



Metropolitan Transportation Authority

Capital Program Committee Meeting

December 2022

Committee Members

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

Capital Program Committee Meeting

**2 Broadway, 20th Floor Board Room
New York, NY 10004**

**Monday, 12/19/2022
12:45 - 2:00 PM ET**

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES – NOVEMBER 29, 2022

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**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for DECEMBER 2022**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Skanska USA Civil Northeast Inc.	\$483,775,300	Award of a publicly advertised and competitively solicited contract for design-build services for a new Jamaica Bus Depot.
Contracts	Crosstown Partners	\$405,779,259	Award of a publicly advertised and competitively solicited contract for design-build services to provide a wayside communication-based train control system on the New York City Transit G line from Court Square station to Church Avenue.
Contracts	Thales Transport and Security	\$ 36,951,697	Award of a long term maintenance contract for the wayside communication-based train control system on the New York City Transit G line
Contracts	Schiavone Construction Co. LLC	\$392,685,186	Award of a publicly advertised and competitively solicited contract for design-build services for rehabilitation and flood resiliency work along New York City Transit's Rockaway Line in Queens
Contracts	Halmar International	\$382,297,027	Award of a publicly advertised and competitively solicited contract for design-build services for Phase 1 of the replacement of Metro-North Railroad's Park Avenue Viaduct in Manhattan and to enter into a Project Labor Agreement with the Building & Construction Trades Council of Greater New York and participating affiliated Local Unions (and associated agreements necessary to implement the PLA) for this project
Contracts	J-Track – TC Electric JV	\$145,885,000	Award of a publicly advertised and competitively solicited contract for design-build services for the installation of new elevators and other improvements at four New York City Transit Authority subway stations in Brooklyn, the Bronx, Manhattan and Queens.
Contracts	Modern Elevators Installations Inc.	\$ 10,324,635	Award of a long term maintenance contract for the new elevators in four New York City Transit Authority subway stations in Brooklyn, the Bronx, Manhattan and Queens
Contracts	Tully Construction Co. Inc.	\$112,654,261	Award a publicly advertised and competitively solicited contract for design-build services for flood mitigation at twenty-six New York City Transit substations in the boroughs of Brooklyn, Manhattan, and Queens
Contracts	Forte Construction Corp.	\$ 92,345,000	Award of publicly advertised and competitively solicited contract for design-build services for the replacement of nineteen elevators and other Americans with Disabilities Act improvements at New York City Transit subway stations in the Boroughs of Manhattan and Queens.
Contracts	Mid-American Elevator Co., Inc.	\$ 43,215,600	Award of a long term maintenance contract for nineteen new elevators in the Boroughs of Manhattan and Queens

**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for DECEMBER 2022**

Contracts	JTCM Partners	\$ 91,900,000	Award of a publicly advertised and competitively solicited contract for design-build services for a New York City Transit rail car acceptance and testing facility in Brooklyn
Contracts	Hellman/PJS JV	\$ 78,737,231	Award of a publicly advertised and competitively solicited contract for design-build services for power redundancy and resiliency improvements at the Bronx-Whitestone and Verrazzano-Narrows Bridges
Contracts	Verde Electric Corp.	\$ 51,983,502	Award a publicly advertised and competitively solicited contract for design-build services for a new Long Island Rail Road substation in Queens
Contracts	A.M. Rizzo Electrical Contractors, Inc.	\$ 46,600,000	Award of a publicly advertised and competitively solicited contract for design-build services to replace two AC traction power substations on Metro-North Railroad's New Haven Line at Mamaroneck and Harrison
Contracts	Ecco III Enterprises, Inc.	\$ 37,978,000	Award of a publicly advertised and competitively solicited contract for design-build services to replace Metro-North Railroad's existing Fulton Avenue and South Street Bridges located in Mount Vernon, New York
Contracts	Infinity Contracting Corp.	\$ 19,996,000	Award of a publicly advertised and competitively solicited contract for design-build services to update the fire protection system at the Long Island Rail Road's Hillside Maintenance Facility
Contracts	Railroad Construction Company, Inc.	\$ 19,564,820	Award of a publicly advertised and competitively solicited contract for design-build services for the replacement of an abutment wall system in New York City Transit's Coney Island Yard Complex and the replacement of the St. Marks Avenue Bridge
Contracts	Aventura Construction Corporation	\$ 6,416,335	Award of a publicly advertised and competitively solicited contract for design-build services for the upgrade of the auto fueling systems at Metro-North's Brewster and Harmon Yard facilities
Contracts	E-J Electric Installation Company	\$ 2,160,143	Ratification of a modification to Contract East Side Access Contract CS084 to provide services to energize, operate and maintain the project's new traction power substations in support of Physical Characteristics Training and the extension of the substantial completion date of the Contract to December 9, 2022

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
November 29, 2022
New York, New York
12:45 P.M.

CPC members present (**attended remotely*):

Hon. Janno Lieber
Hon. Andrew Albert
Hon. Jamey Barbas*
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. Randolph Glucksman*
Hon. David Jones
Hon. Blanca Lopez
Hon. Haeda Mihaltses
Hon. John Samuelsen*

CPC members not present:

Hon. Norman Brown
Hon. Michael Fleischer
Hon. David Mack
Hon. Sherif Soliman
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

MTA staff present:

Mark Bienstock
David Cannon
Dan Creighton
Evan Eisland
Michael Garner
Michael Jew-Geralds
Tim Mulligan
Nan Ng
Mark Roche
Gregoire Sulmont
Jamie Torres-Springer
Michele Woods

Independent Engineering Consultant staff present:

Joe Devito
Elizabeth King

* * *

Chairman Lieber called the November 29, 2022 meeting of the Capital Program Committee to order at 1:35 P.M.

Public Comments Period

There were five public speakers in the public comments portion of the meeting: Lisa Daglian; Bruce Hain; Christopher Greif; Jason Anthony; and Charlton D'Souza.

Meeting Minutes

The minutes of the meeting held on October 24, 2022 were approved.

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

President Torres-Springer provided brief comments on the following topics: overview of the Strategic Review of the Signals and Train Control Business Unit (BU) that has been undertaken by C&D, as well as key data on four "challenging" CBTC projects, detailed presentations on which are provided this month by the IEC; a presentation by the head of C&D's new Systems BU, Mark Bienstock; a presentation by Michael Garner on the continued success of the MTA's MWBE and DBE contracting procurements and by Nan Ng, who heads up the BU that supports this work through the Small Business Development Program; and an overview of the Procurement Actions (valued at nearly \$2 billion) that will be brought to the Board this month.

In its Project review of CBTC projects, the IEC noted the following regarding each of the four projects reviewed.

- 8th Avenue CBTC: Project schedule impacted by concurrent delay in delivery of CBTC-equipped R211 cars provided by Kawasaki under a separate contract, which is now projected for completion in January 2025. The IEC is concerned that the planned car delivery rate is too optimistic and believes there is risk that, if production does not meet the planned delivery rate, further delays will occur.
- Queens Boulevard Line - West: Core project forecast to be two years late due to technical issues affecting system stability; contractor expects to meet stability by May 2023. Contractors are making good progress in validating interoperability. In addition to resolving Siemens communications issues, Thales must resolve technical issues to enable their trains to operate in revenue service throughout the CBTC territory, thus allowing for full interoperability. Overruns in TA Labor and Engineering Force Account have resulted in a budget shortfall of at least \$70M and will require budget reconciliation when final estimate at completion is determined.
- Culver Line: In April, the project reported a 15-month delay. During this reporting period, resolution of previously reported inconsistencies between the ties and track conditions at the Ditmas Interlocking has impacted the project schedule by an additional delay 11 months, which moves Substantial Completion to October 2024.
- Queens Boulevard Line - East: CBTC supplier (Mitsubishi) and installer (EJ Electric) were awarded contracts in December 2021. Recently AWS subcontractor (Hitachi) was approved. A separate task order for the supply of the Data Communication System (DCS) is still under negotiation. IEC is concerned that earlier delay in awarding the DCS Task Order to Siemens and to the approval of Hitachi may have a negative impact on project, which is currently scheduled for completion in July 2026.

The IEC completed its report by citing the status of the Bus Radio System, and provided overall comments on the new Systems BU, noting that detailed reports on both are in this month's Committee Book.

Chairman Lieber then pointed out that while the projects presented to CPC this month are difficult, highly technical, and certainly challenging, the C&D project team and the IEC are working in alignment, which he sees as an important milestone and a positive development in a broader context.

Update on C&D's Systems Business Unit

Mr. Bienstock provided an overview of the purpose and scope of the Systems BU, which was established in September 2022. The Systems BU currently manages 91 active projects with a total value of over \$2 billion, and so far in 2022 has awarded 16 projects (with a total value of \$212 million) and completed 11 projects (with a total value of \$91 million).

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

Mr. Garner opened his remarks by noting that last year among 97 NYS agencies and authorities, MTA was ranked number one in terms of dollars paid to state-certified firms, with total payments of \$826 million representing fully 32% of all such payments state-wide. With respect to New York State goals, which are based on payments, he noted that against 15% MBE and WBE goals, the MTA has achieved 15% and 14%, respectively. However, against the 6% Service Disabled Veteran-Owned Business (SDVOB) goal, payments currently stand at 1%. Part of the challenge in this regard is that the vast majority of SDVOB firms are located upstate, but by working further with NYSOSD to identify and recruit additional SDVOB firms Mr. Garner said he is confident that the MTA will improve upon this payment figure. With respect to the Federal DBE awards goal of 20%, Mr. Garner noted that MTA's current figure of 7% is a misleading indicator of actual achievement in this area. This is due to an FTA requirement to identify DBE firms at the outset of a project, which is inherently incompatible with MTA's widely used Design-Build method of project delivery, in which such firms are frequently identified only well into project execution. Mr. Garner concluded his remarks on this topic by noting that during the most recent USDOT comment period he, along with representatives of several other major transportation agencies and authorities, have lobbied the FTA to revise its reporting requirements to align better with current contracting methods.

Update on C&D's Small Business Development Program Business Unit

Ms. Ng provided an overview of the history and purpose of the Small Business Development Program (SBDP) and cited recent accomplishments, including total project awards of 551 projects, with a total value of \$573 million since the 2010 program inception. In 2022 the SBDP awarded projects with a total value of \$71 million and will be completing 57 out of a planned 61 projects with a total value of \$59 million.

Procurement Actions

David Cannon, Vice President, Contracts, MTA Construction & Development Company ("C&D"), reported on twelve procurement actions being brought to the Capital Program Committee this month, all of which were competitive. Vice President Cannon 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:

- Award of a publicly advertised and competitively solicited public-private partnership contract (A37140) to elevated accessibility enhancements for the design, construction, financing and maintenance of elevators and other ADA improvements at selected New York City Transit subway stations in the amount of \$965,257,102 and for a duration of fifteen years following substantial completion of the project.
- Award of a publicly advertised and competitively solicited contract (6478) to Citnalta/Scalamandre joint venture (a joint venture consisting of Citnalta Construction Corporation and Scalamandre & Sons Inc.) for design-build services for ADA improvements to nine Long Island Rail Road stations in the amount of \$114,571,000 and for a duration of thirty-six months.
- Award of a publicly advertised and competitively solicited contract (RK-93) to DeFoe Corporation for design-build services to reconstruct the Randall's Island ramps of the Robert F. Kennedy Bridge in the amount of \$108,173,500 and for a duration of 840 calendar days.
- Award of a publicly advertised and competitively solicited contract (A37145) to Judlau Contracting, Inc. for design and construction of accessibility upgrades at the Borough Hall Station in the amount of \$106,398,530 and for a duration of 852 calendar days.
- Award of a long-term elevator maintenance contract (number to be determined) to Modern Elevator Innovations in connection with contract A37145 in the amount \$2,358,680 and for a duration of fifteen years.
- Award of a publicly advertised and competitively solicited contract (6382) to MLJT (a joint venture consisting of MLJ Contracting Corp. and J-Track LLC) for design-build services for a new railroad bridge and two new mainline tracks in Hall Interlocking in the amount of \$91,794,500 and for a duration of 1008 calendar days.
- Award of a publicly advertised and competitively solicited contract (A37693) to Skanska USA Civil Northeast Inc. for design-build services for circulation improvements at Grand Central – 42nd Street Station in the amount of \$74,470,000 and for a duration 715 calendar days.
- Award of a publicly advertised and competitively solicited contract (C52146) to CRC Associates Inc. for design-build services to provide a laser intrusion detection system in thirteen underwater subway tubes and twenty-nine stations in the amount of \$52,550,000 and for a duration of 1460 calendar days.
- Award of a publicly advertised and competitively solicited contract (E30645) to J-Track LLC for design-build services for escalator replacements at two stations in the amount of \$48,299,000 and for a duration 967 calendar days.
- Award of a publicly advertised and competitively solicited contract (6359) to Power Resources International, Inc. for design-build services for the replacement of Babylon and Hillside motor generators in the amount of \$13,255,286 and for a duration of twenty-eight months.
- Award of a publicly advertised and competitively solicited contract (131618) to J-Track LLC for design-build services for the replacement of timber ties on the Moodna Viaduct in the amount of \$7,358,420 and for a duration of twenty-four months.
- Award of a modification to the Vertical Circulation Elements for the East Side Access Project contract (VM014) with Schindler Elevator Corporation for maintenance of all of the elevators and escalators of the new Grand Central Madison Terminal in the amount of \$7,063,032 and for a duration of up to seven months from the commencement of revenue service.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the November 29, 2022 meeting of the MTA Capital Program Committee at 1:47 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2023 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

January 2023

Overall Capital Program

- Integrated Megaprojects
- Security Projects

February 2023

Overall Capital Program

- Stations

March 2023

Overall Capital Program

- Railroads
- OMNY

Quarterly Traffic Light Report

April 2023

Overall Capital Program

- Infrastructure
- Systems

May 2023

Overall Capital Program

- Rolling Stock

June 2023

Overall Capital Program

- Signals & Train Control
- Minority, Women and Disadvantaged Business Participation

Quarterly Traffic Light Report

July 2023

Overall Capital Program

- Integrated Megaprojects
- Security Projects

September 2023

Overall Capital Program

- Stations

October 2023

Overall Capital Program

- Railroads
- OMNY

Quarterly Traffic Light Report

November 2023

Overall Capital Program

- Infrastructure
- Systems

December 2023

Overall Capital Program

- B&T
- Small Business Development Program
- Minority, Women and Disadvantaged Business Participation

Quarterly Traffic Light Report

January 2024

Overall Capital Program

- Signals & Train Control

MTA Construction & Development's (C&D) last report to the Capital Program Committee (CPC) on Bridges and Tunnels (B&T) projects was in March 2022. Since then, C&D's B&T Business Unit (BU) has successfully awarded four projects and currently forecasts the award of seven additional projects by the end of the year, meeting approximately 97% of the 2022 goal of \$512 million. Also, since March 2022, B&T reached substantial completion on 15 projects, and plans to complete one additional project exceeding the completion goal of \$561 million by approximately 60% and has made significant progress on many more projects. B&T has also made considerable progress on closeouts in 2022 reaching a total value of \$792 million, exceeding the goal of \$442 million by 70%.

Significant Completions

Replacement of the Upper Level Elevated Approach at the Verrazzano-Narrows Bridge – Phase 1

B&T completed Phase 1 of the reconstruction of the Verrazzano-Narrows Bridge (VNB) upper level approach and anchorage spans. This project replaced the roadway deck on the Staten Island approach, the westbound Brooklyn approach, and the anchorages. It also included structural steel retrofits at the anchorages, along with repairs to the Belt Parkway ramps. This project is the first of several critical projects that make up the VNB master plan to completely reconstruct the nearly 60-year-old approaches to the VNB to meet current standards, improve operations and safety, and reduce congestion.

This A+B Design-Bid-Build project was completed in October 2022, on schedule, and under budget.

Original budget: \$222 million; Estimate At Completion (EAC): \$192 million

Structural Rehabilitation at the Robert F. Kennedy Bridge

B&T performed steel and concrete repairs as well as strengthening of the structure to meet modern truck loads on virtually all spans of the Robert F. Kennedy Bridge (RFK) while also addressing seismic resiliency needs in an integrated fashion.

The A+B Design-Bid-Build project was completed in August 2022, on schedule and under budget.

Original budget: \$96 million; EAC: \$80 million

Installation of Safety Fence on Suspended Spans at the VNB

B&T installed a safety fence on the upper and lower levels of the VNB suspended spans.

This Design-Build project was completed in October 2022, on schedule and under budget.

Original budget: \$44 million; EAC: \$36.4 million

Steel Repairs on the Suspended Span at the VNB

B&T completed the steel repairs on the upper and lower level suspended spans, ensuring the continued state of good repair of the suspended spans. The steel repairs were bundled with painting of the upper and lower level suspended span steel for a total project value of \$116 million. The painting, with a budget of \$73.4 million was completed in November 2021 as previously reported in the March 2022 CPC meeting.

This A+B Design-Bid-Build project was completed in April 2022, within the revised schedule, and under budget.

Original budget: \$42.2M; EAC: \$41.9M

Major Ongoing Projects
Replacement of the Suspended Span Roadway Deck at the Throgs Neck Bridge

This Design-Bid-Build project is to reconstruct the suspended span roadway including replacing the original 1960's concrete grid deck with a lightweight steel orthotropic deck, along with performing steel repairs and painting of the steel supporting the deck, upgrading the bridge roadway lighting and electrical systems, and installing a fire standpipe system. The deck work was accomplished in six stages using a movable barrier to maintain traffic capacity in the peak direction

Status: Approximately 92% complete

Original budget: \$336 million EAC: \$300 million

Revised Substantial Completion forecasted: December 2022 (on target)

Progress to date:

- Staged replacement of suspended span roadway deck was completed in September 2022

North Pedestrian Ramp & Harlem River Lift Span Fender Upgrades at the RFK Bridge

This Design-Build project will construct a new pedestrian ramp from the RFK Harlem River lift span north walkway to the future East River Greenway, while also rehabilitating the bridge piers and replacing the main pier fender protection system. Ramp construction will be complete by summer of 2023 in order to facilitate NYCEDC construction of the new greenway. The new connection will provide an important accessibility link between recreational facilities on both the Manhattan and Randall's Island side of the bridge.

Status: Approximately 30% complete

Original budget: \$62 million; EAC: \$50.5 million

Substantial completion forecasted: December 2023 (on target)

Progress to date:

- Pile installation for ramp foundations is approximately 26% complete
- Marine demolition of main pier fenders is approximately 53% complete

2023 look ahead:

- Complete construction of ramp
- Complete construction of new main pier fenders
- Complete pier concrete rehabilitation

Steel & Concrete Rehabilitation of the Bronx & Queens Viaducts at the Throgs Neck Bridge

This Design-Bid-Build project includes a comprehensive program that addresses steel repairs, concrete pier rehabilitation, and the replacement of bearings to address state of good repair and resiliency needs. The project is almost exclusively staged from under the roadway using suspended work platforms to minimize traffic impacts.

Status: Approximately 70% complete

Original budget: \$212.2 million; EAC: \$183 million

Substantial completion forecasted: August 2023 (on target)

Progress to date:

- Three of six concrete piers over SUNY Maritime property are rehabilitated
- Steel and concrete repairs are approximately 70% complete
- Bearing replacement is approximately 70% complete
- Electrical repairs are approximately 95% complete

2023 look ahead:

- Complete concrete pier repairs over SUNY Maritime property
- Complete steel and concrete repairs
- Complete bearing replacement
- Complete electrical repairs

Relocation of Refueling Station and Queens Service Building Switchgear at the Queens Midtown Tunnel

This Design-Build project addresses employee safety and includes construction of a new outdoor fueling station along with electric vehicle charging stations, and relocation of switchgear equipment to meet current codes and flood resiliency needs. The project has no impacts on B&T customers.

Status: Approximately 10% complete
 Original budget: \$31.2 million; EAC: \$28.9 million
 Substantial completion forecasted: September 2024 (on target)

Progress to date:

- Pre-construction survey, inspection, and testing is 65% complete

2023 look ahead:

- Construction of new fueling station
- Relocation of electrical switchgear

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

This Design-Build project addresses safety, state of good repair, and electrical resiliency needs. Work includes replacement of the Dyckman Street substation with a higher capacity substation that complies with current standards and will provide full redundancy to the Kappock Street substation. The scope also includes replacement of the Kappock Street substation equipment, which has reached the end of its useful life, as well as enhanced fire detection and alarm systems for the electrical substations, build-out of the maintenance garage, and utility work at the facility administration building.

Status: Approximately 12% complete
 Original budget: \$46.9 million; EAC: \$40.9 million
 Substantial completion forecasted: April 2024 (on target)

Progress to date:

- Design effort is underway with the majority of design units 100% complete
- Pre-construction survey, inspection, and testing is 70% complete
- Plumbing work in the garage is 25% complete

2023 look ahead:

- Advance garage build-out
- Commence site work for Dyckman Street substation
- Commence shop fabrication of substations and air handling equipment

Structural Rehabilitation of Cross Bay Bridge

This Design-Build project will strengthen critical components of the Cross Bay Bridge (CBB) navigational spans and perform any necessary structural repairs to maintain the CBB, as well as the Marine Parkway Bridge (MPB) in a state of good repair. This project will also install weigh-in-motion (WIM) systems on the CBB and MPB and will replace the pedestrian ramp at the south end of the CBB with an ADA compliant shared use path.

Status: Recently awarded, project under design
 Original budget: \$42 million; EAC: \$36.2 million
 Substantial completion forecasted: November 2024 (on target)

Progress to date:

- Pre-construction survey, inspection, and testing is 5% complete

2023 look ahead:

- Concrete repairs and strengthening to CBB
- Reconstruct south approach pedestrian ramp
- Replacement of finger joints at the MPB
- Begin installation of WIM systems at the CBB and MPB

New Randall’s Island Ramps and Accessibility Improvements at the RFK Bridge

This Design-Build project will construct two new vehicular ramps to Randall’s Island improving traffic flow and safety. In addition, it will replace three existing pedestrian ramps with new ADA compliant ramps, improving accessibility from both the Bronx and Manhattan to Randall’s Island Park.

Status: Forecast award - December 2022
 Original budget: \$124.7 million; EAC: \$120.8 million
 Substantial completion forecasted: April 2025 (on target)

2023 look ahead:

- Perform design
- Perform pre-construction survey, inspection and testing
- Begin construction of the new ramps.

Improvements to the VNB-Belt Parkway Connection at the VNB

This Design-Bid-Build project will improve the VNB connection to the Belt Parkway to allow two lanes from the VNB to continue onto the Belt Parkway unimpeded. This project will also widen the three existing lanes in the westbound direction and improve accessibility at the Bay 8th Street interchange.

Status: Forecast award - December 2022

Original budget: \$40.5 million; EAC: \$38.5 million

Substantial completion forecasted: December 2024 (on target)

2023 look ahead:

- Perform pre-construction survey, inspection, and testing
- Perform utility relocation
- Begin roadway improvements

December 2022 CPC Independent Engineering Consultant Project Review

Throgs Neck Bridge Orthotropic Deck Replacement

MTA C&D Bridges & Tunnels



McKISSACK

MTA Independent Engineering Consultant

Throgs Neck Bridge Orthotropic Deck Replacement

Scope

Primary scope of work for the TN49 Contract is the orthotropic deck replacement, painting of the main trusses and painting of the floor trusses. This design will improve the bridge's wind performance and upgrade the suspended spans to meet current seismic and fatigue performance criteria. Additional major scope elements include:

- ▣ Steel repairs.
- ▣ Strengthening of the stiffening and floor beam trusses.
- ▣ Replacement of the existing reinforced concrete deck at the anchorages and towers.
- ▣ Construction of a new dry fire standpipe from the Bronx approach to the Queens anchorage.
- ▣ Construction of a new drainage system on the suspended spans.
- ▣ Replacement of the overhead sign gantries.
- ▣ Lighting improvements on the bridge and approaches.
- ▣ Maintenance painting of the suspended spans steel structures.
- ▣ Transfer of previously planned main cable testing and suspender rope replacement work to an upcoming project, where similar work is planned.

Throgs Neck Bridge Orthotropic Deck Replacement

Schedule Review

- The project was awarded November 2018 to Judlau Contracting Incorporated with a contract duration of 48 months.
- The project is 90% complete and the Substantial Completion(SC) has been delayed by 1 month from its original date, due to the deck panel installation exceeding the planned duration.
 - The orthotropic deck installation resulted in the late removal of the temporary median and installation of permanent median, causing the SC to be delayed to December 2022.
- Each of the six sequential deck replacement stages required a permanent lane closure. B&T was able to maintain three travel lanes in peak travel direction creating a reversible lane with a movable barrier, minimizing traffic impacts.
 - Since the last report, stages 5 and 6 have been completed and the bridge was returned to its full 6 lane configuration in September 2022.
- It is the IEC's opinion that while it will be a challenge to complete the remaining work this month, but with sufficient contractor resources, it is achievable.

Throgs Neck Bridge Orthotropic Deck Replacement

Budget Review

- ▣ The project EAC of \$300M is well within the budgeted amount of the \$336M.
- ▣ Based on a review of the project expenditures, incentive payments reached (lighting replacement and installation of fire standpipe), disincentive payments owed (lane closure duration exceeded), change orders, contractor claims, remaining construction contingency, and the available reserve, the IEC agrees with the project's EAC.
- ▣ Contributing to the favorable variance are underruns of material costs, unused contingencies and reserves, and scope credits.

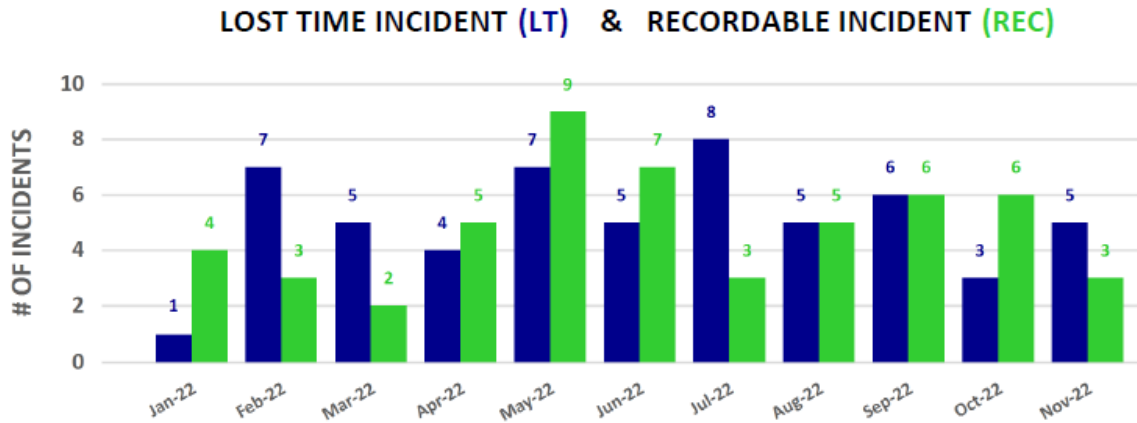
Throgs Neck Bridge Orthotropic Deck Replacement

Risk

- ▣ Inclement weather is the remaining risk to the project.
 - ▣ The project team directed the contractor to use a waterproofing additive when approaching the winter season.
 - ▣ The standpipe installation and painting of the stiffening trusses have been completed.
- ▣ The IEC find the risks were mitigated effectively to date.

Observations

- ▣ The contractor exceeded the permanent lane closure allotment by 180 days, beyond the 456 days allocated by contract, triggering the disincentive contract clause.
- ▣ As reported previously, the Project Team was able to mitigate a potential delay by shifting the testing of the main cable and suspender rope inspection activities to a future TN Bridge project which still falls within the required periodic inspection time frame.
 - ▣ This business decision mitigated the initial delay to SC.



SAFETY NARRATIVE

YEAR-TO-DATE TRENDS FOR MTAC&D:

- REPORTED LOST TIME INCIDENTS – 5 (NOVEMBER)
- REPORTED RECORDABLE INCIDENTS – 3 (NOVEMBER)
- REPORTED YTD LOST TIME INCIDENTS – 56
- REPORTED YTD RECORDABLE INCIDENTS – 53

Hazards 2022	Lost Time	Recordable	First Aid	Notification Only	Grand Total	% to Grand Total
Struck By/Against	11	19	35	16	81	28.1%
Slip, Trip, Fall	23	8	20	17	68	23.7%
Sprain/Strain	14	8	24	12	58	20.1%
Other	1	6	24	9	40	13.9%
Caught in Between	5	12	17	4	38	13.2%
Electrical	2	0	0	1	3	1%
Totals	56	53	120	59	288	100.0%

- **LOST TIME TRENDS** – Slip Trips and Falls account for the highest number of reported incidents, with a total of 23 – (41%)
- **RECORDABLE TRENDS** – Struck By/Against account for the highest number of reported incidents with a total of 19 – (35%)
- **SERIOUS INCIDENTS** – YTD Total of 12
 - **FALLS** – 5; Includes Falls from Ladders and Scaffolds
 - **STRUCK BY** – 4; Various material or equipment striking personnel
 - **LACERATIONS** – 2; Using Circular and Demo Saws
 - **ELECTRICAL SHOCK** – 1 Occurrence resulting in 2 injuries
- **LONG TERM TRENDS**
 - The YTD reported Lost Time Incidents through November are 29% lower than last year, while the reported Recordable incidents are equal to the previous year.
 - The calculated LTIR has decreased by 15%, and the TRIR has decreased by 11% from the previous month. The calculated LTIR has decreased by 18% over the last three months, while the TRIR has decreased by 9% during the same period.
 - The calculated LTIR through October 2022 is 17% lower than the same period in 2021, while the calculated TRIR is the same.

- The calculated YTD LTIR Average is 28% lower than last year, and the YTD TRIR Average is 11% lower.
- Even with calculated work hours continuing to be lower than in the same period last year, the LTIR has continued trending downward. The TRIR has also begun trending downward after the reported high in September.
- There was an increase in the reported Lost Time incidents for November increased from October from 3 to 5, while the reported Recordable incidents decreased from 6 to 3 from October.

INSPECTIONS & AUDITS:

- **NOVEMBER INSPECTIONS:**
 - **INTERNAL** – 183
 - **EXTERNAL** – 571 (99 Third-Party Safety Consultants; 472 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL** – 1,186
 - **EXTERNAL** – 5,151 (1,291 Third-Party Safety Consultants; 3,860 OCIP Visits)
- **NEGATIVE OBSERVATIONS** – Identified through the various inspections include Housekeeping, PPE, Site Security & Public Protection, Barricades & Enclosures, and Stairs/Ladders.
- **POSITIVE OBSERVATION(S)** - Identified through the various inspections, including General Safety, Tools (Hand & Power), and Electrical.

INVESTIGATIONS & LESSONS LEARNED:

- **NUMBER OF INVESTIGATIONS for November** – 1
 - **11/17/22 – CIY Struck Buried Signal Cables** – A subcontractor excavating for debris fencing struck and broke multiple signal cables for multiple train lines into the Stillwell Terminal. The excavation was south of the Creek Bridge. NYCT Signals Department and project Electrical Subcontractor responded to repair cables and resume service. As a result of this incident, a Stop Work Order was issued to the contractor until a corrective action plan was put forth and accepted by MTA C&D and Operational Departments. Initial findings include;
 - The contractor performed work that was not on the schedule or planned for that day
 - The contractor did not notify the PCEO of the excavation work, so there was no PMT coverage, as the planned work was only to mobilize
 - The contractor did not perform an in-depth survey of the area prior to the commencement of excavations
- **YTD NUMBER OF INVESTIGATIONS** – 10. One (1) of these remains OPEN under the System Safety Office of the respective MTA agency
- **LESSONS LEARNED** – 4 have been distributed
 - Property Damage (PD) - Fire
 - Grinder (LT) - Laceration
 - Laceration (LT) - Deep wound laceration
 - Ladder Fall - Dislocated shoulder (LT)

MTAC&D SAFETY STRATEGIC INITIATIVES:

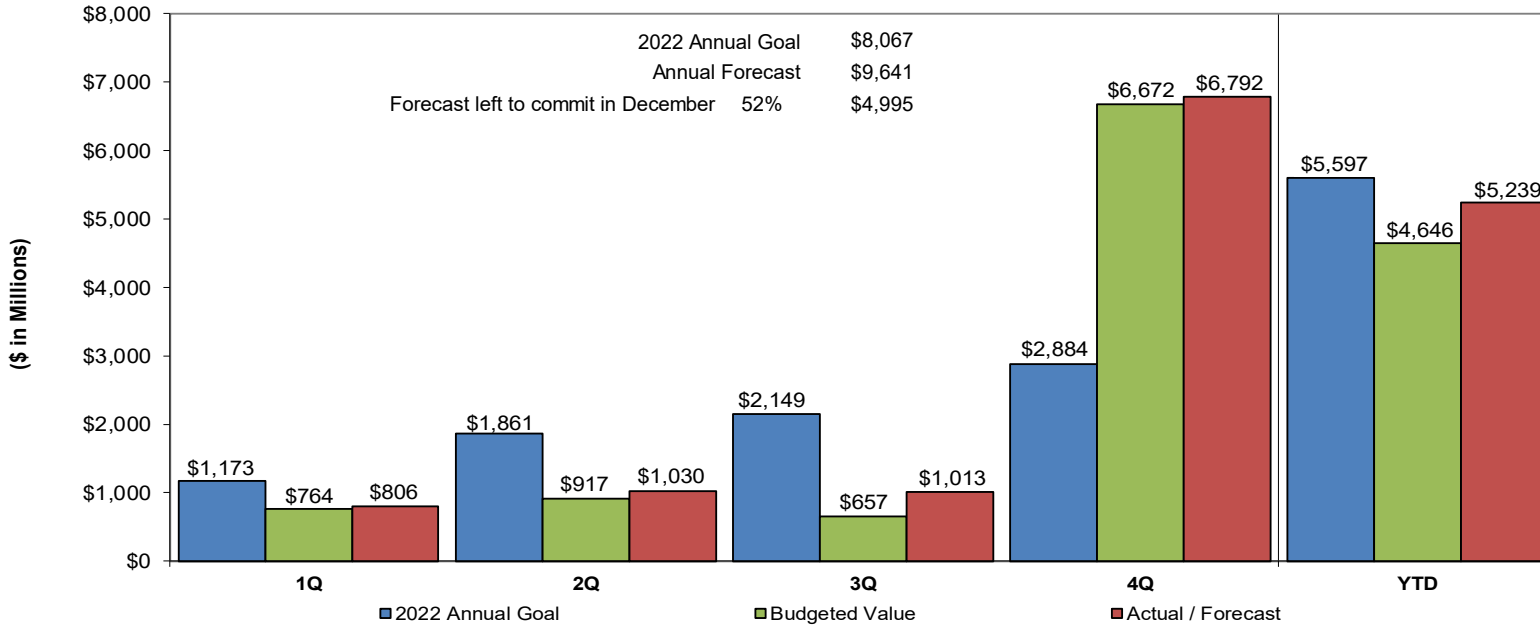
- Safety - Outreach continues to the PMC/CCM consultant companies as part of the performance assessment initiative.
- Safety - Staffing continues to be a high priority in filling critical organizational roles. Several candidates have been selected, and offers have been presented by HR.
- Safety - Continuing work with procurement on an RFP for independent 3rd party Safety Inspectors to augment the current staffing shortages and to allow for increased oversight inspections. A short-term RFP (5 months) has been initiated while the larger RFP is finalized.
- AECOM Safety Assessment Initiative – The initiative continues to progress. The draft of the report is under Technical Review by the AECOM team. The AECOM team has also provided a DRAFT of the Safety Manual for review and comment. Additional discussions also continue regarding the RACI component of the manual and program. Workshops to review the submitted documents have been scheduled with Senior MTA C&D Leadership. The Digital Solution component of the initiative continues to move forward. All stakeholders continue to meet and work with IT, Procurement, and Legal to finalize commonality and develop a unified SOW).

MTA Capital Program Commitments & Completions

**through
November 30, 2022**

Capital Projects – Commitments – November 2022

MTA-wide 2022 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

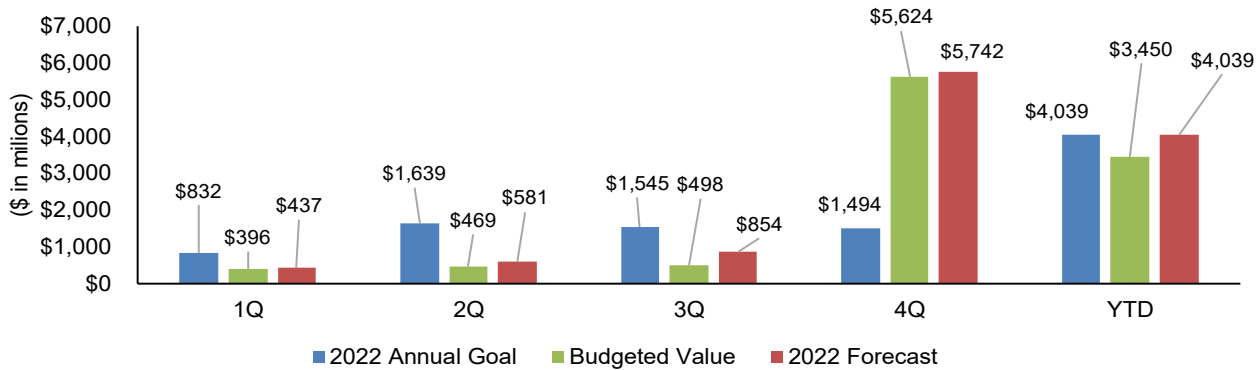
In 2022 the MTA plans to commit nearly \$8.1 billion worth of capital projects. Through November the MTA has committed \$5.2 billion versus a \$5.6 billion year-to-date goal. By year's end the MTA projects committing over 100% of its annual goal, with over \$4 billion anticipated for commitment in December.

Delayed major commitments for the first three quarters of the year are identified and explained on the following pages. Any additional delays will be explained when the fourth quarter results are shared.

NYCT/MTA Bus Capital Projects – Commitments – November 2022 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$832	\$1,639	\$1,545	\$1,494	\$4,039
2022 Forecast	\$437	\$581	\$854	\$5,742	\$4,039
Budgeted Value	\$396	\$469	\$498	\$5,624	\$3,450



Q3 Schedule Variances

Project	Commitment	Goal	Actual(A)
5 NYCT/MTA Bus Amber Commitments (0 new this quarter)			
Amber delays are within 2 months of goal.			
<i>Line Structures</i>			
E. 180th St ROW Bundle / WPR, Dyre	Construction	Mar-22	May-22 (A)
		\$ 175.0	\$ 169.2
The award was delayed to address proposer concerns by removing negative rail work from the project scope as well as introducing B&T practices for structural painting into new specifications for use by NYCT.			
<i>Facilities</i>			
Tiffany Central Warehouse	Construction	Feb-22	Mar-22 (A)
		\$ 58.4	\$ 58.4
The award was rescheduled due to additional time needed to respond to questions and comments received from the proposers, which required technical changes to the contract documents.			

Project	Commitment	Goal	Forecast
9 NYCT/MTA Bus Red Commitments (0 new this quarter)			
Red delays are beyond 2 months of goal.			
<i>Superstorm Sandy Restoration and Mitigation</i>			
Sandy Mitigation: Rockaway Line	Construction	Jun-22	Dec-22
		\$ 406.7	\$ 467.1
Rockaway Line Resiliency and Viaduct Rehabilitation packages and the South Channel Bridge repair package, originally planned as 3 separate contracts, are now being bundled into 1 contract package to ensure better coordination, minimize outages, and minimize risk to the projects and impacts to the public. The RFQ for the combined package was issued on 7/15 and the project is now scheduled for late 2022 award. The budget has changed to reflect the latest estimate.			
Sandy Mitigation: Substation Hardening - 26 Locations	Construction	Jun-22	Dec-22
		\$ 102.2	\$ 102.2
Submission of proposals was delayed to allow time to respond to proposer questions and make associated technical changes to the contract documents.			

NYCT/MTA Bus Capital Projects – Commitments – November 2022 – Budget Analysis and Schedule Variances

Schedule Variances

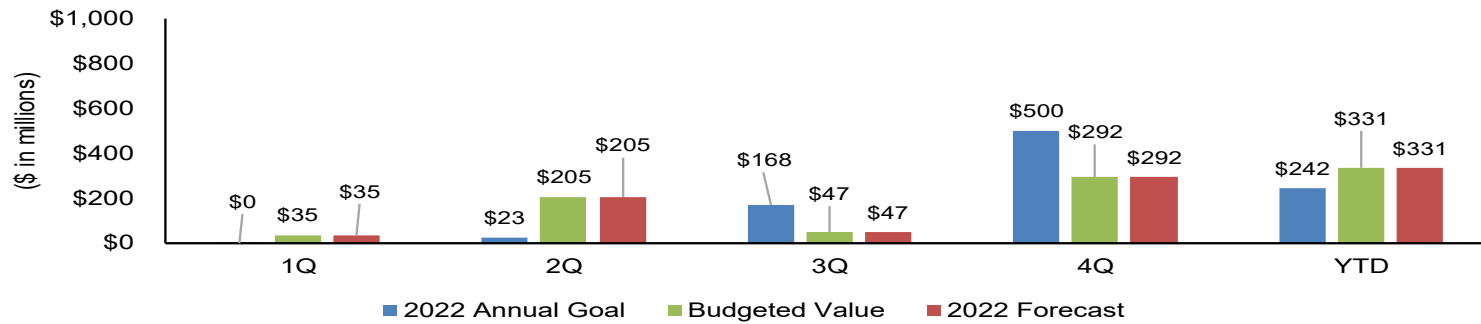
Project	Commitment	Goal	Actual(A)
5 NYCT/MTA Bus Amber Commitments (continued)			
<i>Line Structures</i>			
8th Ave Right of Way Improvements	Construction	Apr-22	May-22 (A)
		\$ 143.2	\$ 111.9
Project was awarded on 5/9/22. Budget change reflects the latest estimate at award.			
<i>Stations</i>			
Flushing Line Contract 1: Station Renewals & Escalators, Component, Track Rehab	Construction	Jun-22	Sept-22(A)
		\$ 285.2	\$ 309.1
The RFP was issued in February and the contract was approved by the Board in July. The initial delay was in the development of the package. The award was delayed due to additional time needed for contract review.			
<i>MTA Bus</i>			
Façade Repair: Baisley Park, JFK, LaGuardia	Construction	Sep-22	Nov-22(A)
		\$ 15.3	\$ 6.0
The vendor qualification took longer than anticipated and was awarded in November. Lower cost reflects good bid savings.			

Project	Commitment	Goal	Act./Forec.
9 NYCT/MTA Bus Red Commitments (continued)			
<i>Power</i>			
Upgrade SCADA System (BMT) & Backup PCC	Construction	Apr-22	Aug-22 (A)
		\$ 58.7	\$ 62.8
The award was delayed due to additional time needed to respond to questions and comments received from proposers, which required technical changes to the contract documents and more recently to resolve issues relating to insurance requirements. The project was awarded on 8/2/2022. The budget has been adjusted to reflect the latest estimate.			
<i>Stations</i>			
Flushing Line: Contract 2 Station Renewals & Component Rehab	Construction	Jun-22	Dec-22
		\$ 249.0	\$ 375.5
Budget change reflects the refined construction estimates. The award is delayed due to the revised advertisement schedule.			
ADA Stations / Elevators Package#3	Construction	Sep-22	Dec-22
		\$ 842.5	\$ 815.3
This is the MTA's first Public Private Partnership project. Delay attributable to developing appropriate design requirements and contract documents and to the extended procurement period for this type of contract not included in the original forecast.			
Borough Hall ADA and Water Remediation	Construction	Sep-22	Dec-22
		\$ 245.7	\$ 245.7
The delay was incurred during development of the design requirements and contract documents likely attributable to staffing issues. Award delayed an additional month due to ongoing review of technical proposals and current schedule for oral presentations.			
Jamaica Line Station Renewals	Construction	Sep-22	Dec-22
		\$ 146.0	\$ 203.8
Delay was incurred during the development and approvals of the design drawings.			
<i>MTA Bus</i>			
Portable Bus Lift/ Equipment Replacement	Construction	Sep-22	May-23
		\$ 5.4	\$ 6.0
Bus lifts delayed due to technical specifications for wireless technology which will require testing prior to introduction.			
<i>Line Structures</i>			
Overcoating: Jamaica Line	Construction	Jun-22	Dec-22
		\$ 257.4	\$ 253.4
Award is delayed due to the need to re-advertise the contract following cancellation of initial bids (low bidder and second low bidder were deemed unresponsive).			

LIRR Capital Projects – Commitments – November 2022 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$0	\$23	\$168	\$500	\$242
2022 Forecast	\$35	\$205	\$47	\$292	\$331
Budgeted Value	\$35	\$205	\$47	\$292	\$331



Q3 Schedule Variances

Project	Commitment	Goal	Forecast
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3 LIRR Red Commitments (0 new this quarter)

Red delays are beyond 2 months of goal.

Work Equipment

Work Locomotives	Purchase	Sep-22	Dec-22
		\$ 48.0	\$ 48.0

Award of the \$10 million commitment for work trains has been rescheduled from December 2021 in order to allow Legal Department more time to negotiate and finalize an agreement for the work trains along with the entire \$35 million locomotive project. The Legal Dept has T's & C's to review upon negotiation completion. The procurement is now anticipating a December award.

Stations

Penn Station Platforms	Construction	Jul-22	Post 2022
		\$ 26.2	\$ 26.2

Add'l time is required for an agreement to be reached between Amtrak and LIRR; thereafter, the platform ceiling design will be finalized by Aug. 2022. Ceiling documents need to be added to balance of the completed design so Procurement can review and advertise the full IFB package.

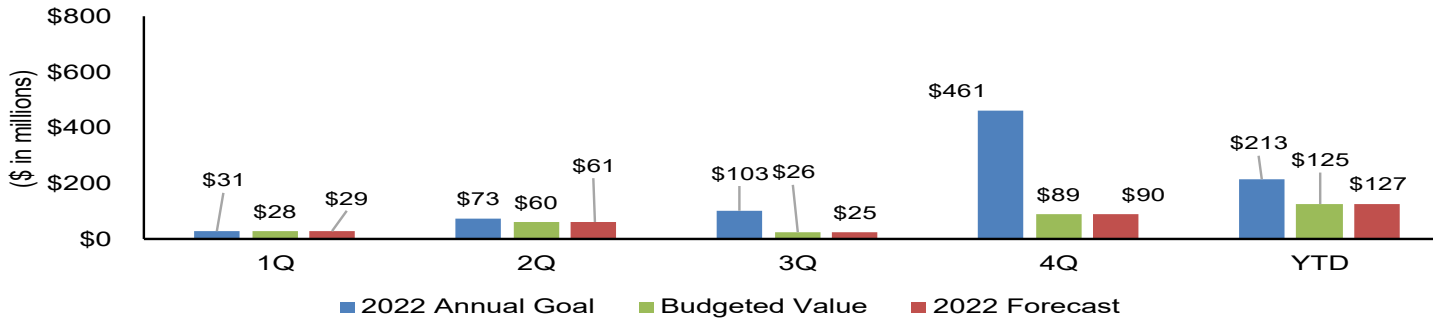
ADA Improvements - 7 Stations	Construction	Sep-22	Dec-22
		\$ 79.5	\$ 79.5

Proposals were received mid-September and have since been going through all the subsequent phases of procurement leading up to presenting to the November Board.

MNR Capital Projects – Commitments – November 2022 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$31	\$73	\$103	\$461	\$213
2022 Forecast	\$29	\$61	\$25	\$90	\$127
Budgeted Value	\$28	\$60	\$26	\$89	\$125



Q3 Schedule Variances

Project	Commitment	Goal	Forecast
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2 Metro-North Red Commitments (0 new this quarter)

Red delays are beyond 2 months of goal.

Power

NHL Pelham Substation Replacement	Construction	Sep-22	Mar-23
		\$ 29.7	\$ 29.7

Issues with the project requirements and design documents have pushed this award to 2023.

Bridges

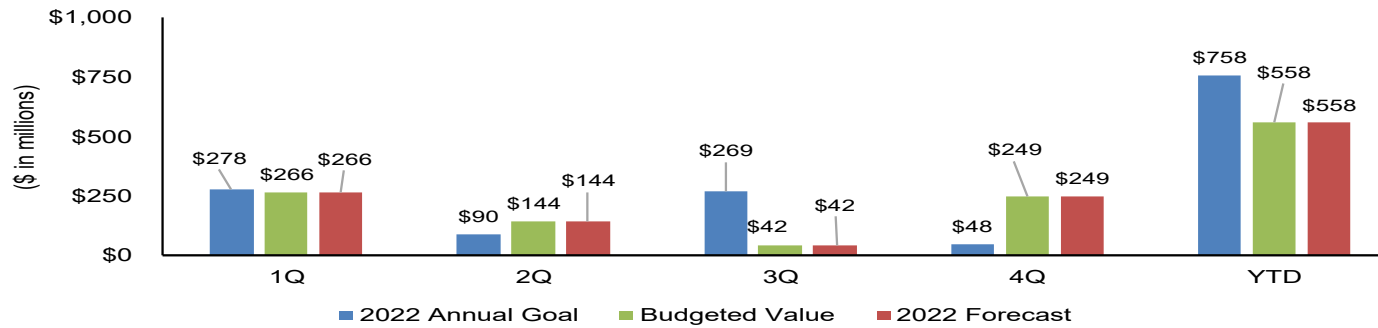
Fulton/South Street Bridges D-B	Construction	Aug-22	Dec-22
		\$ 47.1	\$ 47.1

The delay was incurred during development of the design requirements and contract documents attributable to staffing issues.

MTA Network Expansion Projects – Commitments – November 2022 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$278	\$90	\$269	\$48	\$758
2022 Forecast	\$266	\$144	\$42	\$249	\$558
Budgeted Value	\$266	\$144	\$42	\$249	\$558



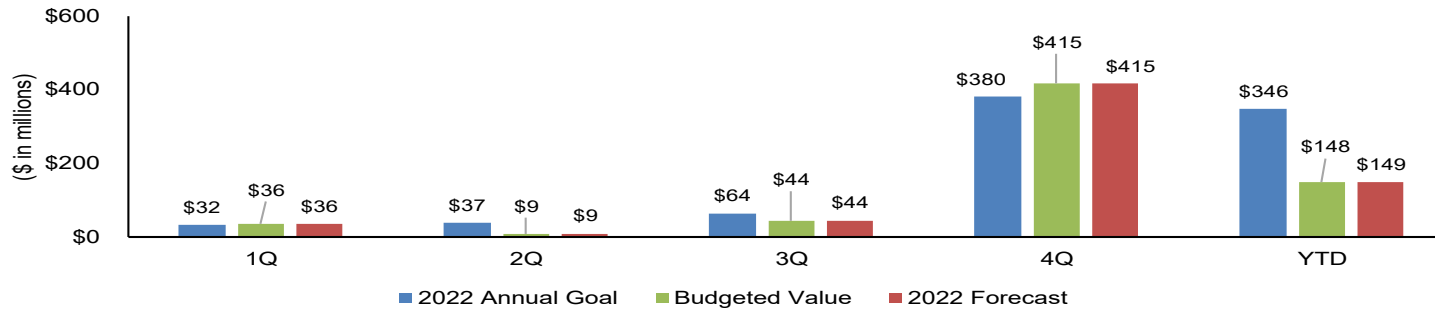
Q3 Schedule Variances

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Forecast
1 Network Expansion Amber Commitments				2 Network Expansion Red Commitments (0 new this quarter)			
Amber delays are within 2 months of goal.				Red delays are beyond 2 months of goal.			
<i>East Side Access</i>				<i>2nd Ave Subway Phase 2</i>			
Interim Maintenance Contract	Construction	Mar-22	Apr-22 (A)	Program Management Consultant Services	Services	Aug-22	Dec-22
		\$32.6	\$20.8		\$ 187.6	\$	187.6
The award was delayed due to additional time required for final contract negotiations. A reduction in scope resulted in a reduced award value.				Revised award date reflects the Full Funding Grant Agreement (FFGA) deliverable schedule with FTA.			
				Utilities	Construction	Aug-22	Dec-22
					\$ 75.0	\$	73.5
				Revised award date reflects the Full Funding Grant Agreement (FFGA) deliverable schedule with FTA.			

B&T Capital Projects – Commitments – November 2022 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$32	\$37	\$64	\$380	\$346
2022 Forecast	\$36	\$9	\$44	\$415	\$149
Budgeted Value	\$36	\$9	\$44	\$415	\$148



Q3 Schedule Variances

Project	Commitment	Goal	Actual(A)
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2 B&T Amber Commitments (0 new this quarter)

Amber delays are within 2 months of goal.

Tunnels

Relocation of QMT Refueling Station and QSB Switchgear	Construction	Jun-22	Jul-22 (A)
		\$ 28.9	\$ 28.9
Procurement schedule has been adjusted to allow sufficient time for bidder proposals.			

Bridges

Structure Rehab. - Cross Bay Bridge and Misc Repairs at the Marine Parkway Bridge	Construction	Sep-22	Oct-22 (A)
		\$ 57.3	\$ 57.3
This was presented to the October Board and approved.			

Capital Projects – Completions – November 2022

Goal	Actual	MTA-wide 2022 Major Completions												Post 2022
		Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	
Total	53	2	1	4	3	3	4	1	5	1	3	3	10	13
Jan-22	1	1												
Feb-22	2				1					1				
Mar-22	5			3		1			1					
Apr-22	6				2		1				1			2
May-22	3			1		2								
Jun-22	11						3		1			1	3	3
Jul-22	3	1	1										1	
Aug-22	5							3				1		1
Sep-22	2							1						1
Oct-22	3									1			1	1
Nov-22	4									1			1	2
Dec-22	8											1	4	3

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

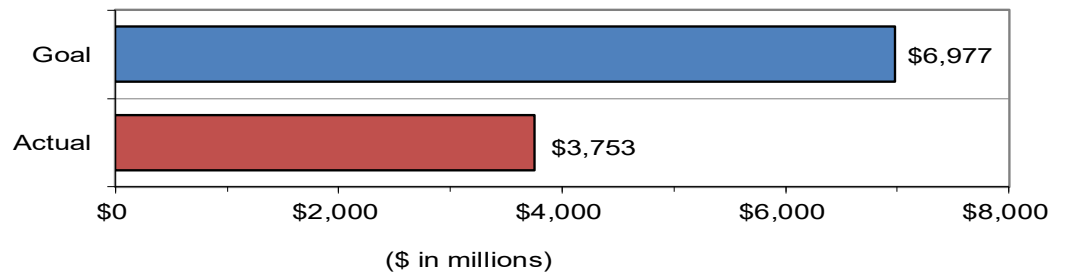
Completions Summary

In 2022 the MTA plans to complete \$9.2 billion of projects. Through November, the MTA has completed nearly \$3.8 billion versus a \$7.0 billion year-to-date goal. The shortfall is mostly due to delays of several major completions and partial delays of rolling stock deliveries. All delayed major completions are identified on the following pages.

By year's end, the MTA forecasts achieving 69% of its overall \$9.2 billion completions goal.

Budget Analysis

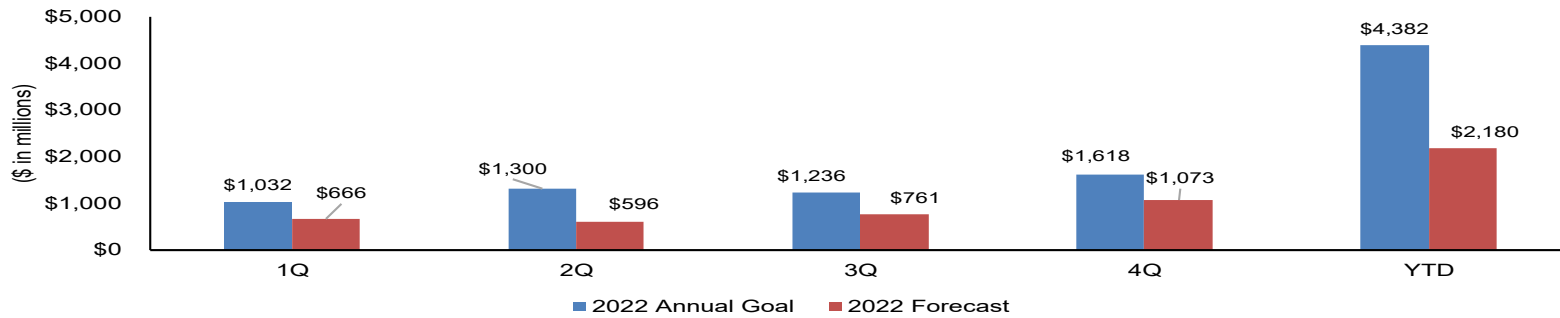
2022 Annual Goal	\$9,234
Annual Forecast	\$6,334
Forecast left to complete	41% (\$2,581)



NYCT/MTA Bus Capital Projects – Completions – November 2022 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$1,032	\$1,300	\$1,236	\$1,618	\$4,382
2022 Forecast	\$666	\$596	\$761	\$1,073	\$2,180
2022 Goal (Rolling Stock)	\$185	\$287	\$80	\$407	\$970
Forecast (Rolling Stock)	\$99	\$86	\$0	\$184	\$335



Schedule Variances

Project	Completion	Goal	Actual(A)	Project	Completion	Goal	Act./Forec.
4 NYCT/MTA Bus Amber Completions (0 new this month)				11 NYCT/MTA Bus Red Completions (1 new this month)			
Amber delays are within 2 months of goal.				Red delays are beyond 2 months of goal.			
<i>Power</i>				<i>Power</i>			
New Substation: Harrison PI / Canarsie	Construction	Feb-22	Apr-22 (A)	Power Upgrade: Rail Control Center, Power Control Center - Ph. 2	Construction	Feb-22	Sept-22 (A)
		\$ 51.3	\$ 51.3			\$ 63.4	\$ 63.4
The schedule change reflected the delayed completion of equipment wiring and breaker energization.				The completion date reflects the additional time required to review and complete punch list work, including an additional work order for upgrades and a generator monitoring system.			
<i>Stations</i>				<i>Stations</i>			
ADA: Livonia Avenue / Canarsie	Construction	Mar-22	May 22 (A)	New Substations at New Dorp and Clifton	Construction	Apr-22	Mar-23
		\$ 84.3	\$ 84.3			\$ 50.4	\$ 50.3
The completion delay reflected the additional time required to complete steel repairs and station painting.				The substantial completion has been moved to 2023 due to delays in scheduling extended track outages and network issues that need to be resolved.			
<i>Signals & Communications</i>				<i>Signals & Communications</i>			
				CBTC QBL West Ph.1 /Siemens	Construction	Jun-22	Apr-23
						\$ 214.6	\$ 214.6
				Substantial completion was initially delayed due to carbome hardware/firmware testing. Testing and monitoring activities continue to delay completion.			

NYCT/MTA Bus Capital Projects – Completions – November 2022 – Budget Analysis and Schedule Variances

Schedule Variances

Project	Completion	Goal	Act./Forec.
4 NYCT/MTA Bus Amber Completions (continued)			
Amber delays are within 2 months of goal.			
<i>Signals</i>			
CBTC Queens Blvd West - 50th St. to Union Turnpike: Phase 1 - Thales	Construction	Jun-22	Aug-22 (A)
		\$ 52.1	\$ 53.0
Substantial completion has been delayed due to zone control capacity issues.			
<i>Staten Island Railway</i>			
Clifton Shop Sandy Repair/Mitigation & Relocation	Construction	Oct-22	Dec-22
		\$ 201.2	\$ 204.6
Substantial completion has been delayed due to the need to perform additional soil testing.			

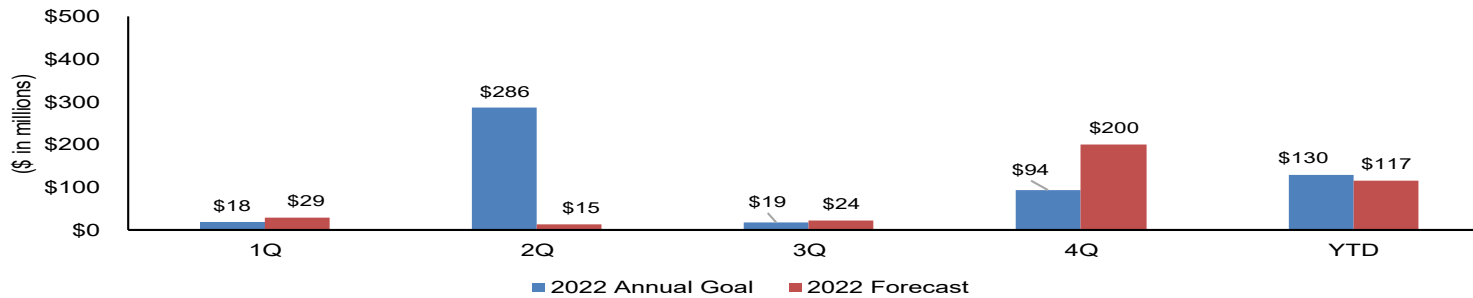
Project	Completion	Goal	Act./Forec.
11 NYCT/MTA Bus Red Completions (continued)			
Red delays are beyond 2 months of goal.			
<i>Buses</i>			
Hybrid-Electric Standard Buses (Nova)	Bus Purchase	Apr-22	Apr-23
		\$ 253.9	\$ 253.9
Bus delivery schedules have been delayed due to supply chain issues with the final bus delivery anticipated for April 2023.			
MTA Bus: 257 Express Buses (Nova) (New Item)	Bus Purchase	Nov-22	Mar-23
		\$ 166.7	\$ 166.7
MTA Bus anticipates accepting about 232 (or 90%) of the overall 257 by year end with the rest delayed until 2023. \$150M represents the 2022 value.			
<i>Shops & Yards</i>			
207th St. Maintenance & Overhaul Shop Roof & Component Repair	Construction	Jul-22	Dec-22
		\$ 57.6	\$ 57.6
Substantial completion has been delayed due to material and labor shortages.			
<i>Superstorm Sandy</i>			
Sandy Mitigation: Upgrade Emergency Booth Comm System	Construction	Aug-22	Mar-23
		\$ 74.1	\$ 74.1
Substantial completion has been delayed due to resolution of integration and stability issues.			
Coney Island Yard	Construction	Dec-22	Mar-23
		\$ 454.1	\$ 453.7
The forecast for remaining work, signals and final electrical tie ins is extended into the first quarter of 2023.			
<i>Line Structures</i>			
Overcoating: Broadway - End of Line / Myrtle	Construction	Jun-22	Nov-22(A)
		\$ 54.8	\$ 54.8
Substantial completion has been delayed due to additional time required to complete overcoat painting. The project's steel repair scope has been reported as 100% complete.			
<i>Staten Island Railway</i>			
SIR Mainline Track and Switch	Construction	Dec-22	Apr-23
		\$ 112.3	\$ 111.8
Completion has been delayed due to track access issues and shuttle bus service.			
<i>Stations</i>			
Replace 8 Traction Elevators	Construction	Sep-22	Jan-23
		\$ 50.0	\$ 50.6
Completion has been delayed to complete punchlist work.			

LIRR Capital Projects – Completions – November 2022 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$18	\$286	\$19	\$94	\$130
2022 Forecast	\$29	\$15	\$24	\$200	\$117

2022 Goal (Rolling Stock)	\$0	\$198	\$0	\$0	\$198
Forecast (Rolling Stock)	\$0	\$0	\$0	\$97	\$97



Schedule Variances

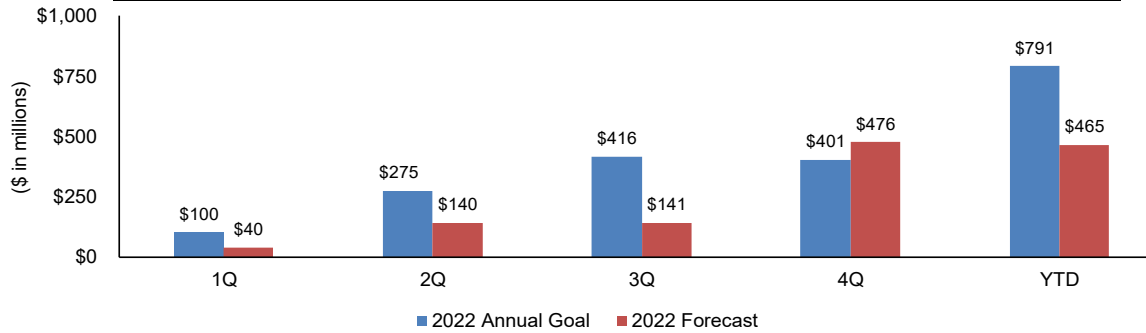
Project	Completion	Goal	Forecast	Project	Completion	Goal	Actual(A)
4 LIRR Red Completions (0 new this month)				<i>Power</i>			
Red delays are beyond 2 months of goal.				Substation Components	Construction	Aug-22	Nov-22(A)
<i>Rolling Stock</i>						\$ 12.3	\$ 12.3
M9 Fleet Procurement	Fleet Purchase	Jun-22	Sep-23	Due to a test failure at West Hempstead, the beneficial use date of the Transformers project was pushed back to November.			
		\$197.8	\$197.8				
The schedule delay is a result of the LIRR holding Kawasaki responsible for correcting various workmanship issues prior to Conditional Acceptance. 44 cars will be accepted in 2023 to complete the order.							
<i>Other Track Improvements</i>							
Jamaica Capacity Improvements - Phase I	Construction	Jun-22	Dec-22				
		\$48.9	\$48.9				
The original track outage to install a critical switch was rescinded. The next available outage will be in the 4th quarter of 2022.							
<i>Stations</i>							
Fare Collection Program	Construction	Jun-22	Nov-24				
		\$20.6	\$20.6				
Delay due to previously undeveloped project requirements (numbering about 800) that have now been defined and will require substantially more time to address.							

MNR Capital Projects – Completions – November 2022 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$100	\$275	\$416	\$401	\$791
2022 Forecast	\$40	\$140	\$141	\$476	\$465

2022 Goal (Rolling Stock)	\$0	\$0	\$0	\$230	\$230
Forecast (Rolling Stock)	\$0	\$0	\$0	\$115	\$115



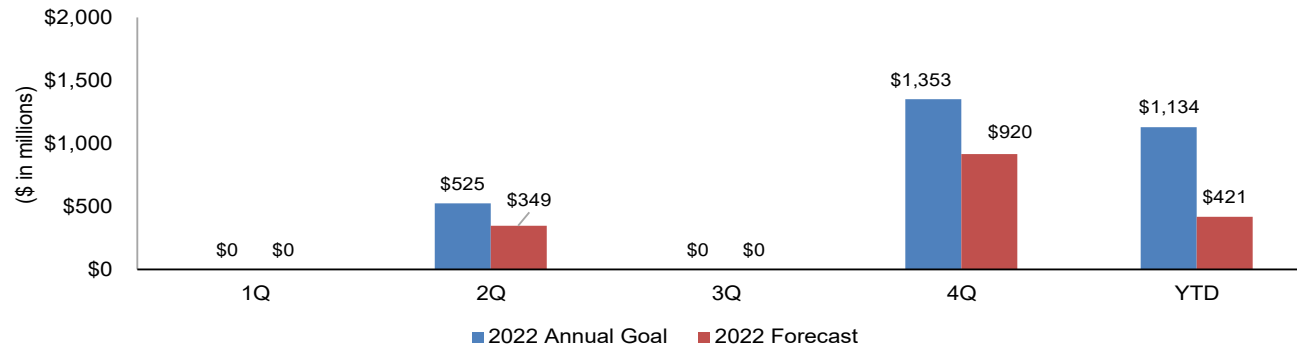
Schedule Variances

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
<p>2 Metro-North Amber Completions (0 new this month) Amber delays are delayed less than 2 months of goal.</p>				<p>3 Metro-North Red Completions (0 new this month) Red delays are beyond 2 months of goal.</p>			
<i>Communications</i>				<i>Power</i>			
Network Infrastructure Replacement	Construction	Apr-22 \$44.4	Jun-22 (A) \$44.4	86th / 110th Substations	Construction	Mar-22 \$30.3	Aug-22 (A) \$30.3
<p>Before the Dense Wave Division Multiplexing (DWDM) equipment could be put online, the deficiencies identified by Mitsubishi (HVAC unit manufacturer) needed to be rectified and completion consequently delayed.</p>				<p>This project is delayed due to completion of an asset study, completion of the removable panel air filter system, and equipment testing which has extended the overall project completion date to September 2022.</p>			
<i>Stations</i>				<i>Stations</i>			
Croton Falls Parking	Construction	Nov-22 \$23.3	Dec-22 \$23.3	GCT/East Side Access Unified Trash Facility	Construction	Jun-22 \$33.3	Dec-22 \$33.3
<p>Due to supply chain issues, key electrical components have not been delivered causing this to slip until December.</p>				<p>Additional scope was added [Painting of Facility and Epoxy Flooring] which extends the completion to December.</p>			
				<i>Rolling Stock</i>			
				M8 Fleet Purchase (56 cars)	Purchase	Dec-22 \$229.6	Post 2022 \$114.8
				<p>Currently 28 of the 56 cars (\$115 million) have been delivered in 2022. Due to vendor delays, most of the remaining cars are forecast for 2023.</p>			

MTA Network Expansion Projects – Completions – November 2022 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$0	\$525	\$0	\$1,353	\$1,134
2022 Forecast	\$0	\$349	\$0	\$920	\$421



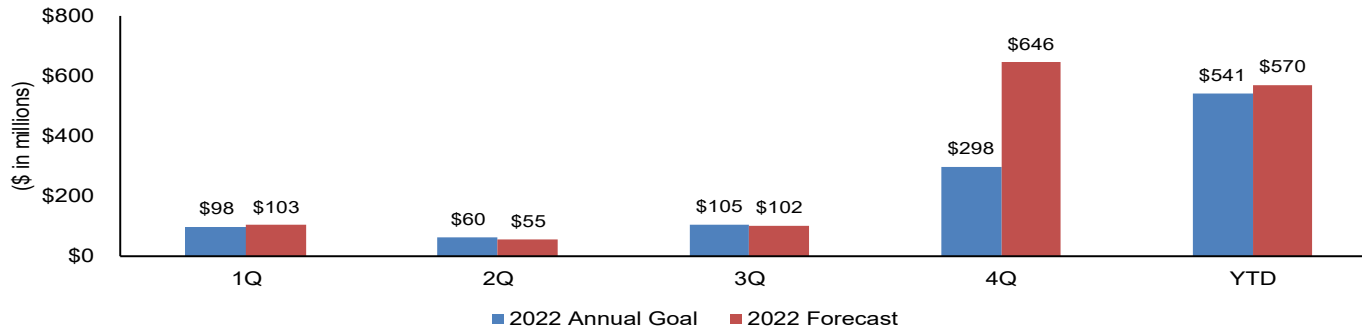
Schedule Variances

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Forecast
4 Network Expansion Completion (0 new this month)				<i>East Side Access</i>			
Red delays are delayed more than 2 months of goal.				GCT Concourse & Facilities - CM014B	Construction	Nov-22	Feb-23
<i>East Side Access</i>						\$572.0	\$572.0
Systems Package 2 - Tunnel Systems - CS086	Construction	Apr-22	Oct 22 (A)	CM014B is extended due to additional time required to complete all remaining work, including scope in the Biltmore room.			
		\$72.0	\$72.0				
Additional completion scope including wiring/cabling, testing, and PTC work was added to CS086 which extends substantial completion to October.							
System Package 4 – Traction Power - CS084	Construction	Jun-22	Dec-22				
		\$104.1	\$104.1				
Delays continue due to ongoing acceptance testing. Completion was previously forecast for September, but has been adjusted to December.							
Concourse, Cavern & Facility Detailing Services - CM030	Construction	Oct-22	Mar-23				
		\$37.1	\$37.1				
Delays to the completion of systems to be turned over to CM030 and added work to CM030 have extended the substantial completion date.							

B&T Capital Projects – Completions – November 2022 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$98	\$60	\$105	\$298	\$541
2022 Forecast	\$103	\$55	\$102	\$646	\$570



Schedule Variances

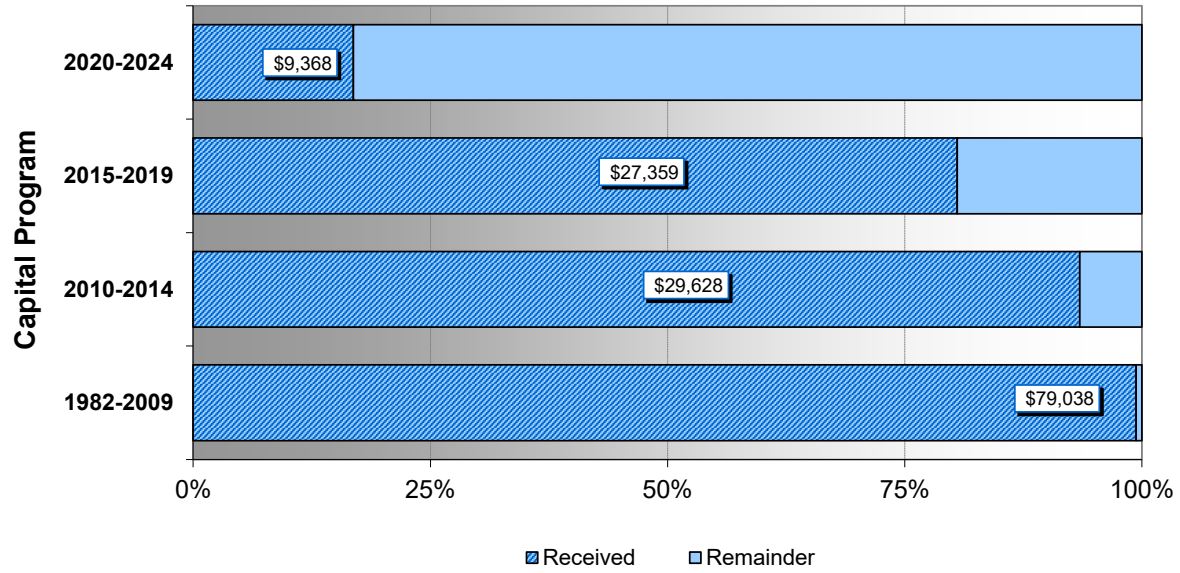
B&T has no delayed “major” completions in 2022.

There is an earlier-than-expected completion being realized as part of this month’s update. A decking and painting project at the Throgs Neck Bridge valued at \$336 million (project TN49) was originally planned to be completed in 2023 and is now forecasted for 2022.

Status of MTA Capital Program Funding

Capital Funding (November 2022)

\$ in millions



Capital Funding Detail (November 2022)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru October	November	Received to date
2010-2014 Program				
Federal Formula, Flexible, Misc	\$5,794	\$5,790	\$ -	\$5,790
Federal High Speed Rail	173	173	-	173
Federal New Start	1,271	1,271	-	1,271
Federal Security	89	89	-	89
Federal RRIF Loan	-	-	-	-
City Capital Funds	611	608	-	608
State Assistance	770	770	-	770
MTA Bus Federal and City Match	132	113	-	113
MTA Bonds (Payroll Mobility Tax)	11,701	10,698	-	10,698
Other (Including Operating to Capital)**	1,531	1,289	-	1,289
B&T Bonds	2,025	1,864	-	1,864
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,698	6,697	-	6,697
<i>PAYGO</i>	18	18	-	18
<i>Sandy Recovery MTA Bonds</i>	658	225	-	225
<i>Sandy Recovery B&T Bonds</i>	229	23	-	23
Total	31,700	29,628	-	29,628

	Funding Plan		Receipts	
	Current	Thru October	November	Received to date
2015-2019 Program				
Federal Formula, Flexible, Misc	\$6,898	\$5,553	\$ -	\$5,553
Federal High Speed Rail	\$122	\$122	-	\$122
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	18	15	-	15
State Assistance	9,196	7,445	-	7,445
City Capital Funds	2,669	2,060	-	2,060
MTA Bonds	8,398	8,308	-	8,308
Asset Sales/Leases	806	315	-	315
Pay-as-you-go (PAYGO)**	2,156	1,572	-	1,572
Other	163	68	-	68
B&T Bonds & PAYGO/Asset Sale	2,942	1,902	-	1,902
Total	33,969	27,359	-	27,359

	Funding Plan		Receipts	
	Current	Thru October	November	Received to date
2020-2024 Program				
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -
Capital from New Revenue Sources	10,000	1,349	-	1,349
MTA Bonds and PAYGO	8,041	449	-	449
Other Contribution	542	-	-	-
Federal Formula	8,865	6,226	-	6,226
State of New York	3,101	101	-	101
City of New York	3,007	681	206	887
Federal New Start (SAS Ph2)	2,905	-	-	-
Federal Flexible	581	54	-	54
Federal Other	48	28	-	28
Federal Security	26	10	-	10
B&T Bonds	3,327	266	-	266
Total	55,442	9,162	206	9,368

Third Quarter 2022 TLR Summary

- Overall, a total of 464 projects were reviewed this quarter:
 - 55 in Design
 - 12 in Post-Design to Construction
 - 397 in Construction
- Of these:
 - 342 (74%) were designated Green
 - 43 (9%) were designated Red
 - 79 (17%) triggered variances in prior quarters

Of the 43 projects that triggered a Key Performance Indicator (KPI) this quarter, 41 were for Schedule variances, 1 for Cost and 1 was for both Cost and Schedule. Of the 43 projects, 37 are in Construction, 4 are in Procurement and 2 are in Design.

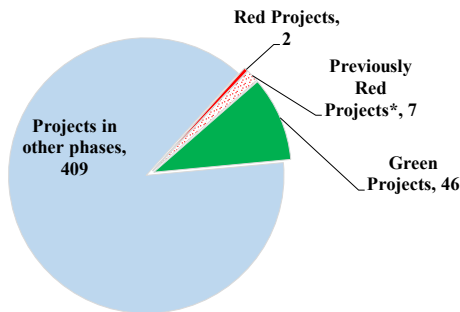
- For every designated Red project, C&D has prepared a brief variance report that summarizes the problems encountered and the corrective actions taken this quarter. The IEC reviewed report content and worked with project teams and Business Units in preparation of the final variance reports.
- This quarter, 26 Bridges and Tunnels projects were reviewed in the TLR for Cost and Schedule variances. There were no projects designated Red, 24 were Green and 2 had triggered variances in prior quarters. B&T projects continue to have positive performance results in the TLR, triggering just 4 variances over the last 24 months, which can be attributed to good project planning, proactive management decisions and responsive project teams.

3rd Quarter 2022 Traffic Light Report on the MTA Capital Program

A total of 464 Projects were Reviewed for the 3rd Quarter 2022

The 464 active projects include 55 projects in Design, 12 in Post-Design to Construction Award, 397 in Construction

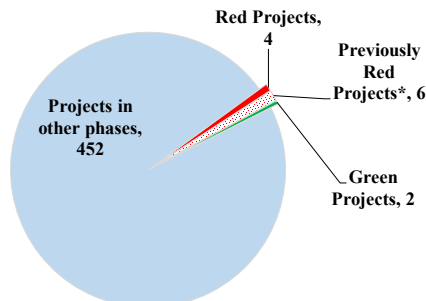
55 of 464 Projects in Design



* see Terms and Definitions page

Third Quarter 2022: 55 projects were reviewed in this phase with 46 designated green, 7 as previously red, and 2 red. The root causes of the 2 red projects were complexity of the design scope and coordination with adjacent properties.

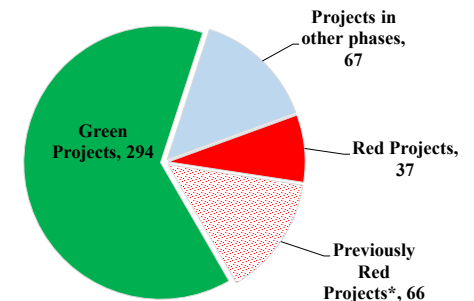
12 of 464 Projects in Post-Design to Construction Award



* see Terms and Definitions page

Third Quarter 2022: 12 projects were reviewed in this phase with 2 designated as green, 6 previously red, and 4 red. All 4 red projects, will be done via one contract and the root cause of the delay in award is the decision to revise the scope due to elevated initial bids.

397 of 464 Projects in Construction



* see Terms and Definitions page

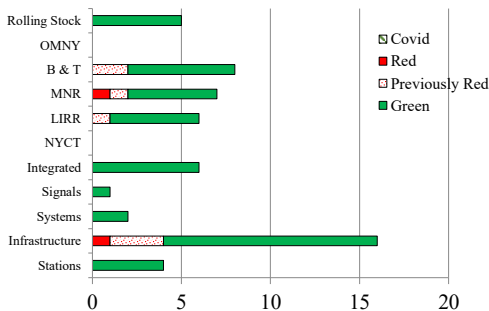
Third Quarter 2022: 397 projects were reviewed in this phase with 294 designated green, 66 previously red, and 37 red. The 37 red projects had root causes of contractor performance, track access, MTA resource support, unforeseen site conditions, and coordination with other projects.

Second Quarter 2022: 53 projects were reviewed in this phase with 46 designated green, 1 as previously red, and 6 red.

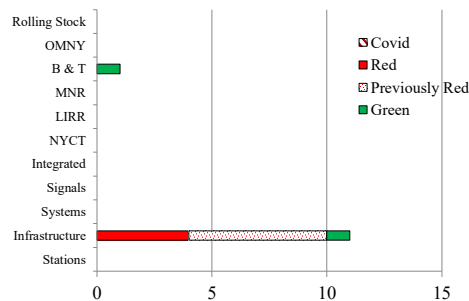
Second Quarter 2022: 11 projects were reviewed in this phase with 6 designated as green, 5 previously red, and 5 red.

Second Quarter 2022: 366 projects were reviewed in this phase with 269 designated green, 71 previously red, and 26 red.

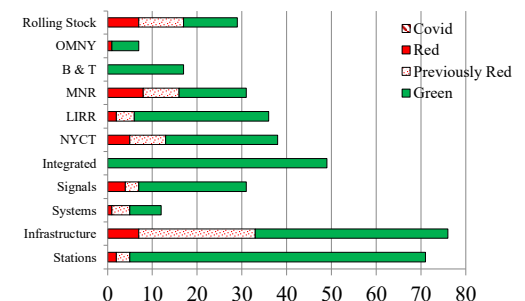
55 Projects in Design



12 Projects in Post-Design to Construction Award



397 Projects in Construction







Project Terms and Definitions




3rd Quarter 2022 Traffic Light Report

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





Project Terms and Definitions
Projects in Design: 55

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

Projects in Post Design to Construction Award Phase: 12

-  Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.
-  Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.
-  Previous Red: Previously indicated as red with no new substantial change since the last TLR. Project may be returned to Green when it has been in compliance with two performance indicators for two consecutive quarters.

Projects in Construction: 397


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


Project Terms and Definitions


3rd Quarter 2022 Traffic Light Report

Projects impacted by Covid-19 (Temporary TLR Criteria): 0

Projects in this category have triggered one or more reporting variances that are impacted by the Covid-19 pandemic. The Key Performance Indicators have exceeded one or more of the TLR thresholds this quarter, however, a project issue has been directly attributed to Covid-19. The issues may include the implementation of safety protocols, new work rules and occupancy restrictions, travel limitations, reduced personnel availability, funding delays, etc. Covid-19 is a temporary imposition on the MTA's Capital Program and therefore a temporary TL has been developed for these projects.

 Red Lined: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).

 Red Lined: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.

 Previous Red: Previously indicated as Red Lined with no new substantial change since the last TLR / A project in design, procurement or construction that has been designated Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

Projects in Planning:

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

Completed Projects:

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

Report Index Formulas and Criteria:

➤ Cost Index = Total Project EAC / Current Approved Budget.
(Note: Current Budget is not Budget at Award)

➤ Cumulative Cost Variance = 3 consecutive quarters with a total cost index increase that cumulatively exceeds the TLR threshold of 10% over 3 quarters.

➤ Schedule Variance = Number of months of change in schedule since the last TLR.

➤ Cumulative Schedule Variance = 3 consecutive quarters with a total change in schedule that cumulatively exceeds the TLR threshold of 3 months or more.

➤ The TLR includes projects in CPOC's Risk-Based Monitoring Program which are listed at the end of the report.

➤ Only projects with budgets of \$7M or greater are included in the current quarter's TLR. Projects with budgets below \$7M are not displayed in the current report but will be maintained in the TLR database. If the current budget increases above the \$7M minimum threshold, the projects will return to an active status.

3rd Quarter 2022 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA 14th St Complex									
T7041251	Platform Components: 5 Locs CNR	Construction	\$3,781,498	12	1.00	■	0	■	G
T70412L2	Platform Components: 14 St 6 AV	Construction	\$8,079,176	12	1.00	■	0	■	G
T7041330	ADA: 14th St 6th Av/7th Av Complex DES	Construction	\$4,608,542	12	1.07	■	0	■	G
T7041346	ADA: 6 Av CNR	Construction	\$54,965,307	12	.92	■	0	■	G
T7041347	ADA: 14 St 6AV	Construction	\$28,339,956	12	.95	■	0	■	G
T7041348	ADA: 14 St BW7	Construction	\$51,290,498	12	1.00	■	0	■	G
T8041221	Station Ventilators CNR	Construction	\$2,054,470	12	1.00	■	0	■	G
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	\$32,806,122	12	1.00	■	0	■	G
T8041230	Platform Components: 14th Street / 6 Ave	Construction	\$5,042,631	12	1.00	■	0	■	G
T8041304	ADA: 6 Ave / Canarsie	Construction	\$33,373,926	12	1.00	■	0	■	G
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	\$29,873,986	12	1.00	■	0	■	G
T8070312	LSCR P 8th Ave CNR	Construction	\$34,975,533	12	1.00	■	0	■	G
ADA 149th Street									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$110,353,809	42	1.00	■	0	■	G
T7041338	ADA: Tremont Ave BXC	Construction	\$52,469,753	74	.96	■	0	■	G
68th St-Hunter College									
T7041324	ADA: 68 St-Hunter College LEX	Construction	\$145,243,219	15	1.00	■	0	■	G
T8041225	Platform Components: 68 St. - Hunter College LEX	Construction	\$6,231,878	0	1.00	■	0	■	G
T8050244	Mainline Track Replacement 2021 / Hunter College	Construction	\$4,014,497	0	1.00	■	0	■	G
ADA Package A									
S8070101	Station Components: New Dorp / SIR	Construction	\$2,316,923	53	1.00	■	0	■	G
S8070108	ADA: New Dorp SIR	Construction	\$34,715,249	53	1.00	■	0	■	G

**3rd Quarter 2022 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction**

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package A - cont'd									
S8070110	Components: New Dorp SIR	Construction	\$1,361,809	53	.97	■	0	■	G
T8041215	Design: Station Components DES	Construction	\$4,508,239	38	1.16	▲	0	■	G
T8041231	Components: Metropolitan Ave XTN	Construction	\$2,423,404	53	.79	▼	0	■	G
T8041303	ADA: Dyckman St (NB) BW7	Construction	\$20,283,883	53	1.00	■	0	■	G
T8041317	ADA: Grand St CNR	Construction	\$27,221,551	53	1.00	■	0	■	G
T8041319	ADA: 7th Ave CUL	Construction	\$44,727,413	53	1.00	■	0	■	G
T8041327	ADA: Lorimer St CNR	Construction	\$59,131,049	53	.99	■	0	■	G
T8041328	ADA: Metropolitan Ave XTN	Construction	\$47,004,005	53	1.00	■	0	■	G
T8041332	ADA: East 149th St PEL	Construction	\$38,676,891	53	1.00	■	0	■	G
T8041337	ADA: Beach 67th St FAR	Construction	\$41,662,144	53	1.00	■	0	■	G
ADA Package 2									
T6041323	ADA: 8th Ave/Sea Beach (Southbnd Ph2)	Construction	\$9,982,144	25	1.00	▲	0	■	G
T7041213	Renewal: Woodhaven Blvd JAM	Construction	\$56,874,701	5	1.00	■	0	■	G
T7041314	ADA: Court Square XTN (Elevator Phase)	Construction	\$24,576,717	25	1.02	■	0	■	G
T7041316	ADA: Woodhaven Boulevard JAM	Construction	\$39,075,927	12	1.00	■	0	■	G
T7041327	ADA & Station Improvements: Westchester Sq PEL	Construction	\$90,053,940	10	1.00	■	0	■	G
T7041335	ADA: Queensboro Plaza FLS	Construction	\$74,204,872	9	.99	■	0	■	G
T8040708	Replace 5 Elevators at 2 Locations JAM	Construction	\$39,582,746	10	.96	■	0	■	G
T8041232	Station Renewal: Woodhaven Boulevard/PEL	Construction	\$24,396,207	5	1.00	■	0	■	G
T8041329	ADA: Woodhaven Blvd/JAM	Construction	\$27,496,852	12	1.00	■	0	■	G
T8041330	ADA & Station Improvements: Westchester Sq/PEL	Construction	\$32,417,241	10	1.00	■	0	■	G
T8041345	ADA: 181 St 8AV	Construction	\$47,255,739	14	.96	▲	0	■	G

3rd Quarter 2022 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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 ■ = No Change since last quarterly report

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 2 - cont'd									
T8050246	ML Track Replacement: Westchester Square /Pelham	Construction	\$1,192,000	0	1.00	■	0	■	G
All Other Stations Projects									
Component Repairs - 8th Ave Line									
T7070356	Additional Design - 14th St Corridor	Construction	\$1,729,561	6	1.00	■	0	■	G
T8060518	Tunnel Lighting, 8 Ave	Construction	\$19,081,185	6	1.00	■	0	■	G
T8060519	Fan Fiber, 8 Ave	Construction	\$18,181,640	6	1.00	■	0	■	G
T8070329	Line Structure Repairs, 8 Ave	Construction	\$80,852,991	6	1.00	■	0	■	G
Replacement of 8 Escalators									
T7040708	Replace 2 Escalators: Pelham Pkwy WPR	Construction	\$15,770,603	70	1.00	■	0	■	G
T7040709	Replace 6 Escalators / Various	Construction	\$46,244,598	65	1.00	■	0	■	G
Station Renewal - Flushing Line - Bundle 1									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$48,858,147	1	1.00	▼	0	■	G
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,219,411	1	1.00	▼	0	■	G
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$43,522,268	1	1.00	▲	0	■	G
T8041258	Station Renewal: Woodside 61st Station	Construction	\$81,798,476	1	1.00	■	0	■	G
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,947,012	1	1.00	▼	0	■	G
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$131,909,184	1	1.00	▲	0	■	G
Escalator Replacement Bundle									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$47,874,503	7	1.00	■	0	■	G
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,484,500	7	1.00	■	0	■	G
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$33,704,007	6	.99	■	0	■	G

**3rd Quarter 2022 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Grand Central Bundle									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$23,000,549	11	1.00	■	0	■	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$86,543,005	11	1.00	■	0	■	G
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$17,617,057	14	1.00	■	0	■	G
Replacement of 3 Elevators - Grand Central Station									
T6040706	Replace 2 Hydraulic Elevators at GCT LEX	Construction	\$17,213,187	75	1.00	■	0	■	G
T7040714	Replace 1 Hydraulic Elevator: Grand Central FLS	Construction	\$6,861,795	75	1.00	■	0	■	G
Circulation Enhancements - Flushing-Main St									
T7041422	Station Capacity Enhancements: Main St FLS	Construction	\$54,568,753	18	1.00	■	0	■	G
T8041213	Station Components: Main St / FLS	Construction	\$3,787,559	18	1.00	■	0	■	G
Bundle BL01-9451									
T8041202	Station Renewals at Chambers St - Nassau Line	Design	\$90,391,191	0	1.00	■	0	■	G
T8041202	Station Renewal at 190th St - 8th Ave Line	Design	\$51,691,011	0	1.00	▼	0	■	G
Bundle BL01-9525									
T8041202	Station Renewal at 179th St - Queens Blvd Line	Design	\$53,566,422	0	1.00	■	0	■	G
All Other Stations Projects									
ET040339	Sandy Mitigation: 138 St - Gr Concourse / JER (Ven Battery A)	Construction	\$8,091,329	85	.92	■	1	▲	R
ET060332	Sandy Resiliency: 3 Pump Rooms (53rd St Tube)	Construction	\$27,461,848	25	1.66	■	3	▲	R
T7040703	Replace 8 Traction Elevators / Various	Construction	\$56,071,874	70	1.01	■	4	▲	R
T7160729	RTO Facility Repair: 3 Avenue-138 Street PEL	Construction	\$15,233,825	99	.99	■	2	▲	R
T8040711	4 Escalators at 2 Locs Dekalb 4Av & 181 St BXC	Construction	\$49,144,139	15	.99	■	0	■	G
T8040712	18 Escalators at 7 Locations	Construction	\$207,688,460	1	1.00	▼	0	■	G
T8041210	Water Condition Remedy: Various Locations	Construction	\$7,554,166	19	1.00	■	0	■	G

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Construction & Development									
Stations									
All Other Stations Projects									
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	\$17,916,657	6	1.00	■	5	▲	R
T8041253	Stormwater Mitigation: Various Stations	Design	\$20,000,000	2	1.00	■	0	■	G
Infrastructure									
207th St Yard Rehab									
ET100210	Power Cable Replacement- 207th Street Yard	Construction	\$42,710,741	98	1.00	■	0	■	R
ET100218	Sandy Repairs: 207th St Yard Signals	Construction	\$298,232,916	73	1.00	■	0	■	G
ET100219	Sandy Repairs: 207 St Yard Track	Construction	\$62,722,733	99	1.03	■	0	■	G
ET100220	Sandy Repairs: 207 St Yard Switches	Construction	\$30,984,884	97	.62	■	0	■	G
ET100310	Long Term Perimeter Protection: 207th St Yard	Construction	\$171,975,110	66	1.04	■	0	■	G
ET100312	Sandy Mitigation: 207th Street Yard Portal	Construction	\$54,881,539	84	2.02	■	0	■	G
Tiffany Warehouse Mitigation									
ET160312	Sandy Mitigation: Tiffany Central Warehouse	Construction	\$25,049,789	18	1.00	■	0	■	G
T7160723	Tiffany Warehouse Exterior Wall Structural Repair	Construction	\$18,652,541	2	1.00	■	0	■	G
T7160727	Roof Replacement: Tiffany Central Warehouse	Construction	\$18,881,566	15	1.02	■	0	■	G
Structural Repairs - Eastern Parkway Line									
T7070323	LSCRP: Brooklyn (EPK)	Construction	\$80,863,750	66	.99	■	0	■	G
T8070311	Plenum Plate Demo & Struct. Rehab EPK	Construction	\$497,251	100	1.00	■	0	■	G
Structural Rehab and Overcoat Painting at 180th St									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	0	1.00	■	1	▲	G
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$71,168,090	0	1.01	■	1	▲	G
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$64,271,432	0	1.00	■	1	▲	G
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	0	1.00	■	1	▲	G

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Construction & Development									
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St - cont'd									
T8070341	Demolition of Abandoned Structures	Construction	\$774,323	0	1.00	■	1	▲	G
Component Repairs - Concourse Line									
T8070318	LSCR 161 -192 Sts BXC	Construction	\$129,872,200	13	1.02	■	0	■	G
T8070319	Vents 161 - 192 Sts BXC	Construction	\$11,820,189	6	1.00	■	0	■	G
T8080640	Antenna Cable Concourse Line (IND)	Construction	\$9,863,092	30	1.01	■	0	■	G
Steinway Tunnel Portal Resiliency									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Post Des to Const Awd	\$8,127,587	0	.54	■	2	▲	R
ET070308	Sandy Mitigation: Steinway Portal	Post Des to Const Awd	\$30,638,375	100	1.53	■	2	▲	R
Hardening of 26 Substations									
ET090306	Hardening of Substations at 11 Locs DES	Post Des to Const Awd	\$3,109,481	30	1.01	■	3	▲	R
ET090307	Hardening of Substations at 24 Locations	Post Des to Const Awd	\$98,173,216	30	.99	■	3	▲	R
ET090313	Hardening Substations: W. Broadway & Murray St.	Post Des to Const Awd	\$1,238,943	30	1.23	■	3	▲	R
ET090314	Hardening Substations: Tudor City	Post Des to Const Awd	\$1,238,943	30	1.23	■	3	▲	R
Line Structure Overcoat Painting - West End Line									
T7070322	Overcoat: 9 Av Portal to 79 Street WST DES	Design	\$1,209,847	30	1.00	■	0	■	G
T7070348	Overcoat: 79 St - 24 Ave / West End DES	Design	\$351,150	30	1.00	■	0	■	G
T7070349	Overcoat: 24th Ave - Stillwell Terminal WST DES	Design	\$351,150	30	1.00	■	0	■	G
T8070313	Overcoat: 9 Av Portal to 79 Street West End	Design	\$2,091,453	0	1.00	■	0	■	G
T8070313	Overcoat: 24th Ave - Stillwell Terminal West End	Design	\$1,483,256	0	1.00	■	0	■	G
T8070313	Overcoat: 79 St - 24 Ave / West End	Design	\$1,090,705	0	1.00	■	0	■	G
T8070314	Elevated Structure Repairs Design	Design	\$2,410,280	5	1.00	■	0	■	G
SIRTOA Station Components									
S8070101	Station Components: Various Locations	Design	\$34,294,362	30	1.00	■	0	■	R

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Construction & Development									
Infrastructure									
SIRTOA Station Components - cont'd									
S8070103	Overcoat 6 SIR Bridges	Design	\$13,717,903	30	1.00	■	0	■	(R)
S8070103	Rehabilitate Garretson Ave. Bridge	Design	\$10,763,878	30	1.00	■	0	■	(R)
Structural Component Repairs - Jamaica Line									
T70502A3	Myrtle Av Line (U69 Plates)	Construction	\$406,037	0	1.00	■	0	■	(G)
T8050241	Jamaica Direct Fixation	Construction	\$57,585,082	0	.99	■	0	■	(G)
T8050242	63rd Street Direct Fixation	Construction	\$107,035,991	27	.99	■	0	■	(G)
T8070326	Jamaica Structural Repairs	Construction	\$2,195,062	0	1.00	■	0	■	(G)
T8070327	63 St Structural Repairs	Construction	\$1,559,591	0	1.00	■	0	■	(G)
T8090211	Jamaica Line: 84C Contact Rail	Construction	\$3,566,446	0	1.00	■	0	■	(G)
T8090212	Jamaica Line Negative Side Feeders	Construction	\$429,285	0	1.00	■	0	■	(G)
T8090213	63 St 84C Contact Rail	Construction	\$9,545,612	0	1.00	■	0	■	(G)
T8090214	63 St Negative Side Feeders	Construction	\$946,040	0	1.00	■	0	■	(G)
Bus Radio System									
T6120403	Replace Bus Radio System	Construction	\$220,752,350	66	.99	■	0	■	(R)
T6120444	Repair of East New York Tower	Construction	\$5,925,000	90	1.36	■	0	■	(R)
U6030226	Bus Radio System	Construction	\$32,159,875	74	1.00	■	0	■	(R)
U7030211	Bus Radio System - MTA Bus Share	Construction	\$39,516,593	66	1.00	■	0	■	(R)
U7030224	Repair of East New York Tower (MTAB)	Construction	\$1,975,000	90	1.36	■	0	■	(R)
Flood Mitigation - Coney Island Yard									
ET100211	Power Cable/Comm. Equipt. Repl- Coney Island Yard	Construction	\$163,512,094	92	.99	■	0	■	(R)
ET100307	Coney Island Yd: Long Term Perimeter Protection	Construction	\$524,015,329	92	1.48	▼	0	■	(R)
Clifton Shop									
S7070111	Relocate HQ to Clifton Shop	Construction	\$9,127,751	92	.99	■	0	■	(R)

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Construction & Development Infrastructure									
Clifton Shop - cont'd									
ES070211	Flood Repairs- Clifton Shop (Long-Term)	Construction	\$34,890,731	92	1.00	■	0	■	(R)
ES070302	SIR Mitigation: Clifton Shop / Yard	Construction	\$163,394,900	92	1.00	■	0	■	(R)
Central Substation Bundle									
T6090217	Reconstruct 6 Negative Manholes- Ctrl Subs/ 6 Ave.	Construction	\$2,633,989	100	1.21	■	2	▲	(R)
T7090203	Substation Rnwl & New Rectifier: Centrl SS 6AV	Construction	\$48,306,502	93	1.11	■	2	▲	(R)
T8090405	Rebuild Ducts: Central Platform	Construction	\$7,951,855	99	1.08	■	2	▲	(R)
New Substations at New Dorp and Clifton Stations									
S7070106	New Power Substation: New Dorp	Construction	\$24,976,307	98	1.02	■	0	■	(R)
S7070107	New Power Substation: Clifton	Construction	\$30,578,568	98	.99	■	0	■	(R)
Clifton Shop Track and Switch									
S7070103	SIR Mainline Track Replacement	Construction	\$49,492,607	99	1.01	■	0	■	(G)
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	\$15,814,973	93	.91	▼	0	■	(G)
S8070109	SIR Mainline (2021)	Construction	\$34,357,067	40	.97	■	0	■	(G)
S8070109	Track and Switch Rehab: SIR Mainline (Addtnl Work)	Construction	\$15,113,650	100	.97	■	0	■	(G)
207th Street Shop Roof and Component Repair									
T6100455	207th St. Boiler House Structural Repairs	Construction	\$2,839,806	75	1.00	■	0	■	(G)
T7100402	207th St Maint & OH Shop Roof & Component Repl	Construction	\$59,951,102	90	1.00	■	0	■	(R)
Resiliency Improvements at Westchester and Corona Yards									
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$77,715,821	5	1.00	■	0	■	(G)
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Design	\$17,165,058	49	1.00	■	0	■	(G)
Structural Repairs - Rockaway Viaduct									
ET070310	Rockaway ROW Debris Shielding	Post Des to Const Awd	\$32,275,735	30	1.78	▲	0	■	(R)
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Post Des to Const Awd	\$150,882,977	30	2.54	▲	0	■	(R)

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Construction & Development									
Infrastructure									
Structural Repairs - Rockaway Viaduct - cont'd									
ET070312	Rockaway Line Long Term Protection	Post Des to Const Awd	\$42,361,715	100	15.37	▲	0	■	(R)
ET070313	Rockaway Park Yard Compressor Room (ROW)	Post Des to Const Awd	\$13,501,273	30	1.73	■	0	■	(R)
Substation Component Replacement Bundle									
T7090206	Replace HT Switchgear - Various Locs	Construction	\$30,476,773	95	1.00	■	0	■	(R)
T8090216	Replace Transformer and Associated Equip - 41 St Substation	Construction	\$7,525,953	0	1.00	▲	0	■	(R)
Replace Supervisory Vent Controls - Various Locs									
T7060503	Replace Supervisory Vent Controls - Var Locs	Construction	\$28,168,716	84	1.00	■	0	■	(R)
T8060507	Replace Supervisory Vent Controls - 2 Locs / FLS	Construction	\$5,800,000	75	1.00	■	0	■	(R)
All Other Infrastructure Projects									
ET070209	Sandy Repairs: Rockaway Line Wrap Up	Construction	\$48,978,971	28	.98	■	0	■	(G)
ET090304	Mitigation: Montague Substations - Various Locs	Construction	\$9,131,858	75	.89	■	0	■	(R)
ET100314	Sandy Mitigation: 207th Street Sewers	Construction	\$148,993,039	44	1.05	■	0	■	(R)
ET160310	Sandy Mitigation: Consolidated Revenue Facility	Construction	\$11,608,999	50	1.02	■	0	■	(G)
T6120323	Flatbush & Ulmer Park: Window Replacement	Construction	\$9,312,141	50	1.00	■	0	■	(G)
T6160717	Livingston Plaza Repairs	Construction	\$24,481,308	77	.99	■	3	▲	(R)
T7060506	Rehab Forsyth St Vent Plant	Construction	\$93,548,145	68	1.03	■	0	■	(R)
T7070316	Overcoat: Broadway - End of Line MYR	Construction	\$58,258,534	60	.99	■	3	▲	(R)
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,170,967	91	.99	■	10	▲	(R)
T7090219	New Substation: Canal St 8AV	Construction	\$80,412,560	0	.99	▼	0	■	(G)
T7120306	Generator: Yukon Depot	Construction	\$11,816,772	67	1.00	■	4	▲	(R)
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Construction	\$15,166,684	54	1.00	■	3	▲	(R)
T7120321	East New York Depot Windows and Façade	Construction	\$18,061,652	57	1.00	■	3	▲	(R)
T7160716	RCC and PCC Power Upgrade	Construction	\$63,370,962	100	1.00	■	1	▲	(R)

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Construction & Development									
Infrastructure									
All Other Infrastructure Projects - cont'd									
T8060505	Rehab Deep Wells & Control Upgrade Nostrand Line	Construction	\$22,695,247	19	1.01	■	0	■	G
T8060506	Rehab Fan Plant Damper Systems - 7 Locations	Construction	\$33,771,531	52	1.00	■	0	■	G
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,757,610	9	1.00	■	0	■	G
T8060517	Deep Wells Back-flushing - Lenox Line	Construction	\$11,688,810	55	.96	■	0	■	G
T8090207	Negative Cables:4th Ave Line - 36St to Pacific Ph3	Construction	\$47,207,431	20	.97	▼	-16	▼	G
T8100412	Livonia Maint Shop Phase I	Construction	\$21,994,333	60	1.00	■	0	■	G
T8160705	Livingston Plz Elec, Mechanical, Generator Phase B	Construction	\$69,028,494	18	1.00	■	0	■	G
T8160706	EMD Facility: Hoyt-Schermerhorn FUL	Construction	\$13,993,204	63	.99	■	4	▲	R
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,418,500	55	1.00	■	0	■	R
ET040340	Sandy Mitigation: Outstanding Street Level Opening	Design	\$1,726,530	0	.17	■	0	■	G
ET060327	Existing Pump Room Enhancements	Design	\$22,636,885	30	.56	■	0	■	G
ET090244	Traction Power Repairs: Various Locations	Design	\$138,157,041	30	1.00	■	0	■	G
T8100405	Yard Fencing: Fresh Pond Yard	Design	\$11,452,161	93	1.07	■	5	▲	R
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Post Des to Const Awd	\$3,643,884	100	.31	■	0	■	G
Systems									
Upgrade SCADA System - BMT Division									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$13,435,530	0	.79	■	0	■	G
T8090406	Upgrade SCADA BMT	Construction	\$50,847,369	1	1.00	■	0	■	G
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$77,368,275	83	.98	■	2	▲	R
T6100454	207th St. OH Shop: Boiler Upgrades & Site Remed	Construction	\$14,283,716	91	1.11	■	0	■	R
T6160611	Replace Fire Alarm Systems at 13 Locations	Construction	\$30,829,906	89	1.11	▲	4	▲	R
T7080602	Upgrade Async Network to SONET, Rings A and C	Construction	\$30,961,649	82	1.00	■	0	■	R

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Construction & Development Systems									
All Other Systems Projects - cont'd									
T7080603	PBX Upgrade	Construction	\$48,564,396	95	1.17	■	0	■	R
T8080605	Antenna Cable Replacement: Manhattan Bridge	Construction	\$10,499,529	100	2.78	■	0	■	G
T8080615	Liftnet Transition to Ethernet; Ph. 2 - Package 1	Construction	\$8,903,483	48	1.00	■	0	■	G
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$7,581,165	3	1.00	■	0	■	G
T8080641	Asych Fiber Optic Network Ring F	Construction	\$27,039,952	23	1.00	■	0	■	G
T8080642	PA/CIS Electronics Replacement - Canarsie Line	Construction	\$7,544,786	92	1.00	■	0	■	G
T8080602	Upgrade/Replace PBX-2 at Jay St	Design	\$7,890,932	8	1.00	■	-2	▼	G
T8080604	Copper Cable Replacement: Various Locations	Design	\$9,999,939	0	1.00	■	0	■	G
Signals / Train Controls									
200th and 207th Street Interlocking Repairs									
ET050217	Sandy Repairs: ML Track 200-207 St/8AVE	Construction	\$46,785,995	24	1.00	■	0	■	G
ET050218	Sandy Repairs: ML Switches 200-207 St/8AVE	Construction	\$33,765,637	20	1.00	■	0	■	G
ET080207	Signals: 200 St - 207 St / 8th Ave	Construction	\$70,473,438	27	1.01	■	0	■	G
CBTC - QBL East									
T8050321	Queens Blvd East Track/Switch	Construction	\$22,147,497	6	1.00	■	0	■	G
T8080317	SigMod: Queens Blvd and East 3 Interl. - Furnish	Construction	\$98,808,870	14	1.00	■	0	■	G
T8080318	SigMod: Queens Blvd and East 3 Interl. - Install	Construction	\$413,691,790	6	1.01	■	0	■	G
CBTC - 8th Ave Line									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$215,478,312	58	1.00	■	0	■	G
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	58	1.00	■	0	■	G
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$258,886,569	70	1.00	■	0	■	G
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	70	1.00	■	0	■	G

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Construction & Development									
Signals / Train Controls									
CBTC - Culver Line									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$117,701,238	83	.89	▼	15	▲	R
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$138,969,610	83	1.12	▲	15	▲	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$172,701,632	83	.91	■	15	▲	R
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,929,364	83	1.01	■	15	▲	R
CBTC - QBL West									
T50803QB	CBTC QBL Phase 1	Construction	\$52,087,896	100	1.00	■	-4	▼	R
T6080319	CBTC Queens Blvd Ln West Ph 1	Construction	\$117,825,996	91	1.00	■	0	■	R
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	\$13,900,000	98	.00	■	0	■	G
ISIM-B Module 3									
T7080614	ISIM-B Module 3: Rail Traffic Systems	Construction	\$82,947,705	75	1.00	■	0	■	G
T7080614	ISIM-B Module 3: Rail Traffic Systems	Construction	\$8,749,000	75	1.00	■	0	■	G
All Other Signals / Train Controls Projects									
T7080301	CBTC: QBL West Ph2 (50 St - Union Tpke)	Construction	\$483,397,663	95	1.13	■	0	■	G
T7080324	Code Cable Replacement BW7	Construction	\$40,011,130	90	.96	■	1	▲	R
T7080326	Life Cycle Replacement of Code Systems	Construction	\$49,859,923	92	.96	■	0	■	G
T7080327	Life Cycle Mod - Speed Enforcement Systems	Construction	\$58,839,466	51	.89	▼	0	■	G
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	20	1.00	■	0	■	G
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$36,654,101	29	1.00	■	0	■	G
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	\$11,900,000	45	1.00	■	0	■	G
T7080349	Signal Quality Enhancements (SAP)	Construction	\$18,195,000	85	1.00	■	0	■	G
T8080314	Single Chip UWB Interoperability (Proof of Concept) - Siemens	Construction	\$21,731,996	95	1.00	■	0	■	G
T8080314	Single Chip UWB Interoperability (Proof of Concept) - Thales	Construction	\$13,415,259	98	1.00	■	0	■	G
T8080316	CBTC: GEC Services	Construction	\$18,286,076	40	1.00	■	0	■	G

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Construction & Development									
Signals / Train Controls									
All Other Signals / Train Controls Projects - cont'd									
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$14,411,606	0	1.00	■	0	■	G
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Design	\$278,460,000	12	1.00	■	0	■	G
NYCT									
T6100408	Replace Heavy Shop Equipment	Construction	\$8,179,000	85	1.00	■	0	■	G
T6160705	Employee Facility Rehab: RTO Chambers St NAS	Construction	\$19,220,091	90	1.05	■	0	■	G
T70502A2	Continuous Weld Rail Ph 2 (SAP)	Construction	\$19,340,634	88	1.00	■	2	▲	G
T8041223	Station Ventilators Ph 21 - 4 Locs/ Manh & BX	Construction	\$10,260,856	46	1.00	■	0	■	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,478,119	0	1.00	■	0	■	G
T8050206	Mainline Track Replacement 2020 / 8th Avenue	Construction	\$24,289,184	98	1.17	■	1	▲	R
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	76	1.00	■	0	■	R
T8050210	Mainline Track Replacement 2020 / Brighton	Construction	\$15,212,679	70	1.00	■	4	▲	R
T8050211	Mainline Track Replacement 2020 / Jamaica	Construction	\$28,061,426	69	1.00	■	0	■	R
T8050214	Mainline Track Replacement 2020 / Astoria	Construction	\$21,026,790	79	1.00	■	13	▲	R
T8050227	Mainline Track Replacement 2021 / 11th st Cut	Construction	\$19,926,544	59	1.00	■	0	■	R
T8050230	Mainline Track Replacement 2021 / Concourse	Construction	\$15,611,732	57	1.00	■	0	■	R
T8050231	Mainline Track Replacement 2021 / Bway-7th	Construction	\$19,656,471	93	.72	■	3	▲	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$27,039,948	49	1.00	■	0	■	R
T8050233	Mainline Track Replacement 2021 / Eastern Parkway	Construction	\$8,145,459	22	1.00	■	0	■	G
T8050234	Mainline Track Replacement 2021 / Jerome	Construction	\$8,621,107	54	1.00	■	4	▲	R
T8050235	Mainline Track Replacement 2021 / Flushing	Construction	\$29,054,120	12	1.00	■	0	■	R
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$8,079,477	42	1.00	■	0	■	G
T8050240	Mainline Track - 2021 Support Costs	Construction	\$14,428,518	20	1.01	■	0	■	G
T8050243	Mainline Track Replacement 2021 / Lexington	Construction	\$16,822,746	96	.87	■	-2	▼	G

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Construction & Development									
NYCT									
T8050247	Mainline Track Replacement 2022 / 6th Ave-Culver	Construction	\$25,964,750	51	1.00	■	0	■	G
T8050248	Mainline Track Replacement 2022 / 8th Avenue	Construction	\$26,264,960	79	1.00	■	0	■	G
T8050249	Mainline Track Replacement 2022 / 7th Avenue	Construction	\$16,042,944	73	1.00	■	0	■	G
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$32,977,292	12	1.00	■	0	■	G
T8050251	Mainline Track - 2022 / Support Costs	Construction	\$25,897,525	5	1.03	■	0	■	G
T8050252	Mainline Track Replacement 2022 / Myrtle	Construction	\$9,224,812	63	1.00	■	0	■	G
T8050254	Mainline Track Replacement 2022 / Astoria	Construction	\$18,591,811	54	1.00	■	3	▲	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$23,698,058	17	1.00	■	0	■	G
T8050263	Mainline Track Replacement 2022 / Culver	Construction	\$17,098,309	37	1.00	■	2	▲	G
T8050306	Mainline Track Switches 2020 / Queens	Construction	\$7,531,710	89	1.00	■	-3	▼	G
T8050320	Mainline Track Switches- 2021 Support Costs	Construction	\$12,179,185	2	1.00	■	0	■	G
T8050322	Mainline Switches - 2022 DES/EFA	Construction	\$15,713,385	0	1.00	■	0	■	G
T8050324	Mainline Track Switches 2022 / 8th Avenue	Construction	\$32,639,912	31	1.00	■	0	■	G
T8050325	Mainline Track Switches 2022 / Jamaica	Construction	\$6,550,156	92	.80	▼	-6	▼	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$21,321,211	0	1.00	■	0	■	G
T8070320	Rehab of Emergency Exits	Construction	\$7,500,000	100	1.00	■	0	■	R
T8070330	LSCR: Repair of Priority Column Bases/JER&WPR	Construction	\$7,470,786	45	1.00	■	0	■	G
T8070334	Rehab of Emergency Exits - 2022	Construction	\$12,507,676	13	1.00	■	0	■	G
LIRR									
Babylon Interlocking									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,639,998	1	1.00	■	0	■	G
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$102,311,013	1	1.10	■	0	■	G

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Construction & Development									
LIRR									
Long Island City Yard Resiliency									
EL0602ZL	Long Island City Yard Restoration - Phase 3B	Construction	\$6,999,074	0	1.00	■	0	■	G
EL0603ZS	Long Island City Yard Resiliency - Wall and Pumping System	Construction	\$26,562,327	7	1.01	■	0	■	G
EL0603ZU	Long Island City Yard - Construction	Construction	\$2,381,000	6	1.00	■	0	■	G
L606016J	Long Island City Yard - Phase 3B Core	Construction	\$15,200,000	6	1.03	■	0	■	G
All Other LIRR Projects									
EL0303ZH	Emergency Management Equipment Mitigation	Construction	\$29,026,102	63	.96	■	0	■	G
EL0602ZD	West Side Storage Yard Restoration	Construction	\$43,986,089	64	1.00	■	15	▲	R
L60304TU	Jamaica Capacity Improvements - Phase One	Construction	\$301,653,239	93	1.00	■	0	■	R
L70204VZ	Elmont Station	Construction	\$105,000,000	97	.99	■	-5	▼	G
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$45,610,421	16	.99	■	0	■	G
L70701XB	Substation Components	Construction	\$36,820,000	65	1.00	■	4	▲	R
L70701XU	Substation Repl Pkg 2: Construction	Construction	\$27,687,990	25	1.14	■	0	■	R
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	35	2.28	■	0	■	G
L8020418	Mets-Willets EIC Relocation	Construction	\$28,866,050	27	1.00	■	0	■	R
L8020419	Northport Station Improvements	Construction	\$18,840,750	7	1.79	▼	0	■	G
L8020701	GCT Facility Needs	Construction	\$19,280,157	1	1.07	■	0	■	G
L8030101	Construction Equipment	Construction	\$39,993,523	16	.99	■	0	■	G
L8030102	Various Right of Way Projects	Construction	\$10,000,000	5	1.00	■	0	■	G
L8030105	Queens Interlocking	Construction	\$155,000,000	23	2.18	■	0	■	R
L8030107	2022- Annual Track Program	Construction	\$86,500,000	58	1.05	▲	0	■	G
L8030403	JCI - Hall Interlocking Expansion	Construction	\$158,303,843	0	1.58	▲	0	■	G
L8040107	Cherry Valley Rd Bridge Replacement (Hempstead)	Construction	\$40,800,000	1	1.81	■	0	■	G
L8050103	Fiber Optic Network	Construction	\$10,000,000	50	1.00	■	0	■	G

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Construction & Development									
LIRR									
All Other LIRR Projects - cont'd									
L8050204	Centralized Train Control	Construction	\$30,000,000	0	1.00	■	0	■	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$41,000,000	17	1.20	■	0	■	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$19,693,456	61	.98	■	0	■	G
L8050207	Positive Train Control (ESA)	Construction	\$33,220,000	0	1.00	■	0	■	G
L8060105	Mid Suffolk Yard Phase 2	Construction	\$30,150,000	0	5.74	■	0	■	G
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	2	1.00	■	0	■	G
L8070102	Yard Lighting & Amenities	Construction	\$8,000,000	0	1.00	■	0	■	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	17	1.00	■	0	■	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	25	1.00	■	0	■	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	2	1.00	■	0	■	G
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	1	1.00	■	0	■	G
L8070106	Substation Component Renewal	Construction	\$20,000,000	6	1.93	■	0	■	G
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Design	\$179,871,202	92	1.00	■	0	■	G
L70204UO	East Yaphank Station	Design	\$19,540,829	50	.97	■	1	▲	R
L70304WU	JCI PH 2 -Signals - 3P Design	Design	\$42,520,000	96	1.06	■	0	■	G
L80204DD	ADA Accessibility and Components 24 Stations DES	Design	\$14,218,350	25	.96	■	0	■	G
L8060401	Rehabilitation of Employee Facilities	Design	\$19,844,256	10	1.04	■	0	■	G
L8070101	Substation Replacements	Design	\$127,959,228	4	1.00	▲	0	■	G
MNR									
86th and 110th St Substations									
M6050103	H&H Power (86th St / 110th St)	Construction	\$18,754,481	100	1.01	■	2	▲	R
M7050113	H&H Power (86th St / 110th St)	Construction	\$13,933,442	99	1.20	■	2	▲	R

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Construction & Development									
MNR									
Hudson Line Power, Communication, and Signal Restoration									
EM040205	Comm & Signal Infrastructure Restoration-Ph. 1 & 2	Construction	\$110,341,112	84	1.11	■	10	▲	R
EM040301	Power and Signals Mitigation Phase 1	Construction	\$31,555,909	84	1.13	■	10	▲	R
EM040302	Hudson Line Power and Signal Resiliency	Construction	\$39,032,110	84	1.11	■	10	▲	R
EM050206	Power Infrastructure Restoration-Ph. 1 & 2	Construction	\$176,746,703	84	1.00	■	10	▲	R
EM050210	Power Infrastr Restoration-Remote Terminal Houses	Construction	\$770,036	84	.60	■	10	▲	R
Customer Service Initiative									
M7020211	Customer Communication-Systems	Construction	\$12,702,514	100	.95	■	1	▲	R
M7080113	Customer Communication-CM	Construction	\$12,658,667	100	.99	■	0	■	R
Harlem River Lift Bridge Structural Repairs									
M7030203	Harlem River Lift Bridge - Fender Construction	Construction	\$17,831,765	100	.92	■	-1	▼	G
M7030209	Harlem River Lift Bridge	Construction	\$9,577,878	100	.92	■	0	■	G
Harlem and New Haven Line Priority Repair Bundle									
M7020204	Harlem Line Station Improvements	Construction	\$20,241,654	15	.93	■	2	▲	G
M7020217	Purdy's Elevator Improvements	Construction	\$7,471,208	15	.91	■	2	▲	G
All Other MNR Projects									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$48,458,150	97	1.05	■	13	▲	R
M6050101	Substation Bridge 23 - Construction	Construction	\$41,852,052	100	1.00	■	0	■	R
M7030109	Purchase MoW Equipment	Construction	\$19,779,994	66	1.00	■	0	■	G
M7030303	F/A Undergrade Bridge Rehabilitation West of Hudson	Construction	\$9,404,423	54	1.04	■	0	■	G
M7040102	Harmon to Poughkeepsie SignalSystem	Construction	\$150,052,520	58	1.48	■	0	■	R
M7040112	Harlem Wayside Comm & Signal Improvements	Construction	\$72,793,590	85	1.39	■	0	■	R
M7050101	Replace MA's in Signal Substations	Construction	\$23,659,848	53	.97	■	12	▲	R
M7050104	Harlem & Hudson Power Rehabilitation	Construction	\$13,286,001	80	.88	■	0	■	G

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Construction & Development									
MNR									
All Other MNR Projects - cont'd									
M7050105	Harlem and Hudson Power Improvements	Construction	\$31,139,155	88	1.33	■	0	■	R
M7060101	Harmon Shop Replacement - Phase V	Construction	\$428,112,198	77	.99	■	2	▲	G
M8020201	Upper H&H Stations Priority Repairs	Construction	\$35,720,490	11	.95	■	0	■	G
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdln, and Williams Br.	Construction	\$5,177,770	0	.05	■	0	■	G
M8020208	North White Plains Station Rehab	Construction	\$11,831,267	45	.97	■	0	■	G
M8030103	Mainline Turnouts 2021	Construction	\$16,341,811	100	1.43	▲	0	■	R
M8030103	2020 Mainline Turnouts/Switch Renewal	Construction	\$8,347,000	90	.92	■	0	■	G
M8030107	MoW Equipment	Construction	\$23,861,296	0	.99	▲	0	■	G
M8030108	2020 Cyclical Track Program	Construction	\$19,260,000	77	1.00	■	0	■	G
M8030302	West of Hudson Track Program - Pt Jervis Line	Construction	\$6,654,999	0	.41	▼	0	■	G
M7020101	GCT Trainshed - Sector 2 Design	Design	\$29,474,500	79	1.12	■	0	■	R
M7060103	Brewster YD Improvements - Design	Design	\$5,129,117	91	.68	■	0	■	G
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$6,415,924	30	1.00	▲	0	■	G
M8020103	GCT Building Component Repairs/Replacements	Design	\$56,544,038	55	1.12	■	5	▲	R
M8030105	Rebuild Marble Hill Retaining Wall - Phase 1	Design	\$1,708,911	44	.11	■	2	▲	G
M8030201	Park Avenue Viaduct Replacement	Design	\$823,281,803	0	2.18	▲	60	▲	G
M8050101	Repl. MA's in Signal Substations	Design	\$19,102,294	12	.95	▼	0	■	G
B&T									
BW Bridge Structural Rehab and Painting									
D801BW14	Miscellaneous Structural Rehabilitation	Construction	\$24,218,357	25	.87	■	0	■	G
D807BWPT	BW Facility-Wide Painting Program	Construction	\$8,480,507	55	.85	■	0	■	G
RFK Bridge Structural Rehab									
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	Construction	\$48,822,148	97	.86	■	0	■	G

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Construction & Development									
B&T									
RFK Bridge Structural Rehab - cont'd									
D701RK70	Miscellaneous Structural Rehabilitation	Construction	\$29,100,886	97	.83	■	0	■	G
D707RK70	Paint Suspended Span/Bronx Truss Steel	Construction	\$2,184,294	97	.53	■	0	■	G
RFK Bridge Sidewalk Connection and Fender Upgrades									
D702RK23	HRLS Sidewalk Connection at RFK Bridge	Construction	\$21,977,632	78	.95	■	0	■	G
D801RK83	RFK Bridge Lift Span Fender Upgrades	Construction	\$28,567,315	16	.87	■	0	■	G
TN Bridge Orthotropic Deck Replacement									
D702TN49	Replacement of Grid Decks on Suspended Span	Construction	\$279,207,833	82	.88	■	1	▲	G
D707TN49	Painting of Suspended Span	Construction	\$17,644,527	82	.82	■	1	▲	G
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting									
D801RK19	Suspended Span Retrofit	Design	\$138,334,280	80	.28	▼	0	■	R
D807RK19	Zone/Maintenance Painting of Suspended Spans	Design	\$39,750,000	80	.91	■	0	■	R
All Other B&T Projects									
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	\$194,370,406	63	.86	■	0	■	G
D702VN84	Reconstruction of VN Approach Ramps - Phase 1	Construction	\$192,159,545	95	.86	■	0	■	G
D801HH36	Dyckman Street Substations Upgrade	Construction	\$42,738,132	9	.86	■	0	■	G
D804MP09	Electrical Rehabilitation (Elevator)	Construction	\$21,701,443	21	.86	■	0	■	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$28,890,373	1	.92	■	0	■	G
D806VNX1	Install Safety Fencing on Both Levels of the VNB	Construction	\$43,923,649	95	1.00	▲	0	■	G
D807MPPT	MP Facility-Wide Painting Program	Construction	\$15,461,611	89	.74	■	0	■	G
D807RKPT	RK Facility-Wide Painting Program - Phase 1	Construction	\$17,540,278	90	.31	■	0	■	G
D801HH37	Upper Level North Abutment & Retaining Wall R	Design	\$7,938,903	50	.89	■	0	■	G
D802RK90	Widening of S/B FDR Drive - 125 St to 116 St DES	Design	\$29,483,200	85	.93	■	2	▲	G
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Design	\$38,176,178	20	.90	■	0	■	G

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Construction & Development									
B&T									
All Other B&T Projects - cont'd									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Design	\$20,438,410	23	.99	■	0	■	G
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Design	\$41,501,800	0	.90	■	0	■	G
D807VNPT	VN Facility-Wide Painting Program	Design	\$133,121,594	23	.92	▲	0	■	G
ED010307	BWB Mitigation - Flood Wall & Other	Post Des to Const Awd	\$9,635,150	30	1.16	■	0	■	G
Cross Agency									
Integrated Projects									
Third Track Expansion Project									
G7130103	D-B Construction Contract Base	Construction	\$1,442,649,697	94	1.00	■	0	■	G
G7130104	D-B Mobilization/Early Payments	Construction	\$148,631,408	91	1.00	■	0	■	G
G7130105	D-B Construction Contract Option	Construction	\$21,756,982	100	1.00	■	0	■	G
G7130105	D-B Construction Contract Option	Construction	\$964,179	100	1.00	■	0	■	G
G7130106	Parking Seed Money	Construction	\$15,750,000	94	1.00	■	0	■	G
G7130107	Force Account Construction	Construction	\$116,694,262	94	1.00	■	0	■	G
G7130108	Force Account Materials	Construction	\$3,243,201	94	1.00	■	0	■	G
G7130109	Force Account Support	Construction	\$71,581,886	94	1.00	■	0	■	G
G7130110	Busing	Construction	\$5,960,000	94	1.00	■	0	■	G
G7130112	Force Account Design	Construction	\$4,681,454	94	1.00	■	0	■	G
G7130114	3P Project Management Contract	Construction	\$66,818,615	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$8,649,405	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$1,000,000	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$870,000	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$580,000	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$295,000	94	1.00	■	0	■	G

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Cross Agency Integrated Projects									
Third Track Expansion Project - cont'd									
G7130115	MTACC Project Management	Construction	\$292,310	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$250,000	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$99,500	94	1.00	■	0	■	G
G7130115	MTACC Project Management	Construction	\$95,500	94	1.00	■	0	■	G
G7130117	Project Administration (Other Costs)	Construction	\$3,000,000	94	1.00	■	0	■	G
G7130117	Project Administration (Other Costs)	Construction	\$1,392,000	94	1.00	■	0	■	G
G7130117	Project Administration (Other Costs)	Construction	\$1,008,000	94	1.00	■	0	■	G
G7130119	Real Estate	Construction	\$40,000,000	100	1.00	■	0	■	G
G7130120	Arts for Transit	Construction	\$2,000,000	50	1.00	■	0	■	G
G8130103	D-B Construction Contract	Construction	\$284,138,924	83	1.00	■	0	■	G
G8130107	Force Account Construction	Construction	\$15,000,000	94	1.00	■	0	■	G
G8130109	Force Account Support	Construction	\$52,996,052	94	1.00	■	0	■	G
G8130112	Force Account Design	Construction	\$2,672,655	94	1.00	■	0	■	G
G8130114	3P Project Management Contract	Construction	\$33,177,581	94	1.00	■	0	■	G
PSNY 33rd St Corridor									
T7041350	Additional elevator 34 St BW7 PSNY-33rd	Construction	\$16,541,862	35	1.00	■	0	■	G
T8040707	Replace 3 Hydraulic Elevators: 34th BW7 PSNY-33rd	Construction	\$21,586,064	50	1.00	■	0	■	G
T8041219	Leak Remediation 34 St BW7 PSNY-33rd	Construction	\$2,405,903	30	1.00	■	0	■	G
T8080613	Comm Room 318A 34 St BW7 PSNY-33rd	Construction	\$1,479,645	18	1.00	■	0	■	G
L70206EG	PSNY-33rd Corridor (Phase 2 Construction)	Construction	\$435,879,160	65	1.00	■	0	■	G
L8020604	PSNY-33rd Phase 2 LIRR 20-24 Plan Contribution	Construction	\$18,806,909	40	1.00	■	0	■	G
Penn Station Access									
G7110107	Penn Station Access D/B Stations	Construction	\$281,385,133	12	1.00	■	0	■	G

**3rd Quarter 2022 Traffic Light Report
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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Integrated Projects									
Penn Station Access - cont'd									
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,151,424	12	1.00	■	0	■	G
G8110103	Penn Station Access Construction Management	Construction	\$105,414,457	0	1.00	■	0	■	G
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	12	1.00	■	0	■	G
G8110114	Penn Station Access Systems	Construction	\$186,074,700	95	1.00	■	0	■	G
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	12	1.00	■	0	■	G
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	12	1.00	■	0	■	G
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	12	1.00	■	0	■	G
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	12	1.00	■	0	■	G
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	12	1.00	■	0	■	G
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	12	1.00	■	0	■	G
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	12	1.00	■	0	■	G
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	12	1.00	■	0	■	G
G7110110	General Engineering Consultant	Design	\$79,416,865	96	.99	■	0	■	G
Second Ave Subway - Phase 2									
G7100101	SAS 2 PE, Design & Environmental	Design	\$199,094,903	90	.97	■	-84	▼	G
G7100101	SAS 2 Consultant Environmental Services	Design	\$2,342,188	88	1.00	■	-84	▼	G
G7100105	SAS Consult and in-house Construction Management	Design	\$42,144,532	90	1.05	■	-84	▼	G
G7100107	SAS 2 Prelim Const/Utilities	Design	\$270,000,000	90	1.00	■	-84	▼	G
G7100198	SAS 2 Real Estate	Design	\$39,926,263	90	.99	■	-84	▼	G
OMNY									
All Other OMNY Projects									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,466,900	42	1.00	■	0	■	G
T7040401	New Fare Payment System, Phase 2	Construction	\$463,323,580	42	1.00	■	20	▲	R

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
OMNY									
All Other OMNY Projects - cont'd									
L70204UV	NEW FARE PAYMENT SYSTEM	Construction	\$8,920,000	100	1.00	■	0	■	G
L8020406	Fare Collection Program	Construction	\$35,000,000	0	1.00	▼	0	■	G
M6020207	New Fare Payment	Construction	\$2,280,618	100	.86	■	0	■	G
M7020208	New Fare Payment	Construction	\$6,276,879	100	1.00	■	0	■	G
M8020206	New Fare Payment Equipment	Construction	\$32,902,015	0	.98	■	0	■	G
Rolling Stock									
Rail Cars									
MNR Cars									
M7010101	Locomotive Purchase	Construction	\$291,750,993	23	1.13	■	0	■	R
M8010102	Locomotive Replacement	Construction	\$121,873,148	23	1.00	■	0	■	R
Purchase of R211 B-Division Cars - Kawasaki									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	10	1.00	■	0	■	G
T7010101	Purchase 440 B-Division Cars	Construction	\$1,402,231,935	13	1.00	■	0	■	G
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$79,905,106	10	1.00	■	24	▲	R
Purchase of R262 A-Division Cars									
T7010105	Purchase 1178 A-Division Cars DES	Design	\$1,050,000	0	1.00	■	0	■	G
T8010101	A-Division Car Purchases	Design	\$1,336,897,753	0	.89	▼	0	■	G
NYCT and SIRTOA Flat Cars									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	1	1.00	■	0	■	G
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	1	1.00	■	0	■	G
All Other Rail Cars Projects									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$29,701,145	12	.98	■	0	■	G
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	35	1.00	■	0	■	G
T7130211	Purchase Locomotives	Construction	\$256,092,473	27	1.00	■	0	■	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Rolling Stock									
Rail Cars									
All Other Rail Cars Projects - cont'd									
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	38	1.00	■	0	■	G
L70101ME	M-9 Procurement (110 Cars)	Construction	\$611,800,000	0	1.00	■	0	■	G
M6010102	M-8 New Haven Line Purchase	Construction	\$217,116,915	85	.99	■	0	■	G
M7010102	M-8 Fleet Purchase	Construction	\$117,323,612	85	.99	■	0	■	R
T7010104	Convert 1030 R142 A-Division Cars for CBTC DES	Design	\$1,800,000	30	1.00	■	0	■	G
T7130207	Purchase 27 Refuse Flats DES	Design	\$1,967,618	99	1.00	■	0	■	R
Buses									
Purchase of 470 Battery Electric Buses									
T8030214	Bus Purchase Design	Construction	\$525,000	0	1.50	▲	0	■	R
T8030201	Purchase 370 Standard Electric Buses	Design	\$45,419,000	0	.11	■	0	■	G
T8030203	Purchase 90 Articulated Electric Buses	Design	\$0	0	.00	▼	0	■	G
U8030201	Purchase 25 Standard Electric Buses	Design	\$175,000	0	.00	■	0	■	G
Purchase of 69 Express Buses - Prevost									
T7030206	Purchase 50 Express Buses	Construction	\$34,002,485	59	1.00	■	0	■	G
Purchase of 291 Hybrid and 209 Diesel Buses - Nova									
T7030203	Purchase 165 Standard Hybrid Buses (Nova)	Construction	\$146,174,452	91	.99	■	2	▲	G
T7030203	Purchase 165 Standard Hybrid Buses (Nova)	Construction	\$146,174,452	91	.00	■	2	▲	G
T8030208	Purchase 126 Hybrid (Nova)	Construction	\$107,949,896	57	1.00	■	4	▲	R
T8030209	Purchase 209 Standard Diesel (Nova)	Construction	\$141,211,796	40	1.00	■	2	▲	G
Purchase of 194 Hybrid and 139 Diesel Buses - New Flyer									
T8030211	Purchase 139 Standard Diesel (New Flyer)	Construction	\$98,808,397	31	1.00	■	2	▲	R
T8030211	Purchase 139 Standard Diesel (New Flyer)	Construction	\$98,808,397	31	.00	■	2	▲	R

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Rolling Stock									
Buses									
Purchase of 60 Battery Electric Buses - New Flyer									
T7030216	Purchase 45 Standard Electric Buses	Construction	\$55,902,073	3	1.02	■	0	■	G
T8030213	Purchase 15 Standard All-Electric Buses	Construction	\$17,264,987	0	1.00	■	0	■	G
Purchase of 135 Diesel Buses - Nova									
U7030219	Purchase 25 Standard Diesel Buses	Construction	\$16,419,960	0	.97	■	4	▲	R
U8030216	Purchase 25 Standard Diesel Buses	Construction	\$17,682,210	0	1.00	■	4	▲	R
U8030217	Purchase 85 Standard Diesel Buses	Construction	\$61,917,132	0	1.00	■	4	▲	R
All Other Bus Projects									
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$10,789,237	1	.97	▼	-53	▼	G
T7030213	Automatic Passenger Counting - Phase 1 Rollout	Construction	\$6,005,826	95	1.07	▲	0	■	R
T7030215	AVLM for Paratransit Vehicles	Construction	\$26,828,317	62	1.00	■	0	■	R
T7030215	AVLM for Paratransit Vehicles	Construction	\$26,828,317	62	.00	■	0	■	G
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$48,198,004	17	.96	■	0	■	G
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	\$10,581,362	0	23.51	▲	0	■	G
U7030202	Purchase 257 Express Buses	Construction	\$166,665,518	74	1.00	■	0	■	R
T8030217	BEB Charging Infrastructure - Jamaica Depot	Design	\$280,000	40	.04	■	0	■	G
T8030230	BEB Charging Infrastructure - Phase 2 (5 Depots)	Design	\$360,637,113	0	1.00	■	0	■	G
T8030230	BEB Charging Infrastructure - Phase 3 (5 Depots)	Design	\$360,637,113	0	1.00	■	0	■	G
U8030205	Purchase 250 Express Buses	Design	\$208,860,000	0	1.10	▲	0	■	R
U8030218	289 Standard Diesel Buses	Design	\$215,847,600	0	719.49	■	-1465	▼	G

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 228 active projects, including 61 projects in construction, with a budget of \$10.8B. Notable projects under construction include the Replacement of 17 Escalators, ADA Package 2, and the Platform component project on the QBL Line.

The IEC's Traffic Light Report currently tracks 73 tasks (ACEPs) over multiple capital programs. Of those, 2 tasks were flagged red, representing 2 projects. The table below describes why these project tasks (ACEPs) were flagged, and what C&D is doing to remediate.

The BU is also seeking to identify and remediate issues at the program level. The team continually looks at lessons learned on projects flagged red to avoid recurrence of issues. A robust contractor evaluation currently in place should help mitigate the risks of awarding projects to contractors who failed to meet project requirements.

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

T7040703: Replace 8 Traction Elevators - Various locations (Construction Phase)

Trigger: Schedule

The objective of this project is to replace 8 Traction elevators, at 63rd Street/Lexington Ave., 63rd Street/Roosevelt Island, Court Street, and Clark Street stations, in order to improve service reliability. The scope includes replacing the existing elevator cars with operating panels, electrical panels, communication systems, smoke and fire detection systems, as well as ethernet connection between status monitors and Elevator & Escalator Control Center.

The substantial completion date was extended four months, from September 2022 to January 2023, due to the addition of scope to this contract. Elevator rail replacement at Clark Street and 63rd St & Lexington Stations, motor room floor replacement at Roosevelt Island was added based on the assessment that the original rails would not pass user inspection protocol, and design omission, respectively. The contractor has been deficient in supplying the contract-required documents to move items to completion. In addition, the new elevator sub-contractor involved needs to expedite documentation efforts and work completion. The team has been putting extra pressure on the contractor to mitigate further schedule delays. The contractor is expected to supply a mitigation schedule and the project team continues to stay on top of the contractor and push for expedited effort.

T8160711: Employee Facility Rehabilitation Consolidation: 2nd Avenue - 6th Avenue Line (Construction Phase)

Trigger: Schedule

The 2nd Ave Station Project's objective is to construct an Employee Facility and Storage Area at the existing storage space located in the mezzanine area. It consists of reconfiguring the existing ICC/Station Storage Area to accommodate both the station storage area and Employee Facilities that will provide offices, restrooms, locker rooms, wash-up area, lunch area, mechanical room, communication room, porter room, and workshops.

This project was awarded in December 2021 to Maintenance of Way's (MOW) in-house construction group. However, the Final Design contract documents were completed, and the Memorandum of Understanding (M.O.U) between C&D and MOW was not signed until May of 2022, causing the project to show delay. The project team has agreed to a five-month extension of time with a new Substantial Completion date of May 2024.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 288 active projects with a budget of \$10B, including 95 projects in construction. The IEC's Traffic Light Report currently tracks 103 tasks (ACEPs) in the C&D Infrastructure program. Of those, 12 tasks were flagged red, representing nine projects.

The C&D Infrastructure Business Unit is responsible for all infrastructure construction projects on the NYC Transit and SIR – Staten Island Railway network. This includes line structures (e.g., tunnels, bridges), line equipment (e.g., lighting, pumps, ventilation plants), power substations and cabling, shops and facilities that are essential to NYCT's and SIR's operation.

Notable projects under construction include upgrading MTA's Bus Radio System, flood mitigation at the 207th Street Yard and the Coney Island Yard, rehabilitating the Forsyth Street Fan Plant, and rehabilitating HVAC systems at College Point.

Infrastructure BU Response to the IEC Traffic Light Report

Individual project descriptions

ET090306: Hardening of Substations at 11 Locations - Design (Procurement phase)

ET090307: Sandy Mitigation: Hardening of Substations-24 Locations (Procurement phase)

ET090313: Hardening of the West Broadway Way and Murray Street Substation (Procurement phase)

ET090314: Hardening of the Tudor City Substation (Procurement phase)

Trigger: Schedule

These projects will provide the Hardening of 26 Substations in flood prone areas in Brooklyn, Manhattan and Queens. The following work will be performed: Replace existing conventional doors for personnel access with flood doors; replace the roll up doors for equipment and vehicular access with hydraulic flood gate or erectable logs; replace the personnel access hatch and ventilation; water-tight wall and ceiling penetrations.

During the third quarter 2022, the construction award date was delayed three months, from September 2022 to December 2022. After receiving the proposals, Senior Management, in concert with the user group, reevaluated the Category 2+3 foot requirement for all 26 substations. From this, it was determined that 10 of the 26 can be designed for 500 Year +2 foot storm events. This still well exceeds the federal requirement for design to a 100 year storm. This results in a cost savings to the program while still fortifying assets. The post addendum was issued, and C&D received the revised proposals in September. No further slip is anticipated and award is expected December 2022.

T6160717: Livingston Plaza Repairs (Construction phase)

Trigger: Schedule

This project's scope includes new roofing, the installation of perimeter protection for the 130 Livingston Plaza building, which includes sidewalk bollards and wedge barriers, and the upgrade of the facade.

Substantial Completion was delayed three months this quarter, from July 2022 to October 2022, due to the contractor delay in fabrication, delivery, and installation of sidewalk bollards and submission of as-built drawings. Substantial Completion was declared October 31, 2022.

T7070316: Overcoat Painting from Broadway to the End of the Line - Myrtle Ave Line (Construction phase)**Trigger: Schedule**

This project's scope includes the overcoat painting and steel repair of the elevated structure of Myrtle Avenue Line.

Substantial Completion was delayed three months this quarter, from July 2022 to November 2022, due to the remaining work needing to be performed during the weekends, in order to accommodate revenue bus service. All work is complete, except for one intersection at the Forest and Putman Avenues. The project reached SC November 2022.

T7090202: Substation Renewal: Avenue Z - Culver Line (Construction phase)**Trigger: Schedule**

This project provides the renewal of the Avenue Z substation which will result in improved reliability of train service by ensuring adequate electrical power distribution along the right-of-way.

Substantial Completion was delayed ten months this quarter, from October 2022 to August 2023, due to water intrusion and flooding of the building, when a storm drain backed-up during a heavy rain event, causing damage to the newly installed equipment. The contractual work was stopped until negotiations with Owner Controlled Insurance Policy (OCIP) was completed. OCIP is willing to pay for the claim for repairs, however MTA must negotiate the time impact costs. The new equipment has been ordered and based upon projected delivery dates the schedule is being established.

T7120306: Generator: Yukon Depot (Construction phase)**Trigger: Schedule**

This project shall provide all labor, materials, tools and equipment necessary for a complete emergency generator at the Yukon Bus Depot. The existing emergency generator powers only some loads and uses a manual transfer switch. The new generator will power the entire depot and use an automatic transfer switch.

Substantial Completion was delayed four months this quarter, from September 2022 to January 2023, due to New York Power Authority (NYPA) coordination with multiple subcontractors, the discovery of environmental issues (lead & ACM), and long lead time for the new Veeder Root sensors. The abatement is now complete, the sensors have been installed, and the generator is scheduled to be tested in the spring of 2023.

T7120307: Roof, Office, HVAC at Fresh Pond Depot (Construction phase)**Trigger: Schedule**

This project will provide for the replacement of the existing HVAC system, roofing and associated utilities at the Fresh Pond Depot in Queens.

Substantial Completion was delayed three months this quarter, from August 2022 to November 2022, due to inadequate electrical contractor workforce (NYPA) to complete the BMS (Building Management System) installations. Subsequent to the reporting period, the project's SC date has been pushed out another two months to January 2023 due to NYPAs inability to properly staff the project.

T7160716: Power Upgrade: at RCC, PCC, Phase 2 (Construction phase)**Trigger: Schedule**

This project will upgrade the heating, ventilation, air conditioning, and the power distribution systems at NYC Transit's Rail Control Center (RCC) and Power Control Center (PCC) located in the Borough of Manhattan.

Substantial Completion was delayed three months over the last two quarters, from June 2022 to September 2022, due to a delay in the contractor removing the existing Nortel Power Plant in the PBX Room and batteries in PCC Battery Room. This removal could not begin because the Nortel Power Plant was providing backup to an existing switch board. This board was to be decommissioned under a different contract. PBX software was migrated in January and after the migration was completed it was determined the board still had load. However, In-house was able to switch the live power from Nortel to a new Benning Power Plant. The Nortel Power Plant was finally de-energized on June 29, 2022, and this project reached Substantial Completion September 2022

T8160706: EMD Facility at Hoyt-Schermerhorn Station - Fulton Line (Construction phase)**Trigger: Schedule**

This project will reconfigure the existing facility on the mezzanine level of Hoyt-Schermerhorn Station for EMD Personnel. The scope includes the enlargement of the mechanical and ejector rooms on the platform level, installation of a new HVAC system and dry coolers, installation of a new communication system, upgrade of the electrical system, new architectural treatments and furniture and install new fire alarm system. This work is being performed by Infrastructure Capital Construction (ICC).

Substantial Completion was delayed four months this quarter, from November 2022 to March 2023, due to delay in procurement of materials and internal procurement policies. The project is having difficulties in procuring materials on time. Materials are approved by the designer, but ICC cannot order the materials due to the MTA in-house procurement process.

T8100405: Yard Fencing at Fresh Pond Yard (Design phase)**Trigger: Schedule**

This project will install new security fencing sections at the Fresh Pond Yard in the Borough of Queens. New fencing will reduce the yard's susceptibility to intrusion and vandalism by replacing the weak, old, and deteriorated sections of fencing that are more easily compromised.

The Design Completion date was pushed out five months this quarter, from September 2022 to February 2023, due to an issue of access to the neighborhood properties for a segment of the fencing, leading to an incomplete property line survey. Access from the neighborhood properties, as well as maintenance & protection of the properties, is the main concern. Discussions with MTA Real Estate and C&D Law department, about how C&D can transfer some of the survey tasks and risks to the contractor are ongoing. The law department is working on contractual language to address the issues.

Systems Business Unit Program Overview

The C&D Systems Business Unit currently oversees 90 active projects with a budget of \$2B, including 35 projects in construction (\$501M). The Independent Engineering Consultant's (IEC) Traffic Light Report tracks 14 tasks (ACEPs) in the C&D Systems Program. Of those, one project was flagged red.

- The Systems Business Unit is responsible for the delivery of all C&D Systems projects and the support other Business Units in implementing Systems best practices. Some of the major customer facing programs include Help Points in all stations, Public Address/Customer Information Systems and Countdown Clocks, OutFront Digital Information & Advertising Screens, and Wi-Fi & Cellular Services in all subway stations, as well as the networking infrastructure needed to support them.
- Projects under construction include installing a new Enhanced Emergency Booth Communication System, upgrading the power SCADA system for the BMT and building an Emergency Power Control Center, adding resiliency to power, cooling and systems at the Operations Control Center, installing Closed Circuit TV (CCTV) cameras in stations, and upgrading the B Division Public Address System.

The Systems Business Unit continues to identify and address issues at the program level. Due to attrition and the slow pace of hiring, the Systems Business Unit continues to evaluate its current organizational structure along with utilization of consultant support and streamlining workflows.

Systems BU Response to the IEC Traffic Light Report

Individual project descriptions

T6160611: Replace Fire Alarm Systems at 15 Department of Subway (DOS) Locations

Trigger: Cost and Schedule

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

During this quarter, the Substantial Completion date was extended four months, from August 2022 to December 2022, and there was a budgetary shortfall of approximately \$3M. The reasons for the schedule delay and EAC increase are detailed below. To mitigate further delays, weekly and monthly meetings are being held with ICC leadership and C&D's senior management.

Schedule delays and cost are impacted by the following:

- ICC was unable to complete their assigned scope of the work in a timely manner, and manpower constraints have affected the availability and pace at which stakeholders can perform pre-final inspections. Currently, fourteen station inspections have been completed., and punch lists have been provided to ICC.
- Construction Management Office (CMO) received updated/corrected red line drawings from ICC for 10 stations. Currently, red line verification is being performed by the Designer of Record (DOR), ICC and CMO. DOR will prepare As-Built drawings based on work completed by ICC.



- The initial budget for the project included only nine stations; six stations were later added based on agreement with C&D Development, but the budget was not increased. CMO approved the 2019 ICC estimate for the six stations in August 2022. A Budget Modification was submitted to C&D Development on October 5, 2022, to cover the cost of the additional scope.
- Due to personnel unavailability, EMD was unable to complete their portion of the work. install Fire Alarm panels and devices. EMD's scope of the work includes the purchase and installation of fire alarm panels and devices, integration into the Central Alarm Monitoring System, and testing. This scope of work will be deleted from this contract and addressed via a separate capital project. Following ICC's completion of their work C&D will closeout this project in order for the follow-on capital project to proceed.

Signals / Train Controls Business Unit Program Overview

The Signals & Train Controls Business Unit currently oversees 29 active projects, including 15 projects in construction, with a budget of \$2.8B. Notable projects under construction include CBTC Culver, Queens Boulevard Line West, Queens Boulevard Line East and 8th Avenue Lines.

The IEC's Traffic Light Report currently tracks 31 tasks (ACEPs) in the Signal's program. Of those, 4 tasks were flagged red, representing 1 project. The table below describes why these project tasks (ACEPs) were flagged, and what C&D is doing to remediate.

The BU is also seeking to identify and remediate issues at the program level, i.e., across projects.

Signals / Train Controls BU Response to the IEC Traffic Light Report

Individual project descriptions

T7080307: Interlocking Modernization – Ditmas Avenue - Culver Line (Construction phase)

T7080332: CBTC Culver Line (Church Ave to W8th St) (Construction phase)

T7080333: Interlocking Modernization: Avenue X - Culver Line (Construction phase)

T7080343: 2018 M/L Switch Replacement - 7 Switches CBTC Culver Line (Construction phase)

Trigger: Schedule

This project will construct new relay rooms at Avenue X, Ditmas and Bay Parkway, install Communications-Based Train Control (CBTC) system overlaying on the Auxiliary Wayside System (AWS), replace mainline switches, and will modernize both Avenue X and Ditmas Avenue Interlockings along the Culver Line, in the borough of Brooklyn.

The project's Substantial Completion is delayed by 15 months, from May 2023 to August 2024 due to the contractor being unable to perform the contractual track and switch work because of discrepancies with the contractor's initial track survey. This resulted in the incorrect manufacturing of the railroad ties, which are a necessary part of the track work installation. As a result, most of the ties needed to perform the installation must be re-manufactured. The contractor's most recent schedule update forecasts a delay to October 2024, but is disputed by C&D.

In order to avoid further delay, the project team is working with the contractor to expedite the approval of submittals and subsequent material deliveries.

NYCT Department of Subways Program Overview

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

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

NYCT Department of Subways Response to the IEC Traffic Light Report

Individual project descriptions

T8050210: 2020 Mainline Track Replacement – Brighton Line (Construction phase) M43906

Trigger: Schedule

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

During the third quarter 2022, the Substantial Completion date was extended four months, from September 2022 to January 2023, due to limited track access. The Culver line CBTC project has been given track access priority resulting in the work on this line being pushed out, because both the Brighton and Culver lines cannot be shut down at the same time. The work located between Brighton Beach and Ocean Parkway has a revised Substantial Completion date scheduled for January 2023.

T8050214: 2020 Mainline Track Replacement – Astoria Line (Construction phase) M43909

T8050254: 2022 Mainline Track Replacement – Astoria Line (Construction phase) M44186

Trigger: Schedule

Both projects will reconstruct segments of mainline tracks that have reached the end of their useful life. Locations will be determined based on the latest condition survey. There are multiple locations where work will be performed, along the Astoria Line. In addition to the track scope, the signals, contact rails, and ballast will be replaced as required.

During the third quarter 2022, both projects' Substantial Completion dates were extended, 13 and three months respectively, due to limited track access because of Department of Transportation (DOT) bridge work near Queensboro Plaza. The track replacement work will continue once the DOT Bridge Work is completed, and access is granted.

T8050231: 2021 Mainline Track Replacement – Broadway - 7th Ave Line (Construction phase) M44162

Trigger: Schedule

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

During the third quarter 2022, the Substantial Completion date was extended three months, from July 2022 to October 2022, due to limited personnel needed to perform inspections. Track Engineering is currently in the process of hiring additional personnel. Subsequent to the reporting period, the date was pushed out another month to November 2022.

T8050234: 2021 Mainline Track Replacement – Jerome Line (Construction phase) M44165
Trigger: Schedule

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

During the third quarter 2022, the Substantial Completion date was extended three months, from August 2022 to December 2022, due to limited personnel to perform this work because of other on-going in-house work that is occurring. Track Construction is working on hiring additional personnel. Subsequent to the reporting period, the date was pushed out an additional five months to May 2023.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 108 active projects with a budget of \$3.06B, including 43 projects in construction. Notable projects under construction include Jamaica Capacity Improvements, Ocean Avenue Substation, Queens Interlocking, and the Annual Track Program. Non-C&D LIRR projects tracked by the LIRR Business Unit include 43 active projects with a budget of \$476M (18 in construction, \$172M).

The IEC's Traffic Light Report currently tracks 125 tasks (ACEPs), in the LIRR program, across multiple capital programs and 42 fall within the TLR guidelines and are included in the published report. Of those, two tasks were flagged red, representing two projects. The reports below describe why these tasks were flagged, and what C&D is doing to remediate.

Long Island Rail Road Business Unit Response to the IEC Traffic Light Report

Individual project descriptions

L70701XB: Substation Components (Construction phase)

Trigger: Schedule

This project encompasses replacement and upgrade of multiple components at over 100 substation locations throughout the LIRR network to increase the useful life of the existing equipment and allow for a safe working environment for the performance of maintenance work. These improvements and necessary renovations to the LIRR power system will ensure proper movement of trains and compliance with safety regulations.

The substantial completion date was extended four months, from August 2022 to December 2022 due to a delay in the passing of factory testing for the last West Hempstead Transformer. The transformer has been corrected and properly passed all factory testing as per contract. The transformer was delivered and energized November. LIRR is proceeding with the tie ins and place into service.

EL0602ZD: West Side Storage Yard Restoration (Construction phase)

Trigger: Schedule

This project includes the replacement of various systems damaged by Superstorm Sandy. Some of the components which are being replaced include: third rail disconnect switches, protection boards, and brackets; Feeder Cables, bonding cables, switch machines, signal cables and racks, switch timbers; tower switch controls and signal equipment; communication radio base stations and combiner networks, fiber optic distribution panel, and fire alarm detection system.

The substantial completion date was extended 15 months, from September 2022 to December 2023, due to limited manpower availability and subsequent track access. The resources were diverted to higher priority projects including 3rd Track, East Side Access, & Queens Interlocking. Coordination with adjacent projects (Amtrak state of good repair work) along with the higher priority projects listed, limited the availability of outages due to the number of tracks required to complete this work.

Metro-North Railroad Business Unit Program Overview

The MNR Business Unit currently oversees 89 active projects, including 22 projects in construction, with a budget of \$3B. Notable projects under construction include the Superstorm Sandy Power and Communication & Signals Restoration project, Harmon Shop Improvements, and the Grand Central Terminal Trainshed project.

The IEC's Traffic Light Report currently tracks 38 tasks (ACEPs) in the C&D Metro-North program. Nine of those 38 tasks were flagged red, representing four projects. The description below describes why these project tasks were flagged, and what C&D is doing to mitigate them.

Metro-North Railroad BU Response to the IEC Traffic Light Report

Individual project descriptions

EM040205: Comm & Signal Infrastructure Restoration – Phases 1 & 2 (Construction phase)

EM040301: Power and Signals Mitigation Phase 1 (Construction phase)

EM040302: Hudson Line Power and Signal Resiliency (Construction phase)

EM050206: Power Infrastructure Restoration – Phases 1 & 2 (Construction phase)

EM050210: Power Infrastructure Restoration – Remote Terminal Houses (Construction phase)

EM050208: Power Infrastructure Restoration - Substations (Construction phase)

Trigger: Schedule

The five ACEPs are part of the same project to restore and provide resilient power and signal infrastructure to the Hudson Line (30 Miles) which was damaged by saltwater intrusion as a result of Superstorm Sandy. Scope under this contract includes: the replacement of third rail components, fiber optic cables, remote terminal houses, and the construction of 92 elevated steel platforms to house this critical power and signal equipment.

During the third quarter 2022, the forecasted Substantial Completion date was pushed out ten months, from November 2022 to September 2023, due to the following: Most of the remaining work in this project is within interlockings. Interlocking work outages were available during weekend nights only with 4-5 hours of contractor productivity. This work also requires extensive force account support from the Track, Power, Communication & Signal Departments, many of which are experiencing staff shortages. The remaining cutover of the 5 RTU houses that control various sectionalizing switches and snowmelter cabinets has caused additional delays since railroad operations can't risk snowmelters being out of service during the upcoming winter months. A separate issue on the construction of the substation at Croton Harmon is due to the unforeseen 3.3 Mega-watt (MW) transformers' failure during energization. The possible causes of the failure are being investigated along with the replacement of these transformers under contractor's warranty.

The project team is mitigating the delay by concurrently performing work in multiple locations during available weekend nights. Additionally, discussions and coordination with the Metro-North Transportation Department to prioritize track outages and daily coordination for in-house support (track, power, C&S and flagging) are ongoing. Once the cutover of the new snowmelters equipment will take place after the winter, the new RTUs will be SCADA tested and commissioned. The contractor is also prioritizing the portion of communication and signals infrastructure restoration to be completed ahead of the rest of the project.

M7050101: Replace Motor-Alternator sets (MA's) in Signal Substations (Construction phase)**Trigger: Schedule**

This project provides for the replacement of two MA sets along with related equipment which are located in Mott Haven Yard Substation. MA sets provide continuous 100 Hz power to the signal infrastructure. A backup MA set along with related equipment in portable enclosure will also be purchased under this project to provide back-up 100 Hz power during the construction activities. This portable unit will also be used as a back-up for the other MA sets which are scheduled for replacement in subsequent Capital Programs.

During the third quarter 2022, the project completion date was pushed out twelve months, from October 2022 to October 2023, due to the following: ConEd delayed energization until May 2022; scope changes for work to design and replace circuit breakers ground detection relay and additional SCADA software programming and testing; and SCADA system communication issues which impacts the Site Acceptance Testing (SAT) of the backup mobile substation. After the testing and commissioning process, the mobile substation will then have to go through a 30-day burning in period before final acceptance. The decommissioning and construction of Substation S-5 work cannot start until a backup mobile substation is online to feed signal power to the Railroad. The project team and contractor are coordinating closely with the MNR Power Department to address the SCADA communication issues and expedite the testing and commissioning process of the Mobile Substation to mitigate further schedule delay.

M8030103: Mainline Turnouts 2021 (Construction phase)**Trigger: Cost**

The original scope of this project is for Metro North Forces to replace turnouts at the following locations: Hudson Line between 125th Street to Croton Harmon and Cortlandt to Poughkeepsie, and Harlem line between Melrose to North White Plains and North White Plains to Southeast.

During the third quarter of 2022, the project had a budget shortfall of \$5M. This was due to three turnouts and one crossover were discovered to have deteriorated more quickly than anticipated and required immediate replacement. MNR added the New Rochelle interlocking to the project by taking advantage of available track outages and available personnel. Doing this ensures our track remains in a state of good repair. Funding needed to cover the additional cost has been programmed from the 2023 and 2024 Mainline Turnout projects.

M8020103: Grand Central Terminal Fire Standpipe - Phase 2 (Design phase)**Trigger: Schedule**

As part of the GCT Fire Standpipe Replacement project, Metro-North will complete the multi-phased, multi-program replacement of the 100+ year-old fire standpipe system throughout the upper and lower levels of the GCT Trainshed. The standpipe system spans from 42nd to 57th Streets and from Lexington to Vanderbilt Avenues. Phase II will replace the standpipe system throughout the Upper Level.

During the third quarter of 2022, the project completion date was extended five months, from November 2022 to April 2023, due to the extensive footprint and complexity of the multiple design items to work through. Improving the design documents based upon lessons learned from Phase I is requiring more work and time than originally anticipated. Field surveys have been delayed by the lack of MNR Flaggers, the availability of stakeholders (GCT Building Maintenance, GCT Fire Brigade) for design development, and electrical and plumbing Force Account personnel to support field investigations for design of tie-ins and refeeding of existing systems. Furthermore, the consultant has expressed that they are experiencing staffing issues that are impacting staffing resources available

to this project. Progress meetings were originally scheduled to be bi-weekly, but due to schedule slippage, the meeting schedule was changed to weekly and will remain so, until the design phase is complete.

NYCT Rail Cars Response to the IEC Traffic Light Report**T7010101: Purchase 440 B-Division Cars - R211A (Construction phase)****T7010102: Purchase 20 Open Gangway Prototype Cars - R211T (Construction phase)****S7070101: Purchase 75 SIR Passenger Rail Cars - R211S (Construction phase)****Trigger: Schedule**

These projects are all related to the R211 Rail Car procurements, which was awarded February 2018. The R211 program will replace 40+ year old R46 cars; replace 50-year-old R44 cars on the Staten Island Railway; support signal system modernization by installing carborne CBTC equipment directly on the NYCT cars; and expected to improve the reliability of the fleet by at least 2.5 times the existing fleet.

During the third quarter 2022, the Substantial Completion dates of the R211A, R211T, and R211S cars were delayed by 17, 24, and 12 months, respectively. The delays were due in part to various vendors having supply chain disruptions impacting the production and delivery schedule in addition to the car vendor utilizing two production lines with two work shifts each, to mitigate additional delays. The R211 project team continues to work closely with the contractor, hold weekly production meetings, and schedule frequent trips to car builder's plant which will allow NYCT personnel to ascertain quality progress, address critical issues timely to expedite production.

Bus Procurements Response to the IEC Traffic Light Report**Bus Procurement Project Descriptions****T8030208 Purchase 126 Standard Hybrid Buses (Nova) (Construction phase)****Trigger: Schedule**

The purpose of this project is for the purchase of 126 standard hybrid buses as an option to the base order of 165 standard hybrid bus and the buses to be operated by MTA NYC Transit. The buses will be used for the replacement of the over-aged fleet throughout the City that are beyond their useful life. The buses will be designed to operate in revenue service for a useful life of 12 years or 500,000 miles and will meet Environmental Protection Administration (EPA) emission standards as well as Americans with Disabilities Act (ADA) standards.

During the third quarter 2022, the Substantial Completion date was delayed four months, from December 2022 to April 2023. The schedule delay is due to the bus manufacturer experiencing production delays because of parts shortages.

U7030219: Purchase 25 Standard Diesel Buses (Nova) (Construction phase)**U8030216: Purchase 25 Standard Diesel Buses (Nova) (Construction phase)****U8030217: Purchase 85 Standard Diesel Buses (Nova) (Construction phase)****Trigger: Schedule**

The purpose of this project is for the purchase of 135 standard Diesel buses to be operated by MTA NYC Transit. The buses will be used for the replacement of the over-aged fleet throughout the City that are beyond their useful life. The buses will be designed to operate in revenue service for a useful life of 12 years or 500,000 miles and will meet Environmental Protection Administration (EPA) emission standards as well as Americans with Disabilities Act (ADA) standards.

During the third quarter 2022, the Substantial Completion, for each of piece of this contract was delayed four months, from June 2023 to October 2023, the schedule delay is due to the bus manufacturer experiencing production delays and parts shortages while fulfilling the 209 standard diesel option order. Once the manufacturer completes delivery on that order, these deliveries will be fulfilled.

OMNY Response to the IEC Traffic Light Report**Individual project description****T7040401: New Fare Payment System (Construction phase)****Trigger: Schedule**

This project will implement a new fare payment and collection system at New York City Transit, MTA Bus, Metro-North Railroad, and Long Island Rail Road. The New Fare Payment System (NFPS) will replace the legacy MetroCard fare payment system, modernizing the fare payment process so customers can board buses and pass through turnstiles more quickly, as well as manage the value in their accounts online instead of on physical cards that can be lost or damaged. Fare payment will be seamlessly integrated among several MTA agencies. The NFPS will be an account-based system and will provide a broad range of convenient and diverse payment and service options. It will also employ mobile payment applications and digital wallets.

This quarter the substantial completion date was extended 20 months, from July 2023 to May 2025, due to the following:

- Incorporation of new work, such as fare capping and work in stations, to support reduced fare customer services.
- Poor software performance which required the vendor to patch the software multiple times and then needed to test, develop, and re-test.
- Change order for the NYCT money room system, referred to as ORS Phase 1.

The NFPS Program Office is in discussion with the vendor to incorporate and embrace the following mitigation strategies to address deficiencies that has led to software quality control issues; and negative impacts to the project schedule:

- We require a vendor corrective action plan to improve software performance, increased post-migration monitoring, and increased communications.
- The vendor needs to add more resources to support baseline work and to provide bandwidth to accommodate other software needs as they arise; and moreover, adjust the project delivery schedule to ensure sufficient time for software and hardware testing.



Projects in CPC’s Risk-Based Monitoring Program
(3rd Quarter 2022 Traffic Light Report – Period Ending September 30, 2022)

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

Projects in CPC's Risk-Based Monitoring Program			
Capital Programs			Project
2010-14	2015-19	2020-24	
Integrated Capital Projects			
	X		Second Avenue Subway - Phase 2
X	X		East Side Access & Regional Investments
	X		Penn Station Access
		X	Penn Station – 33 rd St Corridor
	X		LIRR Expansion Project – Mainline Third Track - Floral Park to Hicksville
Signals and Communications			
X			Communications Based Train Control - Queens Blvd. West- Phase 1
	X		Communications Based Train Control - Queens Blvd. West- Phase 2
		X	Communications Based Train Control – Queens Blvd East
	X		Communications Based Train Control – Culver Line
X	X		Integrated Service Information and Management B Division
X	X		Replace Bus Radio System
Subway Car, Bus and Rolling Stock Procurement			
X	X		New Subway Car Procurement
X	X		New Bus Procurement
X	X		Commuter Rail Road Rolling Stock Procurement
Passenger Stations Program			
	X		OMNY New Fare Payment System – Phase 2
	X		ADA 149 th St/Tremont Ave Stations
	X		ADA Accessibility Package A
		X	ADA Accessibility Package 2
		X	ADA 68 th St / Hunter College



Projects in CPC’s Risk-Based Monitoring Program
(3rd Quarter 2022 Traffic Light Report – Period Ending September 30, 2022)

Capital Program			Project
2010-14	2015-19	2020-24	
Shops and Yards			
	X		Harmon Shop Replacement Phase V, Stage 2
	X		Morris Park Diesel Locomotive Shop
Line Structures and Track			
X			Jamaica Capacity Improvements Phase 1
Bridges and Tunnels			
	X		Throgs Neck Bridge Replace Suspended Span Deck
Sandy Program			
			Sandy Program Coney Island Yard Long Term Perimeter Protection
			Sandy Program 207 th Street Yard Long Term Perimeter Protection

Contracts Department

David Cannon, Vice President

PROCUREMENT PACKAGE

December 2022

PROCUREMENTS

The Procurement Agenda this month includes nineteen actions for a proposed expenditure of \$2.5B.

Subject Request Authorization to Award Various Procurement Actions					
Contract Department David K. Cannon, Vice President					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		

Date: December 16, 2022			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)	18	\$2,459,088,853
SUBTOTAL	18	\$2,459,088,853

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
K. Ratification of Completed Procurement Actions	1	\$ 2,160,143
SUBTOTAL	1	\$ 2,160,143
TOTAL	19	\$2,461,248,996

Budget Impact

The approval of these procurement actions will obligate capital and operating funds in the amounts listed. Funds are available in the capital and operating budgets for this purpose.

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

December 2022

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Third Vote:

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

(Staff Summaries required for all items greater than \$1M)

- | | | | |
|----|---|----------------------|--------------------------------------|
| 1. | Skanska USA Civil Northeast Inc. | \$483,775,300 | <u>Staff Summary Attached</u> |
| | Contract No. C40355 | | |
| | 1460 Calendar Days | | |

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for a new Jamaica Bus Depot.

- | | | | |
|--------|----------------------------|----------------------|--------------------------------------|
| 2 & 3. | Crosstown Partners | \$405,779,259 | <u>Staff Summary Attached</u> |
| | Contract No. S48012 | | ↓ |
| | Sixty Months | | |

- | | | |
|--------------------------------------|----------------------|---|
| Thales Transport and Security | \$ 36,951,697 | ↓ |
| Contract No. To Be Determined | | |
| Twenty-Five Years | | |

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to provide a wayside communication-based train control system on the New York City Transit G Line from Court Square station to Church Avenue and to award a long-term maintenance contract.

- | | | | |
|----|---------------------------------------|----------------------|--------------------------------------|
| 4. | Schiavone Construction Co. LLC | \$392,685,186 | <u>Staff Summary Attached</u> |
| | Contract No. C35327 | | |
| | 1339 Calendar Days | | |

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for rehabilitation and flood resiliency work along New York City Transit's Rockaway Line in Queens.

- | | | | |
|----|-----------------------------|----------------------|--------------------------------------|
| 5. | Halmar International | \$382,297,027 | <u>Staff Summary Attached</u> |
| | Contract No. 171020 | | |
| | Thirty-Nine Months | | |

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Phase 1 of the replacement of Metro-North Railroad's Park Avenue Viaduct in Manhattan.

December 2022

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL (Continued)

6 & 7.	J-Track – TC Electric JV Contract No. A37139 900 Calendar Days	\$145,885,000	<u><i>Staff Summary Attached</i></u> ↓
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Modern Elevators Installations Inc. Contract No. To Be Determined Fifteen Years	\$ 10,324,635	↓
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for the installation of new elevators and other improvements at four New York City Transit Authority subway stations in Brooklyn, the Bronx, Manhattan and Queens and to award a long-term elevator maintenance contract.

8.	Tully Construction Co. Inc. Contract No. P36343 882 Calendar Days	\$112,654,261	<u><i>Staff Summary Attached</i></u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for flood mitigation at twenty-six New York City Transit substations in the boroughs of Brooklyn, Manhattan, and Queens.

9 & 10.	Forte Construction Corp. Contract No. E34052 1020 Calendar Days	\$ 92,345,000	<u><i>Staff Summary Attached</i></u> ↓
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Mid-American Elevator Co., Inc Contract No. To Be Determined Fifteen Years	\$ 43,215,600	↓
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for the replacement of nineteen elevators and other Americans with Disabilities Act improvements at New York City Transit subway stations in the Boroughs of Manhattan and Queens and to award a long-term elevator maintenance contract.

11.	JTCM Partners Contract No. C33942 789 Calendar Days	\$ 91,900,000	<u><i>Staff Summary Attached</i></u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for a New York City Transit rail car acceptance and testing facility in Brooklyn.

12.	Hellman/PJS JV Contract No. BW-96/VN-12 Two Years and Ten Months	\$ 78,737,231	<u><i>Staff Summary Attached</i></u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for power redundancy and resiliency improvements at the Bronx-Whitestone and Verrazzano-Narrows Bridges.

Dept & Dept Head Name: Infrastructure, Delivery/Dana Hecht, Senior Vice President					
Contracts Department: Connor Luff, Outside Agency Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Skanska USA Civil Northeast Inc.	Contract Number C40355
Description Design and Construction of a New Jamaica Bus Depot in the Borough of Queens	
Total Amount	
1. Design-Build Base Contract:	\$479,956,000
2. Option:	\$ 3,819,300
2. Stipend Payments:	\$ 2,250,000
Contract Term 1460 Calendar Days	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Federal <input type="checkbox"/> Other	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Skanska USA Civil Northeast Inc. for design-build services for a new Jamaica Bus Depot, in the amount of \$479,956,000 and a duration of 1460 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$750,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$2,250,000 to the three unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) includes the design and construction of a new LEED certified bus depot facility located at 165-18 Tuskegee Airmen Way, Queens, New York 11433 in the Borough of Queens and the phased demolition of the existing Jamaica Bus Depot located at the same address. A temporary offsite bus parking lot will be created to accommodate buses from the current bus depot during construction on land to be leased from the City University of New York (“CUNY”). The new bus depot, which is being designed to accommodate the transition to a 100% electric bus fleet, will be a one-story building with 272 Standard Bus Equivalent parking spaces, three bus washing lanes, two interior bus washing stations, one chassis washing station, fifteen maintenance bays and rooftop bus parking. Additionally, there will be a new three-story administrative building on the northwest end, connected to the new bus depot via an enclosed bridge.

The Contract contains an option that can be exercised by MTA in its discretion, to demolish the temporary offsite parking lot and restore it to its original condition. Pursuant to the Term Sheet with CUNY for the lease for the offsite bus parking lot, the MTA is obligated to restore the site unless CUNY elects that the MTA return the property at the conclusion of the lease term with the alterations and improvements constructed by the MTA.

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

- DeMatteis/Yonkers JV (“DY JV”)
- Halmar International, LLC (“Halmar”)
- Judlau Contracting Inc. (“Judlau”)
- Skanska USA Civil Northeast Inc. (“Skanska”)

In response to the RFP, all four teams submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and NYCT’s Department of Bus Facilities, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity compliance, and other relevant matters. The selection committee determined that all four proposers submitted technical proposals that were responsive. The selection committee next opened the price proposals, which were as follows:

- DY JV: Base - \$578,820,000; Option - \$3,201,939
- Halmar: Base - \$571,108,302; Option - \$3,948,998
- Judlau: Base - \$523,731,010; Option - \$3,102,300
- Skanska: Base - \$495,700,000; Option - \$3,819,300

After reviewing the price proposals, the selection committee invited all four proposers for cost discussions to identify factors that drove costs. Following these discussions, a post-proposal Addendum was issued to each proposer that relaxed certain work hour restrictions and three of the proposers submitted the revised pricing listed below. DY JV elected not to revise its pricing.

- Skanska: Base - \$479,956,000; Option - \$3,819,300
- Judlau: Base - \$508,551,010; Option - \$3,102,300
- Halmar: Base - \$538,903,170; Option - \$3,905,944

Based upon its review of the technical proposal and the revised price proposals, the selection committee unanimously evaluated Skanska as the highest technically ranked proposer. In addition to Skanska’s superior technical ranking, they also provided the lowest price and presented a schedule that demonstrated a thorough understanding of the phasing restrictions of the Contract, as well as the attendant risks. Due to compact work site and the coordination necessary to maintain the operations of the existing Jamaica Bus Depot, while the new depot is being constructed, the selection committee valued Skanska’s detailed understanding of the work and its proposed scheduling of the work to address the inherent risks. As a result, the selection committee unanimously recommended that only Skanska be invited in for negotiations.

Negotiations with Skanska focused on clarification of the design-build requirements and overall cost. Following negotiations, Skanska was requested to submit a best and final offer. Skanska stated that its previously revised price proposal was its best and final offer as they could not reduce their pricing any further. Skanska’s price of \$479,956,000 for the base and \$3,819,300 for the Option is deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established 15% MBE, 15% WBE and 6% SDVOB goals for the Contract. Although this is a design-build contract with some undefined scope, Skanska is committed to meet the required goal requirements and their utilization plan is under review. Skanska has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

Impact on Funding

Funding for the Contract, and stipends for the three (3) unsuccessful proposers are included in the NYCT portion of the MTA’s 2020-2024 Capital Program.

Alternatives

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

Dept & Dept Head Name:
Signals & Train Control, Delivery/Daniel Creighton, Senior VP

Contracts Department:
Marc Metson, VP and Associate General Counsel

Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		

Internal Approvals			
Order	Approval	Order	Approval
X	Deputy Chief, Development	X	President
X	Deputy Chief, Delivery	X	Executive VP & General Counsel

SUMMARY INFORMATION

Vendor Name	Contract Number
1. Crosstown Partners 2. Thales Transport and Security	S48012 (D/B) TBD (Maintenance)

Description
Design-Build Services for CBTC on the Crosstown Line, "B" Division in Brooklyn and Queens

Total Amount	
1. Design-Build Base Contract:	\$368,697,000
2. Option 1:	\$ 15,700,000
3. Option 2:	\$ 16,555,000
4. Option 3A:	\$ 1,829,259
5. Option 3B:	\$ 934,518
6. Option 4:	\$ 18,698,000
7. Maintenance Contract:	\$ 36,951,697
8. Stipend Payment:	\$ 500,000

Contract Term	
1. Design-Build Contract:	Fifty-Seven Months
2. Maintenance Contract:	Twenty-Five Years

Option(s) included in Total Amount? Yes No N/A

Renewal? Yes No

Procurement Type
 Competitive Non-competitive

Solicitation Type
 RFP Bid Other:

Funding Source
 Operating** Capital* Federal Other

*Design-Build Contract **Maintenance Contract

Purpose/Recommendation

MTA Construction and Development ("C&D") requests Board approval to award a publicly advertised and competitively solicited contract, to a consortium of TC Electric, LLC and Ground Transportation Systems USA Inc., d/b/a Thales Transport and Security ("Crosstown Partners") for design-build services to provide a wayside communication-based train control ("CBTC") system on the New York City Transit ("NYCT") G Line from Court Square station to Church Avenue station (the "Crosstown Line") in the amount of \$368,697,000 and a duration of fifty-seven months (the "Design-Build Contract"). As more fully described below, the Design-Build Contract also includes five options, to be exercised in MTA's sole discretion, for additional related services. Board approval is also sought to award Ground Transportation Systems USA Inc., d/b/a Thales Transport and Security ("Thales") a contract in the amount of \$36,951,697 to maintain the CBTC system for a period of 25 years. In accordance with MTA policy regarding the use of design-build contracts, to encourage technical innovation in development of the proposal, enhance competition and defray proposal costs, this solicitation includes a stipend of \$500,000 to be paid to each unsuccessful proposer that submitted a proposal which met the defined proposal standards. Accordingly, approval is also requested to pay a stipend totaling \$500,000 to the unsuccessful proposer.

Discussion

The work under this Design-Build Contract provides for the design, installation, testing, and commissioning of a wayside (on the right of way) CBTC system on the Crosstown Line that can operate with CBTC-equipped trains and with the existing New York City Transit (“NYCT”) automatic train supervision system deployed on NYCT’s “B” Division. This CBTC system will replace the existing fixed-block, relay-based system in service now on the Crosstown Line. The Contract also provides for track replacement work on portions of the Crosstown Line and the construction of new/or the fit-out of existing facilities to serve as train control rooms and house equipment for the new CBTC system.

The Contract also contains the following options to be exercised at C&D’s discretion:

- Option 1 – Provision of an internet protocol based wayside Data Communication System using 5G technology that will allow the trains equipped with on-board CBTC equipment operating on the Crosstown Line to communicate with the wayside CBTC system provided under the base Contract.
- Option 2 – Provision of an internet protocol based wayside Data Communication System, using Wi-Fi technology that will allow the trains equipped with on-board CBTC equipment operating on the Crosstown Line to communicate with the wayside CBTC system provided under the base Contract.
- Option 3A – Act as lead engineer in providing software upgrades and design modifications to enhance MTA’s existing integrated CBTC test facility.
- Option 3B – Provide engineering support to the CBTC supplier selected by MTA to act as lead engineer for software upgrades and design modifications to enhance MTA’s existing integrated CBTC test facility, if the CBTC supplier member of the Design-Builder’s team is not chosen as lead engineer pursuant to Option 3A.
- Option 4 – Provide a physical train “trip stop” at selected wayside signals. The trip stop is a device that automatically stops a train if it attempts to pass a signal indicating a stop.

For clarity, Options 1 and 2 are alternative solutions and only one of these 2 options will be exercised if MTA elects to add this scope. Similarly, Options 3A and 3B are alternative solutions and only one of these options will be exercised if MTA elects to add this scope.

In addition, C&D will enter into a separate long-term maintenance contract for the CBTC system with the CBTC supplier that is part of the Design-Build team to provide on-going maintenance, engineering and technical support services for a period of 25 years, with two 5-year option periods, exercisable at MTA’s discretion. The goal of the Maintenance Contract is to ensure long-term stability and reliability of the CBTC system. By procuring the Maintenance Contract at the same time as the Design-Build Contract, C&D seeks to reduce the overall cost of maintaining the CBTC system by encouraging each proposer team to competitively price the Maintenance Contract cost as part of its overall proposal and incentivizing the Design-Builder to provide a CBTC system that it can reliably maintain for many years.

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

- A consortium of L.K. Comstock & Company LLC and Siemens Mobility, Inc. (“LKC-SMI Consortium”)
- Crosstown Partners

Siemens Mobility, Inc. is the CBTC supplier for the LKC-SMI Consortium. Thales is the CBTC supplier for Crosstown Partners. It is a requirement of the Design-Build Contract that both members of the selected proposer be jointly and severally liable to the MTA for the performance of the work.

In response to the RFP both teams submitted technical and cost proposals. A selection committee consisting of representatives from C&D Delivery and Contracts Departments and NYCT’s Department of Subways first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria set forth in the RFP: technical approach to the CBTC design with a focus on innovation, longevity and maintainability of the equipment; proposed approach to execution of the Contract work with an emphasis on “cutover” strategy and limiting impact of service interruptions; demonstrated ability to meet the contract schedule; qualifications and experience of proposed staff; qualifications

and experience of the overall proposer team; and diversity practices. The selection committee determined that both teams submitted technical proposals that were responsive and ranked the technical proposals. The selection committee then reviewed the price proposals, which were as follows:

	Design-Build Base	Option 1	Option 2	Option 3A	Option 3B	Option 4	Maintenance Contract
LKC-SMI Consortium	\$1,053,228,326	\$32,907,390	\$28,380,454	\$4,045,591	\$1,008,793	\$9,305,705	\$139,515,191
Crosstown Partners	\$440,390,000	\$22,582,000	\$26,725,000	\$1,829,259	\$934,518	\$51,975,000	\$37,376,697

Negotiations were held with both teams and focused on addressing cost-savings through risk mitigation, scope clarification and enlargement of MTA provided services such as additional service outages. Thereafter, C&D issued post-proposal addenda that increased service outages and modified contract requirements related to signaling and headway restrictions and requested revised price proposals from both proposer teams. The revised price proposals were as follows:

	Design-Build Base	Option 1	Option 2	Option 3A	Option 3B	Option 4	Maintenance Contract
LKC-SMI Consortium	\$729,972,326	\$32,586,390	\$28,059,454	\$4,045,591	\$1,008,793	\$9,307,705	\$166,511,175
Crosstown Partners	\$384,600,000	\$15,700,000	\$16,555,000	\$1,829,259	\$934,518	\$18,698,000	\$37,376,697

Based upon review of the technical and price proposals, and discussions during the oral presentations, the selection committee unanimously determined that the proposal submitted by Crosstown Partners was the highest ranked technically, more innovative, provided the lowest overall project cost, and provided the best value to the MTA. Crosstown Partners’ proposal demonstrated a deep technical understanding of CBTC design, proposed innovative technical solutions for the wayside equipment and associated construction work, and included a schedule that promises to deliver the work in approximately 57 months. For those reasons, the selection committee requested that only Crosstown Partners submit a Best and Final Offer. The Best and Final Offer submitted by Crosstown Partners was as follows:

	Design-Build Base	Option 1	Option 2	Option 3A	Option 3B	Option 4	Maintenance Contract
Crosstown Partners	\$368,697,000	\$15,700,000	16,555,000	\$1,829,259	\$934,518	\$18,698,000	\$36,951,697

After review of the Best and Final Offer from Crosstown Partners, the selection committee unanimously recommended Crosstown Partners for award of the Contract. The Best and Final Offer submitted by Crosstown Partners is considered to be fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established goals of 7.5% MBE, 7.5% WBE and 2.5% SDVOB for the Contract due to the specialized requirements. Although this is a design-build contract with some undefined scope, Crosstown Partners is committed to meet the required goal requirements and their utilization plan is under review. Neither Crosstown Partners nor Ground Transportation Systems USA Inc., d/b/a Thales Transport and Security have completed any MTA contracts with DBE/MBE/WBE goals; therefore, no assessment of their DBE/MBE/WBE performance is available at this time. TC Electric, LLC has achieved their assigned DBE/MBE/WBE goals on recently completed MTA contracts

The MTA Department of Diversity and Civil Rights has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the specialized nature of the maintenance work and the related lack of MBE/WBE/SDVOB firms in the marketplace.

Impact On Funding

Funding for the Design-Build Contract and the stipend for the unsuccessful proposer, are included in the NYCT portion of the MTA’s 2015-2019). Capital Program. Funding for the Maintenance Contract will be included in NYCT’s future operating budget (funding will not be required until the one year warranty period, which runs from Final Completion of the Design-Build Contract, has expired).

Alternatives

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



Dept & Dept Head Name: Infrastructure Business Unit, Delivery/Dana Hecht, SVP					
Contracts Department: Teresa McLoughlin Rice, Assistant Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Schiavone Construction Co. LLC	C35327
Description Design-Build Services for Rockaway Line Resiliency and Rehabilitation	
Total Amount	
1. Design-Build Contract:	\$392,685,186
2. Stipend Payments:	\$ 674,300
Contract Term 1339 Calendar Days	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Schiavone Construction Co. LLC. (“Schiavone”) for design-build services for rehabilitation and flood resiliency work along New York City Transit’s (“NYCT”) Rockaway Line in Queens in the amount of \$392,685,186 and a duration of 1339 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$337,150 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$674,300 to the two unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) includes the following: (a) design and construction of viaduct repairs at the Hammels Wye Campus and along the east and west branches of the Rockaway Line; (b) design and installation of flood mitigation elements at various locations along the Rockaway Line, as well as 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; and (c) replacement of electrical and mechanical components of the South Channel Bridge in conformance with a 100% design provided by C&D.

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

- Judlau Contracting, Inc. (“Judlau”)
- Kiewit – ASW, a JV (“Kiewit/ASW”)
- Schiavone Construction Co. LLC. (“Schiavone”)
- Tully Construction Co., Inc. (“Tully”)

In response to the RFP, Judlau, Kiewit and Schiavone submitted technical and price proposals, while Tully elected not to participate, citing, among other things, capacity and commitments to other projects. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYCT Maintenance of Way Engineering, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction approach, overall project schedule, management plan, experience, record of performance, safety and quality control/quality assurance plans, and other relevant matters. The selection committee determined that each of the three proposers submitted technical proposals that were responsive. The selection committee thereafter opened the price proposals which were as follows:

- Judlau: \$527,500,000
- Kiewit: \$507,854,330
- Schiavone: \$402,222,570

Given that each technical proposal was responsive and supported by experienced design and construction teams, the selection committee unanimously recommended that all three proposers be invited for negotiations. Negotiations with the three proposers included detailed discussions of the proposer's overall cost, as well as proposed design and construction approach. Following negotiations, each proposer was asked to submit a revised cost proposal. The revised cost proposals submitted were as follows:

- Schiavone: \$392,685,186
- Kiewit: \$503,854,330
- Judlau: \$507,970,000

Although each of the three proposers offered a reduction to its original price proposal, Kiewit's and Judlau's revised cost proposals were significantly higher than Schiavone. The selection committee determined that Schiavone's proposal offered the best overall value considering the quality of its technical proposal, its overall price and reduced reliance on NYCT Force Account and services which provided additional savings. Schiavone's revised proposal of \$392,685,186 is deemed to be fair and reasonable.

In connection with a previous contract awarded to Schiavone, Schiavone was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and CEO in consultation with the MTA General Counsel in April 2014. No new significant adverse information has been found relating to Schiavone and Schiavone has been found to be responsible.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a DBE goal of 22.5% for the Contract. Although this is a design-build contract with some undefined scope, Schiavone is committed to meet the required goal requirements and their utilization plan is under review. Schiavone has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

Impact on Funding

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

Alternatives

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

Dept & Dept Head Name: Railroads Business Unit/ Delivery Anthony Tufano, SVP					
Contracts Department: John Abili, Sr. Vice President & Deputy General Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Halmar International, LLC	Contract Number 171020
Description Design-Build Services for the Replacement of the Park Avenue Viaduct – Phase 1	
Total Amount	
1. Design-Build Contract:	\$381,077,027
2. Option 1:	\$700,000
3. Option 2:	\$520,000
4. Stipend Payments:	\$1,100,000
Contract Term Thirty-Nine Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Halmar International, LLC for design-build services for Phase 1 of the replacement of Metro-North Railroad’s (“MNR”) Park Avenue Viaduct in the amount of \$381,077,027 and a duration of Thirty-Nine Months. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$550,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay a stipend of \$1,100,000 to the two unsuccessful proposers.

Discussion

The Park Avenue Viaduct is an elevated steel structure that carries four tracks along Park Avenue between East 115th Street and the Harlem River Lift Bridge in Manhattan. The work under this contract (the “Contract”) includes design build services for the replacement of the Viaduct from the north side of East 115th Street to the south side of East 123rd Street. The work includes the replacement of the existing structures, as well as the tracks, power, communications and signals systems. The Contract also includes two options to be exercised at MTA's discretion. Option 1, if exercised, will provide new raised concrete sidewalks between E.117th Street and E. 123rd Street in lieu of restoration of the existing at-grade east-west crosswalks between the northbound and southbound travel lanes of Park Avenue beneath the viaduct structure. Option 2, if exercised, will provide a new accessible pedestrian signal system at designated street crossings along the Viaduct. MTA C&D expects funding for both options to be provided by the New York City Department of Transportation.

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

- Halmar International, LLC (“Halmar”)
- Kiewit Infrastructure Co. (“Kiewit”)
- Posillico American Bridge Joint Venture (“PAB JV”)
- Skanska USA Civil Northeast (“Skanska”)

In response to the RFP, Halmar, Posillico, and Skanska submitted technical and price proposals, while Kiewit elected not to participate, citing, among other things, the aggressive project schedule. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments, and MNR Engineering Department, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals utilizing the following pre-established selection criteria: construction plan, schedule, key personnel, design plan, management plan, safety and quality, prior experience and past performance. The selection committee determined that all four proposers submitted technical proposals that were responsive. The selection committee next opened the price proposals, which were as follows:

- Halmar: Base - \$398,777,027, Option 1 - \$700,000, Option 2 - \$520,000
- PAB JV: Base - \$499,967,000, Option 1 - \$1,617,000, Option 2 \$1,896,000
- Skanska: Base - \$345,606,000, Option 1 - \$1,414,000, Option 2 \$1,760,000

All three proposers were invited to participate in negotiations and technical discussions which focused on opportunities for cost reductions and the introduction of a proposed Project Labor Agreement (“PLA”) with the Building & Construction Trades Council of Greater New York and Vicinity, its participating affiliated Local Unions, and their members (collectively, “BCTC”) for the Park Avenue Viaduct Phase-1 project. Following negotiations, a post-proposal addendum was issued to each proposer, incorporating into the Contract items discussed and C&D requested that each proposer to submit its Best and Final Offer (“BAFO”). The BAFOs submitted were as follows:

- Skanska: Base - \$336,840,000, Option 1 - \$1,414,000, Option 2 - \$1,760,000
- Halmar: Base - \$381,077,027, Option 1 - \$700,000 Option 2 - \$520,000
- PAB JV: Base - \$489,112,000, Option 1 - \$1,617,000 Option 2 - \$1,896,000

Based upon review of the technical and price proposals, and discussions during the oral presentations, the selection committee unanimously determined that the proposal submitted by Halmar was the highest ranked technically, provided the lowest overall project cost, and provided the best value to the MTA. Halmar showed a thorough understanding of the design and construction challenges and the most complete plan to address those challenges and to mitigate risk. Of note, Halmar submitted the most favorable schedule – thirty-nine months (13 months less than the schedule proposed by Skanska and 21 months less than the schedule proposed by PAB JV) which provides for reduced project management costs to the MTA. Halmar’s construction approach is also the most favorable, relying on extended 2-day track outages for bridge replacements, which is the least impactful to both the traveling public, railroad operations, and railroad supplied services. Halmar plans to replace multiple bridge spans per weekend outage, which translates to the least number of bridge replacement outages, the lowest number of days to perform bridge replacement work, the lowest number of days for major track outages and the least risk to the project in terms of cost, schedule and service interruptions. All of this translates into project cost savings that exceed the difference between Halmar’s proposal and that of the next lowest proposal.

Halmar’s Best and Final Offer in the amount of \$382,297,027 was deemed to be fair and reasonable.

C&D also requests Board approval to enter into the PLA for this project with BCTC and the associated agreements necessary to fully implement the PLA. The PLA will address, among other things, wage rates, work rules and a cap on shift differentials which have been accounted for through savings in the BAFO’s received from the proposers. In addition, the PLA will provide for a process whereby claims for workplace injuries or occupational disease which are compensable under the New York State Workers’ Compensation Law will be resolved exclusively through an alternative process overseen by a joint committee with representatives from the MTA, the Design-Builder and BCTC. In the initial phase of the claims process, employees receive assistance from a representative jointly selected by the joint committee rather than a personal attorney. Disputes are submitted to mediation and arbitration for resolution. Medical care is provided by a designated network of providers. This process is expected to provide better and faster treatment for workers, and a reduction in lost time injuries and their associated claims.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, Halmar is committed to meet the required goal requirements and their utilization plan is under review. Halmar has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.



Impact on Funding

Funding for the Contract is included in the MNR's portion of the MTA's 2020-24 Capital Program.

Alternatives

None are recommended. Currently, C&D lacks the in-house technical personnel to perform the scope of work associated with the Contract.

In addition, C&D will enter into a separate long-term Elevator Maintenance Contract. In order to ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and their subsequent maintenance. Only the elevator manufacturer or installer chosen for this contract is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment that would not only withstand the rigors of the NYCT system, but that would also take into consideration the elevator subcontractor's ultimate responsibility for a performance-based, long-term Maintenance Contract. The term of the Maintenance Contract will be fifteen years, commencing on achievement of Substantial Completion of the Design-Build Contract, with two 5-year option periods, exercisable at MTA's discretion.

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

- Citnalta-Forte JV ("CFJV")
- J-Track – TC Electric JV ("JTTC JV")
- John Civetta & Sons, Inc. ("Civetta")
- Judlau Contracting, Inc. ("Judlau")

In response to the RFP, three of the four firms, CFJV, JTTC JV, and Civetta, submitted technical and price proposals. Judlau elected not to submit a proposal for this contract. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and NYCT Department of Subways, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, maintenance, management plan, experience, record of performance, safety and quality, diversity compliance, and other relevant matters. The selection committee determined that all three teams submitted technical proposals that were responsive. The selection committee next opened the price proposals, which were as follows:

- CFJV: \$195,127,000 (Maintenance: \$10,324,635)
- Civetta: \$209,450,000 (Maintenance: \$21,880,000)
- JTTC JV: \$157,140,800 (Maintenance: \$10,324,635)

For the installation and the long-term maintenance of the elevators, CFJV and JTTC JV proposed Modern Elevator Installations Inc. ("Modern") and Civetta proposed Mid-American Elevator Co.

Based upon its review of the technical and price proposals, the selection committee ranked JTTC JV technically first determining that their proposal demonstrated a technically superior approach to the design and construction work and full understanding of potential risks. JTTC JV's proposal also included reductions in both the number of diversions of service and the overall contract duration which will provide significant cost savings to the MTA. While both CFJV and Civetta submitted strong technical proposals, their cost proposals were significantly higher than that of JTTC JV and did not contain any reductions to schedule and diversions of service. Accordingly, the selection committee unanimously recommended that only JTTC JV be invited in for negotiations.

Negotiations with JTTC JV included discussions regarding design requirements, project schedule, and overall cost. Following negotiations, JTTC JV submitted their Best and Final Offer in the amount of \$145,885,000 (Maintenance: \$10,324,635), and the selection committee unanimously recommended them for award of the Design-Build Contract and Modern for the award of the long-term Maintenance Contract. The selection committee determined that JTTC JV's proposal offered the best overall value considering their superior technical proposal, understanding of the work, lowest proposed cost, and reductions to schedule and diversions of service, which are expected to minimize the impact of the work on MTA's customers. JTTC JV's and Modern's prices are considered fair and reasonable.



DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights (“DDCR”) has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, JTTC JV is committed to meet the required goal requirements and their utilization plan is under review. JTTC JV and each member of the JTTC JV joint venture has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Meetings are being coordinated with the MBE/WBE/SDVOB community to establish certified firms in the areas of elevator and escalator maintenance. Modern has not completed any MTA contracts with DBE/MBE/WBE goals, therefore, no assessment of their performance can be determined at this time.

Impact on Funding

Funding for the Contract, and stipends for the two unsuccessful proposers, are included in the NYCT portion of the MTA’s 2015-2019 and 2020-2024 Capital Programs. Funding for the Maintenance Contract is included in the NYCT operating budget.

Alternatives

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

Dept & Dept Head Name: Infrastructure Business Unit, Delivery/Dana Hecht, SVP					
Contracts Department: Teresa McLoughlin Rice, Assistant Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Tully Construction Co. Inc.	Contract Number P36343
Description Design-Build Services for Flood Mitigation at Twenty-Six Substations in the Boroughs of Brooklyn, Queens and Manhattan	
Total Amount 1. Design-Build Contract: \$112,654,261 2. Stipend Payments: \$150,000	
Contract Term 882 Calendar Days	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Tully Construction Co. Inc. for design-build services for flood mitigation at twenty-six substations in the boroughs of Brooklyn, Manhattan, and Queens in the amount of \$112,654,261 and a duration of 882 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$75,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$150,000 to the two unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) requires the Design-Builder to design, furnish and install flood mitigation and prevention elements at twenty-six New York City Transit (“NYCT”) substations in Brooklyn, Manhattan and Queens to reduce exposure to damage and to minimize delays in return to operations following a shutdown caused by severe meteorological events, such as hurricanes and floods. Nineteen of the substations are above grade and seven are below grade. The Design-Builder will be responsible for all aspects of design, engineering, scheduling, coordination, construction and timely completion of the Project.

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

- J-Track LLC (“J-Track”)
- Judlau Contracting, Inc. (“Judlau”)
- Tully Construction Co., Inc. (“Tully”)
- Walsh Construction Company II (“Walsh”)

In response to the RFP, three of the four firms, J-Track, Judlau and Tully, submitted technical and price proposals. Walsh elected not to submit a proposal for this contract citing other commitments. After the receipt of the proposals, and in consultation with NYCT Maintenance of Way, it was determined that the contract specified flood elevations at ten substation locations could be reduced. A Post-Proposal Addendum reflecting this design criteria change was issued and revised proposals were submitted by each of the three firms on September 29, 2022.

The selection committee, consisting of representatives from C&D Delivery, Development and Contracts Departments and NYCT's Power Department, reviewed the technical proposals and heard oral presentations from all three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction approach, overall project schedule, management plan, experience, record of performance, safety and quality plans, quality and the thoroughness of the proposal and oral presentation. The selection committee determined that all three proposers submitted technical proposals that were responsive. The selection committee next opened the cost proposals which were as follows:

- J-Track: \$128,971,170
- Judlau: \$109,989,350
- Tully: \$114,404,261

Each technical proposal was supported by experienced design and construction teams. Although all three firms submitted acceptable technical proposals, the selection committee determined that J-Track's proposal was not in a competitive range with the other two proposals. Accordingly, the selection committee unanimously recommended that only Judlau and Tully be invited for negotiations.

Negotiations with Judlau and Tully each included detailed discussions of the proposer's design and construction approach, project schedule and overall cost. Following negotiations, each proposer was asked to submit its Best and Final Offer ("BAFO"). The BAFOs submitted were as follows:

- Judlau: \$109,789,350
- Tully: \$112,904,260

Both proposals included a reduction from its original price; however, Tully also included a reduction in Railroad Supplied Services and schedule, offering further savings. Tully's BAFO included a schedule reduction of 195 days, compared to the 61 day reduction proposed by Judlau.

After reviewing the BAFOs, the selection committee recommended Tully, the overall highest ranked proposer for award of the Contract. The selection committee determined that Tully's proposal offered the best overall value to the MTA considering the quality of its technical proposal and its reductions to the contract duration and use of Railroad Supplied Services. A subsequent review of Tully's BAFO identified areas that warranted clarification, as Tully had indicated concessions during negotiations that it was willing to make but did not appear to be reflected in the BAFO price. Tully was contacted regarding these items and, as a result, Tully submitted a revised BAFO in the amount of \$112,654,261 and a contract duration of 882 days, representing a revised total schedule reduction of 213 days. Tully's price is considered fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established DBE goals of 22.5% for the Contract. Although this is a design-build contract with some undefined scope, Tully is committed to meet the required goal requirements and their utilization plan is under review. Tully has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

Impact on Funding

Funding for the Contract, and stipends for the three unsuccessful proposers, are included in the NYCT portion of the MTA's 2010-2014 Sandy and Core Capital Programs.

Alternatives

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

Dept & Dept Head Name:
Stations, Delivery/William Montanile, VP & Deputy Program Exec.

Contracts Department:
Mark Zancolli, Vice President & Associate General Counsel

Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		

Internal Approvals

Order	Approval	Order	Approval
X	Deputy Chief, Development	X	President
X	Deputy Chief, Delivery	X	Executive VP & General Counsel

SUMMARY INFORMATION

Vendor Name	Contract Number
1. Forte Construction Corp. (Design-Build Contract)	E34052 (D/B)
2. Mid-American Elevator Co. Inc (Maintenance Contract)	TBD (Maintenance)

Description
Design-Build Services for Elevator Replacements at Various Stations

Total Amount	
1. Design-Build Contract:	\$92,345,000
2. Maintenance Contract:	\$43,215,600
3. Stipend Payment:	\$ 71,000

Contract Term	
1. Design-Build Contract:	1,020 Calendar Days
2. Maintenance Contract:	15 Years

Option(s) included in Total Amount? Yes No N/A

Renewal? Yes No

Procurement Type
 Competitive Non-competitive

Solicitation Type
 RFP Bid Other:

Funding Source
 Operating** Capital* Federal MTA*/**

*Design-Build Contract

**Maintenance Contract

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Forte Construction Corp. for design-build services for the replacement of nineteen elevators in the amount of \$92,345,000 and a duration of 1,020 Calendar Days. Board approval is also sought to award a long-term elevator Maintenance Contract to Mid-American Elevator Co., Inc. in the amount of \$43,215,600 and a duration of fifteen years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$71,000 to be paid to the unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay a stipend of \$71,000 to the unsuccessful proposer.

Discussion

The work under this contract (the “Contract”) provides for the replacement of nineteen elevators and other Americans with Disabilities Act (“ADA”) improvements at the following New York City Transit (“NYCT”) subway stations in the Boroughs of Manhattan and Queens: 175th Street Station serving the A Line; two stations within the 14th Street Union Square Complex serving the 4, 5, 6, L, N, Q, R, and W Lines; 14th Street – 8th Avenue Station serving the A, C, E, and L Lines; 42nd Street – Times Square Station serving the N, Q, R and W Lines; 125th Street Station serving the A, B, C and D Lines; West 4th Street – Washington Square Station serving the A, B, C, D, E, F, and M Lines; Jackson Heights-Roosevelt Avenue Station serving the E, F, M and R Lines; 74th Street – Broadway Station serving the 7 Line; and Lexington Avenue – 53rd Street Station serving the E and M Lines.

In addition, C&D will enter into a separate long-term Elevator Maintenance Contract. In order to ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and their subsequent maintenance. Only the elevator manufacturer or installer chosen for this contract is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment that would not only withstand the rigors of the NYCT system, but that would also take into consideration the elevator subcontractor's ultimate responsibility for a performance-based, long-term Maintenance Contract. The term of the Maintenance Contract will be fifteen years, commencing on achievement of Substantial Completion of the Design-Build Contract, with two 5-year option periods, exercisable at MTA's discretion.

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

- Forte Construction Corp. ("Forte")
- J-Track, LLC-TC Electric LLC JV ("JTTC JV")

In response to the RFP, both teams submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and NYCT's Elevators & Escalators Department, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, maintenance, management plan, experience, record of performance, safety and quality, diversity compliance, and other relevant matters. The selection committee determined that both proposers submitted technical proposals that were responsive and acceptable. The selection committee next opened the price proposals, which were as follows:

- Forte: \$104,655,000 (Maintenance: \$43,215,600)
- JTTC JV: \$115,618,285 (Maintenance: \$43,215,600)

For the installation and the long-term maintenance of the elevators, Forte and JTTC JV both proposed Mid-American Elevator Co. Inc.

Based upon its review of the technical and cost proposals, the selection committee determined that the proposals submitted by Forte and JTTC JV demonstrated an understanding of the project, included a reduction in the overall contract duration, and identified potential risks and detailed risk mitigation measures. For those reasons, the selection committee unanimously recommended that both Forte and JTTC JV be invited in for negotiations.

Negotiations with Forte and JTTC JV included discussions of design requirements and cost, project schedule, the number of diversions of service, and overall cost. Discussions also included the scope of the communication and electrical work required under this contract. Following negotiations, a Best and Final Offer ("BAFO") was requested from each of the proposers and the results of the BAFOs were as follows:

- Forte: \$92,345,000 (Maintenance: \$43,215,600) and a reduction in project schedule of an additional 90 days
- JTTC JV: \$114,115,785 (Maintenance: \$43,215,600)

After review of the BAFOs, the selection committee unanimously recommended Forte for award of the Design-Build Contract and Mid-American Elevator Co. Inc. for the award of the long-term Maintenance Contract. The Selection Committee determined that Forte's proposal offered the best overall value considering their technical proposal, their understanding of the work, their lowest proposed cost, and reductions to schedule and diversions of service, which will minimize the impact of the work on MTA's customers. Forte's and Mid-American Elevator Co. Inc.'s prices are considered fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights ("DDCR") has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, Forte is committed to meet the required goal requirements and their utilization plan is under review. Forte has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Meetings are being coordinated with the MBE/WBE/SDVOB community to establish certified firms in the areas of elevator and escalator maintenance. Mid-American Elevator Co. Inc.'s has not completed any MTA contracts with DBE/MBE/WBE goals, and therefore no assessment of their performance can be determined at this time.

Impact on Funding

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

Alternatives

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

Dept & Dept Head Name: Infrastructure/Dana Hecht, Senior Vice President					
Contracts Department: Connor Luff, Outside Agency Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name JTCM Partners.	Contract Number C33942
Description Design and Construction of a Railcar Acceptance and Testing Facility in the Borough of Brooklyn	
Total Amount 1. Design-Build Contract: \$91,900,000 2. Stipend Payments: \$ 210,000	
Contract Term 789 Calendar Days	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Federal <input type="checkbox"/> Other	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to JTCM Partners (a joint venture between J-Track LLC, TC Electric LLC and MLJ Contracting Corporation) for design-build services for a new railcar acceptance and testing facility in the Borough of Brooklyn in the amount of \$91,900,000 and a duration of 789 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$70,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$210,000 to the three unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) is for the design and construction a new facility to test and accept rail cars for New York City Transit (“NYCT”). The new facility, which is to include two indoor tracks, each accommodating five railcars at a time, shall be designed and constructed to ensure operational efficiency and shall include all features, systems and equipment needed to support a railcar receiving and testing operation.

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

- Citnalta Construction Co. – Verde Electric Co. JV (“Citnalta-Verde”)
- Forte Construction Co. (“Forte”)
- JTCM Partners (“JTCM”)
- Railroad Construction Co. – Plaza Construction Co. JV. (“Railroad-Plaza”)

In response to the RFP, all four teams submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and NYCT's Department of Car Equipment, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, maintenance, management plan, experience, record of performance, safety and quality, diversity compliance, and other relevant matters. The Selection committee determined that all four proposers submitted technical proposals that were responsive and acceptable. The selection committee next opened the price proposals, which were as follows:

- Citnalta-Verde: \$108,527,000
- Forte: \$ 81,800,000
- Railroad-Plaza: \$127,939,721
- JTCM: \$ 96,000,000

Based upon its review of the technical and cost proposals, the selection committee determined that the proposals submitted by Forte and JTCM presented a superior combination of technical approach, cost and schedule, and unanimously recommended that both firms be invited to negotiate. The selection committee determined that Both Citnalta-Verde and Railroad Plaza were not within the competitive range.

Negotiations with Forte and JTCM included discussions of the proposed design and construction approach, project schedule, overall cost and clarification of the design/build requirements. A Post-Proposal Addendum was issued to both firms clarifying the flooring requirements for the new Facility and changing the staffing requirements for the Environmental Manager Key Personnel position from full-time to part-time.

Following negotiations, a Best and Final Offer ("BAFO") was requested from JTCM and Forte. The results of the BAFOs were as follows:

- Forte: \$89,890,000
- JTCM: \$91,900,000

Forte's increased price was the result of it increasing certain quantities to accurately reflect the RFP requirements and due to an error in its estimate for the signal scope of work.

After review of the BAFOs, the selection committee unanimously recommended JTCM for award of the Contract as their proposal offered the best overall value to the MTA. JTCM's proposal was the highest technically ranked and demonstrated a thorough and superior understanding of the work and a reduced risk to the project schedule as compared to the other proposal. JTCM's BAFO is considered fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established 15% MBE, 15% WBE, and 6% SDVOB goals for the Contract. Although this is a design-build contact with some undefined scope, JTCM is committed to meet the required goal requirements and their utilization plan is under review. JTCM Partners has not completed any MTA contracts with goals; therefore, no assessment of their DBE/MBE/WBE performance can be determined at this time. Each member of the JTCM joint venture has achieved its DBE/MBE/WBE goals on recently completed MTA contracts, with the exception of MLJ Contracting Corp. which did not meet its goals on contract A-37116 - Station Reconstruction & ADA Accessibility at the Times Square & Grand Central Stations. However, MLJ Contracting Corp. has achieved its DBE/MBE/WBE goals on all other recently completed MTA contracts.

Impact on Funding

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

Alternatives

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

Dept & Dept Head Name: B&T Business Unit, Joe Keane, PE, Sr. VP and Chief Engineer					
Contracts Department: David K. Cannon, Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22			
2	Board	12/21/22			
Internal Approvals					
Order	Approval	Order	Approval		
	Deputy Chief, Development		President		
	Deputy Chief, Delivery		Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Hellman/PJS JV	BW-96/VN-12
Description Design-Build Services for Power Redundancy and Resiliency Improvements at the Bronx-Whitestone and Verrazzano Narrows Bridges	
Total Amount	
1. Design-Build Contract:	\$78,737,231
2. Stipend Payments:	\$ 225,000
Contract Term	
Two Years and Ten Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Federal <input type="checkbox"/> Other	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Hellman/PJS JV (a joint venture consisting of Hellman Electric, LLC and Paul J. Scariano, Inc.) for design-build services to provide power redundancy and resiliency improvements at the Bronx-Whitestone Bridge (“BWB”) and Verrazzano-Narrows Bridge (“VNB”) in the amount of \$78,737,231 and a duration of two years and ten months. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend in the amount of \$75,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$225,000 to the three unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) includes design-build services for (i) the replacement of existing outdated heating, air conditioning and sewer systems at the BWB and VNB facilities; ii) new electronic power monitoring and lane control systems and electric substation upgrades at the VNB; and (iii) installation of new fiber optic cable and associated underdeck conduit for use by the New York City Fire Department (“FDNY”) at the BWB. The cost of the fiber optic cable and conduit work will be funded by FDNY.

A two-step procurement process was conducted for the Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of eight Statements of Qualifications, which were evaluated against pre-established selection criteria addressing record of performance for the design-build team, technical and managerial capacity and legal structure, as well as contractor responsibility. The following four firms were selected to receive the Request for Proposal (“RFP”) in Step 2:

- E-J Electric Installation Co. (“E-J”)
- Hellman/PJS JV (“Hellman/PJS”)
- TAP Electrical Contracting Service, Inc. (“TAP”)
- TC Electric, LLC (“TCE”)

In response to the RFP, all four firms submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and B&T Operations, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals utilizing pre-established selection criteria set forth in the RFP addressing technical approach, qualifications of the firm, team organization, schedule, and record of diversity practices. The selection committee determined that all four teams submitted technical proposals that were responsive and acceptable. The selection committee next opened the price proposals, which were as follows:

- E-J: \$130,574,800
- Hellman/PJS: \$ 85,772,580
- TAP: \$ 97,319,000
- TCE: \$133,515,000

Based upon its review of the technical and price proposals, the selection committee unanimously determined the proposal submitted by Hellman/PJS provided the best value to the MTA based on the strength of its technical proposal, reduction of the schedule to thirty-four months (four months less than the schedule contained in the RFP), and lowest cost. Hellman/PJS demonstrated a strong understanding of all components of the scope of work as established in its technical approach and the need to mitigate negative impacts to the operations of the facilities. In addition, Hellman/PJS's key personnel have successfully completed design-build projects of similar scope and magnitude.

Negotiations were held with Hellman/PJS focusing on cost reduction initiatives. Following negotiations, Hellman/PJS submitted a Best and Final Offer in the amount of \$78,737,231, which is deemed to be fair and reasonable.

In connection with a previous contracts awarded to PJS, PJS was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in February 2016. No new significant adverse information has been found relating to PJS and PJS has been found to be responsible.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established 15% MBE, 15% WBE and 6% SDVOB goals on this contract. Although this is a design-build contract with some undefined scope, Hellman/PJS JV is committed to meet the required goal requirements and their utilization plan is under review. Hellman Electric, LCC and Paul J. Scariano, Inc. each individually have achieved their assigned DBE/MBE/WBE goals on recently completed MTA Contracts.

Impact on Funding

Funding for the Contract is included in Bridge and Tunnel funds derived from its portion of the MTA's 2020-24 Capital Program, Bridges and Tunnels Operating Program and from the FDNY. Funding for stipends for the three unsuccessful proposers are included in Bridge and Tunnel funds derived from its portion of the MTA's 2020-24 Capital Program.

Alternatives

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

Dept & Dept Head Name: Railroads Business Unit, Delivery/Anthony Tufano, SVP					
Contracts Department: Ian Goldrich, SVP and Deputy General Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Verde Electric Corp.	Contract Number 6481
Description Design-Build Services for the Jamaica Substation Replacement Project	
Total Amount \$51,983,502	
Contract Term Forty-Five Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

Purpose/Recommendation

MTA Construction and Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Verde Electric Corp. for design-build services for a new substation in the amount of \$51,983,502 and for a duration of forty-five months.

Discussion

The work under this contract (the “Contract”) provides for the design, fabrication and installation a new AC/DC traction power substation in a new pre-fabricated modular substation building along the Long Island Rail Road (“LIRR”) Mainline Branch in Queens, NY, to replace the existing substation which is beyond its useful life.

A one-step procurement process was conducted for this Contract. A Request for Proposals (“RFP”) was publicly advertised, resulting in the submission of technical and price proposals from the following three firms:

- T. Moriarty & Sons, Inc. (“TMS”)
- Verde Electric Corporation (“Verde”)
- Voltamp Electrical Contractors, Inc. (“Voltamp”)

The selection committee, consisting of members from the C&D Delivery and Development Departments and the LIRR Operational Support and Engineering Departments, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: technical approach; schedule; proposer qualifications and experience, including qualifications of proposed key personnel, subcontractors and suppliers, organizational structure, and past performance on similar projects; and management plan, including proposed approach to managing design and construction of the work, mitigating risks to the schedule, and plans to ensure quality control and assurance and site safety.

The selection committee next opened the price proposals, which were as follows:

- TMS: \$54,829,965
- Verde: \$53,793,502
- Voltamp: \$30,826,522

After evaluation of the technical and price proposals, as well as oral presentations, the selection committee determined that Voltamp's proposal was not contractually compliant with regard to technical approach and schedule and did not demonstrate a clear understanding of the work or the contractual requirements for the work and did not demonstrate prior experience as a prime design-build contractor managing similar work. For those reasons the selection committee unanimously determined not to move forward with Voltamp.

With regard to TMS and Verde, the selection committee determined that both had submitted contractually compliant proposals, were technically qualified, and were in a competitive range with each other. Accordingly, TMS and Verde were invited to participate in negotiations in which discussions focused on scope clarifications and ways to reduce costs. At the conclusion of those discussions, both proposers submitted revised price proposals as follows:

- TMS: \$56,762,965
- Verde: \$52,651,391

After review of the revised proposals, the selection committee unanimously determined that the proposal submitted by Verde provided the best value to the MTA. C&D entered into final negotiations with Verde with a focus on additional areas for price reduction. Following negotiations, Verde submitted its Best and Final Offer in the amount of \$51,983,502, which is considered to be fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a goal of 22.5% DBE for the Contract. Although this is a design-build contract with some undefined scope, Verde is committed to meet the required goal requirements and their utilization plan is under review. Verde has achieved its DBE/MBE/WBE goals on recently completed MTA Contracts.

Impact On Funding

Funding for this Contract is included in the LIRR portion of the MTA's 2020-2024 Capital Program.

Alternatives

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

Dept & Dept Head Name: Railroads Business Unit, Delivery/Anthony Tufano, SVP					
Contracts Department: John Abili, SVP & Deputy General Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name A.M. Rizzo Electrical Contractors, Inc.	Contract Number 192229
Description Design-Build Services - Replacement of Substations located at Mamaroneck and Harrison, New York	
Total Amount	
1. Design-Build Contract:	\$46,600,000
2. Stipend Payments:	\$ 90,000
Contract Term Forty-Eight months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to A.M. Rizzo Electrical Contractors, Inc. for design-build services to replace two AC traction power substations on Metro-North Railroad’s (“MNR”) New Haven Line at Mamaroneck and Harrison in the amount of \$46,600,000 and a duration of forty-eight months. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$45,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay a stipend of \$90,000 to the two unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) provides for the replacement of MNR’s AC traction power Substation 128 at Mamaroneck and Substation 178 at Harrison. The Design-Builder will provide architectural, engineering, construction and testing services for the design and construction of the substations, which will include new prefabricated walk-in substation enclosures, autotransformers, arc resistant switchgear, control equipment, riser structures, wash lines, a power supervisory control and data acquisition (“SCADA”) system and other required elements, including a connection between the new Substation at Harrison and the existing Substation 193 at Pike. The new substations will improve MNR’s power supply capacity and the resiliency of the AC traction power supply system with energy efficiency upgrades.

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

- Mass Electric Construction Co. (“Mass Electric”)
- A.M. Rizzo Electrical Contractors, Inc. (“Rizzo”)
- Verde Electric Corporation (“Verde”)

All three firms submitted technical and price proposals in response to the RFP. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments, and MNR’s Power Department, first reviewed the technical proposals and heard oral presentations from each of the respondents. The selection committee evaluated the technical proposals utilizing the following pre-established selection criteria: construction plan, schedule, key personnel, design plan, management plan, safety and quality, prior experience, past performance and diversity practices. The selection committee determined that all three firms submitted technical proposals that were responsive and acceptable. The selection committee then opened the price proposals, which were as follows:

- Rizzo: \$49,989,700
- Mass Electric: \$77,680,000
- Verde: \$53,746,551

Based upon its review of the technical and price proposals, and discussions during the oral presentations, the selection committee determined that the proposal submitted by Rizzo was the highest ranked technically, provided the lowest prices and provided the best value to the MTA as it demonstrated a superior combination of technical approach, price, and schedule. Rizzo’s proposal demonstrated a strong understanding of all components of the scope of work as established in their technical approach, and their key personnel have successfully completed design-build projects of similar scope and magnitude..

Based on their evaluation, the selection committee unanimously recommended that Rizzo be invited to negotiations.

Negotiations focused on technical approach, schedule and costs. Following negotiations, Rizzo submitted a Best and Final Offer in the amount of \$46,600,000 which was deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, Rizzo is committed to meet the required goal requirements and their utilization plan is under review. Rizzo has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

Impact on Funding

Funding for the Contract is included in the MNR’s portion of the MTA’s 2020-24 Capital Program.

Alternatives

None are recommended. Currently, C&D lacks the in-house technical personnel to perform the scope of work associated with the Contract.

Dept & Dept Head Name: Railroads Business Unit, Delivery/ Anthony Tufano, SVP					
Contracts Department: John Abili, SVP & Deputy General Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Ecco III Enterprises, Inc.	168632
Description Design-Build Services for the Replacement of Fulton Avenue and South Street Bridges	
Total Amount \$37,978,000	
Contract Term 821 Calendar Days	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Ecco III Enterprises, Inc. for design-build services to replace the existing Metro-North Railroad (“MNR”) bridges at Fulton Avenue and South Street in Mount Vernon, New York in the amount of \$37,978,000 and a duration of 821 Calendar Days.

Discussion

The work under this contract (the “Contract”) includes the replacement of the existing superstructure of the Fulton Avenue and the South Street bridges, and the rehabilitation of the substructure of both bridges. In addition, the Contract provides for the relocation of MNR signal power at both bridges and replacement of MNR electrical equipment in the PB-1 Substation Yard under the Fulton Avenue bridge. The Contract also provides for a new track access staircase and new track level lighting.

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

- Ecco III Enterprises, Inc. (“Ecco”)
- John Civetta & Sons (“Civetta”)
- Michels Corporation (“Michels”)

In response to the RFP, all three firms submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and MNR’s Tunnels, Bridges and Track Department, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals utilizing the following pre-established selection criteria: key personnel, schedule, construction plan, design plan, track outage optimization, management plan, safety and quality, prior experience, past performance, and diversity practices. The selection committee determined that all three firms submitted technical proposals that were responsive. The selection committee next opened the price proposals, which were as follows:

- Ecco: \$38,578,000
- Civetta: \$42,697,500
- Michels: \$64,110,000

Based upon its review of the technical and price proposals, and discussions during the oral presentations, the selection committee determined that Ecco and Civetta had submitted contractually compliant proposals, were technically qualified, and were in the competitive range. Therefore, both Ecco and Civetta were invited to participate in negotiations in which discussions focused on scope clarifications and ways to reduce costs, including construction methodology for bridge demolition and utility relocation work. At the conclusion of the negotiations, the firms submitted the following Best and Final Offers (“BAFOs”):

- Ecco: \$37,978,000
- Civetta: \$39,474,500

After a review of the BAFOs, the selection committee unanimously recommended Ecco for the award of the contract. Ecco provided the lowest price and provided the best value to the MTA based upon a combination of technical approach, price, and schedule.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, Ecco is committed to meet the required goal requirements and their utilization plan is under review. Ecco has achieved its DBE/MBE/WBE goals on all recently completed MTA contracts.

Impact on Funding

Funding for the Contract and the stipends is included in MNR’s portion of the MTA’s 2020-24 Capital Program.

Alternatives

None are recommended. Currently, C&D lacks the in-house technical personnel to perform the scope of work associated with the Contract.



Dept & Dept Head Name: Railroads Business Unit, Delivery/Anthony Tufano, SVP					
Contracts Department: Ian Goldrich, SVP and Deputy General Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Infinity Contracting Services, Corp.	Contract Number 6482
Description Design-Build Services for the Hillside Fire Water Main Suppression System Replacement Project	
Total Amount \$19,996,000	
Contract Term Twenty - Three Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Federal <input type="checkbox"/> Other	

Purpose/Recommendation

MTA Construction and Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Infinity Contracting Services Corp, a dual certified Minority and Women Owned Business, for design-build services to update the fire protection system at the Long Island Rail Road’s (“LIRR”) Hillside Maintenance Facility in the amount of \$19,996,000 and a duration of twenty-three months.

Discussion

The existing fire protection system at the Hillside Maintenance Facility is old, prone to failure and in need of updating. The work under this contract (the “Contract”) provides for significant and necessary safety upgrades to this system including, among other things, a new 8-inch fire water supply loop connecting to existing sprinkler risers; a new 12-inch fire water service from 183rd Street, including a new diesel fire pump in a new prefabricated pump house; a new 10 inch fire water service from 177th Street, and replacement of an existing mal-functioning diesel fire pump with a new pump.

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

- Forte Construction Corp. (“Forte”)
- Infinity Contracting Services, Corp. (“Infinity”)
- Paul J. Scariano, Inc. (PJS)/Welkin Enterprises LLC (“PJS/Welkin”) – Joint Venture

In response to the RFP, all three teams submitted technical and price proposals. The selection committee, consisting of members from C&D Contracts and LIRR’s Engineering, System Safety and Operational Support Groups, first reviewed the technical proposals and

heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design, overall project schedule and construction impact mitigation approach, management approach, financial strength, experience, record of performance, safety and quality, and diversity practices. They determined that all three proposers submitted technical proposals that were responsive. The selection committee then opened the cost proposals which were as follows:

- Forte: \$20,890,000
- Infinity: \$16,822,000
- PJS/Welkin: \$19,640,000

After evaluation of the technical and price proposals, the selection committee determined that all three proposers were technically qualified, and were in a competitive range with each other. Accordingly, all three were invited to participate in negotiations in which discussions focused on scope clarifications and ways to reduce costs. At the conclusion of those discussions, the proposers submitted revised price proposals as follows:

- Forte: \$20,890,000
- Infinity: \$20,356,000
- PJS/Welkin: \$26,900,000

After review of the revised proposals, the Selection Committee continued to negotiate and address technical clarifications. C&D issued a request for BAFOs from all three firms resulting in the following submissions:

- Forte: \$22,240,000
- Infinity: \$19,996,000
- PJS/Welkin: \$26,441,000

The Selection Committee determined that Infinity offered the best overall value to the MTA. Infinity offered the lowest cost (with a further reduction in its BAFO) and a one-month shorter schedule. In addition, Infinity's technical proposal provided the most detailed design and construction approaches of all the proposers and a well-conceived project phasing and work prioritization scheme.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a goal of 15% MBE, 15%WBE and 6% SDVOB for the Contract. Although this is a design-build contract with some undefined scope, Infinity is committed to meet the required goal requirements and their utilization plan is under review. Infinity, a dual certified Minority and Women Owned Business, has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

Impact On Funding

Funding for this Contract is included in the LIRR portion of the MTA's 2015-2019 and 2020-2024 Capital Program.

Alternatives

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

Dept & Dept Head Name: Infrastructure, Delivery/Dana Hecht, Senior Vice President					
Contracts Department: Connor Luff, Outside Agency Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Railroad Construction Company, Inc.	Contract Number C42006
Description Design-Build Services for Replacement of the Coney Island Abutment Wall & St. Marks Bridge	
Total Amount	
1. Design-Build Contract:	\$19,564,820
2. Stipend Payments:	\$ 102,000
Contract Term 614 Calendar Days	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Railroad Construction Company, Inc. for design-build services for the replacement of an abutment wall system in the Coney Island Yard Complex and the replacement of the St. Marks Avenue Bridge in the amount of \$19,564,820 and a duration of 614 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$34,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$102,000 to the three unsuccessful proposers.

Discussion

The work under this contract (the “Contract”) includes design-build services for a new abutment wall system in the Coney Island Yard Complex and replacement of the Saint Marks Avenue Bridge, located between Saint Marks Avenue and Prospect Place in Brooklyn. For the new abutment wall, the work also includes removing the existing structure while maintaining and protecting signal equipment, traction power and other systems and equipment during performance of the work and the replacement the existing light fixtures, and associate conduits and cables. For the Bridge replacement, the work also includes signal work, replacement of track, track ties and related track equipment.

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

- Anselmi and DeCicco Inc. (“A&D”)
- John Civetta & Sons, Inc. (“Civetta”)
- Paul J Scariano Inc. (“Scariano”)
- Railroad Construction Company, Inc. (“RCC”)

In response to the RFP, all four teams submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments and New York City Transit Maintenance of Way Department, first reviewed the technical proposals and heard oral presentations from each of the proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, maintenance, management plan, experience, record of performance, safety and quality, diversity compliance, and other relevant matters. The selection committee determined that all four teams submitted technical proposals that were responsive. The selection committee next opened the price proposals, which were as follows:

- A&D: \$32,414,700
- Civetta: \$26,317,500
- Scariano: \$28,700,000
- RCC: \$19,964,820

Based upon its review of the technical and cost proposals, the selection committee unanimously determined that the proposals submitted by Civetta and RCC were in the competitive range as both presented a superior combination of technical approach, cost and schedule, and recommended that both firms be invited in for negotiations.

Negotiations and discussions with Civetta focused on the requirements for track and signal work, overall cost and clarification on key personnel staffing requirements. Negotiations and discussions with RCC focused on their project schedule, overall cost and clarification on key personnel staffing requirements. Following negotiations, a Best and Final Offer (“BAFO”) was requested from Civetta and RCC. The results of the BAFOs were as follows:

- RCC: \$19,564,820
- Civetta: \$24,297,500

After reviews of the BAFOs, the selection committee unanimously recommended RCC for award of the Contract as their proposal offered the best overall value considering the combined strength of their technical proposal along with reductions to the schedule, and their BAFO offering the lowest proposed price. RCC's BAFO price is considered fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights (“DDCR”) has established 22.5% DBE goals for the Contract. Although this is a design-build contract with some undefined scope, RCC is committed to meet the required goal requirements and their utilization plan is under review. RCC has achieved its DBE/MBE/WBE goals on recently completed MTA contracts.

Impact on Funding

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

Alternatives

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

Dept & Dept Head Name: MNR Business Unit/Delivery Anthony Tufano, SVP					
Contracts Department: John Abili, SVP & Deputy General Counsel					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/19/22	X		
2	Board	12/21/22	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Aventura Construction Corp.	144457
Description Design-Build Services To Upgrade the Auto Fueling Systems at Brewster & Harmon Train Yards	
Total Amount \$6,416,335	
Contract Term Twenty Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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	

Purpose/Recommendation

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Aventura Construction Corporation for design-build services to upgrade the auto fueling stations at Metro-North Railroad’s (“MNR”) Brewster and Harmon Train Yards in the amount of \$6,416,335 and a duration of Twenty Months.

Discussion

The work under this contract (the “Contract”) provides for the design, construction and installation of above-ground storage tank fueling stations at MNR’s Brewster and Harmon Train Yards. The work will include delivery and installation of double-walled steel tanks, fittings, signage and associated equipment. It will also include electrical connections, testing of the installed equipment, and training of MNR facility personnel in the use and maintenance of the equipment. The Design-Builder will also decommission, demolish, and dispose of the existing fueling facilities/systems and provide for the remediation and restoration of each site.

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

- Aventura Construction Corporation (“Aventura”)
- Forte Construction Corporation (“Forte”)
- Skanska ECCO III Harmon Brewster JV (“Skanska - Ecco”)

All three firms submitted technical and price proposals in response to the RFP. The selection committee, consisting of representatives from C&D Contracts and Delivery Departments and MNR’s Environmental Department, first reviewed the technical proposals and heard oral presentations from each of the proposers during which technical discussions were conducted. The selection committee evaluated the technical proposals utilizing the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality and diversity practices. The selection committee determined

that all three firms submitted technical proposals that were responsive. The selection committee next opened the price proposals, which were as follows:

- Aventura: \$6,586,335
- Skanska Ecco: \$11,079,000
- Forte: \$11,170,000

Based upon its review of the technical and price proposals, and discussions during the oral presentations, the selection committee unanimously determined that Aventura was the highest ranked technically, provided the lowest prices and provided the best value to the MTA as it demonstrated a superior combination of technical approach, price, and schedule. Aventura's proposal showed a thorough understanding of the scope of work, challenges, risks involved and how to ensure successful completion of the project goals. Aventura was invited for negotiations.

Negotiations with Aventura focused on scope clarifications and ways to reduce costs. At the conclusion of the negotiations, Aventura submitted a Best and Final Offer of \$6,416,335 which is considered to be fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a 22.5% DBE goal for the Contract. Although this is a design-build contract with some undefined scope, Aventura is committed to meet the required goal requirements and their utilization plan is under review. Aventura has not completed any MTA contracts with goals; therefore, no assessment of their DBE/MBE/WBE performance can be determined at this time.

Impact on Funding

Funding for the Contract is included in the MNR's portion of the MTA's 2020-24 Capital Program.

Alternatives

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

DECEMBER 2022

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)

19.	E-J Electric Installation Company Contract No. CS084.133	\$ 2,160,143	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board ratification of a modification to East Side Access Contract CS084 to provide services to energize, operate and maintain the project's new traction power substations in support of Physical Characteristics Training.

Schedule K: Ratification of Completed Procurement Actions

Item Number 19

Vendor Name (& Location) E-J Electric Installation Company (Long Island City, NY)	Contract Number		Modification Number	
	CS084		133	
	Description		Original Amount:	
	Traction Power Systems Package No. 4 for the East Side Access Project		\$ 71,248,884	
	Contract Term (including Options, if any)		Prior Modifications:	
	52 Months		\$ 42,217,221	
	Option(s) included in Total Amount?		Exercised Options:	
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		\$ -0-	
	Procurement Type		Current Amount:	
	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		\$ 113,466,105	
Solicitation Type		This Request		
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		\$ 2,160,143		
Funding Source		% of This Request to Current Amount:		
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		2%		
Requesting Dept/Div & Dept/Div Head Name:		% of Modifications (including This Request) to Original Amount:		
East Side Access/Rob Troup		62%		

Discussion:

This contract (the “Contract”) provides for the installation and testing of the traction power system for the East Side Access project (the “Project”). MTA Construction and Development (“C&D”) requests that the Board ratify a contract modification to provide services to energize, operate and maintain the Project’s new traction power substations in support of Physical Characteristics Training for a total cost of \$2,160,143. In addition, this modification will include an excusable delay of 29 days, extending the substantial completion date of the Contract to December 9, 2022.

The Federal Railroad Administration requires passenger train operators to undergo Physical Characteristics Training prior to placing a new territory, such as East Side Access and the new Grand Central Madison Terminal, into revenue service. The purpose of Physical Characteristics Training is to familiarize operators with the layout, characteristics and operational requirements of the new territory. In order to operate trains through the new territory to perform this training, the new traction power substations that provide the power to energize the third rail to operate trains needed to energize and operated. This function is designed to be performed remotely under the projects Project’s power supervisory control and data acquisition (“SCADA”) system, but until the SCADA system was complete and turned over to Long Island Rail Road (“LIRR”) for operation, the function needed to be performed manually.

This modification is for the manual energization, operation and maintenance of the new traction power substations in support of Physical Characteristics training for the period from August 21, 2022 until December 9, 2022, when control of the SCADA system was turned over to LIRR.

The Contractor proposed various weekly, weekday and weekend unit rates for operating these substations, and a monthly maintenance rate, with a total not-to-exceed cost of \$2,424,097. Negotiations were held and the parties agreed to reduced rates and a total not-to-exceed cost of \$2,160,143 for the work during this period.

To avoid delay to revenue service, the President approved a retroactive memorandum, and the Contractor was directed to proceed with this Work up to a Not-To-Exceed amount of \$2,400,000.

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