



Metropolitan Transportation Authority

Capital Program Committee Meeting

January 2023

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. Samuelsen

V. Tessitore

N. Zuckerman

Capital Program Committee Meeting

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

Monday, 1/30/2023
8:30 AM - 12:00 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES – DECEMBER 19, 2022

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Tully Construction Co. Inc.	\$1,309,700	Ratification of a modification to Contract C-34836 to replace the functionality of 11 damaged signal cables utilizing the new Programable Logic Controller system.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
December 19, 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. Sherif Soliman
Hon. Neal Zuckerman*

CPC members not present:

Hon. Norman Brown
Hon. Michael Fleischer
Hon. David Mack
Hon. Vincent Tessitore, Jr.

MTA staff present:

David Cannon
Evan Eisland
Michael Jew-Geralds
John McCarthy
Tim Mulligan
Mark Roche
Aris Stathopoulos
Jamie Torres-Springer
Michele Woods

Independent Engineering Consultant staff present:

Joe Devito
Elizabeth King

* * *

Chairman Lieber called the December 19, 2022 meeting of the Capital Program Committee to order at 2:05 P.M.

Public Comments Period

There were five public speakers in the public comments portion of the meeting: Lisa Daglian; Aleta Dupree; Christopher Greif; Jason Anthony; and Matthew Peiser.

Meeting Minutes

The minutes of the meeting held on November 29, 2022 were approved.

CPC Work Plan

There was one change to the CPC Work Plan: review of the Capital Security Program will be taken up in January, instead of in today's meeting.

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: the recent ground-breaking ceremony for the Metro-North Penn Station Access Project, as well as the ribbon-cutting for the Clifton Shop; the roughly \$4.5B in Design-Build commitments submitted for Board approval this month and last (with particular acknowledgement of the efforts of Procurement Department staff); the piloting of Local Hiring Goals on three select projects, in which 20% of the NYS Labor Force will come from the communities in which the projects are located. He then provided details on several projects that are currently underway or will be shortly, including: Subway ADA Upgrades (a portion of which are slated for inclusion in the local hiring pilot); the Jamaica Bus Depot (the MTA's first zero-emissions bus facility, also to be included among the local hiring pilot projects); Rockaway Resiliency Bundle on the A-line in Queens (which comprises several disparate projects that have been combined to take advantage of required outages, and the third of the three local hiring pilot projects); CBTC Crosstown, key principles of which are drawn from C&D's recent "Strategic Review" of MTA's approach to CBTC projects generally; and finally, the Park Avenue Viaduct, a "different kind of mega-project", which addresses an asset, portions of which are over 100 years old, that more than 98% of Metro-North trains traverse as they enter Manhattan toward GCT.

Update on C&D's B&T Business Unit

Mr. Stathopoulos provided an overview of the B&T Business Unit (BU), which is composed of 7 major vehicular bridges and 2 vehicular tunnels (ranging in age from 52 to 86 years), which on average serve approximately 900,000 vehicles daily, or an approximate annual total of 325 million vehicles. Robust capital investments are required to ensure that these facilities remain in a State of Good Repair (SGR), including B&T's \$2.8B 2020-2024 core Capital Program. Mr. Stathopoulos then noted that so far in 2022 B&T has achieved 98% of its planned \$512M Commitment goal (and have received proposals for all of its remaining 2022 Commitments), and B&T has exceeded its \$561M Completions goal by approximately 60%, with 2022 Completions totaling more than \$900M. A video was then presented highlighting the recent completions of the following major projects: Verrazzano-Narrows Bridge replacement of upper-level elevated approach; RFK Bridge structural rehabilitation and painting; and Throgs Neck Bridge suspended span deck replacement. Mr. Stathopoulos concluded his presentation by highlighting several projects (ongoing and planned for the near future) that integrate SGR work with significant bike/ped accessibility improvements at the RFK, Cross Bay, and Henry Hudson Bridges. In its Project Review of the Throgs Neck Bridge Deck Replacement, the IEC noted that overall, the project is 90% complete and under budget with the Estimate at Completion now forecast at \$300M. The IEC's analysis indicates that the favorable project cost is primarily due to underruns in materials, unexpended contingencies and reserves, and scope credits. With respect to schedule, the six-stage deck replacement work exceeded its planned duration.

However, due to effective project team action, all but one month of this delay has been mitigated. And while the project is now forecasting substantial completion to occur this month, it is the IEC's opinion that due to the number of concurrent activities that remain, meeting this date will be challenging, but assuming sufficient contractor resources, will be achievable. According to the IEC, the project team has also minimized the potential impact to customers of extended lane closures through its hands-on management of the project. Finally, with respect to risks, the IEC asserted that at this point in the project most schedule risks have been mitigated effectively (or have not been realized) and have therefore been closed.

Procurement Actions

David Cannon, Vice President, Contracts, MTA Construction & Development Company ("C&D") reported there were nineteen procurement actions being brought to the Capital Program Committee this month, eighteen of which are in the competitive section and one ratification. 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 contract (C40355) to Skanska USA Civil Northeast Inc. for design-build services for a new Jamaica Bus Depot in the amount of \$483,775,300 and for a duration of 1460 calendar days.
- Award of a publicly advertised and competitively solicited contract (S48012) to Crosstown Partners 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 station in the amount of \$405,779,259 and for a duration sixty months.
- Award of a long-term maintenance contract (number to be determined) to Thales Transport and Security for the wayside communication-based train control system on the New York City Transit G line in connection with contract S48012 in the amount \$36,951,697 and for a duration of twenty-five years.
- Award of a publicly advertised and competitively solicited contract (C35327) to Schiavone Construction Co. LLC for design-build services for rehabilitation and flood resiliency work along New York City Transit's Rockaway Line in Queens in the amount of \$392,685,186 and for a duration of 1339 calendar days.
- Award of a publicly advertised and competitively solicited contract (171020) to Halmar International for design-build services for Phase 1 of the replacement of Metro-North Railroad's Park Avenue Viaduct in Manhattan in the amount of \$382,297,027 and for a duration of thirty-nine months.
- Award of a publicly advertised and competitively solicited contract (A37139) to J-Track – TC Electric JV 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 in the amount of \$145,885,000 and for a duration of 900 calendar days.
- Award of a long-term elevator maintenance contract (number to be determined) to Modern Elevator Installations Inc. in connection with contract A37139 in the amount \$10,324,635 and for a duration of fifteen years.
- Award of a publicly advertised and competitively solicited contract (P36343) to Tully Construction Co. Inc. for design-build services for flood mitigation at twenty-six New York City Transit substations in the

boroughs of Brooklyn, Manhattan, and Queens in the amount of \$112,654,261 and for a duration of 882 calendar days.

- Award of a publicly advertised and competitively solicited contract (E34052) to Forte Construction Corporation 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 in the amount of \$92,345,000 and for a duration 1020 calendar days.
- Award of a long-term elevator maintenance contract (number to be determined) to Mid-American Elevator Co., Inc in connection with contract E34052 in the amount \$43,215,600 and for a duration of fifteen years.
- Award of a publicly advertised and competitively solicited contract (C33942) to JTCM Partners for design-build services for a New York City Transit rail car acceptance and testing facility in Brooklyn in the amount of \$91,900,000 and for a duration of 789 calendar days.
- Award of a publicly advertised and competitively solicited contract (BW-96/VN-12) to Hellman/PJS JV for design-build services for power redundancy and resiliency improvements at the Bronx-Whitestone and Verrazzano-Narrows Bridges in the amount of \$78,737,231 and for a duration of two years and ten months.
- Award of a publicly advertised and competitively solicited contract (6481) to Verde Electric Corporation for design-build services for a new Long Island Rail Road substation in Queens in the amount of \$51,983,502 and for a duration forty-five months.
- Award of a publicly advertised and competitively solicited contract (192229) to A.M. Rizzo Electrical Contractors, Inc. for design-build services to replace two AC traction power substations on Metro-North Railroad's New Haven Line at Mamaroneck and Harrison in the amount of \$46,600,000 and for a duration forty-eight months.
- Award of a publicly advertised and competitively solicited contract (168362) to Ecco III Enterprises, Inc. for design-build services to replace Metro-North Railroad's existing Fulton Avenue and South Street Bridges located in Mount Vernon, New York in the amount of \$37,978,000 and for a duration 821 calendar days.
- Award of a publicly advertised and competitively solicited contract (6482) to Infinity Contracting Corporation for design-build services to update the fire protection system at the Long Island Rail Road's Hillside Maintenance Facility in the amount of \$19,996,000 and for a duration of twenty-three months.
- Award of a publicly advertised and competitively solicited contract (C42006) to Railroad Construction Company, Inc. 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 in the amount of \$19,564,820 and for a duration of 614 calendar days.
- Award of a publicly advertised and competitively solicited contract (144457) to Aventura Construction Corporation for design-build services for design-build services for the upgrade of the auto fueling systems at Metro-North's Brewster and Harmon Yard facilities in the amount of \$6,416,335 and for a duration of twenty-four months.
- Ratification of a modification (No. 133) to the Traction Power Systems Package No. 4 for the East Side Access Project contract (CS084) with E-J Electric Installation Company to provide services to energize, operate and maintain the project's new traction power substations in support of physical characteristics

training in the amount of \$2,160,143 and the extension of the substantial completion date by an excusable twenty- nine days to December 9, 2022.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the December 19, 2022 meeting of the MTA Capital Program Committee at 2:46 PM.

Respectfully submitted,
Michael Jew-Geralds
Office of Construction Oversight



2023-2024 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

February

Overall Capital Program

- Stations

March

Overall Capital Program

- Railroads
- OMNY

Quarterly Traffic Light Report

April

Overall Capital Program

- Infrastructure
- Systems
- Security Projects

May

Overall Capital Program

- Rolling Stock

June

Overall Capital Program

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

Quarterly Traffic Light Report

July

Overall Capital Program

- Integrated Megaprojects

September

Overall Capital Program

- Stations

Quarterly Traffic Light Report

October

Overall Capital Program

- Railroads
- OMNY

November

Overall Capital Program

- Infrastructure
- Systems
- Security Projects

December

Overall Capital Program

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

Quarterly Traffic Light Report

January

Overall Capital Program

- Integrated Megaprojects

MTA Construction & Development’s (C&D) last report to the Capital Program Committee (CPC) on integrated projects was in May 2022.

**Metro-North
 Penn Station Access**
 CBX001

<i>PROJECT STATUS</i>	<i>Original</i>	<i>Forecast</i>
Substantial Completion	March 2027	March 2027
Budget	\$2.867 B**	\$2.867 B**
<i>Design-Build awarded to Halmar-Railworks (NTP January 2022)</i>		
<i>**The budget does not include Metro-North rolling stock procurement</i>		

Metro-North Penn Station Access (MNPSA) will provide Metro-North Railroad New Haven Line customers with service into and out of Penn Station via Amtrak’s Hell Gate Line. The project includes four new ADA-accessible stations in the East Bronx, introducing rail service, drastically reducing travel times, and increasing reverse commute opportunities for communities whose residents are 25% below the poverty line.

Along with the four new stations, the project also includes bridge rehabilitations, almost 20 miles of new and rehabilitated track work, new and reconfigured interlockings, modernization of signal, power and communication infrastructure, and the expansion of Metro-North's New Rochelle Yard. By bringing the Hell Gate Line to a state of good repair, the project will improve reliability and on-time performance for Amtrak customers and prepare the Northeast Corridor for high-speed rail in the future.

MNPSA has strong support from the Bronx community and last month New York State Governor Kathy Hochul announced the groundbreaking for the project.

After awarding the Design-Build (DB) contract at the beginning of 2022, the project office was established in New Rochelle where team members from different organizations (MTA/Amtrak/CSXT/DB team) are co-located and form an integrated team to advance and complete MNPSA. This framework has been very successful on the Third Track project, and we are aiming to implement the same project management practices used on that project.

Design units have been developed to advance the design and construction in a coordinated way. Most of these design units have been developed up to 60-90% with many early works design packages completed and ready to be “Released For Construction”. This level of development will allow procurement of some critical long lead items to expedite construction.

One of the key project elements, Leggett Interlocking, was identified as an early construction item during the preliminary design phase and the signal design was advanced up to 90% and special track work up to 100%. Special track work has already been fabricated and is stored on site ready to be installed to allow the completion and commissioning of this interlocking in early 2024. Leggett

Interlocking will provide the operational flexibility to allow Amtrak to support extended track outages where Amtrak will operate on one track (between Leggett and Manor) and construction will be phased on the other track side.

Work to date includes pre-construction activities such as test pits, geotechnical investigation, and clearing and grubbing are 80% complete. Installation of tiebacks at the Bronxdale Avenue Bridge and Eastchester Road Bridge started and the preparatory work for the installation of temporary switch CSXE is advancing. This switch will divert CSXT operations onto the existing Amtrak passenger track 2, providing access to about 3 miles on the south side of the right of way (ROW) to begin installation of overhead catenary structures (Q2 2023).

During 2022, the project was hampered by limited access onto the Amtrak ROW. This was mostly due to the availability of Amtrak Force Account support. Amtrak committed to provide a minimum of 30, 55-hour weekend single track outages that were not provided. As a result, the project has experienced significant construction delays (between 6 and 9 months). The project team is currently working with Amtrak and CSXT to finalize detailed plans that will allow for increased access to the ROW and Force Account protection in 2023. The goal is to advance activities such as overhead catenary structures, drainage, retaining walls, bridge work, and track work in order to recover some of the time lost in 2022. If Amtrak is able to provide the level of Force Account support that was committed to in the 2021 Cost Sharing Agreement, the project may be able to recover and meet the original Substantial Completion date of March 2027.

Coordination with third party agencies (NYCDOT, NYSDOT, Con Edison, NYCDEP, USCG, USACE, etc.) continues. The real estate acquisition process continues, and we are on schedule to acquire all the properties necessary to complete the project.

LIRR Concourse

L70206/VN
 L70206/EG
 L80206/04
 T80407/07
 T70413/50
 T80412/19
 T80806/13
 N51001/18

This project addresses major congestion and passenger improvements at the 33 St Concourse in Penn Station, which is the primary corridor linking Long Island Rail Road (LIRR) commuters with the New York City Transit (NYCT) subway lines on 7 Av and 8 Av (1,2,3,A,C,E). At its previous 30-foot width, the corridor was insufficient for the volume and movement of passengers now and expected in the future. The temperature and fresh air circulation were also not in accordance with modern standards.

As part of an overall plan to transform conditions of the existing Penn Station, this \$559.6 million investment widens the corridor to 57 feet and raises the ceiling to 18 feet in the main 33 St corridor. In addition, passenger amenities such as better wayfinding, fresh air, and passenger information systems are being provided. The LIRR Concourse will be integrated with the East End Gateway, with modern architectural finishes similar to those in the Moynihan Train Hall.

The LIRR Concourse project is on schedule and budget and is scheduled for Substantial Completion in March 2023.

<i>PROJECT STATUS</i>	<i>Original</i>	<i>Forecast</i>
<i>Substantial Completion</i>	<i>March 2023</i>	<i>March 2023</i>
<i>Budget*</i>	<i>\$538.7 M</i>	<i>\$527.23 M</i>
<i>*Deducts \$20.9 M of LIRR Concourse work performed in East End Gateway project. LIRR Concourse is 90% complete</i>		

The contractor, Skanska Penn Station Constructor, the project management consultant, WSP USA Inc, and our development partner, Penn District Station Developer (Vornado Realty Trust), as well as our railroad partners – LIRR, NYCT, NJ Transit and Amtrak are working as a unified team moving the project forward.

Creating the space:

The main 33 St Concourse was revealed to the public on September 6, 2022.

Passenger amenities:

- Provided upgraded architectural finishes including the luminous ceiling that is integrated with the LIRR entry hall constructed under Phase 1.
- Provided modern finishes and contemporary lighting throughout the renovated spaces.
- Provided signage and wayfinding in the affected areas including both static and dynamic signage.
- Replaced the Passenger Information Display System (PIDS) with a new head end and new digital screen displays distributed throughout the

renovated and retail spaces.

- Increased the HVAC capacity to meet the demands of the widened concourse and brought in 100,000 CFM of fresh air to the below grade station for the first time.
- Added view to tracks in the main gate area.
- Provided a new elevator from 33 St and 7 Av into the concourse at the LIRR entry hall and within the 1/2/3 Station.
- Renovated the 34 St Concourse.

Station and facilities upgrades:

- Upgraded other building systems in Penn Station in the work area. These include a new service feed from Con Edison from 34 St, an upgraded fire alarm system, and upgraded security systems.
- Relocated the MTA back-of-house facilities in Penn Station and One Penn Plaza.
- New facilities house offices, conference rooms, breakrooms, restrooms, locker rooms, workshops, storage, utility rooms, furniture and fixtures, mechanical, electrical, plumbing, fire protection, communications, and security systems with integration and connections to both LIRR network and systems and to base building utilities.

MTA C&D has bundled priority capital work and State of Good Repair (SOGR) from various agencies into the LIRR Concourse Development Agreement to integrate work and reduce disruption to operations including:

LIRR State of Good Repair and ADA work:

- Replaced elevator P-11.
- Replaced platform stairs – Stairs 11E, 11C, 11M, and 11EE.
- Repaired Stair 10EE.
- Replaced mechanical equipment such as air curtains and air handlers, and associated work.
- Replaced a boiler including pumps, piping, and demolition of non-functioning equipment in the chiller plant.

NYCT State of Good Repair, ADA, and priority work:

- Provided a new ADA elevator (EL-618) and associated work from the street to the concourse level. Demolished the existing NYCT street stair on the northwest corner of 33 St and 7 Av and provide a new widened stair. The new elevator and the new stair are in a new entrance in the former Capital One Bank easement space.
- Replaced existing NYCT elevators EL-214, EL-215, and EL-216.
- Performed leak remediation in the 33 St subpassage under 7 Av and at NYCT Control Area R-138.
- Provided for new HVAC in Communications Room 318A.

MTAPD priority work:

- Provided in-building fiber network connectivity between the MTAPD, LIRR, and NYCT communications systems and provisions for a new MTA police radio system in Penn Station.
- Renovated MTAPD district office.

Accomplishments since the last reporting period include:

- Opening of the main 33 St Concourse to the public.
- Completed street restoration of 33 St.
- New Placed replacement elevators 214 and 216 for NYCT serving the local platforms of the 34 St/7 Av Station have been placed in service

Current activities include:

- Installation of the remaining luminous ceiling components and architectural finishes in the concourse. Installation and commissioning of new mechanical, electrical, and communications equipment.
- Construction of back-of-house facilities.
- Installation of platform enclosure doors for Stairs 11C, 11M, 11E, 11EE, and 10EE.

Project risks include:

- Delays in procurement of remaining materials by the Design-Builder due to supply chain interruptions. These include door closers and electrical equipment.
- The luminous ceiling installation and commissioning is complicated and requires extensive coordination with the vendor and designer for programming.
- Installation and commissioning of the complex new mass notification and fire alarm systems create schedule risk due to the volume of new devices.

The project team has mitigated project issues to ensure that the project is on schedule and under budget.

**Grand Central
 Madison
 (East Side Access)**

CM007
 CM014B
 CM030
 CS179
 CS084
 CS086
 CQ033
 CH063

East Side Access (ESA), now known as Grand Central Madison (GCM), will provide LIRR passengers with direct service to Grand Central Terminal (GCT). The project involved building an 11.5-mile underground tunnel with a new station and concourse below the existing GCT.

PROJECT STATUS	Original	Forecast
Revenue Service	December 2022	January 2023
Budget	\$11.1 B*	\$11.1 B
<i>*Project was re-baselined to \$11.1 B in April of 2018</i>		
<i>The project is approximately 95% complete</i>		

The GCM program consisted of eight active third party and four force account construction contracts that are all or partially undertaking GCM construction work. The project is currently invoiced at approximately 95% complete against a planned completion of 99% with a Revenue Service Date (RSD) of January 25, 2023.

Since our last report the GCM ROW has been transferred to full LIRR operational control and is being governed by Federal Railroad Administration (FRA) regulations. This means that LIRR has full and total control of all assets along the ROW which include traffic control, blue lights, power SCADA (traction power), and full radio communications.

Any contractor activities which require access to the ROW now needs full Roadway Worker Protection (RWP) and LIRR escorts. LIRR has assumed maintenance responsibilities for the traction power system, signals, and track.

A separate interim maintenance contract (IM2) was executed to maintain the facility assets and we are currently in negotiation for a long-term agreement (5-year w/options) with an operations and maintenance (O&M) contractor working under the Grand Central Madison Concourse Operating Company (GCMCOC).

Concourse:

- The new LIRR passenger concourse, known as GCM, is a 250,000 square foot facility with 25 retail storefronts. All major assets within the concourse have been completed.
- The Biltmore Connection is progressing, and escalators and elevators are complete with final finish work currently on-going. Completion is expected by the end of February.
- Substations (B20, B30 and B25) are completed. This allowed for power SCADA to be integrated systems testing (IST) and all high voltage power now controlled from LIRR Engineering Systems Operation desk.
- The contract for passenger experience enhancements and finish

detailing has completed major construction and the “hub” provides a 21st century look to the facility.

Platform and Mezzanine:

- Major efforts are focused on test documentation, as-builts, and warranties, in addition to the required safety and security certification packages.

Right-of-Way:

- All major right-of-way work has been completed.
- Pumps at 53 St failed and are being replaced. Temporary pumps have been installed.

Mid-Day Storage Yard (MDSY):

- This part of the GCM project has achieved substantial completion.
- FRA testing and supervisory control is completed and is under operational control of the LIRR.
- **LIRR Operational Readiness:** LIRR Operational Readiness is implemented through a rail activation management committee structure. Major progress has been made in the following areas:
 - Physical Characteristic (PC) training: PC training is a FRA requirement for train and engine crews to be properly qualified on the physical attributes of the territory where they will be operating trains. This is complete.
 - Service plan:
 - Interim shuttle service will go into effect prior to full revenue service.
 - The LIRR service plan has been developed and is being refined. The timetable and equipment cycles to support the schedule are also complete.
- Coordinating with the Federal Transit Administration (FTA) and FRA: LIRR, MTA C&D and FRA have frequent meetings on advancing the construction, PC training, new startup, and compliance into revenue service. Similar discussions are being held with the FTA and the FTA’s Project Management Oversight Consultant (PMOC) as the project sponsors.
- Drills and exercises: Emergency, security, and operational tabletops have been completed.
- Pre-revenue testing: LIRR has completed successful testing of pre-revenue operations.

Harold Interlocking Project
 CH058BCH063
 FHA03/04
 FHL03/04
 CH057A2
 CH059A1
 FQA65

<i>PROJECT STATUS</i>	<i>Plan</i>	<i>Forecast</i>
<i>Program Completion</i>	<i>October 2028*</i>	<i>October 2028*</i>
<i>Budget</i>	<i>\$1.4 B*</i>	<i>\$1.4 B*</i>
<i>*HSIPR grant amendment is in progress to remove Amtrak scope from the program which will reduce the budget and schedule. The program is approximately 50% complete.</i>		

This Project is part of the Northeast Corridor Congestion Relief Project to reconstruct Harold Interlocking to create two grade-separated routes (Eastbound Reroute and Westbound Bypass) for Amtrak and Metro-North trains traveling between Penn Station and the Hell Gate and New Haven Lines, along the Northeast Corridor, thus increasing speed and capacity. The Eastbound Reroute and Westbound Bypass structures include box structures that transverse below main line tracks in Harold Interlocking, approach structures and support facilities. The new routes add approximately 12,000 linear feet of additional trackwork, third rail, catenary and several track switches to facilitate movements to and from the East River tunnels and Sunnyside Yard through Harold Interlocking. Some LIRR trains will also be able to use these new tracks, especially the Port Washington Branch train.

The project also modifies and reconstructs Loop Track Interlocking to increase the speed and capacity to Sunnyside Yard through which Amtrak trains can pass, and has demolished existing Amtrak buildings to make way for future construction of additional storage tracks. The Project also constructs a replacement Amtrak car washer facility.

The Project will also provide LIRR and Metro-North Penn Station Access with increased operational flexibility to assist in managing congestion and responding to difficult operating conditions.

Portions of funding come from a HSIPR (High Speed Intercity Passenger Rail) grant between FRA, MTA C&D and NYSDOT (\$294 million). A grant amendment is in progress to remove the Amtrak car washer scope from the grant based on agreements between MTA C&D and Amtrak. As a result, Amtrak will award a contract for their new car washer facility after MTA C&D completes construction of Loop Interlocking. This will result in adjustments to the cost and schedule forecasts once executed in Q1 2023.

Eastbound Reroute:

- A cut and cover tunnel operation is in progress as part of an extended duration track outage (12 months) removing two main line tracks from service to construct the box structure. Once the box structure is complete and backfilled, the tracks, third rail, and catenary will be reconstructed to return them to service. The current projection to return service is July 2023
- When complete this will provide conflict free train operations for LIRR

express train to Jamaica, on LIRR's Port Washington Branch, by Metro-North Penn Station Access, and Amtrak

- East approach structure concrete operations are in progress
- Support of excavation for the West approach is in progress
- Project is currently 49% complete

T Interlocking:

- Sections of several loop tracks have been replaced and upgraded to include third rail to facilitate LIRR moves to the East Side Access (ESA) Midday Storage Yard
- An extended duration track outage is in progress (45 days) to construct several track switches on the loop tracks
- When complete the new interlocking relieves the single point of operational failure in and out of the ESA Midday Storage Yard

Westbound Bypass:

- A construction contract is being developed with a planned award in Q2 2024
- When complete this will provide conflict free train operations on LIRR's Port Washington Branch, by Metro-North Penn Station Access, and Amtrak
- Portions of the Westbound Bypass were completed in an earlier contract (2017)
- The tunnel section (box structure) below the mainline tracks will be constructed via tunneling methods to minimize operating impacts supported by an undertrack slab installed in 2013

Loop Interlocking:

- A contract is being developed with a planned award in Q2 2025
- Track outages are contingent on the completion of the East River Tunnel 2 rehabilitation project
- This project in conjunction with the Amtrak car washer provides LIRR conflict free access into Midday Storage Yard

Amtrak Car Washer:

- This portion of the Harold Interlocking project is being transferred to 100% Amtrak funding and management responsibility
- Amtrak's project will only proceed once the MTA completes the above four projects

Project risks include:

- Supporting resources from Amtrak and LIRR
- Provisions for track outages
- Regional competing resource needs and outages due to ongoing and future work including Penn Station, East River Tunnels, Metro-North Penn Station Access, Gateway

Due to limited availability of Amtrak resources, the project team continues to work closely with Amtrak and LIRR to ensure priorities and assignments are effectively managed.

**LIRR Main Line
 Expansion
 (Third Track)**

This project added a 10-mile-long third track on the LIRR Main Line reducing train congestion and enabling bi-directional service during peak hours. The new third track, by enabling reverse commuting during peak hours, will reshape Long Island.

LIRR Expansion also included several related projects, including the elimination of eight street level grade crossings, improvements to rail bridges, reconstruction of five stations, and new parking garages.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2023	April 2023
Budget	\$2.588 B	\$2.488 B
<i>The project is approximately 96% complete.</i>		

The project is on schedule to reach Substantial Completion in Q2 2023.

The new third track was put into service in October 2022. Punchlist work is on-going on various elements throughout the corridor.

All civil/structural and utility works have been completed. Mineola and Westbury Stations are under construction with punchlist work on-going at the remaining stations.

All major power and signal system elements were put in service in advance of the third track commissioning with the exception of Merillon Av (G15) Substation.

The LIRR, 3TC (Halmar, John Piccone, Dragados, and CCA) and C&D are in very close alignment in addressing all issues rapidly to enable the project to meet Substantial Completion. This integrated team approach is the basis for the success for this project.

The project has completed nearly all major elements:

Grade crossings:

- All eight at-grade crossings along the Main Line have been permanently eliminated.

Track and systems:

- The third track (Mainline #2 Track) is completed and fully operational as of October 2022.
- All track and systems infrastructure work has been completed with the exception of Merillon Av (G15) Substation which is expected to be commissioned April 2023.

Stations:

- Construction at all stations is underway or has been completed.
- Merillon Av Station is open and the elevators are now operational. Punchlist work remains.
- New Hyde Park Station and the S 12 St underpass are open. Punchlist work remains.
- Mineola Station construction is ongoing. Platform construction is complete with 12-car platforms in service. Mineola Station building renovation is in progress and is expected to be completed Q1 2023.
- Main St overpass construction is ongoing and expected to be in full operation by Substantial Completion (Q2 2023).
- Westbury Station construction is nearing completion. Platform construction is complete with 12-car platforms in service. Westbury Station building renovation is in progress and is expected to be completed Q1 2023.

Bridges:

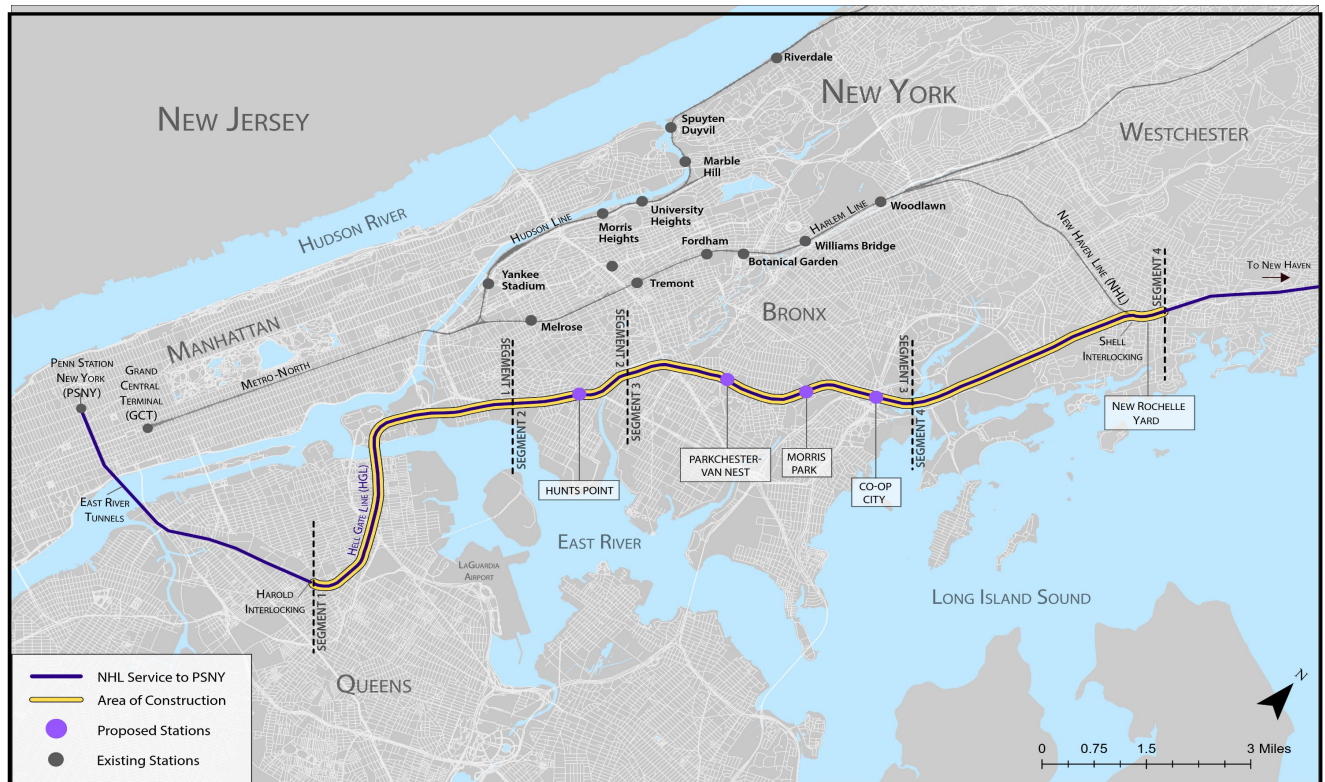
- All bridges were completed by Q2 2022.

Parking garages:

- Harrison Av Garage was turned over to the Town of Mineola on December 1, 2021 and contains 551 parking spots.
- Westbury North Garage was opened to the public in August 2021 and contains 683 parking spots.
- Mineola 2 St Garage has been removed from the contract and is progressing through a Transit Oriented Development project.

January 2023 CPC Independent Engineering Consultant Project Review

Metro-North Penn Station Access



MTA Independent Engineering Consultant

Metro-North Penn Station Access

Scope of Work

- Provide improved rail access to Penn Station from southern Connecticut, Westchester County, and the eastern Bronx. The Project is needed to:
 - Reduce travel times to and from Penn Station by providing direct service to Metro-North New Haven Line (NHL) customers.
 - Introduce convenient, direct rail service to the east Bronx, currently underserved by mass transit.
 - Provide infrastructure improvements that meet the transportation and infrastructure industry standard for sustainability.
- The Design Build (D-B) project scope elements include:
 - Realigning existing tracks and constructing two new passenger tracks, a total of 19 miles of track within the 6-mile project area of the HGL.
 - Upgrade Signals and Communications; 3rd Rail Traction Power and Overhead Contact Systems.
 - Five new interlockings and reconstruct one existing interlocking.
 - Construct four New Metro-North ADA Accessible stations.
 - Rehabilitate/reconstruct four rail bridges.
 - Public outreach keeping Project Stakeholders and Community informed.
 - Option - Reconfiguration Metro-North's New Rochelle Yard (NRY).

Metro-North Penn Station Access

Schedule

- ▣ MTA C&D awarded the Design-Build (DB) Contract in December 2021, with a construction duration of 63 months to Halmar International, LLC/RailWorks, a Joint Venture (JV).
- ▣ Base Contract NTP - January 2022.
- ▣ Option Work New Rochelle Yard Improvements NTP - December 2022.

Contractual Substantial Completion (SC)	March 2027
JV Schedule Update #5, 1/2023 - Forecast SC	October 2027 *
IEC Forecast SC	See below

* JV schedule update #5, which is under review by the MTA Project Management Team (PMT) and reflects a 7-month delay primarily due to Amtrak and CSX not providing track access and sufficient resources. Additional track outages have been agreed to in 2023 which is intended to preserve the contractual SC date.

- ▣ The IEC is awaiting an approved recovery schedule, which includes a revised staging and work plan that reflects a mitigation of the 7-month delay.

Metro-North Penn Station Access

Budget Review

- ▣ The Project Budget and EAC stand at \$2.867B, which added \$385M primarily for New Rochelle Yard Improvements, approved by the MTA Board in the July 2022 Capital Amendment #2.

M-N PSA Budget Status	Design Build Contract	Program Budget	Project Forecast EAC	IEC Forecast EAC
Current Status as of 12/2022	\$1.853B*	\$2.867B	\$2.867B	\$2.867B

*This includes contract modifications which amount to \$2M.

- ▣ IEC has performed a review of the total project cost, inclusive of work in place, soft costs, contingency, modifications issued to date, change orders and financial reserves, and indicates that the Total Project EAC of \$2.867B remains within budget.

Metro-North Penn Station Access

Risks and Mitigations

- Since it began, the project has not been able to perform its early site work due to lack of Amtrak and CSX support. There is a risk of further delay due to inability to gain additional support resources when required.
 - Since the Amtrak and CSX maintenance agreement was signed in May 2022, all parties are working to improve the track crossing and outage opportunities.
 - Amtrak is working with the MTA and has agreed to additional track outages in 2023.
 - Amtrak and CSX have been challenged to provide requisite resources to support the project. Amtrak has committed to retain and qualify dedicated resources for the project.
- Delay in obtaining Wetlands Permit approvals for the Pelham Lane Bridge from associated stakeholder agencies.
 - Agreed upon agency information requests are being incorporated into permit application documents.
- Delay in obtaining right of entry approval to Con Edison facilities.
 - Agreement was executed in July 2022 and progress has been made with Con Edison and JV to size power load requirements to support the project.
 - Two additional agreements with Con Edison are currently under review by Amtrak.
- IEC notes that while the project is in its early stages, mitigation measures identified may effectively address noted risks.

Metro-North Penn Station Access

Observations

- ▣ **IEC has observed the following management, design, and field construction activities:**
 - ▣ JV current activities are centered around field work aiding the design process as well test pile installation and environmental assessments, condition and alignment surveys.
 - ▣ MTA/PMC/Amtrak/CSX are working with the JV to gain additional track outages as the field investigation and design continues as well as ramping up of construction, which requires additional resource support from Amtrak and CSX.
 - ▣ IEC supports this combined action which leads to proactive management of the project.
 - ▣ PMT continues to evaluate resources and Amtrak has committed to hire and train more personnel to meet project needs.
 - ▣ PMT/JV team continues its Public Outreach engagement with internal and external stakeholders, Bronx Community Boards and the City of New Rochelle.
 - ▣ Both PMT and JV are co-located in the Project Field Office established April 2022 in New Rochelle, NY, however, more expeditious decision making would be possible with additional Amtrak staff presence at the field office with their PMC team.

January 2023 CPC Independent Engineering Consultant Project Review

Penn Station – LIRR Concourse



Rehabilitated LIRR Concourse - Widened Corridor and Raised Ceiling



MTA Independent Engineering Consultant

Penn Station – LIRR Concourse

Scope of Work

- The LIRR Concourse project with 26-month duration was awarded to D-B Skanska/Penn Station Constructors in December 2020 and provides a rehabilitated 7th to 8th Avenue (33rd Street) Connector Corridor at Penn Station with:
 - The corridor widened from 30 feet to 57 feet.
 - A raised ceiling from a low of less than 7 feet to 18 feet, with wooden and metal architectural finishes and programmable LED graphic display ceiling panels.
 - Concourse to platform stair renovations and safety upgrades including 2-hour fired rated glass enclosure/barrier.
 - Four replacement, one new elevator and other ADA upgrades.
 - New LIRR Ticket Office, MTAPD facility and other back-of-house (BOH) upgrades.
 - HVAC upgrades and enhanced airflow, space and wayfinding.



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Penn Station – LIRR Concourse

Schedule

- ▣ The project is 90% complete with 92% time expended.
- ▣ It is the IEC's opinion that the project can achieve substantial completion by March of 2023.
- ▣ The following task order work was added to the project in August 2022 and is planned for completion in 2Q 2023:
 - ▣ Public restroom and waiting room improvements.

Budget

- ▣ The IEC's analysis which includes the review of the project contingency, work in place, soft costs, change orders and risk to remaining work, indicates an EAC within the \$538.7M budget that is sufficient to complete the remaining work.

Penn Station – LIRR Concourse

Risks and Mitigations

- Delay to the completion of the emergency generator system for One Penn Plaza BOH space, due to the late delivery of the switchboard.
 - The project is supplying battery powered emergency lighting until the generator switchboard equipment is provided.
- Delay to the completion of the fire life safety systems (FLSS), such as ventilation and emergency radio, which are required for project completion.
 - Mitigations have been identified for each critical system and the project team is aggressively implementing measures to provide temporary solution where necessary.
- It is the IEC's opinion that the project team's mitigations are effective in managing the cited risks.

Penn Station – LIRR Concourse

Observations

- ▣ Collaboration between the project team and its stakeholders allows the project to complete on time while the facilities remain in operation and with minimal impact to customer service.
- ▣ Project team is being proactive in avoiding supply chain issues by implementing work arounds that keep the project on track.

January 2023 CPC Independent Engineering Consultant Project Review

Grand Central Madison



Grand Central Madison

Scope of Work

- This project will provide a new Long Island Railroad (LIRR) commuter service into Grand Central Madison (GCM).
 - Over 11.5 miles of tunneling, utilizing the vacant lower level of the existing 63rd Street tunnel to cross under the East River
 - New 8-track terminal and concourse into GCM, beneath Metro North Railroad's (MNR) existing facility at GCT
 - Improvements in Harold Interlocking that will facilitate train movements through the existing and new tracks
 - Train storage yard in Queens
 - Traction power, signal, communications, and life safety systems
 - Commissioning of all new facilities and systems
 - New M9A LIRR vehicles
 - Mitigation measures are in place to address the unavailability of the M9A cars (160) at the start of revenue service.

Grand Central Madison

Budget

- The Independent Engineering Consultant's (IEC) analysis indicates that the budget of \$11.13B remains sufficient to complete the work required to enter revenue service.
 - This analysis considers the use of available contingency to address all known third party and force account issues, pending change orders, and risks on remaining work.
 - There remain outstanding claims which, if settled for a higher value than estimated, may result in the need for additional funds.

Grand Central Madison

Schedule

- Since the last report, the revenue service date moved from December 2022 to January 2023 due to a delay to the completion of the integrated system testing for the Fire Life Safety Systems (FLSS).
- Per the IEC's schedule analysis, all testing and code compliance requirements necessary to obtain a Temporary Approval for Occupancy (TAO) for the GCM concourse and station have been met.
 - LIRR direct shuttle service from Jamaica to GCM commenced January 25, 2023.
 - Work not required for revenue service may extend into 2nd Quarter of 2023.



Grand Central Madison

Risks and Mitigations

■ Mitigated Risks:

- Delays to Positive Train Control work, in the ESA territory, required for opening day, may add pressure to the RSD.
 - The Federal Railroad Administration (FRA) approved LIRR's waiver request for the required Positive Train Control (PTC) Tunnel Collision Avoidance (TCA) software until February 15, 2023. The TCA software was successfully deployed to all LIRR fleet meeting FRA requirements.
- Final Federal Transportation Administration (FTA) Safety and Security Certification (SSC) has been impacted by delays to systems testing, reallocation of SSC resources to support testing, and subsequent submittal of reports.
 - An interim FTA Safety and Security Certification has been issued for all critical elements required for revenue service.

■ Remaining Risks:

- Air flow performance issues between the GCM concourse and the MNR dining concourse have been successfully mitigated to satisfy all life safety code requirements to allow revenue service.
 - The IEC notes a permanent solution, is being developed after revenue service is achieved, which may result in additional costs.

Grand Central Madison

Observations

- MTA Grand Central Madison Concourse (GCMC) group will be responsible for managing the GCMC assets at the time of revenue service.
 - Reliability demonstration testing (RDT) for these assets, initiated at the completion of IST, is expected to continue for several months beyond revenue service.
- LIRR has assumed full operational control of the GCM territory systems governed by Federal Railroad Administration (FRA) regulations and safety standards. LIRR has also assumed responsibility for the maintenance for this territory with support from the interim maintenance contractor (IM-1).
- Proposals were received for the long-term Third-Party Operation and Maintenance (O&M) contracts that will be used for the GCM concourse and facility systems. An interim maintenance contract (IM-2) will remain in place until these Third-Party contracts are awarded. The forecast for award is by 2nd Quarter 2023.
- Involvement of MTA Fire Alarm/Code Compliance unit, the LIRR Fire Marshal and other emergency responders (FDNY, MTAPD and NYPD) has facilitated the required witness testing of critical FLSS. This has streamlined the process for the identification of code issues and subsequent remediation work prior to final inspection and certification.

January 2023 CPC Independent Engineering Consultant Project Review

Long Island Rail Road Expansion

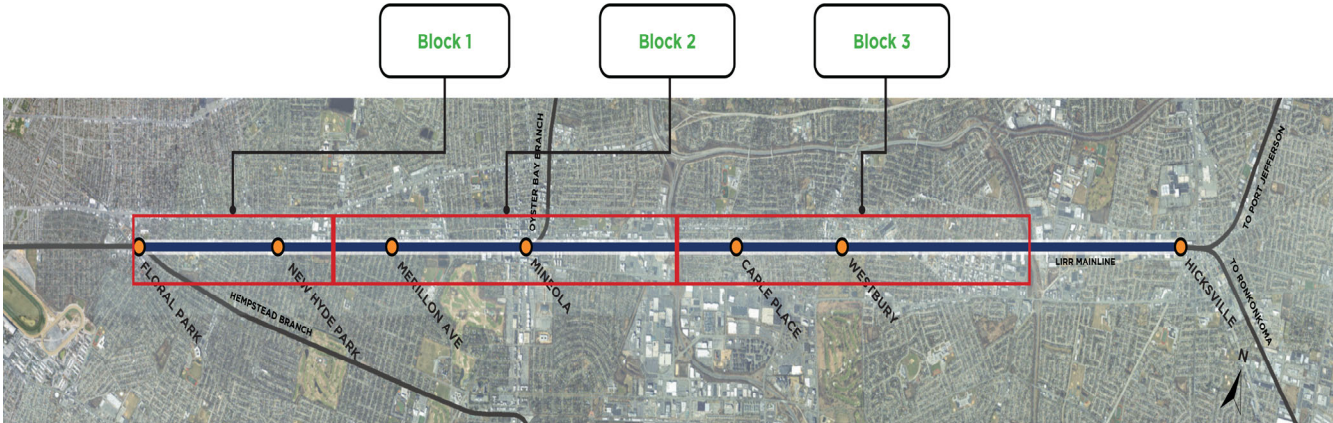


MTA Independent Engineering Consultant

Long Island Rail Road Expansion

Scope of Work

- The primary purpose of the LIRR Expansion Project is to improve rail service, reliability, availability and public safety along the LIRR Main Line segment between Floral Park and Hicksville by constructing a third track, eliminating eight grade crossings, constructing various station improvements and modifications, parking garages and other related railroad infrastructure improvements. Major system elements that require modification for traction power and signal power within project limits are eight substations and three motor-generator sets.
- The 9.8-mile project is divided into three signal interlocking block cutovers (see figure below). Block 1 is Queens interlocking to Nassau 1 interlocking; Block 2 in Nassau 1 to Nassau 3 Interlocking; Block 3 is Nassau 3 to Divide Interlocking.
- The Design Build contract for the LIRR Expansion Project was awarded on December 17, 2017, to 3rd Track Constructors (3TC), which is a joint venture between Dragados USA, CCA Civil, Halmar, and John P. Picone, Inc. The Design Builder lead designer is Stantec.



Long Island Rail Road Expansion

Schedule

- The IEC's review of the schedule and progress of work to date verifies that the project's forecasted substantial completion (SC) date of April 2023 for major construction is achievable barring any major unforeseen condition.
 - The field progress, based on contractor's invoice to date, is 94% complete and 95% of the time expended.
 - The project team achieved Beneficial Use of the 3rd Track on time, a monumental customer benefit, and is working aggressively to achieve the April 2023 major completion date.
- The work on the critical path, which goes through the completion of Merillon Avenue traction power (TP) substation, and commissioning of areas that still have construction zone PTC transponders is on schedule.
 - Work associated with Merillon Avenue TP has advanced and the Factory Acceptance Testing (FAT) is complete, thereby allowing the traction power substation to be delivered and commissioned in April 2023.
 - PTC commissioning outage plan progressing on schedule.
- Major activities nearing completion are:
 - Westbury Station (reopening of permanent station house, platform ice & snow melting system, platform finishes and elevator).
 - Mineola Station work (reopening of permanent station house, platform ice & snow melting system, pedestrian overpass and elevators).
 - Divide 4 Interlocking (East of Hicksville station)/ signal design.



MTA Independent Engineering Consultant

Long Island Rail Road Expansion

Budget

- ▣ The project budget of \$2.48B and Estimate at Completion (EAC) of \$2.44B have not changed since last report. Project expenditures to date of \$ 2.3B are in line with plan. Based on expenditures to date, project contingency, cost of remaining work and pending claims, the IEC forecasts an EAC that continues to trend within the project budget.
- ▣ Risks to date have been effectively managed by the project team therefore the project reserve is adequate for pending claims and project closeout costs.



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Long Island Rail Road Expansion

Risks and Mitigations

A quarterly Quantitative and Qualitative Risk Analysis (RA), which evaluates current project risks, was performed in November 2022. The top risks and mitigations are:

- There is a risk of unforeseen claims by the contractor as the project approaches completion.
 - Project Team is mitigating this risk by reviewing recent claim costs and tracking the contractor work and ensuring the Change Control Team is verifying all documentation that supports any claim .
- Potential delays due to unplanned events such as weather or equipment failure, may prevent the successful completion of work considering there are no planned double track outages before SC.
 - The project team maintains its efforts with coordination meetings that focus on phasing plans, means and methods, manpower needs and progress against plan, with special emphasis on LIRR signal resources for the review of Divide 4 Interlocking (East of Hicksville station)/PTC work.
- Potential delays associated with completion of all station construction work.
 - Project Team is focusing on completing work as planned and successfully placed 2nd pedestrian overpass at Westbury station on time.
 - Main Street pedestrian overpass at Mineola is in place and fit out being performed.
- The IEC finds the PMT's mitigations for the above stated risks are effective.

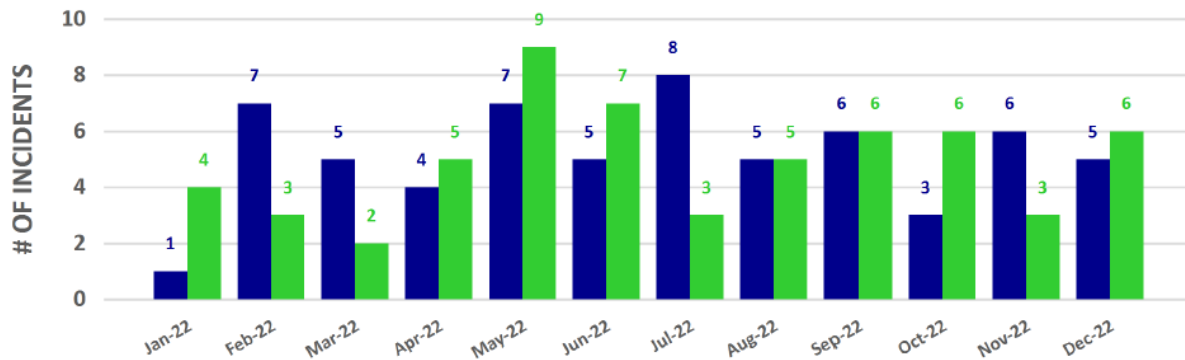


Long Island Rail Road Expansion

Observations

- The project management team (PMT) has made significant progress on milestones since last report:
 - The Crew Facility construction is complete.
 - Main Street Pedestrian bridge at Mineola and signal bridges for Nassau 2 and Divide1 Interlocking (West of Hicksville) have been installed.
 - New Hyde Park, Merillon Avenue and Carle Place stations are substantially complete.
- The PMT is pushing the contractor to complete unfinished work at stations considering ridership is returning to the railroad.
- There will be several elements that will carry on after SC which will not have any adverse impact to ridership:
 - Cutover of the permanent signal heads at Divide1 Interlocking signal bridge.
 - Close out the remaining system elements and paperwork for final project completion.
 - Punch list work for various contract elements.
- In the opinion of the IEC, overall achievement of key project milestones for immediate public benefit were consistently met.

LOST TIME INCIDENT (LT) & RECORDABLE INCIDENT (REC)



SAFETY NARRATIVE

YEAR-TO-DATE TRENDS FOR MTAC&D:

- REPORTED LOST TIME INCIDENTS – 5 (DECEMBER)
- REPORTED RECORDABLE INCIDENTS – 6 (DECEMBER)
- REPORTED YTD LOST TIME INCIDENTS – 62
- REPORTED YTD RECORDABLE INCIDENTS – 59

Hazards 2022	Lost Time	Recordable	First Aid	Notification Only	Grand Total	% to Grand Total
Struck By/Against	13	22	44	19	98	30.1%
Slip, Trip, Fall	23	9	21	18	71	21.8%
Sprain/Strain	17	9	26	16	68	20.9%
Other	2	7	21	15	45	13.8%
Caught in Between	5	12	19	4	40	12.3%
Electrical	2	0	0	2	4	1.2%
Totals	62	59	131	74	326	100.0%

- **LOST TIME TRENDS:** For 2022, Slip Trips and Falls accounted for the highest number of reported incidents, with a total of 23 – (37%)
- **RECORDABLE TRENDS:** For 2022, Struck By/Against accounted for the highest number of reported incidents, with a total of 22 – (37%)
- **SERIOUS INCIDENTS:** 2022 Total - 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 reported Lost Time Incidents for 2022 are 26% lower than 2021, while the reported Recordable Incidents for 2022 are 5%, slightly higher than 2021.
 - The December calculated LTIR has decreased by 13.3%, and the TRIR has increased by 27% from the previous month.
 - The calculated End of Year LTIR Average is 12% lower than 2021, and the End of Year TRIR Average is 2.8% higher.
 - Even with approximated labor hours from 2022 being 16% lower than in 2021, the LTIR trended lower throughout 2022, while the TRIR trended slightly higher.

INSPECTIONS & AUDITS:

- **DECEMBER INSPECTIONS:**
 - **INTERNAL** – 134
 - **EXTERNAL** – 522 (64 Third-Party Safety Consultants; 458 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL** – 1,320
 - **EXTERNAL** – 5,673 (1,355 Third-Party Safety Consultants; 4,318 OCIP Visits)
- **DECEMBER NEGATIVE OBSERVATIONS** – Negative Findings identified through the various inspections include General Safety/Housekeeping, Site & Public Security, Fall Protection, and Stairs/Ladders
- **2022 Negative Observation(s):**
- Housekeeping, Site Security & Public Protection, Fall Protection, Stairs, and Ladders
- **DECEMBER POSITIVE OBSERVATION(S)** - Identified through the various inspections, including General Safety, Tools (Hand & Power), and Electrical.
- **2022 Positive Observation(s):**
- Tools (Hand & Power), Fire Protection/Prevention, Supervision/ Organization, and Electrical.

INVESTIGATIONS & LESSONS LEARNED:

- **NUMBER OF INVESTIGATIONS for December**– 0
- **YTD NUMBER OF INVESTIGATIONS** – 10.
- **LESSONS LEARNED** – 4 have been distributed
 - Property Damage (PD) - Fire
 - Grinder (LT) - Laceration
 - Laceration (LT) - Deep wound laceration
 - Ladder Fall - Dislocated shoulder (LT)

MTA C&D SAFETY STRATEGIC INITIATIVES:

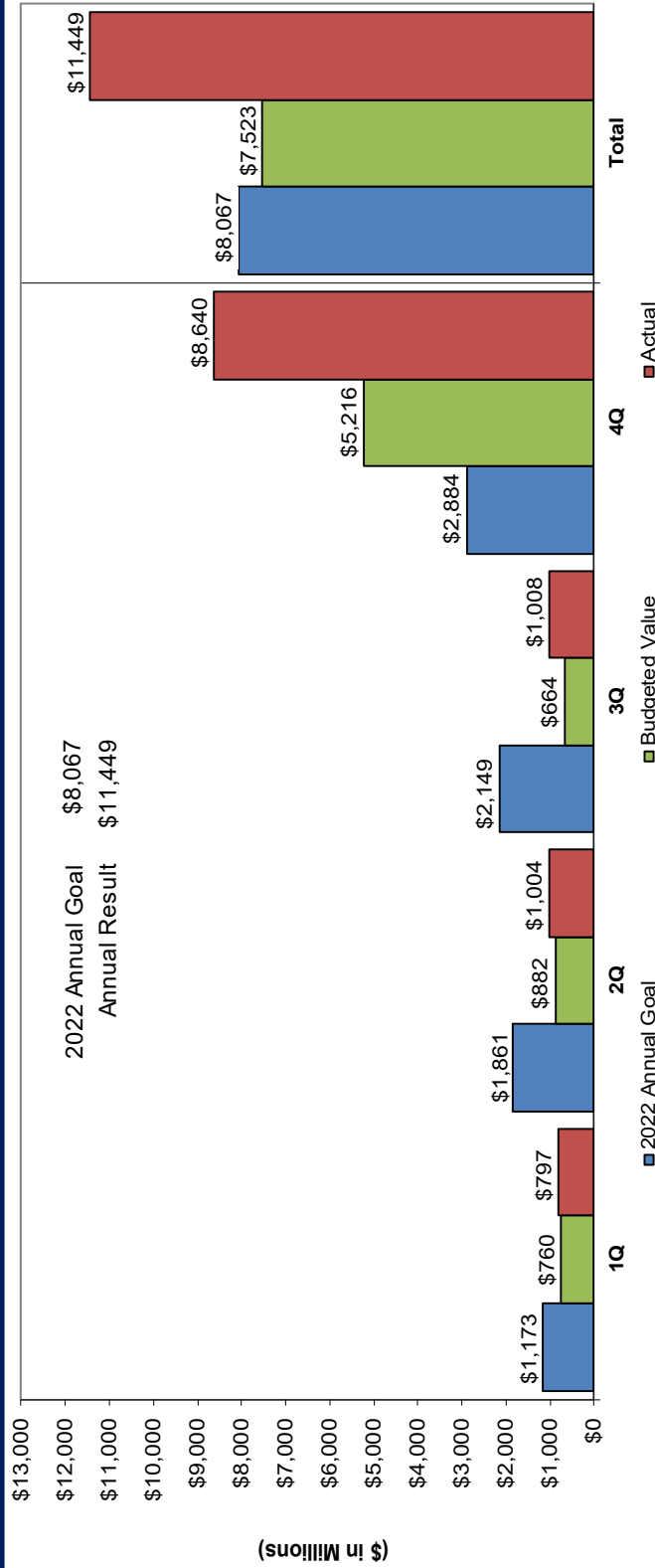
- Safety – Staffing continues to be a high priority in filling critical organizational roles. Several candidates have been brought on board and are scheduled for the various ROW and operational training. VP Safety is working with the various BU Leads for staffing needs and levels for their respective safety groups. The availability of qualified candidates continues to be challenging as Contractors and PMCs also need qualified personnel to staff their projects.
- Safety - The short-term RFP (5 months) for independent 3rd party Safety Inspectors to augment the current staffing shortages and to allow for increased oversight inspections has been approved and finalized. Safety is coordinating with the vendor to begin the oversight and inspection process.
- AECOM Safety Assessment Initiative – The initiative continues to progress. The AECOM team has also provided a DRAFT of the Safety Manual for review and comment. Safety continues to work with AECOM in reviewing the proposed manual. Workshops to review the submitted documents are being 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 December 31, 2022

Capital Projects – Commitments – December 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

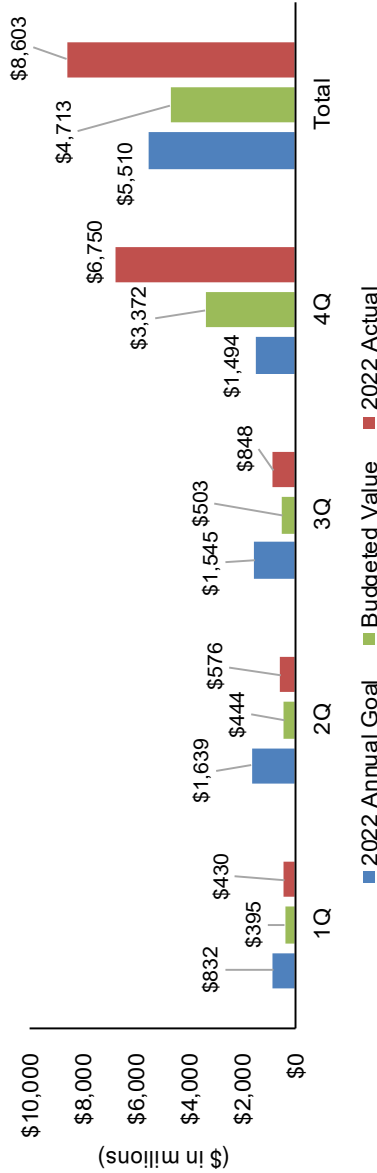
In 2022 the MTA planned to commit \$8.1 billion worth of capital projects. Through year end, the MTA committed \$11.4 billion. The higher-than-planned result reflects the combined impact of making commitments that had not been in the original annual plan as well as awards that had greater than their planned commitment values. Notable commitments that had not been in the 2022 goals included the option to award additional R211 cars to the ongoing Kawasaki contract, Metro-North's Park Avenue Viaduct (\$455 million), the NYCT Under River Tunnel Phase 3 security project (\$110 million), NYCT's Replacement of 19 Elevators (\$184 million) and the LIRR's Hall Interlocking (\$148 million).

Delayed major commitments are explained on the following pages. These include 12 commitments (totaling \$1,774 million) currently forecast for 2023.

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

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$832	\$1,639	\$1,545	\$1,494	\$5,510
2022 Actual	\$430	\$576	\$848	\$6,750	\$8,603
Budgeted Value	\$395	\$444	\$503	\$3,372	\$4,713



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 \$ 175.0	May-22 (A) \$ 167.8
The award was delayed due 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 \$ 58.4	Mar-22 (A) \$ 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	Actual(A)
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 \$ 406.7	Dec-22 (A) \$ 576.5
The award was delayed due to lack of track access for supplemental site tours and time needed to address requests for information (RFIs) from proposers. Award was later delayed to merge packages A and B for a revised RTA and go through the SOQ process. The project cost reflects a higher than anticipated bid value.			
<i>Sandy Mitigation: Substation Hardening - 26 Locations</i>			
Sandy Mitigation: Substation Hardening - 26 Locations	Construction	Jun-22 \$ 102.2	Dec-22 (A) \$ 159.0
Award initially delayed to allow time for RFI responses and later delayed due to the need to issue post-addenda to the design builder proposal. Change in project cost reflects a high bid.			

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

Schedule Variances

Project	Commitment	Goal	Actual(A)	Act./Forec.
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5 NYCT/MTA Bus Amber Commitments (continued)

Line Structures

8th Ave Right of Way Improvements	Construction	Apr-22	\$ 143.2	May-22 (A)	\$ 107.4
Project was awarded on 5/9/22. Budget change reflects the latest estimate at award.					

Stations

Flushing Line Contract 1: Station Renewals & Escalators, Component, Track Rehab	Construction	Jun-22	\$ 285.2	Sept-22(A)	\$ 302.2
Award was delayed due to additional time needed for contract review. Change in project cost reflects latest estimate at award.					

MTA Bus

Façade Repair: Baisley Park, JFK, LaGuardia	Construction	Sep-22	\$ 15.3	Nov-22(A)	\$ 6.0
The vendor qualification took longer than anticipated and the contract was awarded in November. Lower cost reflects good bid savings.					

9 NYCT/MTA Bus Red Commitments (continued)

Power

Upgrade SCADA System (BMT) & Backup POC	Construction	Apr-22	\$ 58.7	Aug-22 (A)	\$ 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.					

Stations

Flushing Line: Contract 2 Station Renewals & Component Rehab	Construction	Jun-22	\$ 249.0	Jan-23	\$ 285.0
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	\$ 842.5	Dec-22 (A)	\$ 646.4
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. Change in project cost reflects the budget at award.					

Borough Hall ADA and Water Remediation	Construction	Sep-22	\$ 245.7	Dec-22 (A)	\$ 166.1
The delay was incurred during development of the design requirements and contract documents. Award delayed an additional month due to ongoing review of technical proposals and current schedule for oral presentations. Change in cost reflects the budget at award.					

Jamaica Line Station Renewals	Construction	Sep-22	\$ 146.0	Dec-22 (A)	\$ 167.2
Delay was incurred during the development and approvals of the design drawings. Change in project cost reflects the latest estimate at award.					

MTA Bus

Portable Bus Lift/ Equipment Replacement	Construction	Sep-22	\$ 5.4	May-23	\$ 6.0
Bus lifts delayed due to technical specifications for wireless technology which will require testing prior to introduction.					

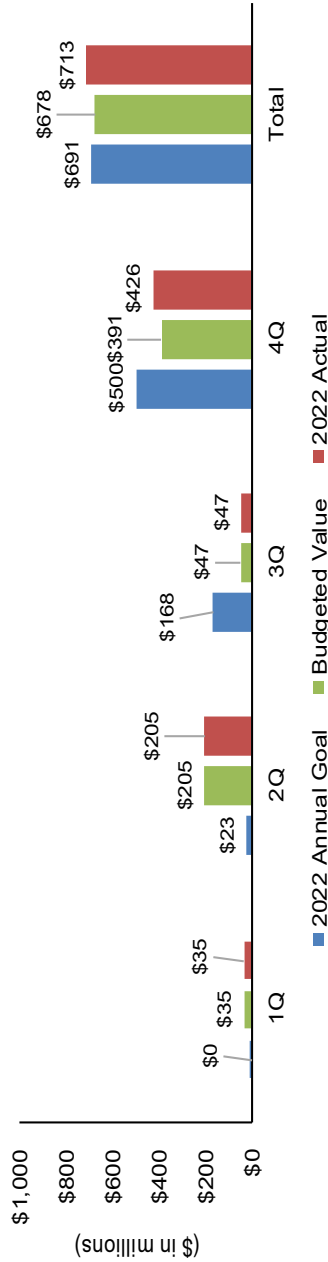
Line Structures

Overcoating: Jamaica Line	Construction	Jun-22	\$ 257.4	Dec-22 (A)	\$ 205.3
Award was delayed due to the need to re-advertise the contract following cancellation of initial bids. Change in project cost reflects the budget at award.					

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$0	\$23	\$168	\$500	\$691
2022 Actual	\$35	\$205	\$47	\$426	\$713
Budgeted Value	\$35	\$205	\$47	\$391	\$678



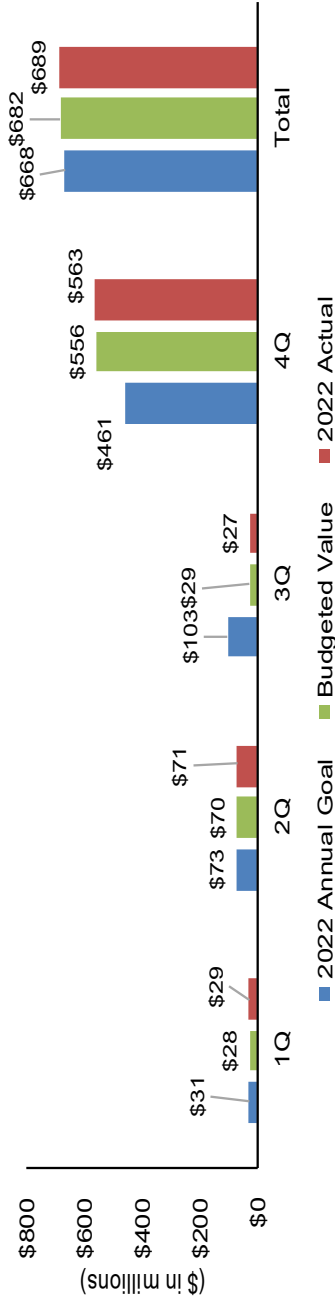
Schedule Variances

Project	Commitment	Goal	Act./Forec.
5 LIRR Red Commitments (2 new this quarter)			
Work Equipment			
Work Locomotives	Purchase	Sep-22 48.0 \$	Jun-23 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 2023 award.			
Stations			
Penn Station Platforms	Construction	Jul-22 26.2 \$	Post 2022 26.2 \$
Forecast contract award has been moved to March 2023. Additional time is required for an agreement to be reached between Amtrak and Long Island Rail Road Legal.			
ADA Improvements - 7 Stations	Construction	Sep-22 79.5 \$	Dec-22 (A) 114.6 \$
Proposals were received mid-September and thereafter went through all the subsequent phases of procurement leading up to presenting to the November Board and award in December.			
Superstorm Sandy			
West Side Yard/East River Mitigation (New Item)	Construction	Oct-22 60.0 \$	Dec-23 60.0 \$
Due to property issues and continued review of procurement documents the WSSY Floodwall start has been pushed out to 2023. Due to additional design issues the Queens Portal has been delayed until Dec 2023. These are separate but related awards.			
Rolling Stock			
M3 Replacement M9A (New Item)	Purchase	Dec-22 448.0 \$	Post 2022 448.0 \$
Negotiations with prospective vendors remain ongoing. A revised commitment date is under review.			

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$31	\$73	\$103	\$461	\$668
2022 Actual	\$29	\$71	\$27	\$563	\$689
Budgeted Value	\$28	\$70	\$29	\$556	\$682



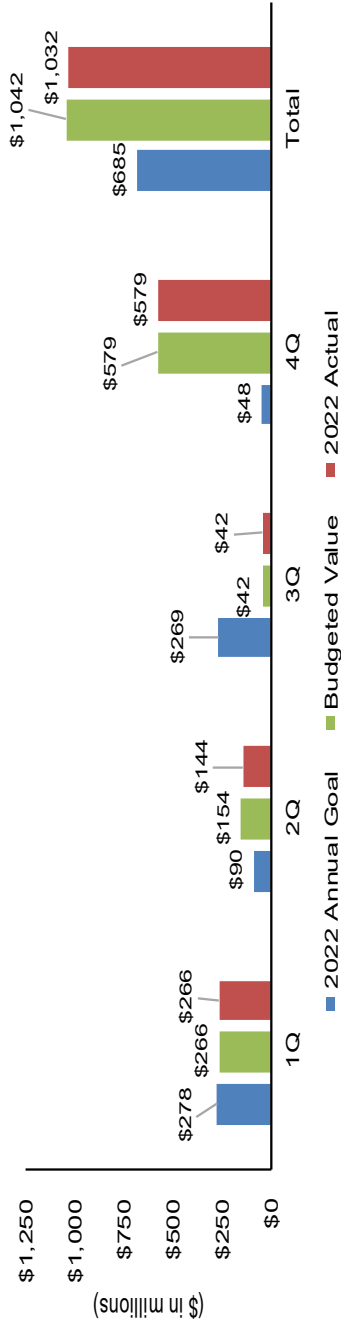
Schedule Variances

Project	Commitment	Goal	Forecast
3 Metro-North Red Commitments (1 new this quarter) Red delays are beyond 2 months of goal.			
<i>Power</i>			
NHL Pelham Substation Replacement	Construction	Sep-22 \$ 29.7	Mar-23 29.7
Issues with the project review design criteria documents have pushed this award to 2023			
<i>Bridges</i>			
Fulton/South Street Bridges D-B	Construction	Aug-22 \$ 47.1	Jan-23 47.1
After discussions between C&D Delivery and C&D Contracts it was decided that a two-step process (RFQ & RFP) was needed to award this project, resulting in a delay.			
<i>Rolling Stock</i>			
M3 Replacement. M9A (New Item)	Construction	Dec-22 \$ 448.0	Post 2022 448.0
Negotiations with prospective vendors remain ongoing. A revised commitment date is under review.			

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$278	\$90	\$269	\$48	\$685
2022 Actual	\$266	\$144	\$42	\$579	\$1,032
Budgeted Value	\$266	\$154	\$42	\$579	\$1,042



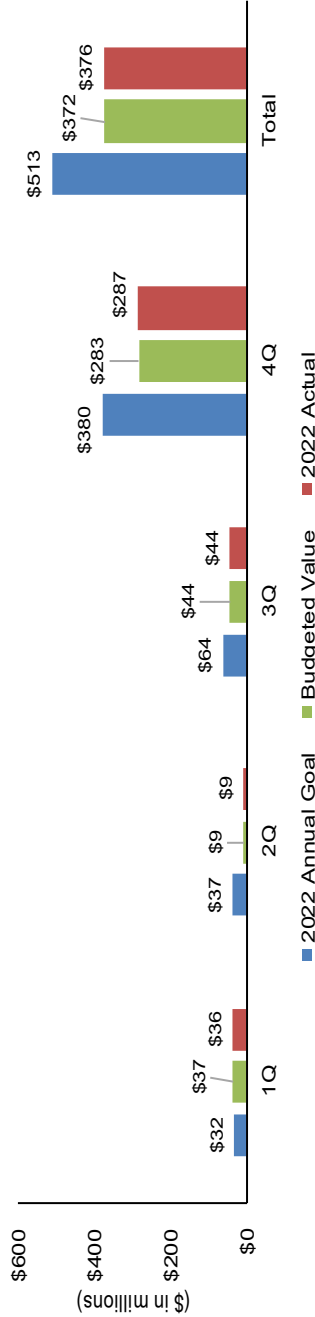
Schedule Variances

Project	Commitment	Goal	Actual(A)	Commitment	Goal	Forecast
1 Network Expansion Amber Commitments (0 new this quarter)						
Amber delays are within 2 months of goal.						
<i>East Side Access</i>						
Interim Maintenance Contract	Construction	Mar-22	Apr-22 (A)	Services	Aug-22	Apr-23
		\$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.						
2 Network Expansion Red Commitments (0 new this quarter)						
Red delays are beyond 2 months of goal.						
<i>2nd Ave Subway Phase 2</i>						
Program Management Consultant	Services			Services	Aug-22	Apr-23
				\$	187.6	187.6
Revised award date reflects the Full Funding Grant Agreement (FFGA) deliverable schedule with FTA.						
				Construction	Aug-22	Apr-23
				\$	75.0	73.5
Revised award date reflects the Full Funding Grant Agreement (FFGA) deliverable schedule with FTA.						

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$32	\$37	\$64	\$380	\$513
2022 Actual	\$36	\$9	\$44	\$287	\$376
Budgeted Value	\$37	\$9	\$44	\$283	\$372



Schedule Variances

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Act./Forec.
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3 B&T Amber Commitments (1 new this quarter)

Amber delays are within 2 months of goal.

Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$	Jun-22 \$ 28.9	Jul-22 (A)	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 \$ 57.3	Oct-22 (A)	57.3
This was presented to the October Board and approved.					

BW and VZN Power and Resiliency upgrades (New Item)

	Construction	\$	Nov-22 \$ 71.3	Dec-22 (A)	71.3
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The design build teams needed time extensions for bid preparation due to the complex scope of work.

1 B&T Red Commitment (1 new this quarter)

Bridges

VZN Lower Level Deck Rehab and Upper Level Painting (New Item)	Construction	\$	Oct-22 \$ 114.0	Feb-23	114.0
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Need to rebid due to limited competition and high bids on first bid. A later insurance issue with the prospective vendor also caused a delay.

Capital Projects – Completions – December 2022

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	
Goal	2	1	4	3	3	4	1	5	1	3	3	8	15
Total	53	1	2	1	1	1	1	1	1	1	1	1	1
Jan-22	1												
Feb-22		1											
Mar-22			3	1									
Apr-22				2	1					1			2
May-22					2								
Jun-22						3		1				1	2
Jul-22	1	1										1	4
Aug-22							3						1
Sep-22													1
Oct-22									1			1	1
Nov-22													3
Dec-22											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

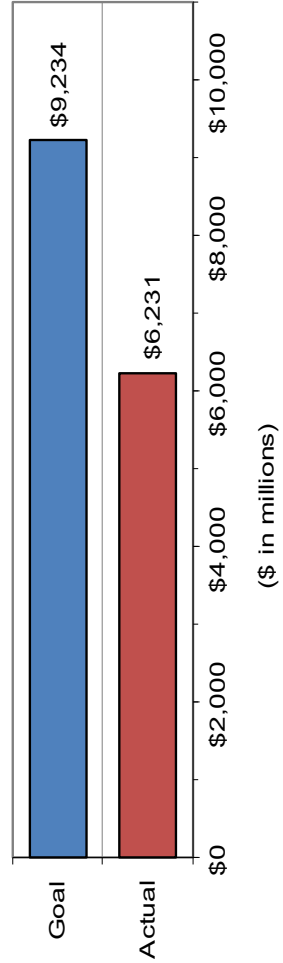
In 2022 the MTA planned to complete \$9.2 billion of projects. Through year end \$6.2 billion or 67% was achieved.

Fifteen major completions were not achieved in 2022 contributing to the \$3 billion shortfall versus the goal. These were partly offset by over \$336 million of earlier-than-expected completion value for a B&T project at the Throgs Neck Bridge. Had that project not been completed early the overall MTA completions result would have been \$5.9 billion or 64%.

All delayed major completions are identified on the following pages.

Budget Analysis

2022 Annual Goal \$9,234
 Actual results \$6,231

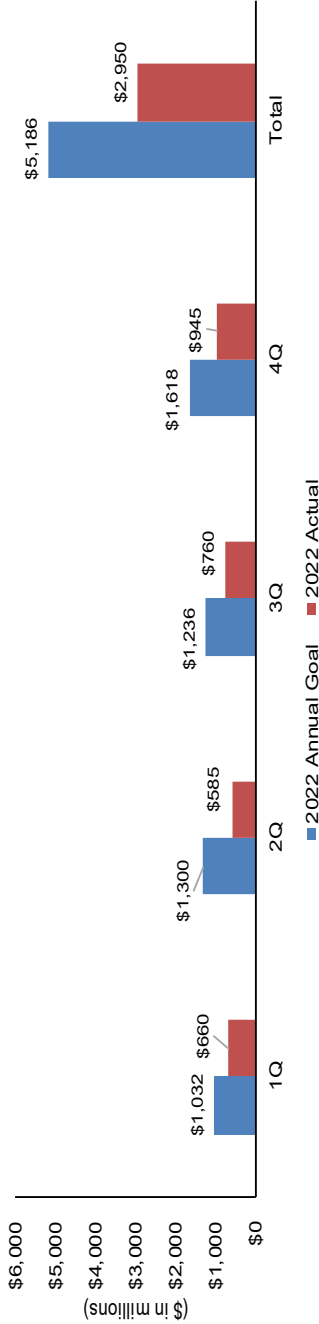


NYCT/MTA Bus Capital Projects – Completions – December 2022 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$1,032	\$1,300	\$1,236	\$1,618	\$5,186
2022 Actual	\$660	\$585	\$760	\$945	\$2,950

2022 Goal (Rolling Stock)	\$185	\$287	\$80	\$407	\$959
Actual (Rolling Stock)	\$99	\$86	\$0	\$169	\$354



Schedule Variances

Project	Completion	Goal	Actual(A)	Project	Completion	Goal	Act./Forec.
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4 NYCT/MTA Bus Amber Completions (0 new this month)

Amber delays are within 2 months of goal.

Power							
New Substation: Harrison Pl / Canarsie	Construction	\$ 51.3	Apr-22 (A) 51.3	Power Upgrade: Rail Control Center, Power Control Center, Ph 2	Construction	\$ 63.4	Feb-22 Sept-22 (A) 63.4
The schedule change reflected the delayed completion of equipment wiring and breaker energization.							
Stations							
ADA: Livonia Avenue / Canarsie	Construction	\$ 84.3	Mar-22 (A) 84.3	New Substations at New Dorp and Clifton	Construction	\$ 50.4	Apr-22 Mar-23 50.3
The completion delay reflected the additional time required to complete steel repairs and station painting.							

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

Red delays are beyond 2 months of goal.

Power							
Power Upgrade: Rail Control Center, Power Control Center, Ph 2	Construction	\$ 63.4	Feb-22 Sept-22 (A) 63.4	New Substations at New Dorp and Clifton	Construction	\$ 50.4	Apr-22 Mar-23 50.3
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.							
Substantial completion has been delayed due to final cable connections and testing. Change in project cost reflects the latest estimate. Substantial completion has been delayed due to additional testing.							
Signals & Communications							
CBTC QBL West Ph.1 /Siemens	Construction	\$ 214.6	Jun-22 (A) 214.6	Substantial completion w as initially delayed due to carborne hardware/firmware are testing. Testing and monitoring activities continue to delay completion.	Construction	\$ 214.6	Apr-23 214.6

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

Schedule Variances

Project	Completion	Goal	Act./Forec.
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4 NYCT/MTA Bus Amber Completions (continued)

Amber delays are within 2 months of goal.

Signals

CBTC Queens Blvd West - 50th St. to Union Turnpike: Phase 1 - Thales	Construction	Jun-22 \$ 52.1	Aug-22 (A) \$ 53.0
Substantial completion was delayed due to zone control capacity issues. Change in project cost reflects the latest estimate.			

Staten Island Railway

Clifton Shop Sandy Repair/Mitigation & Relocation	Construction	Oct-22 \$ 201.2	Dec-22(A) \$ 204.6
Substantial completion was initially delayed due to the need to perform additional soil testing and more recently delayed due to testing and system validation.			

Project	Completion	Goal	Act./Forec.
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11 NYCT/MTA Bus Red Completions (continued)

Red delays are beyond 2 months of goal.

Buses

Hybrid-Electric Standard Buses (Nova)	Bus Purchase	Apr-22 \$ 253.9	Apr-23 \$ 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)	Bus Purchase	Nov-22 \$ 166.7	Mar-23 \$ 166.7
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MTA Bus accepted 81% of the overall total buses of 257 in 2022 with the rest delayed until 2023. \$135M represents the 2022 of accepted fleet value.

Shops & Yards

207th St. Maintenance & Overhaul Shop Roof & Component Repair	Construction	Jul-22 \$ 57.6	Dec-22(A) \$ 57.6
Substantial completion was delayed due to material and labor shortages.			

Superstorm Sandy

Sandy Mitigation: Upgrade Emergency Booth Comm System	Construction	Aug-22 \$ 74.1	Mar-23 \$ 74.1
Substantial completion has been delayed due to resolution of integration and stability issues.			

Coney Island Yard	Construction	Dec-22 \$ 454.1	Apr-23 \$ 453.1
The remaining work (signals and final electrical tie ins) is extended into the second quarter of 2023. Change in project cost reflects the latest estimate.			

Line Structures

Overcoating: Broadway - End of Line / Myrtle	Construction	Jun-22 \$ 54.8	Nov-22(A) \$ 54.8
Completion was delayed due to limited access to the structures for remaining painting work.			

Staten Island Railway

SIR Mainline Track and Switch	Construction	Dec-22 \$ 112.3	Apr-23 \$ 112.0
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Completion has been delayed due to track access issues and shuttle bus service. Change in project cost reflects the latest estimate.

Stations

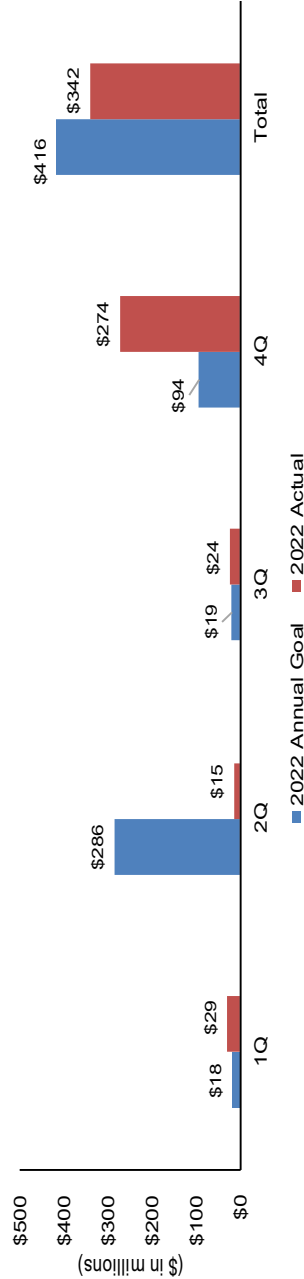
Replace 8 Traction Elevators	Construction	Sep-22 \$ 50.0	Jan-23 \$ 50.6
Completion delayed due to additional work items such as elevator rail replacement.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$18	\$286	\$19	\$94	\$416
2022 Actual	\$29	\$15	\$24	\$274	\$342

2022 Goal (Rolling Stock)	\$0	\$198	\$0	\$0	\$198
Actual (Rolling Stock)	\$0	\$0	\$0	\$69	\$69



Schedule Variances

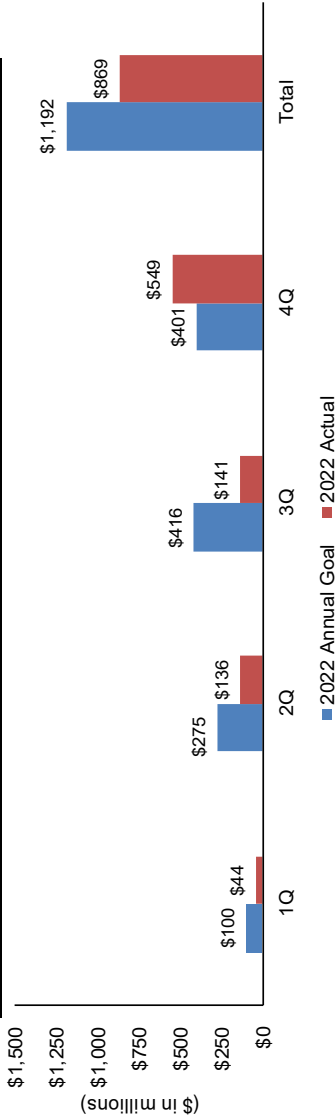
Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Actual(A)
4 LIRR Red Completions (0 new this month)							
Red delays are beyond 2 months of goal.							
<i>Rolling Stock</i>							
M9 Fleet Procurement	Fleet Purchase	Jun-22	Sep-23	Power	Construction	Aug-22	Nov-22(A)
		\$197.8	\$197.8	Substation Components		\$ 12.3	\$ 12.3
<p>The schedule delay is a result of the LIRR holding Kawasaki responsible for correcting various workmanship issues prior to Conditional Acceptance. 42 of 86 cars (about \$97 million) were accepted in 2022. 44 cars will be accepted in 2023 to complete the order.</p>							
<i>Other Track Improvements</i>							
Jamaica Capacity Improvements - Phase I	Construction	Jun-22	Dec-22(A)	Due to a test failure at West Hempstead, the beneficial use date of the transformers project was pushed back to November.			
		\$48.9	\$48.9				
<p>The original track outage to install a critical switch was rescinded. The next available outage was in the 4th quarter of 2022.</p>							
<i>Stations</i>							
Fare Collection Program	Construction	Jun-22	Nov-24				
		\$20.6	\$20.6				
<p>Delay due to previously undeveloped project requirements (numbering about 800) that have now been defined and will require substantially more time to address.</p>							

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$100	\$275	\$416	\$401	\$1,192
2022 Actual	\$44	\$136	\$141	\$549	\$869

2022 Goal (Rolling Stock)	\$0	\$0	\$0	\$230	\$230
Actual (Rolling Stock)	\$0	\$0	\$0	\$123	\$123



Schedule Variances

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

Amber delays are delayed less than 2 months of goal.

Communications

Network Infrastructure Replacement	Construction	Apr-22	Jun-22 (A)
		\$44.4	\$44.4
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.			

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

Stations

Croton Falls Parking (New Item)	Construction	Nov-22	Mar-23
		\$23.3	\$23.3

Due to supply chain issues, key electrical components have not been delivered causing this to slip to 2023.

4 Metro-North Red Completions (continued)

Red delays are beyond 2 months of goal.

Power

86th / 110th Substations	Construction	Mar-22	Aug-22 (A)
		\$30.3	\$30.3
This project was 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 August 2022.			

Stations

GCT/East Side Access Unified Trash Facility	Construction	Jun-22	Dec-22(A)
		\$33.3	\$33.3
Additional scope was added (Painting of Facility and Epoxy Flooring) which extended the completion to December.			

Rolling Stock

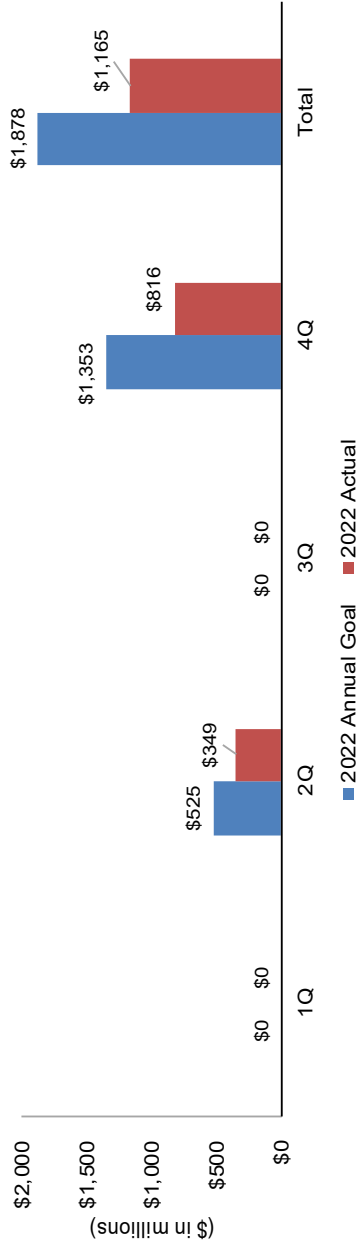
M8 Fleet Purchase (56 cars)	Fleet Purchase	Dec-22	Mar-23
		\$229.6	\$229.6

Currently 30 of the 56 cars (\$123 million) were delivered in 2022. Remaining cars are forecast for 2023. Delays were due to vendor issues

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$0	\$525	\$0	\$1,353	\$1,878
2022 Actual	\$0	\$349	\$0	\$816	\$1,165



Schedule Variances

Project	Completion	Goal	Forecast	Completion	Goal	Act./Forec.
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1 Network Expansion Completion (0 new this month)

Amber delays are within 2 months of goal.

<i>East Side Access</i>	GCT Concourse & Facilities - CM014B	Construction	Nov-22	Jan-23	\$572.0	\$572.0
CM014B is extended due to additional time required to complete all remaining work, including scope in the Bltmore room.						

3 Network Expansion Completion (0 new this month)

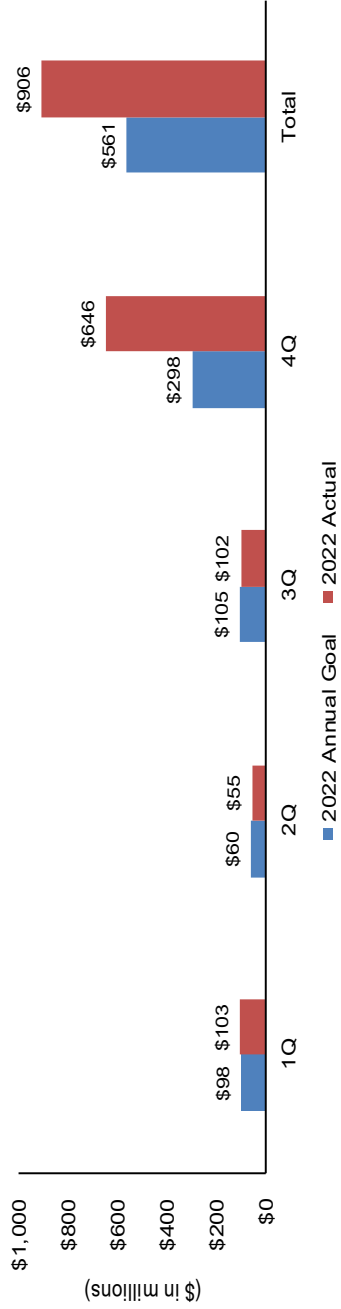
Red delays are delayed more than 2 months of goal.

<i>East Side Access</i>	Systems Package 2 - Tunnel Systems - CS086	Construction	Apr-22	Oct-22 (A)	\$72.0	\$72.0
Additional completion scope including wiring/cabling, testing, and PTC work was added to CS086 which extended substantial completion to October.						
	System Package 4 – Traction Power - CS084	Construction	Jun-22	Jan-23	\$104.1	\$104.1
Delays continue due to ongoing acceptance testing. Completion was previously forecast for December, but has been adjusted to January.						
	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 – December 2022 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	Total
2022 Annual Goal	\$98	\$60	\$105	\$298	\$561
2022 Actual	\$103	\$55	\$102	\$646	\$906



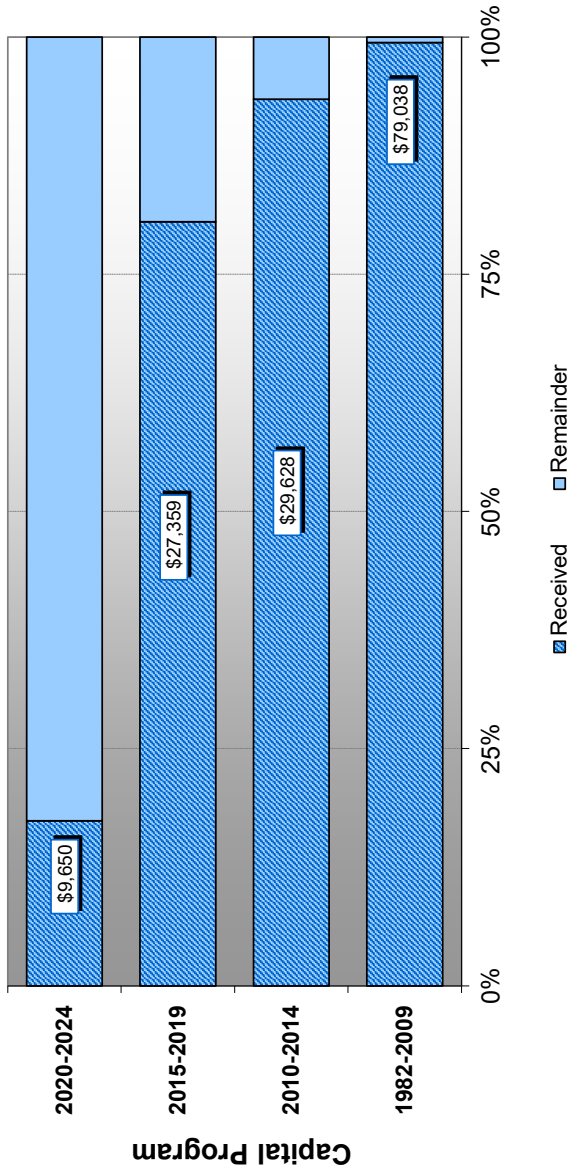
Schedule Variances

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

There was an earlier-than-expected completion in late 2022. A decking and painting project at the Throgs Neck Bridge valued at \$336 million (project TN49) was originally planned to be completed in 2023 but was achieved ahead of schedule in December 2022.

Status of MTA Capital Program Funding

Capital Funding (December 2022)
\$ in millions



Capital Funding Detail (December 2022)

\$ in millions

	Funding Plan		Receipts		Received to date
	Current	Thru November	December		
2010-2014 Program					
Federal Formula, Flexible, Misc	\$5,790	\$5,790	\$ -	\$ -	\$5,790
Federal High Speed Rail	173	173	-	-	173
Federal New Start	1,271	1,271	-	-	1,271
Federal Security	89	89	(0)	(0)	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					
Insurance Proceeds/Federal Reimbursement	6,698	6,697	-	-	6,697
PAYGO	18	18	-	-	18
Sandy Recovery MTA Bonds	658	225	-	-	225
Sandy Recovery B&T Bonds	229	23	-	-	23
Total	31,700	29,628	(0)	(0)	29,628

	Funding Plan		Receipts		Received to date
	Current	Thru November	December		
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		Received to date
	Current	Thru November	December		
2020-2024 Program					
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -	\$ -
Capital from New Revenue Sources	10,000	1,349	300	300	1,648
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	887	-	-	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	248	-	-	248
Total	55,442	9,350	300	300	9,650

Contracts Department
Steve Plochochi, Senior Vice President

PROCUREMENT PACKAGE
January 2023

PROCUREMENTS

The Procurement Agenda this month includes one action for a proposed expenditure of \$1.3M.

Subject Request Authorization to Award a Procurement Action					
Contract Department Steve Plochochi					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	1/30/23	X		
2	Board	1/30/23	X		

Date: January 24, 2023			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award one procurement action and to inform the Capital Program Committee of this procurement action.

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
K. Ratification of Completed Procurement Actions	1	\$1,309,700
	TOTAL	1
		\$1,309,700

Budget Impact

The approval of this procurement action will obligate capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation

That the procurement action be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2023

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)
(Staff Summaries required for all items)

- | | | | |
|-----------|------------------------------------|--------------------|--------------------------------------|
| 1. | Tully Construction Co. Inc. | \$1,309,700 | <u>Staff Summary Attached</u> |
| | Contract No. C-34836.138 | | |

MTA Construction and Development requests Board ratification of a modification to the Contract to replace the functionality of 11 damaged signal cables utilizing the new Programmable Logic Controller system. In addition, this modification will include an excusable delay of 104 calendar days, extending the substantial completion date of the Contract to April 14, 2023.

Schedule K - Ratification of Completed Procurement Actions
Item No. 1

Vendor Name (Location) Tully Construction Co. Inc. (Flushing, New York)	Contract Number C-34836	Modification Number 138
Description Coney Island Yard Complex Long Term Flood Mitigation in the Borough of Brooklyn	Original Amount:	\$ 309,750,000
Contract Term (including Options, if any) March 30, 2018 – December 31, 2022	Prior Modifications:	\$ 17,410,619
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Prior Budgetary Increases:	\$ 2,715,825
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount:	\$ 327,160,619
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request:	\$ 1,309,700
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amt.:	0.4%
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche	% of Modifications (including This Request) to Original Amount:	6.0%

Discussion:

This contract (the “Contract”) provides for flood mitigation at the Coney Island Yard Complex in Brooklyn. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to the Contract to replace the functionality of 11 damaged signal cables utilizing the new Programable Logic Controller (“PLC”) system for a total cost of \$1,309,000. In addition, this modification will include an excusable delay of 104 calendar days, extending the substantial completion date of the Contract to April 14, 2023.

The Contract calls for the construction of a flood wall along the perimeter of the Coney Island Yard Complex (the “Complex”), which extends approximately 30 feet below grade and approximately 12-15 feet above grade. On February 17, 2022, while installing 40-foot steel sheet piles along Shore Road near Gate 4 of the Complex, the Contractor inadvertently severed a bundle of underground signal cables. There were no indications or signal monuments identifying the existence of signal cables in the vicinity nor were signal cables depicted in the as-built drawings provided to the contractor. A temporary repair was performed by NYCT’s Department of Subways - Signal Department (“DOS-Signals”).

Rather than replace the damaged signal cables in kind, C&D and DOS-Signals determined that the functionality of the signal cables could be satisfied by using the existing new PLC system. PLCs are digital devices with programmable memory that can be used to store instructions for controlling train movement. Using the PLC system was found to be more reliable and cost efficient than replacing the damaged cables, which would have involved running eleven new 100 pair cables approximately 2000 LF from the Coney Island Yard Junction Box to the Stillwell Terminal Signal Relay Room. The work to be performed under this modification includes modifying the logic and circuit designs of the existing PLC system to assume the functionality of the 11 damaged signal cables, installing additional PLC equipment, including fiber optic cables, performing testing and tagging of wires, updating wire diagrams and submitting design drawings.

The Contractor submitted a proposal in the amount of \$3,741,889. Negotiations were held and the parties agreed to a lump sum cost of \$1,309,700 which is considered fair and reasonable.

Agreement was also reached on an extension of time of 104 excusable calendar days, extending the Substantial Completion date from December 31, 2022, to April 14, 2023. The delay is non-compensable because it was concurrent with other contractor delays.

In order to mitigate schedule impact, the President approved a retroactive memorandum and on April 26, 2022 the Contractor was directed to proceed with the work up to a not-to-exceed amount of \$500,000.