Storm Sandy.
 - Provide temporary crew quarters for yard personnel to accommodate services and personnel affected by the work under this contract.
 - Replace yard traction power components.

207th Street Yard and Shop Flood Mitigation

Schedule

- NTP was issued in September 2018 to Walsh Construction. The Substantial Completion (SC) date at award was November 2023, a 62-month project duration.
- The project is 97% complete with 94% of the time elapsed
- The project team is forecasting an SC date of May 2024, a four-month slip since the last report.
 - Contract completion is delayed as additional work is being incorporated into the project due to unforeseen field conditions.
 - Negotiations for extension of time are in progress
- Major remaining scope items:
 - Flood wall at ConEd Vault area
 - 9th Avenue flood gate and track crossing
 - Inspection and occupancy of relay towers A & B
- The IEC forecasts that a May 2024 SC can be achieved, however, the following challenges remain:
 - Coordination and availability of in-house inspection personnel
 - Timely submission and approval of as-builts, training and O&M Manuals necessary to declare SC

207th Street Yard and Shop Flood Mitigation

Budget

	Program Budget	C&D Estimate at Completion	IEC Estimate at Completion
At Award	\$633.5M	\$633M	\$633M
Current Status	\$637M	\$642M	\$637M

- The IEC performed a review of the project contingency, work in place, soft costs, change orders and risks for remaining work. The IEC’s Estimate at Completion is \$637M, which remains within the current project budget.

207th Street Yard and Shop Flood Mitigation

Risks and Mitigations

- There is a risk of a delay and additional cost due to differing site conditions at the ConEd underground vault area that impact the floodwall foundation design
 - Rapid design adjustments with ConEd are being coordinated so work can progress
- There is a risk of a delay to relay towers occupancy inspections due to lack of agency personnel and coordination challenges
 - Reliable inspections forecast is being updated, tracked, and transmitted to all parties affected
- There is a risk of a delay to the project SC date due to late submission and approval of as-builts
 - Required as-builts have been identified and are tracked by trade
 - The PMC is allocating sufficient review resources to support timely processing efforts
 - Project SC requires approval of all as-builts, beneficial use does not
- The IEC considers the risk mitigations used throughout the project to be effective

January 2024 CPC Independent Engineering Consultant Project Review

207th Street Yard Sewer Replacement

MTA C&D Infrastructure

207th Street Yard Sewer Replacement

Scope of Work

- 207th Street Yard sustained extensive water damage during Super Storm Sandy from the brackish water of the Harlem River. This project will relocate NYC-owned sewers, which backed up into 207th Street Yard as well as outside the property.
- Major project elements include:
 - Removing and relocating the existing New York City Department of Environmental Protection (NYCDEP) regulator, diversion chamber, tide gates, and internal sanitary service connections in the yard.
 - Construct new project elements (manholes for the relocated sewer).
 - Installation of reinforced sewer lines and backflow prevention valves.

207th Street Yard Sewer Replacement

Schedule

- NTP was issued in December 2019 to C.A.C. Industries. The contract Substantial Completion (SC) date is February 2024, a 50-month project duration
- The project is 75% complete with 81% of the time elapsed
- Delays in obtaining an access agreement with a property owner have resulted in moving the project substantial completion (SC) to November 2024
 - Project Team is coordinating with the contractor and the track replacement subcontractor to optimize the sequence and duration for the remaining work inside the yard
 - Negotiations for extension of time are in progress
- The IEC forecasts that a November 2024 SC can be achieved and potentially improved. The following challenges remain:
 - Coordination and availability track outages
 - Identification and resolution for unforeseen conditions for work inside the yard
 - Successful conclusion of time extension negotiations
 - Efficient coordination of track outages and work planning may present an opportunity for schedule improvements

207th Street Yard Sewer Replacement

Budget

	Program Budget	C&D Estimate at Completion	IEC Estimate at Completion
At Award	\$152M	\$152M	\$152M
Current Status	\$153M	\$ 153M	\$153M

- The IEC performed a review of the project contingency, work in place, soft costs, change orders and risks for remaining work. The IEC’s Estimate at Completion is \$153M, within the current project budget.
 - A budget modification has been approved for the inclusion of a CCM budget and associated cost with the utility work.

207th Street Yard Sewer Replacement

Risk and Mitigation

- Availability and coordination of track outages to perform work inside the yard remains a risk
 - The project team, in coordination with the contractor, track replacement subcontractor, and yard operation are discussing optimization of the track outages plan
- There is a risk of delay arising from discovery of differing site conditions while performing work inside the yard
 - Test pits and probing to be performed at selected yard locations
- Several other contracts, both third party and in house forces, are competing for yard access and resources
 - Coordination with yard operation and other contracts continues

January 2024 CPC Independent Engineering Consultant Project Review

Bus Radio System

MTA C&D Infrastructure

Bus Radio System

Scope of Work

- Bus Radio System (BRS) is a Design Build project that replaces the NYCT and MTA Bus analog bus radio system. The BRS contract award amount of \$202M was issued to Parsons Transportation Group, with Notice to Proceed in March 2016 and Substantial Completion (SC) date of January 2021.
- BRS is a fully integrated digital bus radio system that provides for voice and data communications for all NYCT and MTA Bus operators and field supervisors.
- Project includes:
 - Installation of 34 base stations throughout the five boroughs, Yonkers and Kearny, New Jersey
 - Installation of one Mobile Base Station (MBS) in Yukon bus depot.
 - Outfitting approximately 6,000 buses and 250 non-revenue vehicles with new radio equipment.
 - Provision of a fully equipped Transition Center (TC).
 - Microwave equipment installation at the Rail Control Center (RCC).
 - Providing 1250 portable radios.
 - Outfitting the new Bus Command Center (BCC) with bus dispatch consoles and radio equipment hardware and software to support voice and data communications between the BCC and individual or groups of buses.
 - Full integration and testing of all base stations, buses, and the BRS network.

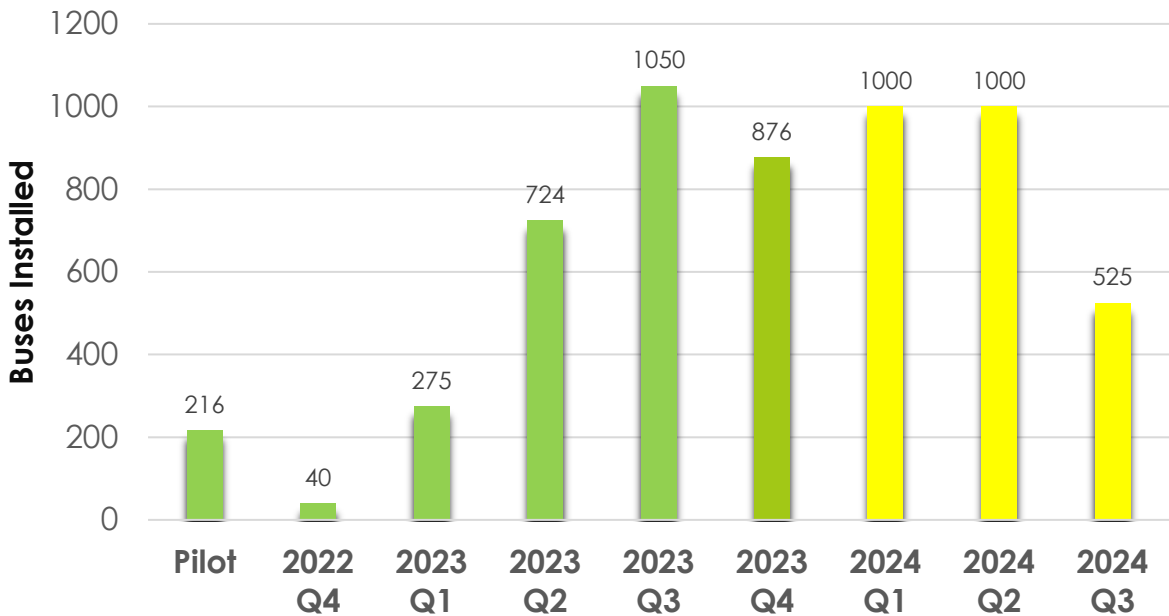
Bus Radio System

Progress on major items:

Bus Radio Installation

- Bus installation commenced on November 1, 2022, after completion of Pilot test.
- Total bus installation is 3,300 so far.
- Approximately 2,500 buses remaining.

Installation by Quarter



Bus Radio System

Progress on major items (continued):

Radio Base Stations

- 34 sites originally planned:
 - 32 locations are complete and transmitting with final closing of punch list items in progress.
 - Two remaining locations are in final stage of construction (Todt Hill tower expected to complete by January 2024 and Kearny, New Jersey, expected to complete by March 2024.)
- 1 microwave network site in Rail Command Center (RCC), originally planned, is complete.
- 1 new Mobile Base Station (MBS) in Yukon bus depot required to provide needed radio coverage in Staten Island will be completed by March 2024.

Portable Radios

- 1250 portable radios have been delivered and are in use.

Bus Command Center (BCC)

- All work at BCC with bus dispatch consoles and radio equipment hardware and software to support voice and data communications between the BCC and individual or groups of buses is completed with punch list work in progress.

Bus Radio System

Schedule

- Contractor forecasts substantial completion in August 2024 with no change since last report, due to slow progress in build out of systems, base radio sites and bus radio installation issues. C&D has not accepted the latest schedule update and is driving the contractor to complete the project before the contractor forecast date.
- The IEC forecasts substantial completion no earlier than December 2024, which is a 4-month delay from last report, due to additional time required to complete the following:
 - Resolving any technical issues from full system load and stress testing.
 - Resolution of remaining maintenance tickets.
 - Resolving PowerTrunk Radio interference issue with AT&T Band 14 transmission.

Budget

- Current total budget is \$315M, with the project's Estimate at Completion (EAC) of \$355M to cover pending and potential change orders, additional Force Account, TA Labor and Consultant Construction Manager Services costs due to delays. Budget reconciliation with EAC is required to address shortfall.
- The IEC forecasts an EAC of \$360M with no change since last report, due to potential time impact delays and risk on remaining work.

Bus Radio System

Top Risks and Mitigations

- Risk – Bus radio coverage and interference issues require resolution by the contractor and may impact schedule.
 - Mitigation:
 - The contractor will install Mobile Base Station (MBS) equipment at Yukon bus depot for additional coverage in Staten Island.
 - Resolve PowerTrunk Radio issues with AT&T Band 14 transmission with band pass filters or utilizing 800MHz frequency for communications.
- Risk – Contractor is required to perform full system load and stress testing when all buses are installed. Finding possible system reliability and performance issues during stress test, which require resolution by the Contractor may impact project schedule.
 - Mitigation
 - Contractor and PMO to be continually monitoring system performance and network load while more buses are being installed and take corrective actions before all buses are integrated into BRS.
 - Contractor and PMO continually monitoring system performance and network load with more than 3,200 buses in service. The contractor will take corrective action if system performance or network load issues are identified as 2,500 remaining buses are added to the system.
- In the IEC's opinion, above measures are effective in mitigating the risks identified.

Bus Radio System

Observation

- Department of Buses (DOB) is working closely with C&D to have sufficient buses available to the Contractor to meet its installation schedule.
- Budget has increased due to delays and extended duration of the project as well as other unforeseen site conditions.
- Although Bus installations were impacted by different bus types and contractor inefficiencies, significant progress has been made since last report with more than 3,300 buses now retrofitted and in service, providing MTA with updated Bus Radio System.

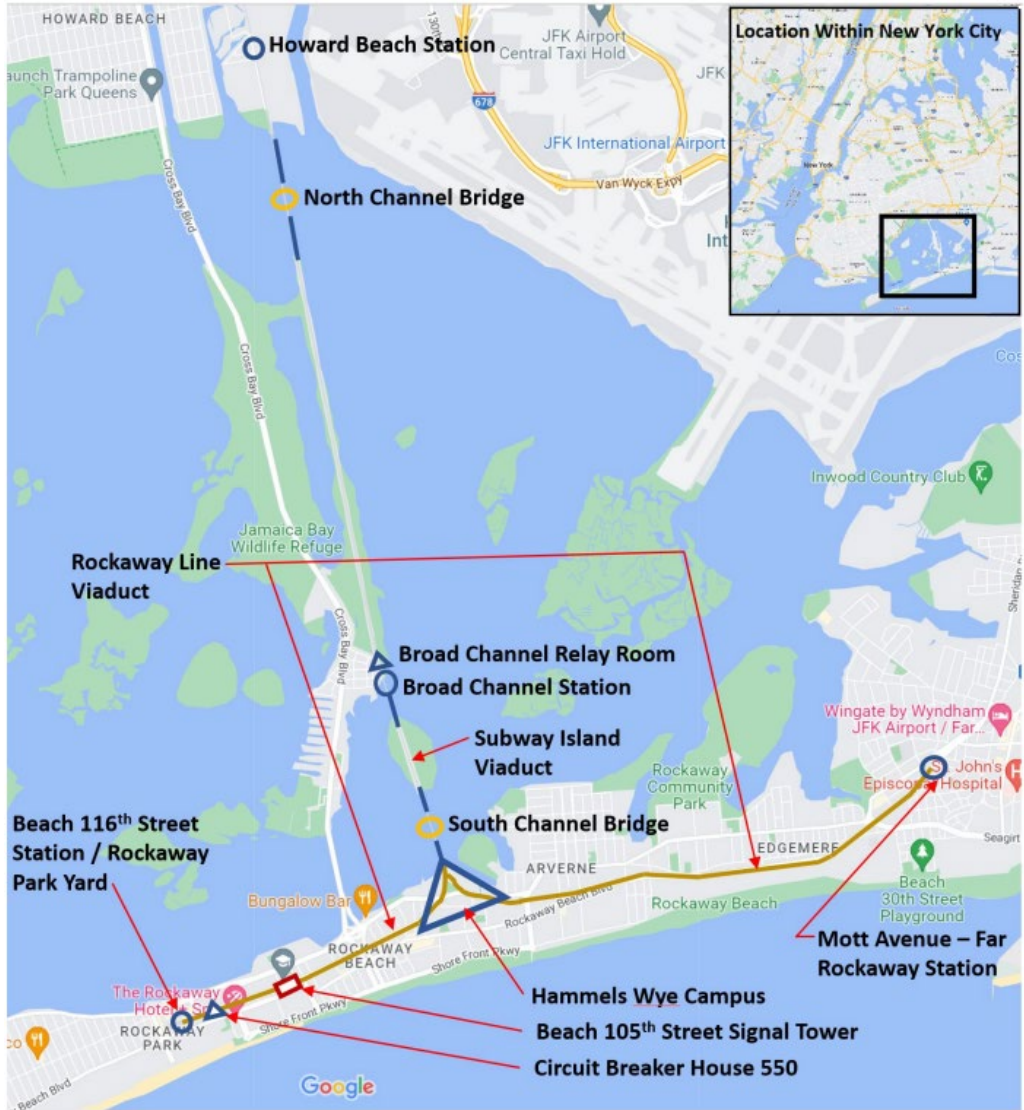
January 2024 CPC Independent Engineering Consultant Project Review

Design-Build Services Rockaway Line Resiliency & Viaduct Rehabilitation



Rockaway Line Resiliency & Viaduct Rehabilitation

The Rockaway Line is a vital link in the subway system, connecting mainland Queens with the Rockaway Peninsula Network in New York City (NYC).



The Project will repair the Rockaway Viaduct, Hammels Wye Viaduct and South Channel Bridge, while also adding a signal tower to Beach 105th Street in Rockaway Park.

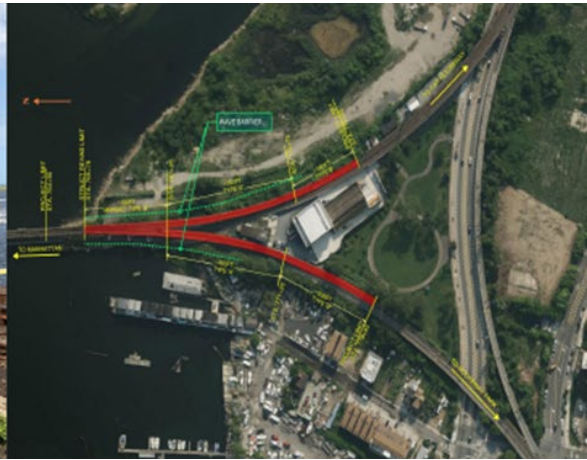
Rockaway Line Resiliency & Viaduct Rehabilitation

Project Scope of Work

- ▣ Design and construction of viaduct repairs at the Hammels Wye Campus and along the east and west branches



South Channel Bridge



Hammels Wye Campus

- ▣ Replacement of electrical and mechanical components of the South Channel Bridge which will require conformance with a 100% design provided by MTA C&D.
- ▣ Design and installation of flood mitigation and station resiliency elements at selected locations along the Rockaway Line.
- ▣ Design and installation of a new signal tower, track crossover and related traction-power, signal system and utility work at the Beach 105th Street Station

Rockaway Line Resiliency & Viaduct Rehabilitation

Schedule

- The Design-Build contract was awarded in December 2022 for a construction duration of 44 months.
 - Milestone 1: Complete Viaduct Rehabilitation at the Hammels Wye within 16 weeks, yet no later than May 19th, 2025
 - Milestone 2: Rehabilitation of the South Channel Bridge 869 Days after NTP yet no later than May 19th, 2025
 - Contractual Substantial Completion (SC) – 1339 Days after NTP, August 31st, 2026
- The contract duration is approximately 27% complete.
- Design development for signal tower at 105th Street is on the critical path and in the IEC's opinion remains on schedule as the block design, which is the basis of the signal design, was provided by NYCT to the DB Team.
- The Design-Build Baseline Schedule is 'Approved'. Except as Noted – General Orders need to be detailed. The IEC agrees with this approach.

Budget

- Current Project Budget: \$599M
- The IEC notes that the expenditures to date are in line with the project progress.
- Estimate at Completion (EAC): \$599M.
 - The IEC concurs that the project's budget allocations are sufficient at the project current phase.
- The DB Team has submitted a Value Engineering Change Proposal (VECP) for MTA C&D evaluation.

Rockaway Line Resiliency & Viaduct Rehabilitation

Risks and Mitigations

- The Project Management Team (PMT) has actively been working with the Design-Build (DB) Team to make the best use of the Department of Subways (DOS) support services. The assignment of multiple resources to the Far Rockaway Peninsula may be challenging due to seasonal constraints.
- The DB Team performed 3-D LIDAR scans, scheduled work sequencing and phasing early on for structural rehabilitation work. Repair details have been developed in advance to minimize unanticipated scope increase.
- The DB Team is engaging in early communication with the specialty equipment (signal system specialty equipment) manufacturer to plan factory & field testing as outlined in the schedule. These activities are included on a long-lead item tracker.

The IEC notes that the PMT efforts to coordinate the design and construction processes and mitigate the project's risks are appropriate. This includes regular coordination with internal and external project stakeholders.

Rockaway Line Resiliency & Viaduct Rehabilitation

IEC Observations

- The PMT is regularly informing external stakeholders (DOT, Coast Guard, etc.) on the status of the design development and construction progress to ensure support is available when needed.
- The DB Team has relied on the PMT to assist with developing the contractually required schedule iterations.

IEC Recommendations

- To further encourage DB Team Value Engineering (VE) participation as an incentive for Design Build Projects, updated evaluation criteria and implementation guidelines/procedures are recommended.

January 2024 CPC Independent Engineering Consultant Project Review

Jamaica Bus Depot

MTA C&D Infrastructure



Jamaica Bus Depot

Project Overview

- The existing Jamaica Bus Depot is an 83 years old facility, used for NYCT buses parking, maintenance, refueling, and washing. The facility has exceeded its useful life and needs replacement.
- The existing depot will remain in continuous operation during a phased construction of the new facility, while a temporary bus parking lot will allow the same level of service to be maintained.
- The new facility will include a 134,000 SF bus depot, an outdoor bus parking area, and a 37,000 SF three story administration building.
- Future charging capacity for 100% zero emission all electric bus fleet will be incorporated.
- The depot reconstruction project will be delivered as a Design-Build contract. It will include the construction of the temporary bus parking lot that has been previously designed under a separate project.



Jamaica Bus Depot

Scope and Sequence of Work

- The project has been awarded to Skanska USA Civil Northeast. The project is sequenced in four stages:
 - Stage 1: Construction of Temporary Parking Lot at an adjacent site leased by MTA from York College, Temporary Fuel System, and Gas Line Relocation
 - Stage 2: Demolition of future depot & administration building lots and Construction of New Bus Depot and 3-Story Administration Building
 - Stage 3: Remediation and Demolition of Existing Bus Depot and South Lot
 - Stage 4: Construction of New Outdoor Parking Lot and new Administration Building 3rd Floor Bridge
- Spanning stages 1 & 2: Design, Planning and Permitting of the New Depot



Jamaica Bus Depot

Schedule

- The Design-Build contract was awarded in December 2022. Construction duration is 48 months.
 - One contractual interim milestone is the completion of the new outdoor bus parking lot – July 2026
 - Contractual Substantial Completion (SC) – December 2026
- The project is 13% complete with 22% of the time elapsed
- Latest contract schedule reflects 8 months delay to SC, due to design changes and permitting delay for the York parking lot. A recovery schedule is being developed
- It is the IEC's opinion that there are opportunities for schedule recovery given the remaining contract duration

Jamaica Bus Depot

Budget

	Program Budget	C&D Estimate at Completion	IEC Estimate at Completion
At Award	\$654M	\$655M	\$654M
Current Status	\$654M	\$654M	\$654M

- The IEC performed a review of the project contingency, work in place, soft costs, change orders and risks for remaining work. The IEC concurs that the project’s budget allocations are sufficient at the project early phase. The PMT appropriately tracks and manages the project budget

Jamaica Bus Depot

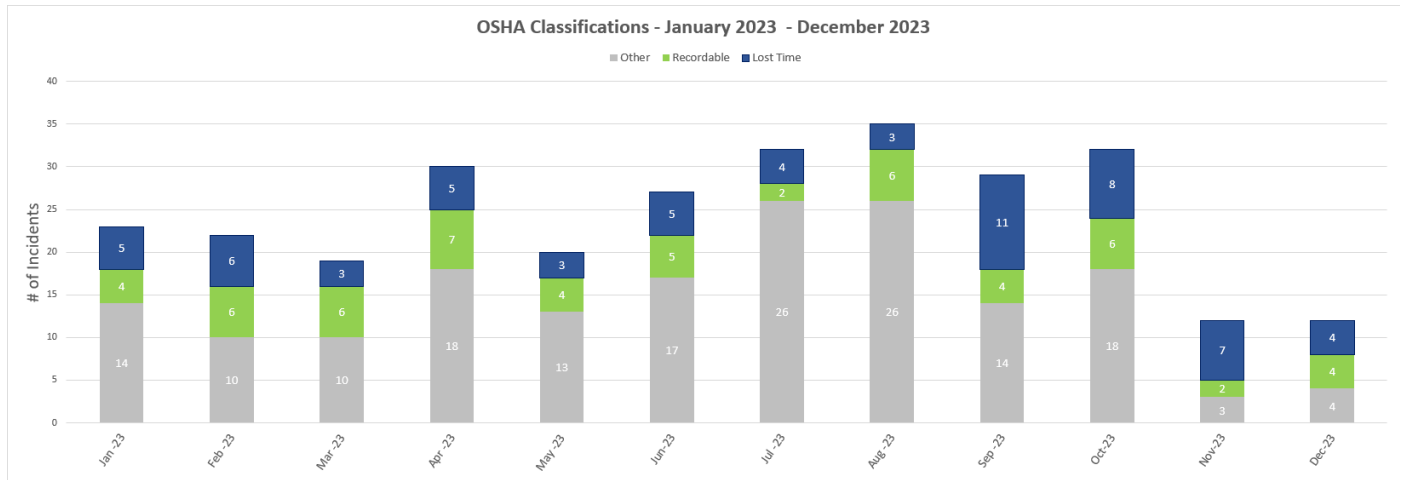
Risks and Mitigations

- Stormwater retention system redesign and permit approval of the York parking lot have delayed the start of construction by 8 months
 - Recovery schedule is being developed by the DB and reviewed by the Project Management Team (PMT). In the IEC view, a portion of the delay may be recovered given the remaining project duration
- Long lead items procurement – Electrical infrastructure design delays due to MTA provided chargers vendor bankruptcy. Essential switchgear equipment procurement may not proceed until design is finalized
 - An alternate charger’s vendor has been identified. Design submission reviews are being expedited
- Tenants' relocation from 4 of the 6 acquired commercial properties is behind schedule and may delay the properties handoff to the design-builder and the new depot construction start
 - Tenant relocation is in process, with close coordination between the PMT and MTA C&D Legal and Real Estate. The IEC recognizes that viable alternatives are available to commence with partial depot foundation construction prior to properties handoff
- Late issuance of temporary construction easements for 27 adjacent residential properties risks delaying the timely demolition of the existing depot
 - MTA C&D Legal, Real Estate, and the PMT operate closely to ensure easements are in place early. the preliminary property appraisals and settlement discussions conducted are adequate

Jamaica Bus Depot

IEC Observations

- The IEC notes that the PMT efforts to coordinate the design and construction processes and mitigate the project's risks is appropriate. These includes regular coordination the different project stakeholders:
 - MTA C&D Legal and Real Estate for property acquisition, tenant relocation, and easements
 - National Grid, Consolidated Edison, and Verizon for utilities coordination
 - Department Of Buses (DOB) for input on operational considerations
 - AECOM for York parking lot construction coordination
- Delays to York parking lot design and permitting, design package submissions, and commercial property handoffs risk to impact the project substantial completion and may draw cost exposure to MTA.



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

DECEMBER UPDATE:

- 12 safety incidents were reported in December 2023, including:
 - Four (4) lost time incidents.
 - Four (4) recordable incidents.
- The reported lost time incidents in December 2023 decreased by 43% (3 incidents) compared to November 2023.
- Leading lost-time and recordable incident types for December 2023 were Slips/Trips/Falls (63%), Struck By/Against (25%) and Caught Between (12%).
- Overall, the total reported incidents in December 2023 remained the same as in November 2023
- No Serious incidents were reported.

Hazard 2023	Lost Time		Recordable		First Aid		Notification Only		Grand Total	% to Grand Total
	Count YTD	%	Count YTD	%	Count YTD	%	Count YTD	%		
Caught in Between	12	19%	9	16%	6	8%	10	11%	37	13%
Electrical	1	2%	0	0%	0	0%	1	1%	2	1%
Other	6	9%	4	7%	13	17%	24	25%	47	16%
Slip, Trip, Fall	17	27%	12	21%	14	18%	17	18%	60	20%
Sprain/Strain	9	14%	9	16%	9	12%	12	13%	39	13%
Struck By/Against	19	30%	22	39%	36	46%	31	33%	108	37%
Total	64	100%	56	100%	78	100%	95	100%	293	100%

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 64 Lost Time incidents have been reported YTD (through December 31, 2023), with no change vs. the same reporting period in 2022. This year's (through December 31, 2023) top injury types associated with lost time incidents are Struck By/Against currently at (30%), Slips/Trips/Falls (27%), and Caught In Between (19%).
- **RECORDABLE INCIDENT TRENDS:** 56 Recordable incidents have been reported YTD (through December 31, 2023), a decrease of 3% (or two (2) incidents) vs. the same reporting period in 2022. This year's (through December 31, 2023) top injury type associated with recordable incidents is Struck By/Against currently at (39%), Slips/Trips/Falls (20%), and Sprain/Strain (16%).
- **SERIOUS INCIDENTS:** 3 total have been reported YTD (through December 31, 2023)
 - ELECTRICAL SHOCK - 1
 - ENVIRONMENTAL – 1
 - FALL – 1

INSPECTIONS & AUDITS:

- **DECEMBER INSPECTIONS:**
 - **INTERNAL – 199**
 - **EXTERNAL – 568** (88 Third-Party Safety Consultants; 480 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 2,909**
 - **EXTERNAL – 6,935** (842 Third-Party Safety Consultants; 6,093 OCIP Visits)
- **DECEMBER NEGATIVE OBSERVATION(S)** –Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Scaffolds/Lifts, Stairs/Ladders, Supervision/Organization, and Electrical.
- **DECEMBER POSITIVE OBSERVATION(S)** – Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Stairs/Ladders, Tools (Hand & Power) and Fall Protection.

INVESTIGATIONS & LESSONS LEARNED:

- **NUMBER OF INVESTIGATIONS FOR DECEMBER – One (1)**
 - **December 18, 2023 – Obstruction NYCT ROW - 8 Station ADA Package 2; A-37135** – On December 18, 2023, C&D Emergency Management and C&D Safety Oversight were notified of two separate incidents involving multiple sections of station enclosures/barricade laying on the active NYCT ROW and coming into contact with revenue trains. The multiple sections of enclosures/barricades became dislodged during the severe weather event of December 17 -18. The obstructions affected NYCT service on two separate train lines. Initial Design Builder's investigation reporting indicated that the failures occurred at the post-connection points. The PMC's investigation identified installation deviations from the approved Engineer's drawings by the DB. The EOR for the barricades/enclosures did not appear to be consulted or review these changes. The PMC and DB have outlined corrective actions to ensure barricades/enclosures are installed as per the design drawings and increased inspections. Lessons learned will be created and shared with the C&D program.

MTA C&D SAFETY STRATEGIC INITIATIVES:

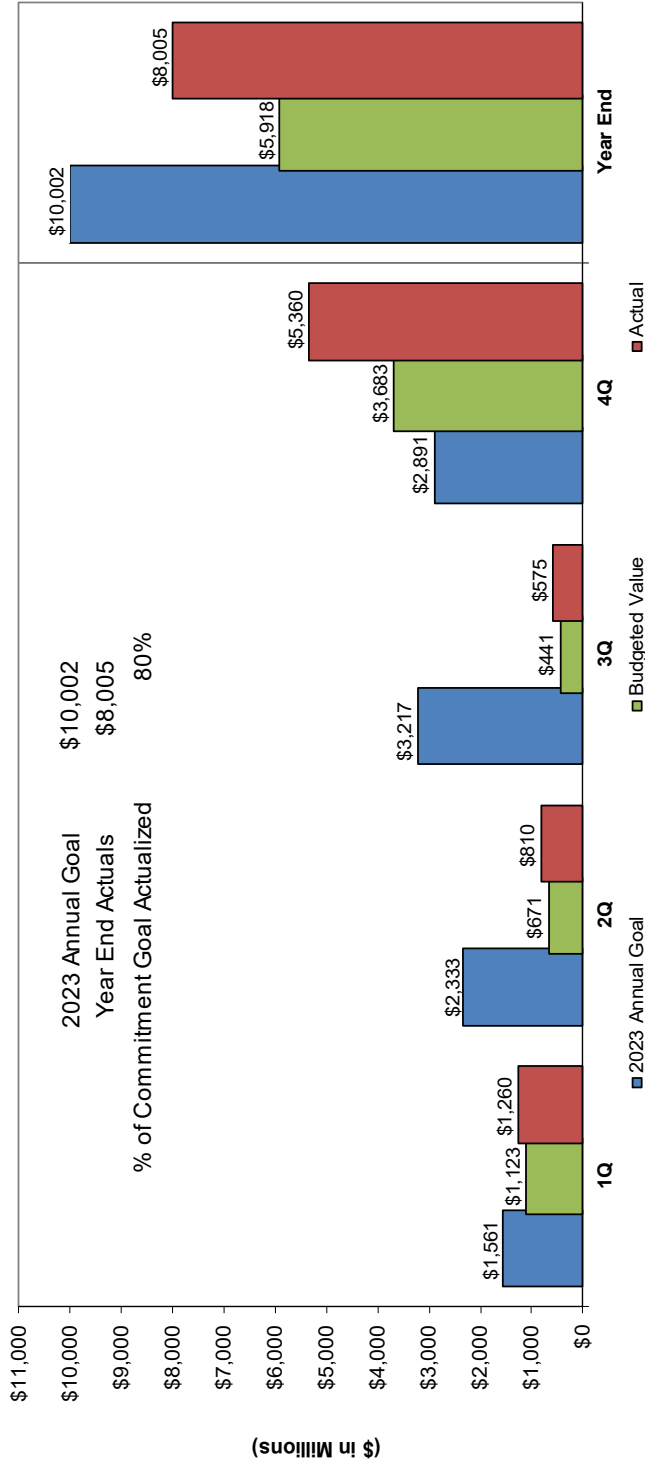
- Safety Oversight has implemented the Safety Management System – Phase 1 of 3 phases, implementing the new Safety Management System (SMS) throughout the entire agency but rolling out the program in stages to ensure all staff, supporting projects, vendors, and contractors are systematically adopting 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. Several updates have been incorporated based on user feedback. 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 Oversight continues its outreach with the Building Trades Employers' Association (BTEA) to discuss C&D Safety trends.
- C&D Emergency Management conducted a Tabletop Exercise with the Stations Business Unit. The BU executive leadership and the project team received the exercise well. C&D Emergency Management is developing another exercise that will be conducted during the first quarter of 2024 specific to the Business Units projects. The goal continues to be to perform these exercises quarterly .
- AECOM Safety Assessment Initiative –A multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application.
 - C&D Safety Oversight is finalizing the Phase 2 training materials rollout and final enhancement to the SMS with AECOM. The tentative rollout is currently scheduled for February 2024.

MTA Capital Program Commitments & Completions

**through
December 31, 2023**

Capital Projects – Commitments – December 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

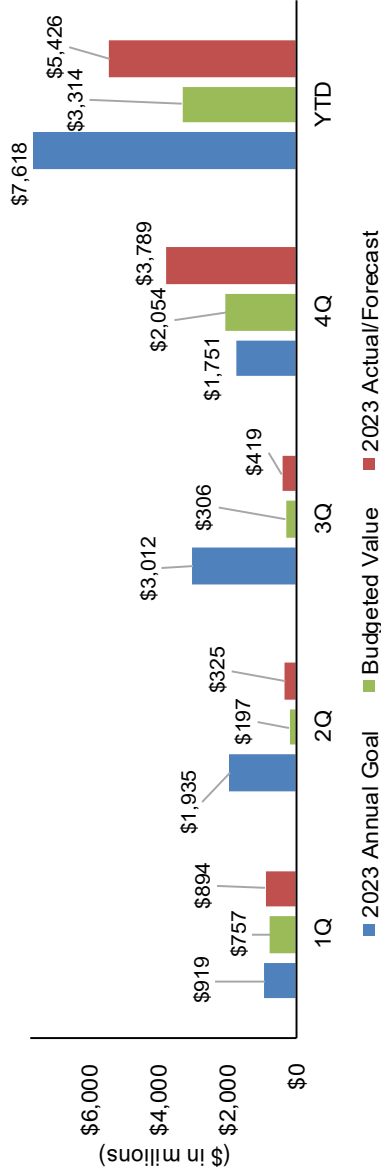
In 2023 the MTA planned to commit \$10.002 billion worth of capital projects representing 38 "major" commitments across the agencies and business units. Through December, the MTA committed \$8.005 billion, representing 24 major commitments, versus the \$10.002 billion year end goal.

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, West End Overcoating, the Purchase of Battery Electric Buses, and the Battery Electric Bus Charging Infrastructure Project slipping from Q4 to 2024. The difference in budgeted value and actuals for the year is due to additional commitments being made that were not part of the initial forecasted commitments for 2023.

NYCT/MTA Bus Capital Projects – Commitments – December 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	\$7,618
2023 Actual/Forecast	\$894	\$325	\$419	\$3,789	\$5,426
Budgeted Value	\$757	\$197	\$306	\$2,054	\$3,314



Q1 – Q4 Schedule Variances

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Act./Forec.
12 NYCT/MTA Bus Red Commitments (1 new this quarter)				12 NYCT/MTA Bus Red Commitments			
Red delays are beyond 2 months of goal.							
Signals				MTA Bus			
OBTC Fullon	Construction	Jun-23	Jun-24	25 Standard Battery Electric Buses	Purchase	Sep-23	Feb-24
		\$ 1,659.8	\$ 1,331.8			\$ 34.9	\$ 34.9
Change in award forecast reflects a delay in funding. Change in cost reflects latest design estimates.							
MTA Bus				ADA			
Battery Electric Buses Charging Infrastructure, Ph. 3	Construction	Sep-23	Apr-24	ADA Broadway Junction	Construction	Jul-23	Dec-23 (A)
		\$ 32.8	\$ 32.8			\$ 427.0	\$ 373.9
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 (A)	Project delays were due to procurement phase related activities. Project was awarded on 12/30/23, and the change in cost reflects the budget at award.			
		\$ 15.5	\$ 17.7	Stations			
Schedule delay was due to extended environmental review.	Construction	Aug-23	Mar-24	Platform Screen Door Pilot Installation	Construction	Aug-23	Mar-24
		\$ 254.4	\$ 246.4	Change in award forecast due to bidders' additional questions. Change in project cost reflects the latest design estimates.			

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

Schedule Variances (Continued)

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

Red delays are beyond 2 months of goal.

NYCT Buses 470 Battery Electric Buses	Purchase	Sep-23	Feb-24
		\$ 661.5	\$ 275.0
Change in award forecast reflects extension of proposal due date at bidders request, and change in cost reflects revised bus purchase quantity.			
Battery Electric Bus Charging Infrastructure Phase 2 & 3	Construction	Sep-23	Mar-24
		\$ 339.8	\$ 164.0
Change in project cost reflects the latest procurement strategy to award Phase 2 only in 2023 and Phase 3 in 2024. Change in award forecast reflects latest procurement schedule for Phase 2 only and Phase 3 will be procured later.			

Line Structures

West End Overcoating	Construction	Aug-23	Jan-24
		\$ 362.0	\$ 329.9
Change in award forecast reflects an extended procurement process. The change in project cost reflects the latest design estimates.			
LSQR: BW7 & 8 Av North	Construction	Sep-23	Feb-24
		\$ 230.8	\$ 266.0
Change in award and cost forecasts reflect latest design and extended bid due date at request of bidders.			
Structure Painting: Myrtle Line Outstanding Work	Construction	Sep-23	Dec-23 (A)
		\$ 100.0	\$ 130.2
Project delays were due to procurement phase related activities. Project was awarded on 12/21/23, and the change in cost reflects the budget at award.			

ADA

ADA: 168th Street / 7th Ave-Bway (New Item)	Construction	Nov-23	Aug-24
		\$ 245.8	\$ 245.8
Change in award forecast due to finalization of a new design alternative and the latest procurement schedule.			

Project	Commitment	Goal	Act./Forec.
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4 NYCT/MTA Bus Amber Commitments (4 new this quarter)

Amber delays are within 2 months of goal.

MTA Bus HVAC, Fire Control, & CNG Ph. 2 - Spring Creek (New Item)	Construction	Oct-23	Dec-23 (A)
		\$ 13.5	\$ 12.0
Delay, due to design review and issue resolution taking longer than expected.			
CNG Phase 2: College Point (New Item)	Construction	Oct-23	Dec-23 (A)
		\$ 14.9	\$ 13.3
Delay, due to design review and issue resolution taking longer than expected.			
HVAC Phase 2: College Point (New Item)	Construction	Oct-23	Dec-23 (A)
		\$ 9.1	\$ 9.1
Delay, due to design review and issue resolution taking longer than expected.			

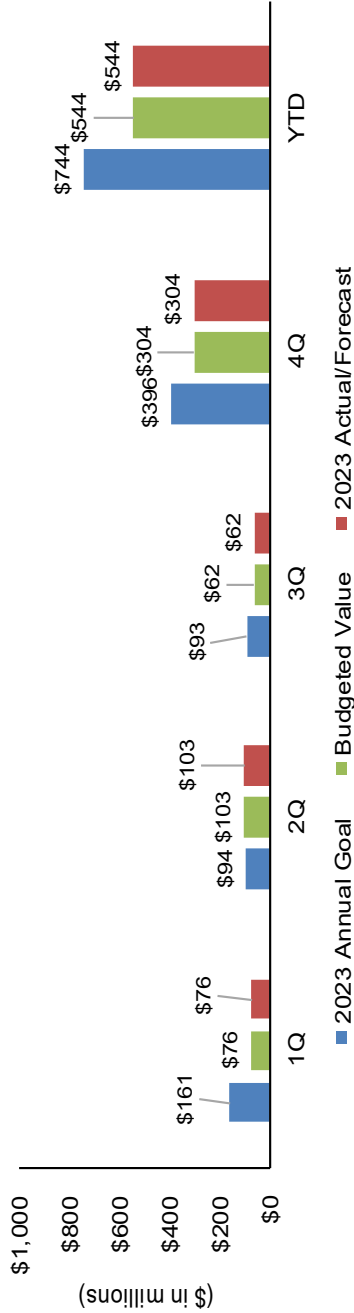
Superstorm Sandy

Sandy Repairs: Culver Yard (New Item)	Construction	Oct-23	Dec-23 (A)
		\$ 276.7	\$ 111.3
There was a delay to the award due in part to bidders' questions during procurement and the need to issue multiple addenda which delayed the bid opening to mid-November. The award was made in December and reflects good bid savings.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$161	\$94	\$93	\$396	\$744
2023 Actual/Forecast	\$76	\$103	\$62	\$304	\$544
Budgeted Value	\$76	\$103	\$62	\$304	\$544



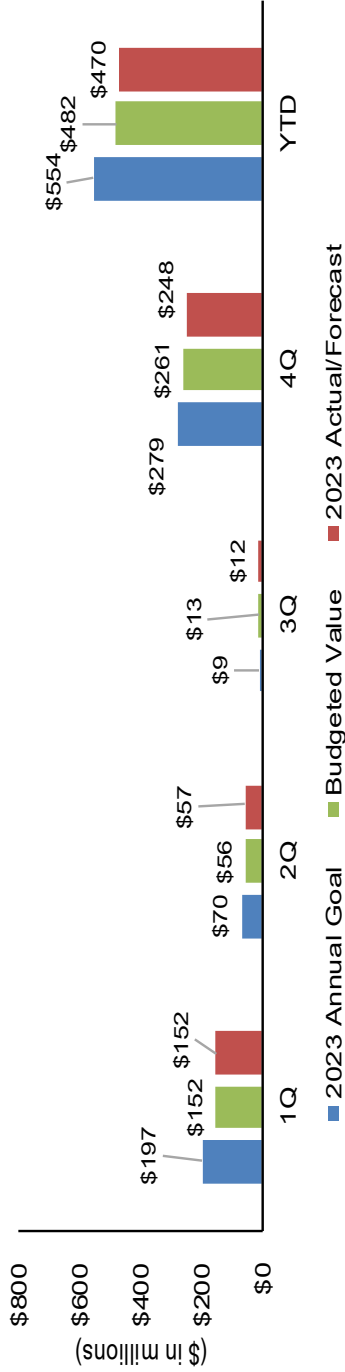
Q1 – Q4 Schedule Variances

Project	Commitment	Goal	Act./Forec.
1 LIRR Amber Commitment Amber delays are within 2 months of goal. <i>Track</i>	Construction	Mar-23	Apr-23 (A) 62.0
Delay in commitment w as due to additional funding and budget review s prior to the aw ard which w as made in early April. The remaining amount to be committed is scheduled for aw ard later this year for the 3rd party contracts associated with this project.			
1 LIRR Red Commitment Red delays are beyond 2 months of goal. <i>Yards</i>	Construction	Jul-23	Mar-24 44.7
Date revised due the RFP Package still being reviewed.			

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$197	\$70	\$9	\$279	\$554
2023 Actual/Forecast	\$152	\$57	\$12	\$248	\$470
Budgeted Value	\$152	\$56	\$13	\$261	\$482



Q1 – Q4 Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Act./Forec.
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1 Metro-North Amber Commitments (1 new this quarter)

Amber delays are within 2 months of goal.

Brewster Yard Improvements - SE Parking (New Item)	Construction	Nov-23	Dec-23 (A)
Due to a delay in obtaining Project Requirements Design Criteria (PRDC) documents an updated procurement schedule pushed this out to December 2023.	\$	212.8	\$ 214.9

1 Metro-North Red Commitment

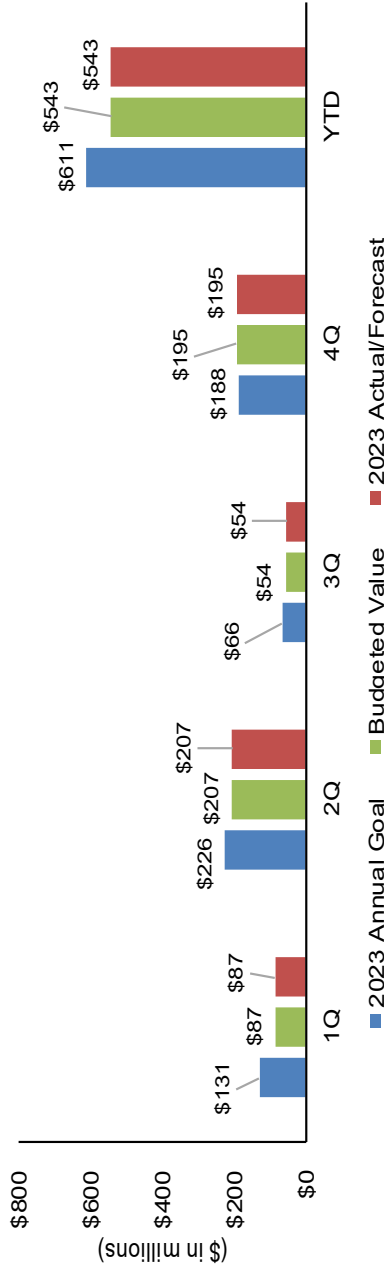
Red delays are beyond 2 months of goal.

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

MTA Network Expansion Projects – Commitments – December 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	\$611
2023 Actual/Forecast	\$87	\$207	\$54	\$195	\$543
Budgeted Value	\$87	\$207	\$54	\$195	\$543



Q1 – Q4 Schedule Variances

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

1 Network Expansion Amber Commitment (1 new this quarter)

Amber delays are within 2 months of goal.

Penn Station Access

Second Avenue Subway Ph 2 Prelim Construction Utilities (New Item)	Construction	Nov-23	Dec-23 (A)
	\$	138.00	\$ 122.20

Delay due to a protracted procurement process pushing the award from November to December.

3 Network Expansion Red Commitments (1 new this quarter)

Red delays are beyond 2 months of goal.

Penn Reconstruction

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.

Penn Station Access

PSA Real Estate: Property Acquisition Costs	Property	Sep-23	Mar-24
	\$	60.0	\$ 60.00

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

Second Avenue Subway

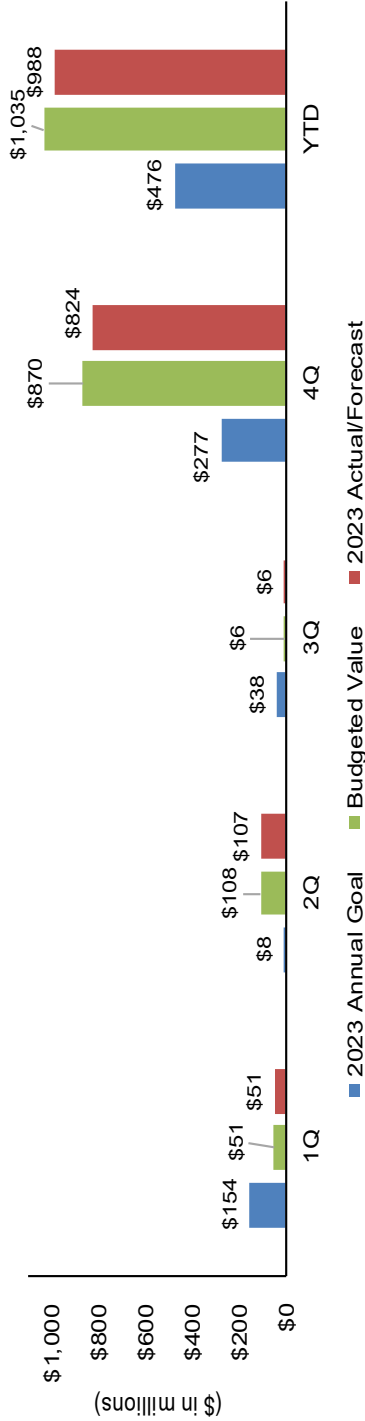
SAS Ph 2 Program Management Consultant (New Item)	Construction	Nov-23	Mar-24
	\$	50.00	\$ 50.00

The delay in the award of the PMC contract is due to multiple addendum issued during the RFP process as well as bidders' additional questions.

B&T Capital Projects – Commitments – December 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	\$476
2023 Actual/Forecast	\$51	\$107	\$6	\$824	\$988
Budgeted Value	\$51	\$108	\$6	\$870	\$1,035



Q1 – Q4 Schedule Variances

Project	Commitment	Goal	Act./Forec.
4 B&T Amber Commitments (3 new this quarter) Amber delays are within 2 months of goal.			
<i>Bridges</i>			
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.			
VN-12/VNPT Tower Lighting & Electrical Upgrades & Facility Wide Painting (New Item)	Construction	Oct-23	Dec-23 (A)
Extended bid duration to ensure competitive pricing.		\$ 130.0	\$ 136.0
Project Management Consultants for TN87, TN85, TN49, & TNPT (New Item)	Construction	Nov-23	Dec-23 (A)
Primarily due to extended BAFO process to ensure optimal pricing.		\$ 20.6	\$ 20.6
<i>Agency Wide</i>			
Overhaul & Replace Monitoring & Safety Systems (New Items)	Construction	Nov-23	Dec-23 (A)
Procurement was reauthorized due to acceleration of unplanned major commitments.		\$ 35.5	\$ 35.5

Project	Commitment	Goal	Act./Forec.
2 B&T Red Commitment (2 new this quarter) Red delays are beyond 2 months of goal.			
<i>Bridges</i>			
Widening of SB FDR Drive - from 125th St Entrance Ramp to 116th St Exit Ramp (New Item)	Construction	Nov-23	Jun-24
Procurement placed on hold pending final interagency agreement.		\$ 23.5	\$ 23.5
Project Management Consultants for RK19, RK04, & RK19 (New Item)	Construction	Nov-23	Feb-24
Primarily due to extended BAFO process to ensure optimal pricing.		\$ 48.5	\$ 48.5

Capital Projects – Completions – December 2023

Goal	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		
Total	42	4	4	3	4	0	2	1	1	1	2	1	8	14
Jan-23	4	4												1
Feb-23	1	1												3
Mar-23	6	2	2			1							1	1
Apr-23	6	1	1											
May-23	2													
Jun-23	2													1
Jul-23	2													1
Aug-23	1													1
Sep-23	3													1
Oct-23	3													1
Nov-23	2													2
Dec-23	10													4

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

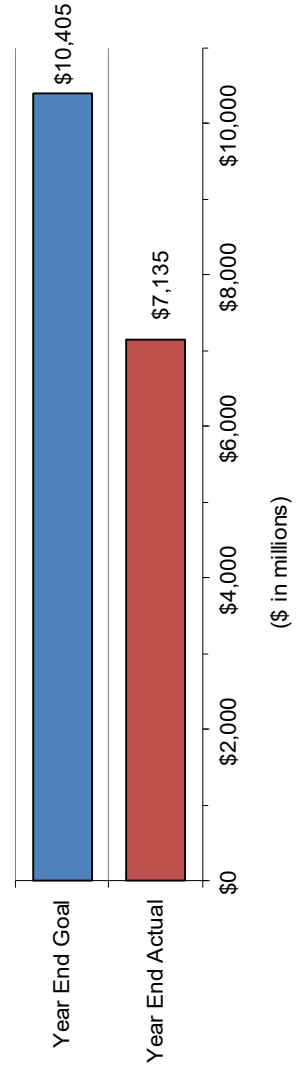
In 2023 the MTA planned to complete \$10.4 billion of projects. 42 Major completions were tracked throughout the year.

Through December, the MTA completed \$7.135 billion, representing 28 major completions, of the \$10.405 billion completions goal. The shortfall is mainly due to several delays at NYCT and the impact of delayed East Side Access completions. These are now expected to be completed in 2024.

NYCT completions delays include ADA package A, CBTC Queens Boulevard West Phase 1, and 207th St Yard: Sandy Repair/Mitigation. Explanations are included on the following pages.

Budget Analysis

2023 Annual Goal \$10,405
 Year End Actuals \$7,135
 % of Completion Goal Actualized 69%

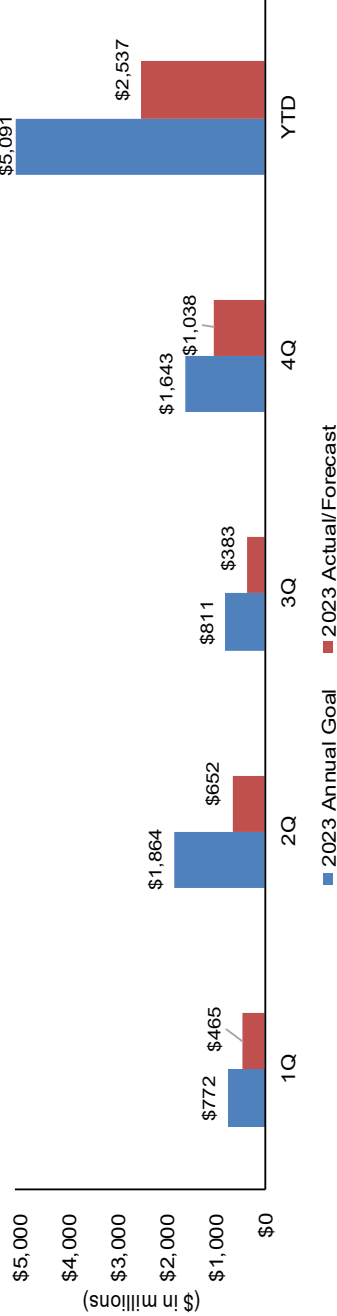


NYCT/MTA Bus Capital Projects – Completions – December 2023 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$772	\$1,864	\$811	\$1,643	\$5,091
2023 Actual/Forecast	\$465	\$652	\$383	\$1,038	\$2,537

2023 Goal (Rolling Stock)	\$276	\$249	\$0	\$96	\$622
2023 Actual/Forecast (Rolling Stock)	\$276	\$108	\$0	\$143	\$527



Schedule Variances

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

Red delays are beyond 2 months of goal.

Line Equipment	Mar-23	Sep-24
Superstorm Sandy		
Upgrade Emergency Booth Comm System	Construction \$74.1	Construction Sep-24 \$75.77
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	Dec-23 (A) \$468.23
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 \$226.07
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.		

Line Equipment	Nov-23	Jun-24
Rehabilitate Forsyth St. Fan Plant		
Construction	Nov-23 \$87.7	Jun-24 \$82.03
Change in project schedule reflects delay due to ongoing work including fiber optic cable installation. Change in cost reflects latest estimate at completion.		
MTA Bus		
Store room 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.		
Buses		
209 Standard Diesel Buses (Nova)	Construction Apr-23 \$141.2	Construction Oct-23 (A) \$141.21
Change in project schedule due to ongoing vendor production issues for balance of buses to be delivered.		
Stations		
ADA: 8 Stations - Package A	Construction Jul-23 \$276.2	Construction Feb-24 \$278.76
Change in project schedule reflects delays in establishing utility relocation agreements, property access and easement agreements.		

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

Schedule Variances (Continued)

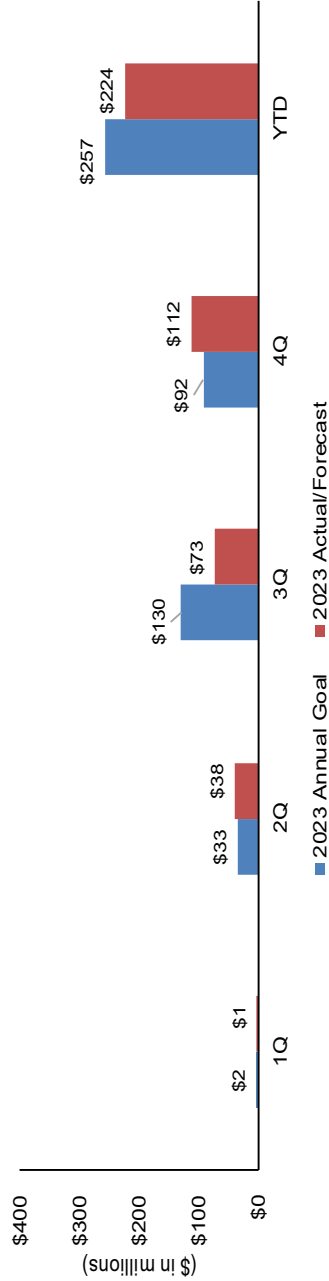
Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
NYCT/MTA Bus Red Completions (continued) Red delays are beyond 2 months of goal. <i>Superstorm Sandy</i>				4 NYCT/MTA Bus Amber Completion (3 new this month) Amber delays are within 2 months of goal. <i>Staten Island Railway</i>			
207th Street Yard: Sandy Repair/Mitigation	Construction	Nov-23	May-24	ML Track Rehab & Clifton Yard Switches	Construction	Apr-23	Jun-23 (A)
Change in project schedule due to unforeseen field conditions and coordination with third party utility companies.		\$551.3	\$599.02	Change in project schedule w as due to the impact of track access and bus shuttles.		\$111.8	\$113.40
<i>Track</i>				<i>MTA Bus</i>			
Direct Fixation Track Replacement: 63rd Street and Jamaica (New Item)	Construction	Dec-23	Apr-24	Purchas 25 Standard Buses (New Item)	Purchase	Dec-23	Feb-24
Change in project schedule due to unforeseen field conditions and coordination with third party utility companies.		\$183.3	\$183.35	Delay, due to the driver barrier stanchion redesign.		\$16.8	\$16.8
				25 Standard Buses (New Item)	Purchase	Dec-23	Feb-24
				Delay, due to the driver barrier stanchion redesign.		\$17.7	\$17.7
				35 Standard Buses (New Item)	Purchase	Dec-23	Feb-24
				Delay, due to the driver barrier stanchion redesign.		\$61.9	\$61.9

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$2	\$33	\$130	\$92	\$257
2023 Actual/Forecast	\$1	\$38	\$73	\$112	\$224

2023 Goal (Rolling Stock)	\$0	\$0	\$115	\$0	\$115
2023 Actual/Forecast (Rolling Stock)	\$0	\$0	\$69	\$18	\$87



Schedule Variances

Project	Completion	Goal	Act./Forec.
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1 LIRR Red Completion

Rolling Stock

M-9 Cars (Option)	Construction	Sep-23	May-24
		\$115.00	\$87.40

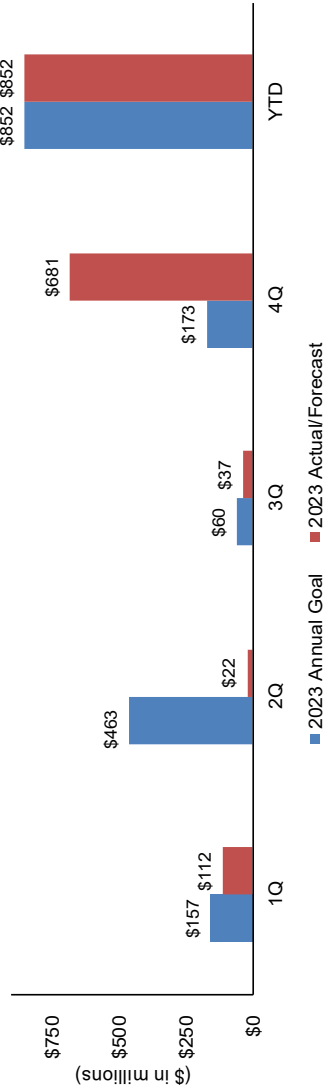
38 cars (\$87.4M) have been conditionally accepted as of October 2023. The rest will be accepted by 5/2024 due to the anticipated parts shortage.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$157	\$463	\$60	\$173	\$852
2023 Actual/Forecast	\$112	\$22	\$37	\$681	\$852

2023 Goal (Rolling Stock)	\$0	\$0	\$0	\$115	\$115
2023 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$90	\$90



Schedule Variances

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

Red delays are beyond 2 months of goal.

Shops

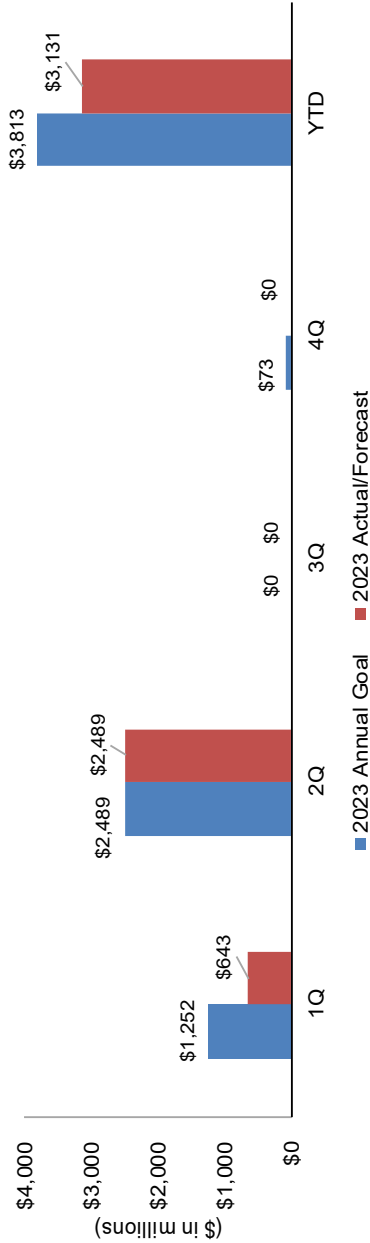
Harmon Shop Replacement - Phase V	Construction	Jun-23	Dec-23 (A)
		\$439.6	\$439.6

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

MTA Network Expansion Projects – Completions – December 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	\$643	\$2,489	\$0	\$0	\$3,131



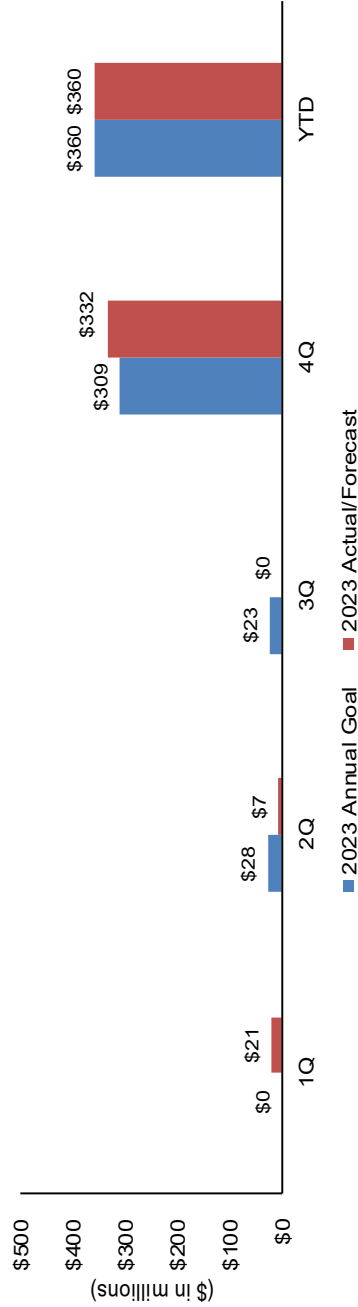
Schedule Variances

Project	Completion	Goal	Act./Forec.
3 Network Expansion Red Completions			
Red delays are delayed more than 2 months of goal.			
<i>East Side Access</i>			
GCT Concourse & Facilities	Construction	Feb-23 \$572.0	Jan-24 \$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 \$37.1	Jan-24 \$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.			
<i>East Side Access</i>			
ET Catenary Work CH063	Construction	Oct-23 \$72.9	Mar-24 \$72.9
Contractor delayed due to limited track/power outages and limited resources being provided by railroad stakeholders.			

B&T Capital Projects – Completions – December 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	\$360
2023 Actual/Forecast	\$21	\$7	\$0	\$332	\$360

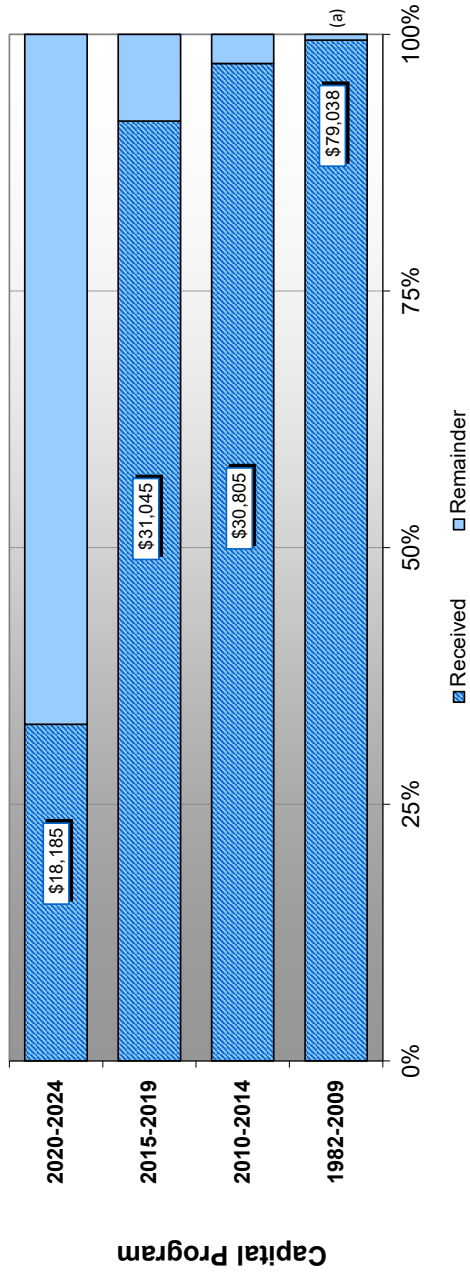


Schedule Variances

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
1 B&T Red Completion				1 B&T Amber Completion			
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>			
RFK Facility Wide Painting Program - Phase 2	Construction	Sep-23 \$23.1	Dec-23 (A) \$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.			

Status of MTA Capital Program Funding

Capital Funding (December 2023)
\$ in millions



Capital Funding Detail (December 2023)

\$ in millions

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru November	December			
2010-2014 Program	\$5,844	\$5,790	\$ -	\$5,790	\$54	
Federal Formula, Flexible, Misc	173	173	-	173	-	
Federal High Speed Rail	1,271	1,271	-	1,271	-	
Federal New Start	89	89	-	89	-	
Federal Security	-	-	-	-	-	
Federal RRIF Loan	524	524	-	524	-	
City Capital Funds	195	84	-	84	110	
City Asset Sales	770	770	-	770	-	
State Assistance	132	113	-	113	19	
MTA Bus Federal and City Match	11,635	10,857	778	11,635	-	
MTA Bonds (Payroll Mobility Tax)	1,290	1,290	-	1,290	0	
Other (Including Operating to Capital)**	2,025	1,871	-	1,871	154	
B&T Bonds	6,697	6,697	-	6,697	-	
Hurricane Sandy Recovery	18	18	-	18	-	
Insurance Proceeds/Federal Reimbursement	659	305	22	327	331	
PAYGO	383	153	-	153	230	
Sandy Recovery MTA Bonds						
Sandy Recovery B&T Bonds & Cash						
Total	31,704	30,006	800	30,805	899	3%

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru November	December			
2015-2019 Program	\$4,873	\$4,910	(\$37)	\$4,873	\$ -	
Federal Formula	528	995	(467)	528	-	
Federal Flex & Other (Incl HSR/Security/Core Capacity)	1,400	1,400	-	1,400	-	
Federal New Start	9,064	8,194	-	8,194	871	
State Assistance	2,067	2,066	-	2,066	1	
City Capital Funds	600	-	-	-	600	
City Non-Tax Levy Revenue Sources	9,118	9,015	103	9,118	-	
MTA Bonds	959	315	11	326	633	
Asset Sales/Leases	2,145	1,961	184	2,145	-	
Pay-as-you-go (PAYGO)**	217	68	-	68	-	
Other	2,942	2,328	-	2,328	614	
B&T Bonds & PAYGO/Asset Sale						
Total	33,913	29,851	1,194	31,045	2,868	8%

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru November	December			
2020-2024 Program	\$15,000	\$ -	\$ -	\$ -	\$15,000	
Capital from Central Business District Tolling	10,000	2,959	-	2,959	7,041	
Capital from New Revenue Sources	7,393	449	-	449	6,945	
MTA Bonds and PAYGO	542	-	-	-	542	
Other Contribution	9,984	8,076	37	8,113	1,871	
Federal Formula	3,101	511	-	511	2,590	
State of New York	3,007	2,740	-	2,740	267	
City of New York	2,005	2,005	-	2,005	-	
Federal New Start (SAS Ph2)	1,084	615	467	1,082	2	
Federal Flexible & Other	3,327	326	-	326	3,001	
B&T Bonds						
Total	55,442	15,676	2,509	18,185	37,258	67%

- a) Chart (1982-2009): Receipt of \$272m in State GO Bond proceeds for the 2005-2009 Capital Programs. Remaining 2005-2009 receivables: \$114m 05-09 Bond Act, \$36m Security program-dedicated funding, \$42m misc
- b) Recognition of prior bond sale proceeds due to a change in bond proceeds recognition methodology
- c) \$504m in executed Federal grant funds were transferred from 15-19 Program to 20-24 Program to follow grant usage
- d) \$3.4B in Full Funding Grant Agreement with the FTA for SAS Ph2 (\$1.4B in 15-19 + \$2B in 20-24) was executed
- e) Receipt of \$11m from the sale of Atlantic Yards development rights
- f) Receipt of 184m in PAYGO contribution to the capital programs

Contracts Department

Evan Eisland, Executive Vice President and General Counsel


**PROCUREMENT PACKAGE
January 2024**

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed expenditure of \$ 3.3M.

Staff Summary

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	1/29/24	X		
2	Board	1/31/24	X		

Date: January 23, 2024			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel 

Purpose

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

Discussion

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

Schedules Requiring Two-Thirds Vote

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	# of Actions	\$	Amount
	1	\$	TBD
SUBTOTAL	1	\$	TBD

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

Schedules Requiring Majority Vote

K. Ratification of Completed Procurement Actions	# of Actions	\$	Amount
	1	\$	3,311,824
SUBTOTAL	1	\$	3,311,824
TOTAL	2	\$	3,311,824

Budget Impact

The approval of these procurement actions will obligate capital 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.

January 2024

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

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

- | 1. | Contractors To Be Determined
Contracts Nos. To Be Determined | \$ Cost To Be Determined | <u>Staff Summary Attached</u> |
|-----------|---|---------------------------------|--------------------------------------|
|-----------|---|---------------------------------|--------------------------------------|

MTA Construction & Development requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate, pursuant to the NY Public Authorities Law and the All Agency General Procurement Guidelines, and that it is in the public interest to authorize MTA Construction & Development to issue a competitive request for proposals in lieu of sealed bids for the award of a series of all agency indefinite quantity contracts for asbestos abatement and environmental remediation services.

Staff Summary

Schedule B: Request to Use RFP for Procurement of Purchase and Public Works in lieu of Sealed Bids

Item Number	1				
Department, Department Head Name: Delivery, John Sucharski, Senior Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	1/29/24	X		
2	Board	1/31/24	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
RFP Authorizing Resolution	To Be Determined
Description	
All Agency Indefinite Quantities Asbestos Abatement and Environmental Remediation Contracts	
Total Amount	
To Be Determined	
Contract Term (including Options, if any)	
4 Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

MTA Construction and Development (C&D) requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate, pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines, and that it is in the public interest to authorize C&D to issue a competitive request for proposals (“RFP”), in lieu of sealed bids, for the award of a series of all agency indefinite quantity (“IQ”) contracts for asbestos abatement and environmental remediation services. Each selected contractor will be awarded a federal and/or state contract for a four-year duration. Each contract will be a zero-dollar based contract with no minimum guarantee of any assignments to the contractors. The total aggregate budget for all contracts to be awarded under this series is anticipated to be \$50 million.

DISCUSSION

Asbestos, lead, polychlorinated biphenyls, mercury and other substances that pose environmental hazards can cause project delays if they are discovered after award of a construction contract. To mitigate such delays, C&D is seeking to award multiple contracts for on-call asbestos abatement and environmental remediation services. These contracts will replace eight existing on-call contracts that will expire in September 2024.

Work orders for individual projects will be issued to the contractor with the overall lowest price proposal for that work, unless circumstances exist, based on contractor availability, time sensitivity or other considerations, which require that the project be awarded to an alternate contractor. This approach ensures that C&D will be able to respond rapidly and effectively to asbestos abatement and environmental remediation requirements.

Utilizing a competitive RFP method for these contracts is in the public interest. It will provide an available pool of responsible contractors ready to provide prompt response and resolution to potential environmental hazards.

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights will assign applicable goals prior to issuance of the Request for Proposal.

IMPACT ON FUNDING

Funding for each work order issued under the contract series will be chargeable to the specific capital project for which the asbestos abatement and environmental remediation is performed.

ALTERNATIVES

The alternative of soliciting firms on a project-by-project basis to provide asbestos removal and other environmental remediation services using the formal competitive bidding process is not recommended. The process would cause significant delays in addressing environmental remediation work, as well as cause significant delays and impose increased costs to C&D projects and, therefore, would not be in the best interest of the MTA.

RECOMMENDATION

That the Board adopt a resolution declaring competitive bidding impractical or inappropriate and that it is in the public interest to authorize C&D to issue a competitive RFP in lieu of sealed bids for the award of all agency IQ contracts for asbestos abatement and environmental remediation services.

January 2024

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)

- | | | | |
|-----------|--|---------------------|--------------------------------------|
| 2. | FXC WSP USA Architecture and
Engineering JV
Contract No. CS00005C | \$ 3,311,824 | <u>Staff Summary Attached</u> |
|-----------|--|---------------------|--------------------------------------|

MTA Construction & Development requests that the Board ratify a modification for additional preliminary design services in connection with the Penn Station reconstruction project.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **2**

Vendor Name (& Location) FXC WSP USA Architecture and Engineering JV
Description Architectural and Engineering Design Services for the Penn Station Reconstruction Project
Contract Term (including Options, if any) Twelve (12) Months for Base Contract. Up to One Hundred (100) months with Options.
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Peter Matusewitch, Senior Vice President

Contract Number CS00005C	AWO/Modification # 1
Original Amount: Base Contract: \$57,919,761 Option 1: \$15,829,250 Option 2: \$8,563,124 Option 3.1: \$152,732,525 Option 3.2: \$70,919,924 Option 4: \$3,707,470 Option 5: \$3,987,582	
Prior Modifications:	\$ 274,102.66
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 58,193,863.66
This Request:	\$ 3,311,824
% of This Request to Current Amount:	5.7%
% of Modifications (including This Request) to Original Amount:	6.2%

DISCUSSION:

This Contract requires the consultant, a joint venture of WSP USA Inc. and FXCollaborative Architects LLP (the "Consultant"), to provide architectural and engineering design services for the Penn Station reconstruction project. MTA Construction and Development ("C&D") requests that the Board ratify a modification for an amount not-to-exceed \$3,311,823.53 for additional preliminary design services.

The Contract is being managed by C&D on behalf of the MTA, Amtrak, and New Jersey Transit (the "Parties") pursuant to a Design Governance Agreement. The Contract requires the Consultant to perform preliminary design for the Project, to a 30% level of completion (the "Base Contract"), with six options ("Options") to conduct further design efforts once the Parties have agreed on a Project procurement and delivery strategy. To date, none of the Options have been exercised.

This Modification is for the Consultant to assess alternative design approaches for the Eighth Avenue entrances of Penn Station, Madison Square Garden, and the adjoining theater. The Consultant will examine the feasibility of reconfiguring or relocating the entrances and loading docks to improve operations and provide proposals for refreshing the façades. Once the feasibility assessment is complete, the Parties will determine which elements to incorporate into the Project's design.

The work being performed under this Modification extends the term of the Contract by 11 weeks from June 21, 2024, to September 6, 2024. To minimize this Modification's impact on the project timeline, approval from the President of MTA C&D was issued, on October 6, 2023, to direct the Consultant to proceed with the extra work in the not-to-exceed amount of \$2,500,000.

The Consultant submitted its proposal in the amount of \$3,398,190. Negotiations yielded an agreed upon amount not-to-exceed \$3,311,824 which was deemed to be fair and reasonable. Pursuant to the Design Governance Agreement, the cost of this Contract is shared equally among the Parties.