



Metropolitan Transportation Authority

Capital Program Committee Meeting

September 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. Rizzo

J. Samuelson

V. Tessitore

N. Zuckerman

Capital Program Committee Meeting

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

**Monday, 9/18/2023
12:45 - 2:00 PM ET**

1. SUMMARY OF ACTIONS

C&D CPC Summary of Actions - Page 3

2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES – JULY 17, 2023

CPC Committee Minutes - Page 4

4. 2023 – 2024 COMMITTEE WORK PLAN

CPC Committee Work Plan - Page 8

5. MTA C&D CAPITAL PROGRAM UPDATE

C&D Progress Report on Stations Business Unit - Page 10

IEC Summary Review on the Stations Business Unit - Page 17

6. C&D SAFETY REPORT

Committee Safety Report - Page 25

7. CAPITAL PROGRAM STATUS

Commitments, Completions, and Funding Report - Page 28

8. QUARTERLY TRAFFIC LIGHT REPORT

2nd Quarter 2023 Traffic Light Report - Page 45

9. C&D PROCUREMENTS

C&D Procurements - Page 94

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Menotti Enterprise LLC	\$5,518,494	Award of a publicly advertised and competitively solicited personal services contract for independent safety consulting services for the Bridges and Tunnels capital program projects.
Contracts	Various	\$400,000,000	Award of a modification to extend Contracts CM-1600 through CM-1615 and CM-1626 through CM-1635 for approximately 18 months, through June 30, 2025, and to increase the aggregate budget to continue consultant construction management and inspection services for miscellaneous construction projects.
Contracts	Tutor Perini Corporation	\$1,070,243	Ratification of a modification to Contract CS179 to provide for manual operation of the tunnel ventilation system in support of Long Island Rail Road's training operations related to the East Side Access project.
Contracts	EE Cruz and Company, Inc.	\$1,190,000	Ratification of a modification to Contract E31699 to install jet grout columns and micro piles for support of excavation near the wall of Track J1 and J2 beneath the corner of Forsyth and Delancey Streets in the borough of Manhattan.
Contracts	Schindler Elevator Corporation	\$5,737,520	Ratification of a modification to Contract VM014 to extend the Contract from July 17, 2023, to January 1, 2024, to provide for continued interim maintenance of elevators and escalators in Grand Central Madison.
Contracts	George S. Hall, Inc.	\$24,756,754	Ratification of a modification to Contract VS250 to provide continued interim maintenance services and operation of assets at Grand Central Madison during the period from July 13, 2023 to and including January 12, 2024.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
July 17, 2023
New York, New York
12:45 P.M.

CPC Members present:

Hon. Janno Lieber
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Sammy Chu
Hon. Randolph Glucksman
Hon. Blanca Lopez
Hon. Haeda Mihaltses
Hon. Sherif Soliman

CPC Members not present:

Hon. Michael Fleischer
Hon. David Mack
Hon. John Samuelsen
Hon. Vinnie Tessitore
Hon. Neal Zuckerman

MTA staff present:

Quemuel Arroyo
Christine Budhwa
Lew Deara
Evan Eisland
Hon. David Jones
John McCarthy
Tom McGuinness
Tim Mulligan
Steve Plochochi
Mark Roche
Jamie Torres-Springer
Michele Woods

Independent Engineering Consultant staff present:

Joe DeVito
Mark Sielucka

* * *

Chairman Lieber called the July 17, 2023 Capital Program Committee Meeting to order at 2:12 P.M.

Public Comments Period

There were four Public Speakers during the Public Comments Period: Christopher Greif; Jason Anthony; Jack Nierenberg; and Charlton D’Souza.

Meeting Minutes

The minutes of the meeting held on June 26, 2023 were approved.

CPC Work Plan

There were no changes to the CPC Work Plan.

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

President’s Report

Prior to introducing today’s presentations on the Metro-North Penn Station Access Project, President Torres-Springer cited the opening of the first of twelve new ADA stations slated for completion this year, noting that through benchmarking MTA against other properties, costs-per-station at the MTA are in line with that of other US transit agencies, like Boston or Chicago. He commented that through bundling State of Good Repair (SGR) work with the ADA elements themselves, the MTA will continue to achieve efficiencies and that the “packaged approach” allows MTA to take advantage of economies of scale. President Torres-Springer underscored the challenges posed by ADA station renovations by explaining that the work to make stations ADA accessible does not call for simply “adding a couple of elevators”, but rather these complicated retrofits to decades-old stations often include work to build new mezzanines or overpasses, and in fact, elevators themselves often make up just 5% of project costs on ADA accessibility projects. President Torres-Springer then turned to Quemuel Arroyo, who expressed his deep appreciation to MTA leadership for their tireless work to enhance accessibility system-wide. Mr. Arroyo pointed out that for the first time ever, the MTA is prioritizing accessibility, constructing more elevators and making more spaces accessible than the three previous Capital Plans combined. Mr. Arroyo concluded his remarks by noting that the three new critical ADA stations opening this month are, significantly, all located outside of the Central Business District. President Torres-Springer then thanked crews across the MTA, including C&D forces, for their rapid response to recent flooding events along the Harlem and Hudson Lines, and continued his report by providing details on the following: the Multi-Hazard Climate Vulnerability Assessment, which informs the 20-Year Needs Assessment and future Capital Projects; the Gun Hill Road Development RFP, to be discussed in the Finance Committee; Fare Evasion Solutions, in response to recommendations of the Blue Ribbon Panel on Fare Evasion; milestones reached on Expansion Projects, including Grand Central Madison, Third Track, and LIRR Concourse; the recent kick-off of preliminary design to transform the remainder of Penn Station; Second Avenue Subway Phase 2, incorporating lessons learned from the Phase 1 project; and Harold Interlocking, the schedule for which bears on the Metro-North Penn Station Access Project.

C&D Update on the Metro-North Penn Station Access Project

Mr. McGuinness provided a detailed status update on the Metro-North Penn Station Access (PSA) project, which will provide new MNR rail service to and from Penn Station, and in addition, will: deliver four new ADA stations in the Bronx, reducing commuting times by up to 50 minutes each way, and spurring development and other far-reaching benefits to the local communities; provide train service to within a mile of 500,000 residents; and prepare Amtrak Hell Gate Line for higher speed intercity passenger rail. The project budget is \$2.8B, which includes an

option to expand the MNR New Rochelle Yard, which was awarded in December 2022. Despite ongoing efforts by MTA and Amtrak to recover delays reported in the last update to CPC, substantial completion (SC) is currently forecast for Q4 2027, which reflects a delay of 6-9 months from the original SC date due to limited force account support from Amtrak. Additional key project elements include the following: constructing 19 miles of new track; installation of over 200 new catenary structures; replacement or addition of 8 power substations; and the rehabilitation or replacement of 4 bridges carrying railroads to accommodate additional weight. Mr. McGuinness then outlined several recent accomplishments on the project, including bridge and track reconstruction, and he then detailed the critical nature of Amtrak Force Account Support on the project, and mitigation measures currently underway. Should these measures, including additional Amtrak labor resources, additional outages (long-term and 55-hour), and work rule adjustments, prove successful, further delay to the project may be avoided. In its Project Review of PSA, the IEC noted that with respect to schedule, Notice to Proceed was in January 2022, with a contractual SC of March 2027. After 18 months, the design packages continue to be advanced on time and design completion remains December 2023. However, primarily due to a lack of Amtrak force account support resources, the project has not been able to maximize productivity during the outages that are granted as multiple work locations are not supported by Amtrak force account resources. Compounding this problem are last minute cancellations of planned work. As a result, the latest IEC forecast calls for substantial completion in November 2027, a delay of 2 months since the last report. To mitigate the risk of further delay, C&D and the Design Builder are working closely with Amtrak on a revised project work plan to increase the level of construction activity and stabilize the project schedule. This plan requires long-term track outages with increased force account support as well as contractor training, both of which would allow access to a greater number of work locations. This plan must be fully supported by all parties. While in the IEC's opinion the time lost to date is likely not recoverable, assuming the revised project work plan is implemented swiftly and Amtrak force account support meets planned availability requirements, we find the November 2027 Substantial Completion is achievable. With respect to Budget – both the project's Budget and Estimate at Completion remain at \$2.87B, and the IEC agrees with this cost data. The IEC also noted that completion of certain Harold Interlocking elements necessary for conflict-free routing of MNR trains remain ahead of the PSA service start date, and finally the IEC noted that Harold Interlocking, PSA, as well as other regional projects, are competing for the same Amtrak force account support resources, posing additional risk to the project.

Procurement Actions

Evan Eisland, Executive Vice President and General Counsel of MTA Construction & Development Company ("C&D"), reported that C&D had four procurement actions being brought to the Capital Program Committee this month. Executive Vice President and General Counsel Eisland then presented the items.

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

1-3. Adoption of a resolution declaring competitive bidding impractical or inappropriate, pursuant to the NY Public Authorities Law and the All Agency General Procurement Guidelines, and that it is in the public interest to authorize C&D to issue competitive Requests for Proposals in lieu of sealed bids for the award of three sets of contracts for as-needed services at various Authority facilities as follows: (i) Miscellaneous Construction Services, (ii) Miscellaneous Electrical Construction Services and (iii) Miscellaneous Cleaning & Painting Services.

4. Ratification of a modification to a contract with FOS Development Corporation (Contract No. C48703) to furnish and install 6,270 Square Feet of fiberglass plenum plates in 38 open ceiling bays above Tracks E1 and E4.

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 July 17, 2023 Capital Program Committee Meeting at 3:00 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

October

President's Update
Agency Initiatives: Twenty-Year Needs

November

President's Update
Railroads

December

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January

President's Update
Infrastructure

February

President's Update
Agency Initiatives

March

President's Update
Signals
Quarterly Traffic Light Report

April

President's Update
Systems & OMNY

May

President's Update
Agency Initiatives

June

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July

President's Update
Integrated Projects

September

President's Update
Agency Initiatives
Quarterly Traffic Light Report

MTA Board & Capital Program Committee Update: Stations Projects

September 2023

MTA Construction & Development's last report to the Capital Program Committee on Stations projects was in February 2023. Since our last update, we have placed five additional ADA stations into service: three from our first ADA design-build contract and two from our second ADA design-build contract. We are now realizing the benefits of bundling and alternative project delivery with the accelerated pace of these projects. In addition to progress on ADA stations since our last update, we have also successfully completed the replacement of 8 escalators at 4 stations.

This year, the Stations Business Unit has 15 contracts forecast for award. To date, 4 have been awarded (valued at \$410m) and 11 remain to be awarded (valued at approximately \$1.5b). This will include MTA's first ever Progressive Design-Build (PDB) contract, which consists of state of good repair work at 43 stations. In Progressive Design-Build, the design-build contractors enter earlier in the project's lifecycle, bringing the Contractors' expertise and knowledge of means and methods into a collaborative working environment to achieve our project's goals. Progressive Design-Build will add another alternative delivery approach to the Stations' toolbox. Station repair work is uniquely suited for PDB delivery, as the extent of repairs for elements encased in concrete or otherwise hidden from view sometimes cannot be accurately determined until after award.

Looking ahead, the Stations BU focus will remain on awarding and completing ADA work, state of good repair projects, and in-kind replacements of elevators and escalators, while streamlining the processes, acceptance, and handover of work. Finding efficiencies will assist with the unprecedented pace of the current Capital Program while we prepare for the next Capital Program.

This document summarizes the progress on four of our most significant ongoing projects:

1. ADA Upgrades at 149 St–Grand Concourse and Tremont Av
2. ADA Package 1 (8 new ADA stations)
3. ADA Package 2 (6 new ADA stations and 2 elevator replacements)
4. ADA at 68 St/Hunter College

ADA Upgrades at 149 St-Grand Concourse and Tremont Av

A37131
A37134

The project will provide ADA accessibility to three underground subway stations in the Bronx: the 149 St-Grand Concourse complex (2, 4, 5) and Tremont Av (B, D). The project will also provide free ADA transfers between subway lines at 149 St-Grand Concourse.

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2023	July 2024
Budget	\$163 M	\$163 M
The project is approximately 70% complete.		

This project is a design-build contract for the installation of six new elevators, stairs, elevator machine rooms, and ADA boarding areas. In addition, this project includes the restoration and re-opening of the historic headhouse at 149 St-Grand Concourse, including decorative terracotta, brick, and iron features. The design-build contractor is Tully Construction.

The overall project is approximately 70% complete and remains within budget but schedules are proving difficult to maintain due to third-party delays and an underperforming contractor and sub-contractor. Recent and current activities include:

Tremont Av:

- Completed installation of glass enclosure on elevator 509 street kiosk
- Installed elevator 509 rail brackets, traveling cable, and door operating rails and cab
- New CCTV cabinet installed, installation of new IP cameras 95% complete.
- Installed PSLAN equipment and cabling
- Installed fire alarm cabinet, installation of fire alarm devices 90% complete
- Installed area of refuge storefront, doors and air curtain equipment

149 St-Grand Concourse:

- Complex Mixing bowl structural slab 100% complete
- Elevator 101 cab installed
- Elevator 102 shaft and vestibule construction completed
- Elevator 102 piston installed and installation of brackets and rails ongoing
- Elevator 101 & 102 combined EMR equipment installation completed
- Elevator 100 shaft structural steel framing completed, concrete encasement of structural frame ongoing
- Installation of Stair S5 framing in headhouse shaft completed, concrete encasement ongoing
- Reconstruction of stairs PL7/PL9, PL8/PL18 and PL10 completed

The project has experienced a few challenges that impacted the project schedule, including the addition of an Area of Refuge (AOR) at 149 Street Grand Concourse, limited availability of weekend track outages on the White Plains Road (2/5) lines in 2022 (due to bus shortages) which impacted the completion of the mixing bowl mezzanine expansion, and an underperforming electrical/communication subcontractor.

The Contractor has requested an extension of time with impact costs for the additional work associated with the AOR. The request is under review and C&D is expediting the negotiations.

Currently, there are delays in fabrication and installation of the new structural steel framing for the historic 149 St headhouse and installation of new street stairs at the headhouse. The contractor has not yet responded to C&D’s repeated requests for a recovery schedule and refuses to work additional shifts without compensation for prime-time labor rates. The contractor will be held accountable for any delays up to and including accessing liquidated damages in accordance with the contract.

To mitigate further delays C&D is meeting with the contractor and electrical subcontractor to address potential delays with delivery and installation of electrical and communication equipment at 149 St-Grand Concourse. The project is also closely monitoring critical activities and coordinating with all stakeholders.

At Tremont Av, the commissioning of the three elevators continues to be impacted by underperformance of the electrical/communication subcontractor and poor management by the general contractor. The elevators are currently forecasted to be placed in service in September. C&D is working closely with the contractor and providing NYCT support for commissioning of communication components and the elevators.

**ADA Pkg 1:
Accessibility
Upgrade at
Eight Stations**

This project bundle will provide ADA accessibility, including elevators and other improvements, at eight stations in all five New York City boroughs. The project covers work at New Dorp (SIR), Grand St. (L), Beach 67 St (A), 7 Av (F, G), Dyckman St northbound only (1), East 149 St (6), Lorimer St (L), and Metropolitan Av (G) stations.

- A37141
- A37148
- A37151
- A37158
- A37159
- A37160
- A37161

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2023	December 2023
Budget	\$324 M	\$264 M
The project is approximately 90% complete.		

A37162
A37163
A37164
A37165
A80287

This design-build project will provide elevators to all levels of the stations, including platforms, mezzanines, and streets. For the first time, the elevator manufacturer is part of the design-build team and has a 15-year long-term elevator maintenance, repair, and inspection contract. Other ADA features being provided under this project include reconstruction of the platform edge, installation of platform edge warning strips, modification of entry/exit gates, agent booths, new lighting, and signage. In addition, the project will include state of good repair work at New Dorp and Metropolitan Avenue stations. The design-build contractor is Judlau Contracting.

Bundling 18 elevators (12 machine-room-less and 6 hydraulic) across eight stations into one contract has generated cost and schedule savings. For example, typical designs and detailed drawings can be replicated with minor modifications across various stations, saving both time and money. Additionally, the Design-Builder is also able to take advantage of economies of scale and benefit from favorable pricing and priority treatment from fabricators.

The project is approximately 90% complete and remains within budget but schedule challenges remain. Current activities include:

- All 8 full station construction permits granted
- New elevator at Dyckman St were placed in service on 7/14/23
- New elevators at Grand St were placed in service on 8/25/23
- New elevators at East 149 St were placed in service on 9/14/23
- Construction continues at remaining five stations: Metropolitan Av, Lorimer St, Beach 67 St, 7 Av, and New Dorp stations
- ADA boarding areas completed at all stations
- Utility relocation (Con Edison, National Grid, PSEG) completed at all stations
- Power upgrades by Con Edison completed at all stations. Metropolitan Avenue Station Reserve Electrical Distribution Room (EDR) energization is being coordinated with Con Ed

C&D and the Design-Builder (DB) have encountered schedule impacts due to agreement delays between MTA and outside agencies and third-party private developers. The DB team has increased resources and added shifts to accelerate the work so the project can be completed in December 2023. The Project Management Team continues weekly elevator commissioning tracking meetings to coordinate between various trades.

**ADA Pkg 2:
Accessibility
Upgrade,
Elevator
Replacement,
and Station
Improvements
at Eight (8)
Stations**

This bundled project is a design-build contract that will install new ADA compliant elevators at six (6) stations, replacement of elevators at two (2) stations and state of good repair work at two (2) of the new ADA stations. The new ADA projects cover work at the southbound platform on 8 Av (N), Westchester Sq (6), 181 St (A), Woodhaven Blvd (J/Z), Court Square (G), and Queensboro Plaza (7/N/W). The elevator replacement projects cover work at Marcy Av (J/Z) & Flushing Avenue (J/Z). State of good repair will also be performed at Westchester Sq (6) and Woodhaven Blvd (J/Z).

- A37146
- A35304
- A37169
- A37135
- A37169
- E34047
- A37121
- A37184

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2024	September 2024
Budget	\$471 M	\$471 M
The project is approximately 50% complete.		

This design-build project provides elevators to all levels of the stations, including platforms, mezzanines, and streets. A total number of sixteen (16) elevators will be installed, including eleven (11) new and five (5) replacement elevators. The Design-Builder (MLJTC2) is a joint venture of MLJ Contracting Corporation and TC Electric, LLC, with AECOM USA, Inc. as a Lead Designer. Modern Elevator, Inc., the elevator manufacturer, is part of the design-build team and has a separate 15-year long-term elevator maintenance, repair, and inspection contract. Other ADA amenities include reconstruction of the platform edge, installation of platform edge warning strips, modification of entry/exit gates, agent booths, new lighting, and signage. In some cases, to accomplish these ADA amenities, it is necessary to relocate conflicting utilities. In addition, the project includes state of good repair work at Westchester Sq and Woodhaven Blvd stations.

The project is approximately 50% complete and remains within budget. Throughout the first year, the Project Management Team (PMT) has mitigated several potential schedule challenges mainly associated with utility interferences, State variance approvals, interactions with local stakeholders.

Current activities include:

- Design is approximately 95% complete, with Release for Construction (RFC) attained for some stations.
- Work is completed at the Court Square and 8 Av stations; elevators were placed in service on July 14th and July 20th, respectively.
- Work is scheduled to be completed at Flushing Avenue and 181st Street stations in Quarter 4 of 2023.

- ADA upgrades such as platform reconstruction including edges and boarding areas, stair replacement/repairs, MEP and communication system upgrades, new elevators and EMR are taking place at all stations.
- State of Good Repair (SoGR) improvements such as replacement of platforms, girders, beams, and windscreens, steel and concrete repairs, and mezzanine Level structural and architectural repairs are taking place at Woodhaven Boulevard and Westchester Square stations.

The Project Management Team is continuously engaging with various stakeholders to keep them informed of the project status and allow them to raise concerns or ideas. The replacement of cable tray at Westchester Sq Station and repair/replacement of corroded steel elements at both Westchester Sq and Woodhaven Blvd Stations are few examples of such coordination and communication with project stakeholders.

ADA Upgrades at 68 St/ Hunter College
A36164
A37375
M44152

This project is a design-build contract to provide ADA accessibility, including elevators and other improvements, at 68 St / Hunter College (6).

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2024	December 2024
Budget	\$177 M	\$177 M
The project is approximately 53% complete.		

This design-build project will provide three new elevators: one from the street to the mezzanine and two from the mezzanine to the northbound and southbound platforms, respectively. The elevators will be maintained under a separate contract. Other ADA features include the reconstruction of platform edges and stairways and the installation of new lighting and signage. In addition, the project will add two new street to platform entrances: one at the SW corner of 69th Street and Lexington, and one at the midblock of Lexington Avenue between 68th and 69th Streets. The project scope includes significant utility replacement and relocation, mezzanine expansion, track replacement work on the northbound rail, state of good repair work throughout the station, and CCTV and Fire Alarm Systems installations. The design-build contract is a joint venture between Forte and Citnalta.

The project is approximately 51% complete and within budget and schedule.

Recent milestones include:

- Reconfiguration of existing Stair S3 was completed and opened to the public on October 28, 2022
- A new mid-block street level entrance and Stair S6 on Imperial House Building was opened to the public on March 1, 2023
- Track replacement on the northbound rail was completed

Current activities include:

- Utility work continues on steam and water mains on 68 St
- Excavation for EL284 from mezzanine to platform ongoing
- Excavation for mezzanine expansion ongoing

Overall, the availability and capability of qualified resources – particularly elevator installers – remains a concern for the Stations Business Unit. While a new, third qualified elevator installer was approved for ADA Package 3, all three installers must increase their local presence to keep up with the pace of awards.

September 2023 CPC Independent Engineering Consultant Project Review

IEC's Summary Review of the Stations Business Unit

Stations Summary

Stations Summary

The IEC monitors the Stations Business Unit through cost and schedule analysis of the projects published in the quarterly Traffic Light Report (TLR) and through more comprehensive risk-based monitoring of individual Stations ADA Accessibility upgrades, as highlighted in C&D's Station's presentation.

This month the TLR includes the IEC's review of 108 station projects/work tasks in both design and construction, including station renewals, accessibility upgrades, elevator and escalator replacements and state of good repair projects, featured in this quarters TLR. Our detailed reporting concentrates on project exceptions and ongoing issues and risks that are impacting the successful delivery of those projects.

- ▣ **23** Station Renewals
- ▣ **34** Accessibility Upgrades
- ▣ **14** Elevator and Escalator Replacements
- ▣ **37** Component Replacements/SOGR/Misc.

The overwhelming majority of the projects monitored in this quarters TLR are on schedule and within budget. Of these;

- ▣ **90** (83%) were designated GREEN
- ▣ **5** (5%) were designated RED
- ▣ **13** (12%) triggered a variance in a prior quarter

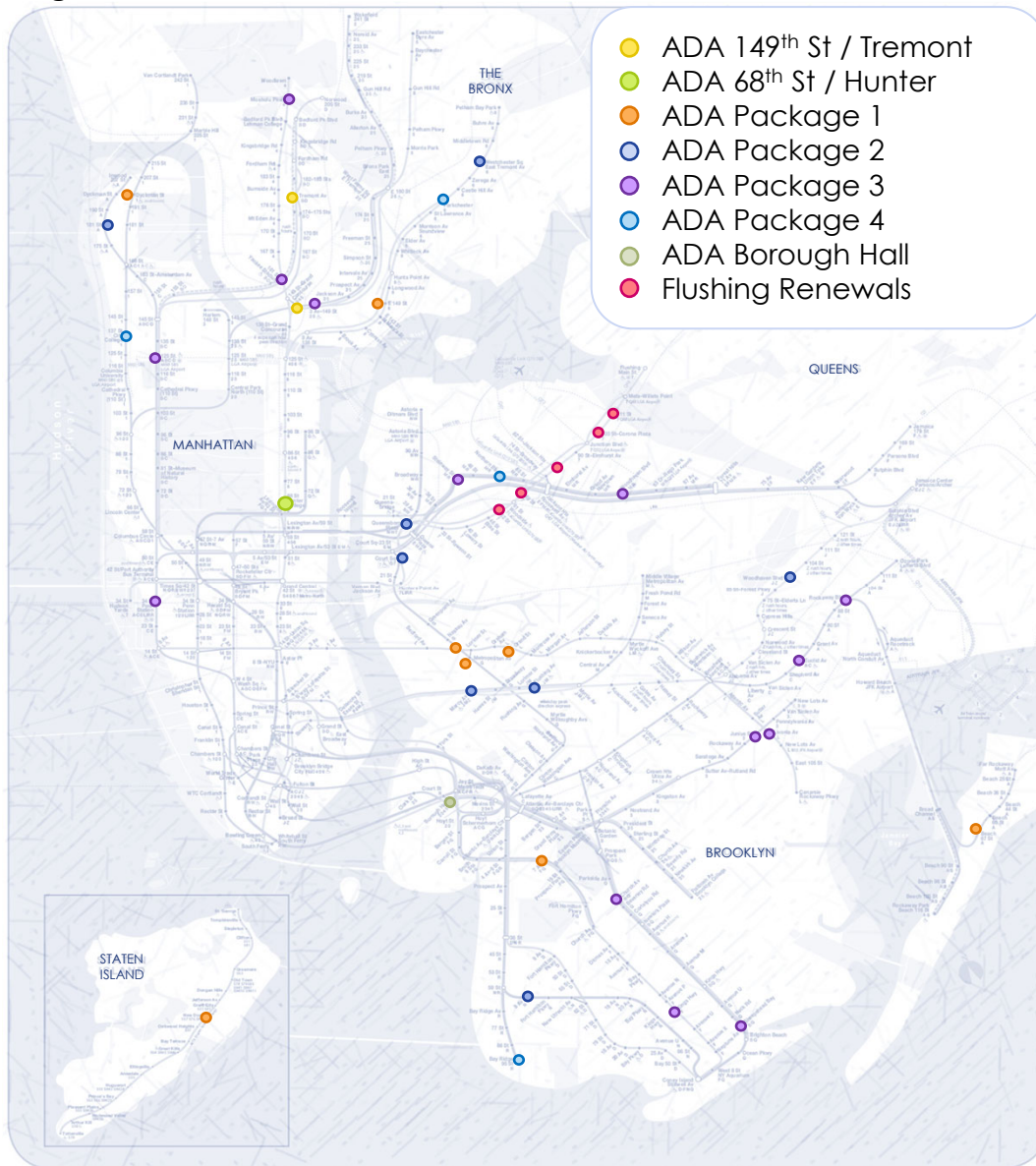
The Station projects that triggered variances this quarter, were for schedule delays, ranging from 3 to 8 months. There were no cost variances. Maintaining overall project budget has historically not been a problem due to adequate risk-based monies allocated by C&D.

The problems encountered this quarter include; unforeseen conditions, change orders, poor contractor performance and track access difficulties.

Stations Summary

Scope: Project Locations

The 8 Station projects, individually monitored by the IEC are located throughout the five boroughs.



Stations Summary

ADA Stations Monitoring Scope

The IEC's risk-based monitoring includes a deeper review and analysis of 1 Station Renewal project and 7 ADA station projects currently in construction. The 7 ADA projects will provide accessibility upgrades to transit stations located across all five boroughs. The following Station Packages have been awarded since 2020. They will provide 92 new elevators at 38 locations, providing full accessibility at these stations by 2026. The projects are;

	(Contract) Package	# of Stations	Scope	Contractor/ DB JV
●	ADA 149 th St Station and Tremont Ave.	3	6 elevators - New accessible station transfer at 149 th St.	Tully/STV
●	ADA 68th St – Hunter College	1	3 elevators - New street stairs to access the station	Forte/Citnalta (JV)
●	ADA Package 1	8	18 elevators, includes 12 MRL's	Judlau/STV
●	ADA Package 2	8	11 new and 5 elevator replacements	MLJTC2 (JV)
●	ADA Package 3	13	23 new and 14 elevator replacements	EAE (Halmar/ Forte)
●	ADA Package 4	4	8 new elevators and 1 escalator	JTTC/AECOM
●	ADA Borough Hall	1	3 new elevators	Judlau/TyLin
●	Flushing Station Renewals	5	Repairs and SoGR work (no elevator work)	Skanska/RR JV Judlau

Stations Summary

Schedule

(Contract) Package	Award Date	Duration	Substantial Completion (SC)		
			Original	Project's Current Forecast	IEC Forecast
149 th St Station & Tremont Ave.	08/2020	36 months	07/2023	08/2024	Q4 - 2024
68th St – Hunter College	12/2021	36 months	12/2024	12/2024	12/2024
Package 1	12/2020	31 months	07/2023	12/2023	Q2 - 2024
Package 2	01/2022	33 months	09/2024	09/2024	09/2024
Package 3	12/2022	42 months	09/2026	09/2026	09/2026
Package 4	12/2022	30 months	06/2025	06/2025	06/2025
Borough Hall	12/2022	34 months	04/2025	04/2025	04/2025
Flushing Station Renewals	09/2022	32 months	05/2025	05/2025	05/2025

- Six projects analyzed by the IEC are on schedule. Schedule impacts due to contractor problems have delayed 2 projects:
 - 149th St Station has an overall 13-month delay to Substantial Completion. A pending Extension Of Time (EOT) request may further impact overall SC.
 - The Interim completion date at Tremont Ave is forecast for September 2023, a delay of 14 months.
 - ADA Package 1 project team forecast an overall 5-month delay to Substantial Completion. A pending EOT request has been submitted and is under review by the project team. The impact is not yet known.

Stations Summary

Budget

(Contract) Package	Current Budget	Forecast Project EAC	IEC Forecast EAC Within Budget
149 th St./Tremont	\$163M	\$159M	Yes
68th St – Hunter College	\$177M	\$177M	Yes
Package 1	\$324M	\$264M	Yes
Package 2	\$470M	\$469M	Yes
Package 3	\$692M	\$692M	Yes
Package 4	\$237M	\$237M	Yes
Borough Hall	\$175M	\$175M	Yes
Flushing Renewals	\$623M	\$623M	Yes

- The IEC has observed that budget overruns have not historically been a problem on station projects due to adequate risk-based monies allocated by C&D.
 - C&D has utilized lessons learned and greater pre-design preparation/planning (*e.g., destructive testing, surveys, borings*) to minimize typical cost impacts.
- The overall value of the Stations Program represented in the TLR is \$10.2 B
- The overall value of the 8 projects monitored in greater depth/detail, which includes a comprehensive budget/EAC analysis by the IEC , is over \$2.8 B
- The IEC has reviewed all project costs associated with expenditures to date, available contingency, pending change orders and claims, remaining work and risks. Our analysis indicates that the project budgets noted above are sufficient to complete all remaining work required to achieve Substantial Completion.

Stations Summary

IEC Observations

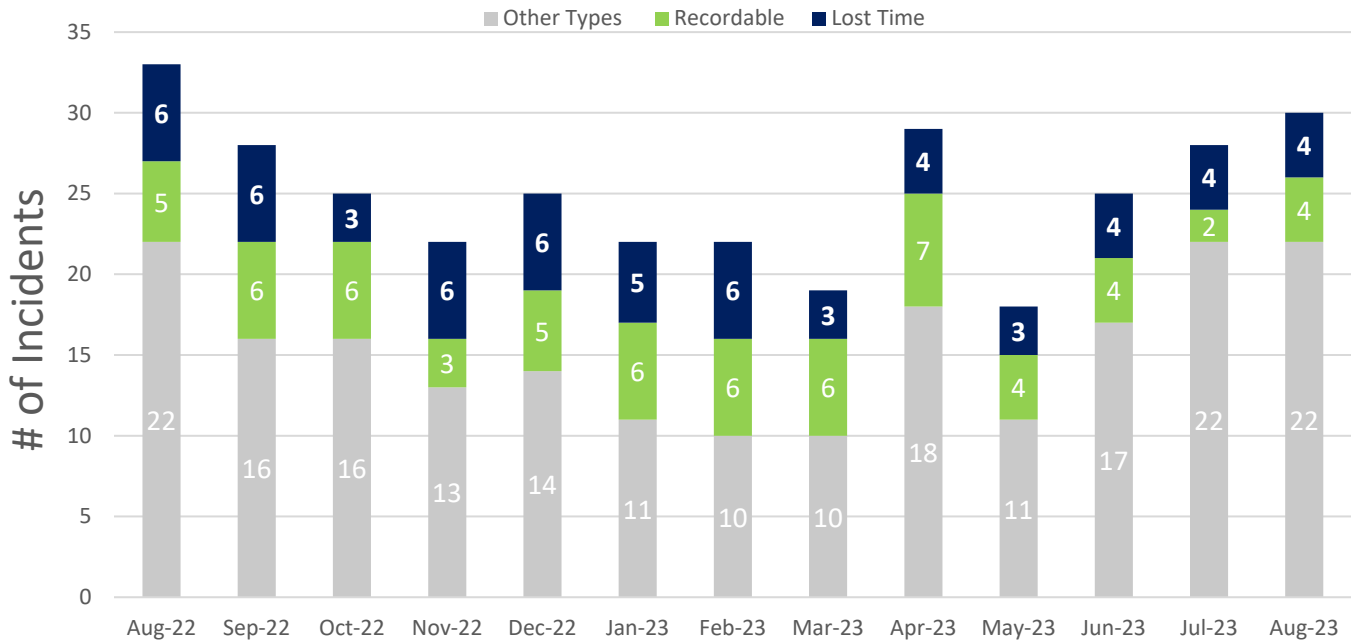
- The IEC notes that there have been proactive mitigations undertaken which have resulted in proven project benefits.
 - On 68th Street/Hunter College, the project was able to improve interim place-in-service elevator milestone dates by maximizing track outages (GOs) and obtaining additional work shifts from the contractors.
 - Also, on 68th Street the project initiated early outreach efforts to obtain signed utility agreements which has resulted in improved coordination and support between the design-builder and the utilities
 - A problem with compatibility issues of the elevator fault detection systems and elevator controllers being installed at some stations in ADA Packages 1 and 2, was recognized by C&D and is being addressed and solutions incorporated into future ADA packages to improve performance.
 - Lastly, the Stations Business Unit and other MTA User Groups are coordinating and monitoring elevator and escalator opening dates well in advance of completion to better manage in-house resources and critical support requirements. This process may prove fruitful as the station workload continues to increase and multiple elevator place-in-service dates impact the allocation of existing resources.
- The IEC continues to attend project risk assessments and together with C&D, identify programmatic risks and develop effective mitigations and management tools that contribute to the positive results of the stations program.

Stations Summary

Program Challenges Moving Forward

- The Stations Program is focused on providing system-wide transit accessibility by 2055. The IEC notes issues that may impact the program moving forward and the major challenges being addressed by C&D to ensure the successful delivery of C&D's Stations Accessibility Program. These include;
 - C&D's plan to increase project awards in 2024 will further impact the local pool of qualified elevator specialists and trained professional workers needed to support these projects during construction. Current projects have been impacted by the availability and capabilities of contractors responsible for elevator installations, life safety, electrical, communication and utilities.
 - C&D's introduction of various delivery/award and project packaging options has attracted a new prominent elevator installer to meet the increased demands of accessibility installations. C&D is also contemplating the use of multiple sub-contractors on larger awards to minimize industry strain.
 - The level of support from MTA User Groups (*e.g., code compliance, E&E, ADA*) will need to increase as well to accommodate future demands.
 - Contractors need to provide and maintain critical contractual deliverables, (*sufficient staffing, workable schedules, testing and commissioning plans and recovery schedules*) to enable the project teams to monitor and accurately measure work progress to plan and initiate appropriate mitigations.
 - The 2 ADA projects cited by the IEC in this report have failed to meet their contractual obligations and the results are reflected in their performance and schedule delays noted on those projects.
- As the IEC continues to expand our monitoring responsibilities, we will review and assess the impact that design-build delivery, bundling stations for award, securing utility agreements with third-party stakeholders, offering long-term elevator maintenance contracts and introducing private-public partnerships to the MTA has had on the delivery of the Stations Program.

OSHA Classifications - August 2022 - August 2023



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

SAFETY NARRATIVE

JULY & AUGUST UPDATE:

- **58 safety incidents were reported in July 2023 (28 incidents) and August 2023 (29 incidents), including:**
 - Eight (8) lost time incidents
 - Five (6) recordable incidents
- **Reported lost time incidents in August 2023 remained the same as reported in July 2023**
- **Leading lost-time and recordable incident types for July & August 2023 were Struck by/Against (64%) and Strain and Sprain (21%)**
- **No Serious incidents were reported.**

YEAR-TO-DATE TRENDS:

Hazards 2023	Lost Time		Recordable		First Aid		Notification Only		Grand Total	% to Grand Total
	Count YTD	%	Count YTD	%	Count YTD	%	Count YTD	%		
Caught in Between	5	14%	7	18%	5	9%	5	8%	22	11%
Electrical	1	3%	0	0%	0	0%	1	2%	2	1%
Other	5	14%	5	13%	6	10%	15	23%	31	16%
Slip, Trip, Fall	10	29%	7	18%	13	22%	13	20%	43	22%
Sprain/Strain	8	23%	3	8%	11	19%	9	14%	31	16%
Struck By/Against	6	17%	17	44%	23	40%	21	33%	67	34%
Totals	35	100%	39	100%	58	100%	64	100%	196	100%

- **LOST TIME INCIDENT TRENDS:** 35 Lost Time incidents have been reported YTD (through August 31, 2023), a decrease of 20% (or eight (8) incidents) vs. the same reporting period in 2022. This year's (through August 31, 2023) top injury type associated with lost time incidents is Slips/Trips/Falls, currently at (29%).
- **RECORDABLE INCIDENT TRENDS:** 39 Recordable incidents have been reported YTD (through August 31, 2023), an increase of 3% (or three (3) incidents) vs. the same reporting period in 2022. This year's (through August 31, 2023) top injury type associated with recordable incidents is Struck By/Against (44%).
- **SERIOUS INCIDENTS:** 2023 Total – 3
 - ELECTRICAL SHOCK - 1
 - ENVIRONMENTAL – 1
 - FALL – 1

INSPECTIONS & AUDITS:

- **JULY & AUGUST INSPECTIONS:**
 - INTERNAL – 621
 - EXTERNAL – 1064 (43 Third-Party Safety Consultants; 1021 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - INTERNAL – 2,012
 - EXTERNAL – 4,626 (660 Third-Party Safety Consultants; 3,966 OCIP Visits)
- **JULY & AUGUST NEGATIVE OBSERVATION(S)** – Negative Findings identified through the various inspections include Housekeeping, Fall Protection, Fire Protection/Prevention, Supervision/Organization, and Site Security and Public Protection.
- **JULY & AUGUST POSITIVE OBSERVATION(S)** – Positive Findings identified through the various inspections include Supervision/Organization, General Safety/Housekeeping, Tools (hand & power), Fire Protection, and Electrical.

INVESTIGATIONS & LESSONS LEARNED:

- **NUMBER OF INVESTIGATIONS for JULY & AUGUST– NONE**

MTA C&D SAFETY STRATEGIC INITIATIVES:

- C&D Safety Oversight continues to support the Business Units (BU) in processing project deliverables and approvals until qualified candidates are identified and onboarded. Safety Oversight assists the BUs in reviewing and selecting suitable candidates to fill these critical roles/positions. C&D Safety Oversight has also been approved to fill several open positions and is finalizing the selection of candidates. These additional staff will be used to support the group's project safety inspection and oversight responsibilities. The availability of suitable candidates continues to be challenging as Contractors and PMCs also need qualified personnel to staff their projects. Safety Oversight is analyzing the current contract requirements and the market availability to evaluate how safety personnel is prescribed within contracts and allow adjustments to changing trends or project and sub-project bundling.
- AECOM Safety Assessment Initiative – Advance a multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application.
 - AECOM has provided C&D Safety Oversight with a DRAFT of the training presentation and materials for the Phase 1 rollout. C&D Safety Oversight is reviewing the training materials and working with AECOM to solidify the content. Train the Trainer sessions for the C&D Safety Oversight and BU Safety personnel are scheduled for mid-September. AECOM also continues working with C&D Safety Oversight and other C&D groups to revise the Division 1 Specifications to align the responsibilities and deliverables of the Contractor/Design Builder with the MTA C&D Safety Management System. Development of a specification for use by the PMCs to ensure their project responsibilities align with the established MTA C&D Safety Management System is also ongoing.

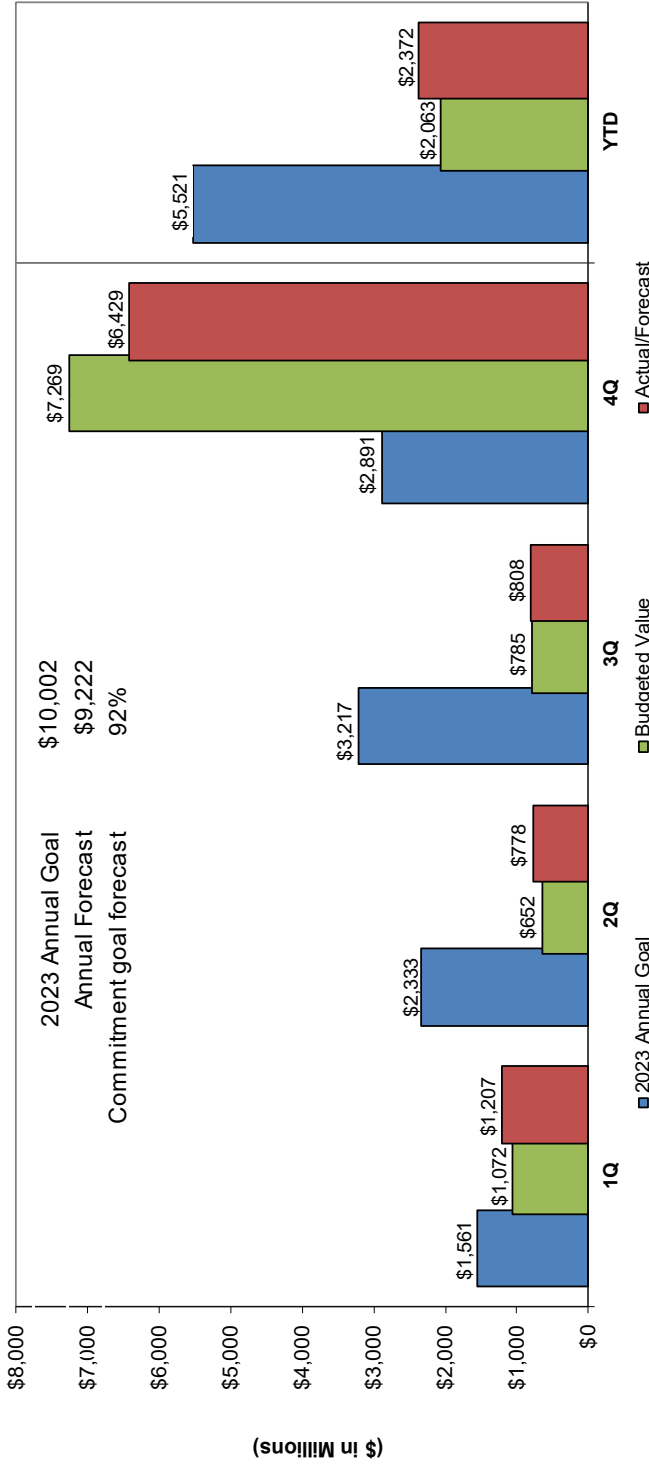
- The digital solution for the Safety Management System continues progressing with HQ and has been incorporated into an Agencywide ESS. The specific module for C&D will allow real-time inspections and submissions to be viewed and tracked, with input from all users (e.g., GC/PMC field safety coordinators and C&D Safety Oversight/BU Safety staff). The VP of Safety has finalized the scope of work (SOW) for the RFP on the C&D portion. HQ's legal and procurement departments are reviewing it for finalization and issuance.
- Independent Third-Party Safety Inspection Consultant – The Independent Safety consultant is tasked with auditing contractor compliance with applicable federal (such as OSHA, EPA), state, and local regulations, approved Construction Health and Safety Plan (CHASP), and the contract's specific requirements.
 - Under the current contract modification, the Consultant continues to perform inspections within the B&T Business Unit. Third-party safety Consultant use for the other C&D Business Units has proven to be more challenging and has been temporarily paused. At the same time, C&D Safety Oversight works with the Consultant on possible paths forward. C&D Safety Oversight continues to work with the Consultant to resolve any issues or challenges that may arise while providing agency-performed inspections in lieu.
- VP Safety Oversight continues outreach initiatives with Contractors and Construction organizations to discuss C&D Safety trends and lessons learned from current projects. Additional outreach material for C&D staff and Contractors is being developed during project and staff safety meetings to align with the C&D Safety Management System. The Monthly and quarterly Outreach meetings with the various PMC/CCM consultant companies are ongoing and include discussions on possible areas for additional collaboration and mitigations for ongoing and future projects.

MTA Capital Program Commitments & Completions

**through
August 31, 2023**

Capital Projects – Commitments – August 2023

MTA-wide 2023 Commitments



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

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

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

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

Commitments Summary

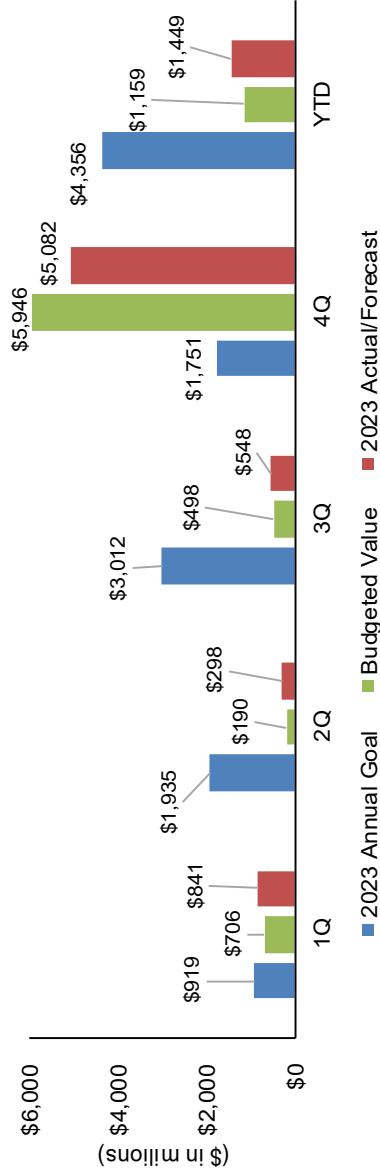
In 2023 the MTA planned to commit \$10 billion worth of capital projects. The MTA is tracking 38 "major" commitments across the agencies and business units. At the end of each quarter in 2023 any schedule variances will be reported on the following pages.

Through August, the MTA has committed \$2.372 billion versus a \$5.521 billion YTD goal and by year end the MTA now expects to make 92% of its \$10 billion goal. The year-end shortfall is primarily due to NYCT's ADA 168th/7Ave Bwy (\$246 million) and Equipping of Work Trains with CBTC Signaling (\$250M) slipping form Q4 to 2024, and Battery Electric Bus Charging Infrastructure no longer committing phase 3 this year. The ~\$3,149 million shortfall in actual commitment versus the YTD annual goal is a result of delays with NYCT's CBTC Fulton, ADA Broadway Junction, West End Overcoating, and the purchase of 245 Articulated Buses. These are currently still expected to be 2023 commitments. The variance between budgeted and forecasted values in Q4 can be attributed to updated engineer's estimates that are lower than current budgets.

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

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$919	\$1,935	\$3,012	\$1,751	\$4,356
2023 Actual/Forecast	\$841	\$298	\$548	\$5,082	\$1,449
Budgeted Value	\$706	\$190	\$498	\$5,946	\$1,159



Q1 and Q2 Schedule Variances

Project	Commitment	Goal	Act./Forec.
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1 NYCT/MTA Bus Red Commitment

Red delays are beyond 2 months of goal.

Signals

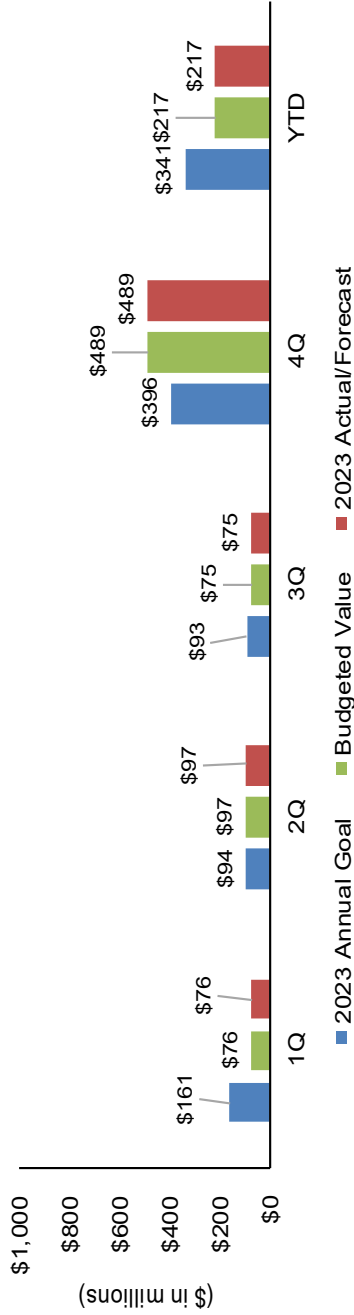
CBTC Fulton	Construction	Jun-23	Dec-23
		\$ 1,659.8	\$ 1,331.8

Change in award forecast reflects latest procurement strategy, in which bidder proposals are due 10/13/2023. Change in project cost reflects Step 2 RTA estimate.

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$161	\$94	\$93	\$396	\$341
2023 Actual/Forecast	\$76	\$97	\$75	\$489	\$217
Budgeted Value	\$76	\$97	\$75	\$489	\$217



Q1 and Q2 Schedule Variances

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

1 LIRR Amber Commitment

Amber delays are within 2 months of goal.

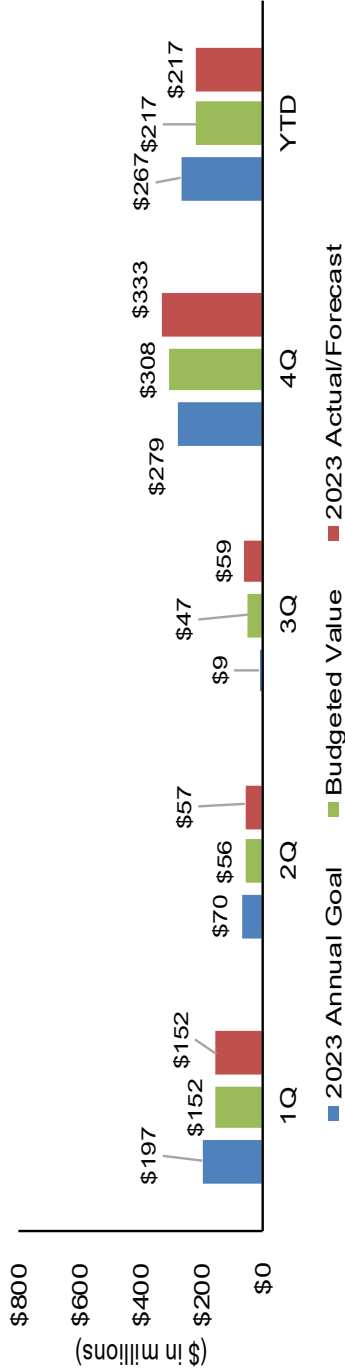
Track

2023 Annual Track Program	Construction	Mar-23	Apr-23 (A)
		\$ 62.0	\$ 50.0
Delay in commitment was due to additional funding and budget reviews prior to the award which was made in early April. The remaining amount to be committed is scheduled for award later this year for the 3rd party contracts associated with this project.			

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$197	\$70	\$9	\$279	\$267
2023 Actual/Forecast	\$152	\$57	\$59	\$333	\$217
Budgeted Value	\$152	\$56	\$47	\$308	\$217



Q1 and Q2 Schedule Variances

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

Red delays are beyond 2 months of goal.

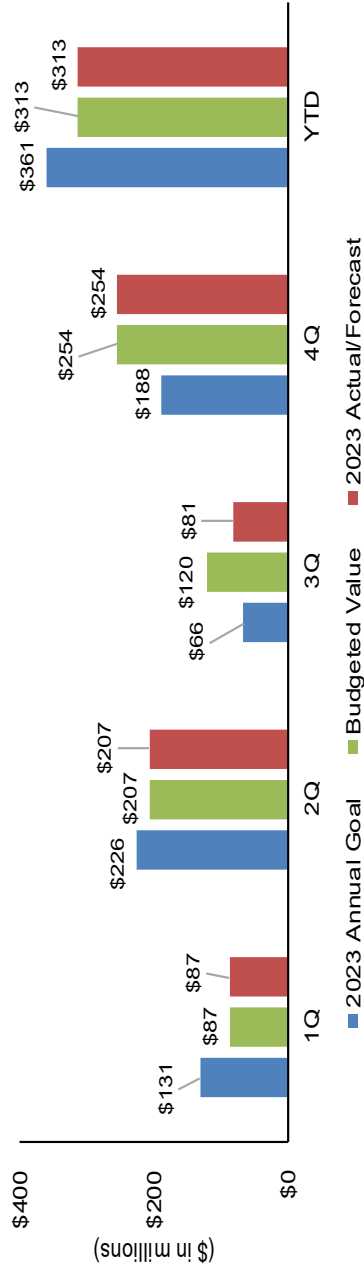
Power

NHL Pelham Substation Replacement	Construction	Apr-23	Sep-23
	\$	29.7	\$ 33.2
Awaiting October board approval for award. Higher cost estimate reflects a revised engineers estimate from July 2023			

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$131	\$226	\$66	\$188	\$361
2023 Actual/Forecast	\$87	\$207	\$81	\$254	\$313
Budgeted Value	\$87	\$207	\$120	\$254	\$313



Q1 and Q2 Schedule Variances

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

1 Network Expansion Red Commitment

Red delays are beyond 2 months of goal.

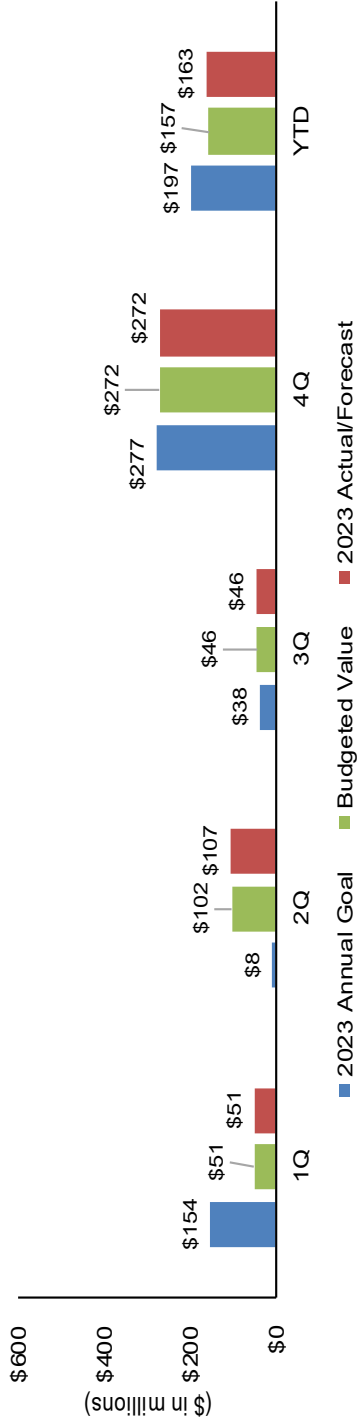
Penn Station Access

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

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$154	\$8	\$38	\$277	\$197
2023 Actual/Forecast	\$51	\$107	\$46	\$272	\$163
Budgeted Value	\$51	\$102	\$46	\$272	\$157



Q1 and Q2 Schedule Variances

Project	Commitment	Goal	Act./Forec.
1 B&T Amber Commitment			
Amber delays are within 2 months of goal.			
<i>Bridges</i>			
VN-81 Lower Level Main Span	Construction	Feb-23	Apr-23 (A)
Deck Rehab & Painting of Upper Level Steel	\$	104.9	\$ 104.9
Schedule shifted because of pending approval of third party funding.			

Capital Projects – Completions – August 2023

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

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

Completions Summary

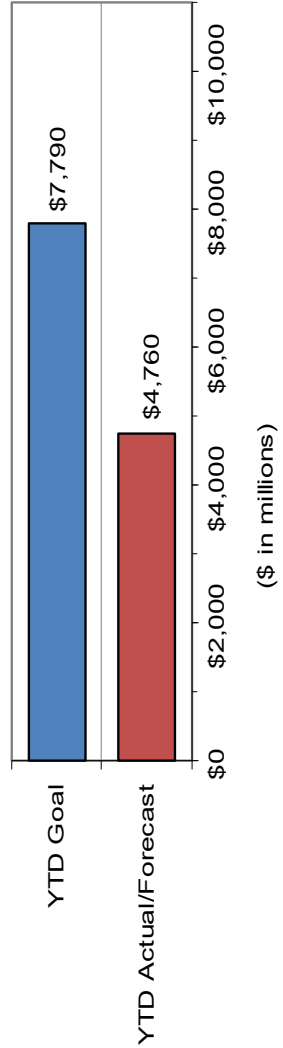
In 2023 the MTA plans to complete \$10.4 billion of projects. 42 Major completions are being tracked throughout the year.

Through August, the MTA has completed \$4,760 million versus its year-to-date goal of \$7,790 million. The shortfall is mainly due to several delays at NYCT and the impact of delayed East Side Access completions which are expected to be achieved later this year. Overall, there are thirteen delayed major completions, all but two of which are expected to be achieved later in the year. Each is identified on the following pages.

By year end the MTA forecasts achieving 93% of its \$10.4 billion completions goal.

Budget Analysis

2023 Annual Goal \$10,405
 Annual Forecast \$9,645
 Completion goal forecast 93%

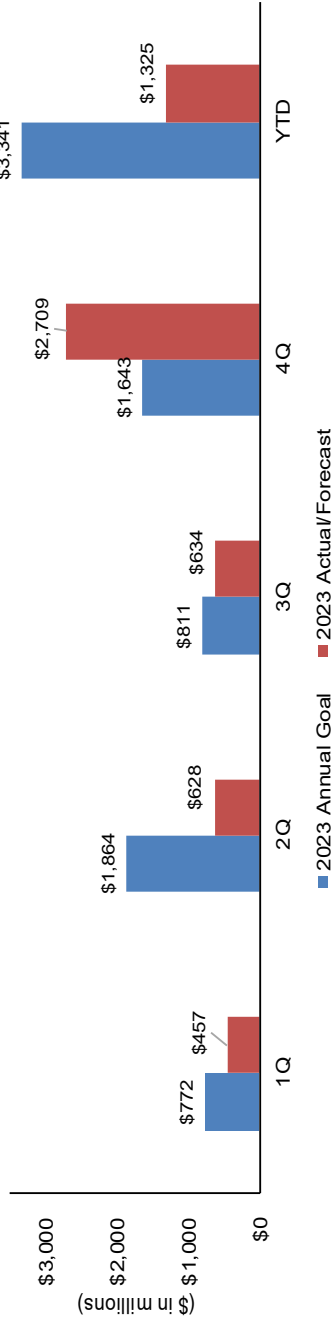


NYCT/MTA Bus Capital Projects – Completions – August 2023 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$772	\$1,864	\$811	\$1,643	\$3,341
2023 Actual/Forecast	\$457	\$628	\$634	\$2,709	\$1,325

2023 Goal (Rolling Stock)	\$276	\$249	\$0	\$96	\$525
2023 Actual/Forecast (Rolling Stock)	\$276	\$108	\$141	\$96	\$384



Schedule Variances

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

Red delays are beyond 2 months of goal.

Superstorm Sandy			
Upgrade Emergency Booth Comm System	Construction	Mar-23	Dec-23
		\$74.1	\$74.1
Change in project schedule reflects ongoing migration/integration work of the communication system and in-service durability testing.			
Coney Island Yard: Sandy Repair/Mitigation and CBHs	Construction	Apr-23	Oct-23
		\$609.0	\$609.0
Change in project schedule reflects delay due to supply chain issues including the pending delivery of lighting panels and ongoing replacement of damaged signal cable. Change in cost reflects administrative adjustments due to accounting reconciliation.			

Signals & Communications

CBTC QBL West Ph.1 /Siemens	Construction	Apr-23	Dec-23
		\$221.7	\$221.7
Change in project schedule due to the vendor's software-related reliability issues.			

NYCT/MTA Bus Red Completions (continued)

Line Equipment			
Rehabilitate Forsyth St. Fan Plant	Construction	Nov-23	Mar-24
		\$87.7	\$87.7
Change in project schedule reflects delay due to complexity of excavation work.			
MTA Bus			
Storeroom Expansion - LaGuardia	Construction	Mar-23	Dec-23
		\$7.4	\$7.4
Delay, due to the new work switch; specification had outdated model. A additional delay due to parts being delivered that were the incorrect power supply specifications.			
Buses			
209 Standard Diesel Buses (Nova)	Construction	Apr-23	Sep-23
		\$141.2	\$141.2
Change in project schedule due to ongoing vendor production issues for balance of buses			
Stations			
ADA: 8 Stations - Package A	Construction	Jul-23	Dec-23
		\$276.2	\$276.2
Change in project schedule reflects delays in establishing utility relocation agreements, property access and easement agreements.			

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

Schedule Variances (Continued)

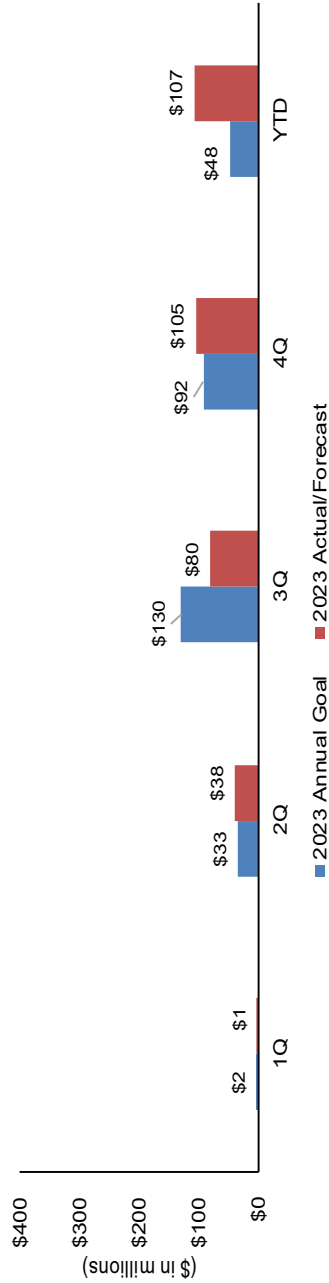
Project	Completion	Goal	Act./Forec.
1 NYCT/MTA Bus Amber Completions (0 new this month)			
Amber delays are within 2 months of goal.			
<i>Staten Island Railway</i>			
ML Track Rehab & Clifton Yard Switches	Construction	Apr-23 \$0.0	Jun-23 (A) \$111.8
Change in project schedule was due to the impact of track access and bus shuttles.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$2	\$33	\$130	\$92	\$48
2023 Actual/Forecast	\$1	\$38	\$80	\$105	\$107

2023 Goal (Rolling Stock)	\$0	\$0	\$115	\$0	\$64
2023 Actual/Forecast (Rolling Stock)	\$0	\$0	\$64	\$26	\$64



Schedule Variances

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

Rolling Stock

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

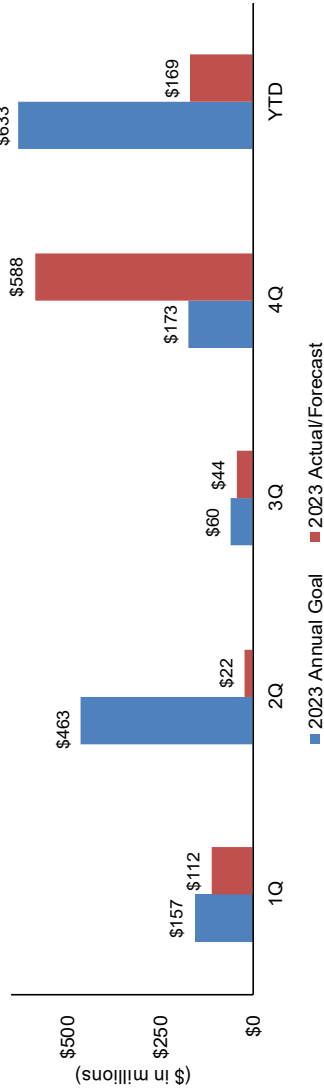
28 cars (\$64.4M) have been conditionally accepted as of August 2023. The acceptance of the remaining cars has slipped to 2024.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$157	\$463	\$60	\$173	\$633
2023 Actual/Forecast	\$112	\$22	\$44	\$588	\$169

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



Schedule Variances

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

Red delays are beyond 2 months of goal.

Shops

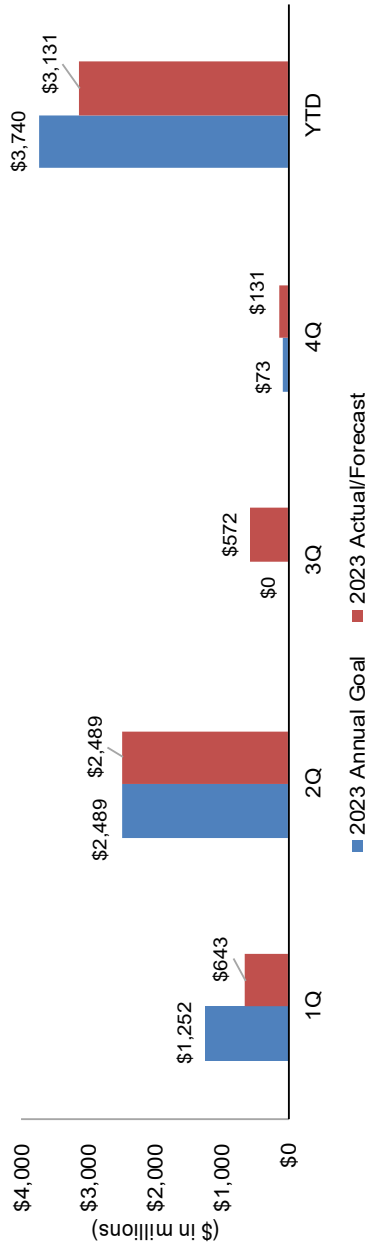
Harmon Shop Replacement - Phase V	Construction	Jun-23	Oct-23
		\$439.6	\$439.6

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

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2023 Annual Goal	\$1,252	\$2,489	\$0	\$73	\$3,740
2023 Actual/Forecast	\$643	\$2,489	\$572	\$131	\$3,131



Schedule Variances

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

Red delays are delayed more than 2 months of goal.

East Side Access

GCT Concourse & Facilities	Construction	Feb-23	Sep-23
		\$572.0	\$572.0

Prior delay to CM014B is driven by the completion and testing of a freight elevator followed by ceiling/flooring finishes. Further delay is driven by seismic bracing of mechanical installations, such as ducts and pipes.

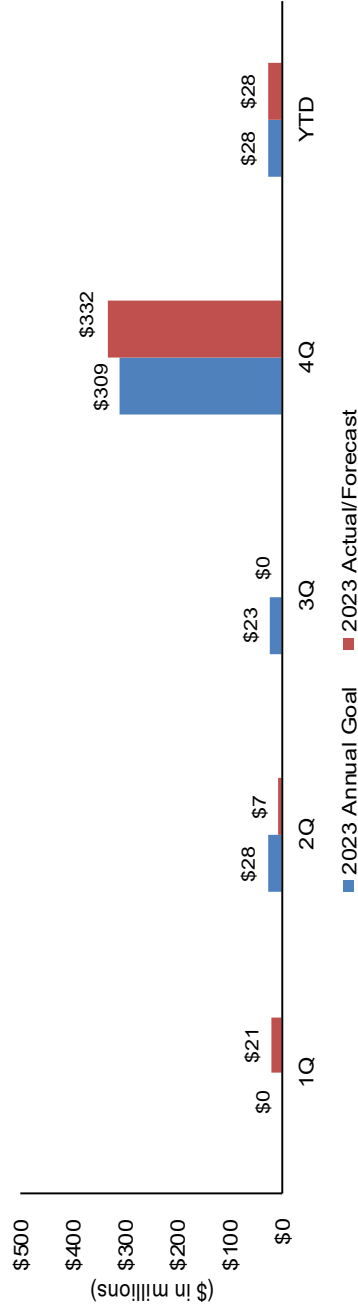
Concourse, Cavern & Facility Detailing Services CM030	Construction	Mar-23	Nov-23
		\$37.1	\$58.0

The CM030 contract which focuses on passenger facing and retail environment scope in the GCT Madison Ave concourse is delayed as additional contract change orders are being addressed, and were brought to MTA Board in May. Higher cost reflects additional work

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

B&T Budget Analysis

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



Schedule Variances

1 B&T Red Completion (0 new this month)

Red delays are delayed more than 2 months of goal.

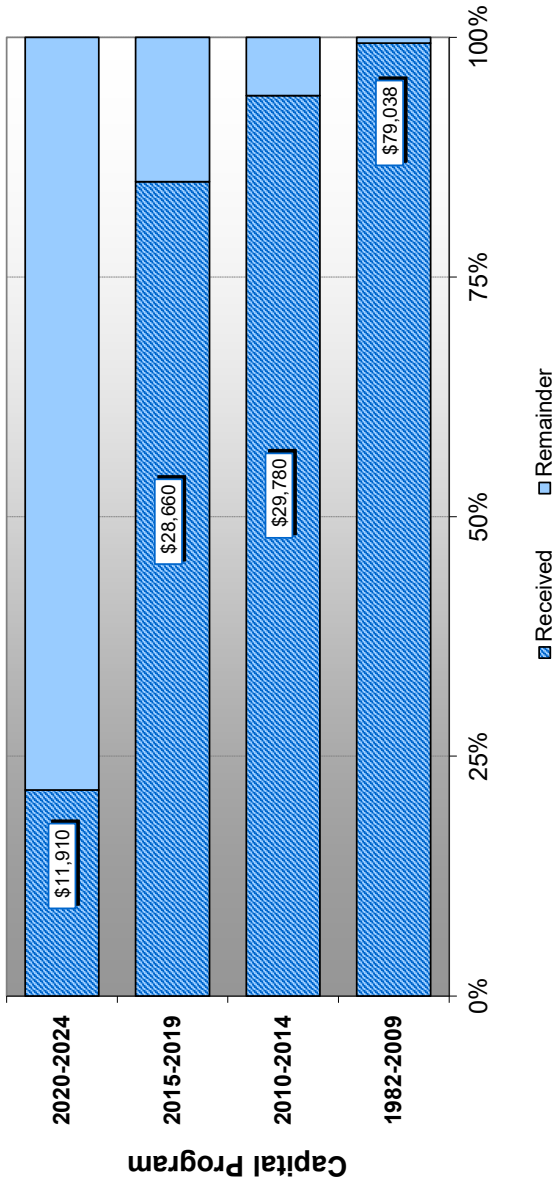
Bridges

RK Facility Wide Painting Program - Construction Sep-23 Dec-23
Phase 2 \$23.1 \$23.1

Tower painting and critical drainage repair work was advanced into 2023 and bundled into RK-PT Phase 2 as a best value contract modification to facilitate upcoming projects on the RFK suspended span. Additional time is required to complete the work.

Status of MTA Capital Program Funding

Capital Funding (August 2023)
\$ in millions



Capital Funding Detail (August 2023)

\$ in millions

	Funding Plan		Receipts		Received to date
	Current	Thru June	August	August	
2010-2014 Program					
Federal Formula, Flexible, Misc	\$5,794	\$5,790	\$ -	\$ -	\$5,790
Federal High Speed Rail	173	173	-	-	173
Federal New Start	1,271	1,271	-	-	1,271
Federal Security	89	89	-	-	89
Federal RRIF Loan					
City Capital Funds	628	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)**	1,361	1,288	-	-	1,288
B&T Bonds	2,025	1,864	-	-	1,864
Hurricane Sandy Recovery					
Insurance Proceeds/Federal Reimbursement	6,698	6,697	-	-	6,697
PAYGO	171	171	-	-	171
Sandy Recovery MTA Bonds	658	225	-	-	225
Sandy Recovery B&T Bonds	229	23	-	-	23
Total	31,701	29,780	-	-	29,780

	Funding Plan		Receipts		Received to date
	Current	Thru June	August	August	
2015-2019 Program					
Federal Formula, Flexible, Misc	\$5,388	\$5,724	\$ -	\$ -	\$5,724
Federal High Speed Rail	122	122	-	-	\$122
Federal Core Capacity	100	-	-	-	\$ -
Federal New Start	1,400	-	-	-	\$ -
Federal Security	18	15	-	-	\$15
State Assistance	9,196	8,164	-	-	\$8,164
City Capital Funds	2,692	2,060	-	-	\$2,060
MTA Bonds	9,042	8,308	-	-	\$8,308
Asset Sales/Leases	748	315	-	-	\$315
Pay-as-you-go (PAYGO)**	2,156	1,961	-	-	\$1,961
Other	163	68	-	-	\$68
B&T Bonds & PAYGO/Asset Sale	2,717	1,925	-	-	\$1,925
Total	33,744	28,660	-	-	28,660

	Funding Plan		Receipts		Received to date
	Current	Thru June	August	August	
2020-2024 Program					
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -	\$ -
Capital from New Revenue Sources	10,000	2,959	-	-	\$2,959
MTA Bonds and PAYGO	7,393	449	-	-	\$449
Other Contribution	542	-	-	-	\$ -
Federal Formula	9,984	6,226	-	-	\$6,226
State of New York	3,101	511	-	-	\$511
City of New York	3,007	1,323	-	-	\$1,323
Federal New Start (SAS Ph2)	2,005	-	-	-	\$ -
Federal Flexible	581	128	-	-	\$128
Federal Other	477	58	-	-	\$58
Federal Security	26	10	-	-	\$10
B&T Bonds	3,327	248	-	-	\$248
Total	55,442	11,910	-	-	11,910



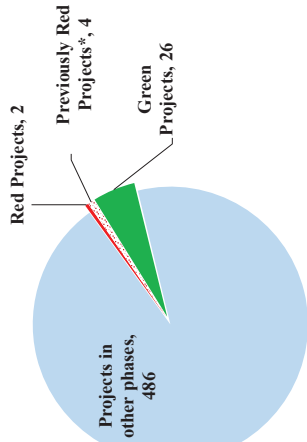
Metropolitan Transportation Authority

2nd Quarter 2023 Traffic Light Report on the MTA Capital Program

A total of 518 Projects were Reviewed for the 2nd Quarter 2023

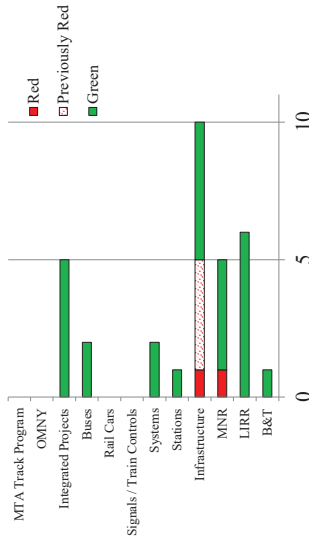
The 518 active projects include 32 projects in Design, 4 in Post-Design to Construction Award, 482 in Construction

31 of 518 Projects in Design



* see Terms and Definitions page

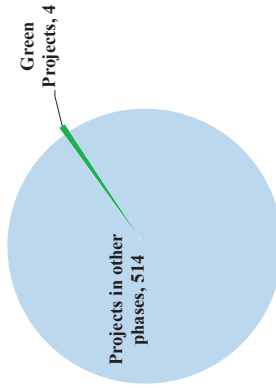
32 Projects in Design



Second Quarter 2023: 32 ACEPs were reviewed in this phase with 26 designated green, 4 as previously red, and 2 red. The root causes of the 2 red projects were contractor performance and scope change.

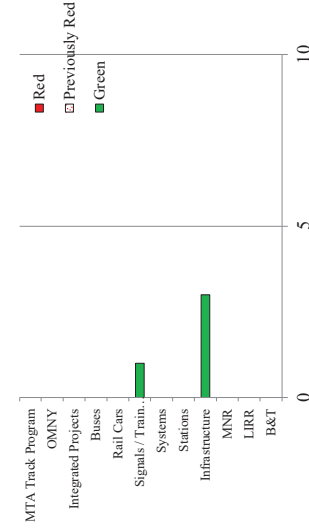
First Quarter 2023: 43 projects were reviewed in this phase with 27 designated green, 4 as previously red, and 12 red

4 of 518 Projects in Post-Design to Construction Award



* see Terms and Definitions page

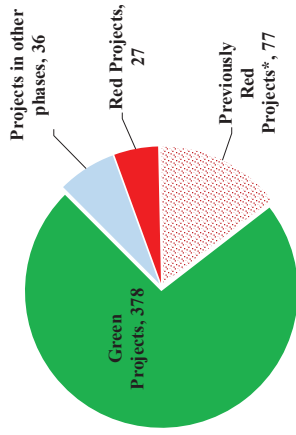
4 Projects in Post-Design to Construction Award



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

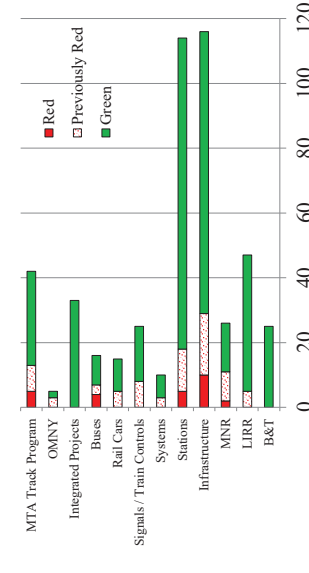
First Quarter 2023: 3 projects were reviewed in this phase with all 3 designated green.

482 of 518 Projects in Construction



* see Terms and Definitions page

482 Projects in Construction



Second Quarter 2023: 482 ACEPs were reviewed in this phase with 378 designated green, 77 previously red, and 27 red. The 27 red projects had root causes of unforeseen site conditions, contractor performance, material availability, track access, and coordination with other projects and/or agency.





First Quarter 2023: 486 projects were reviewed in this phase with 371 designated green, 75 previously red, and 40 red

Project Terms and Definitions




2nd Quarter 2023 Traffic Light Report

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





Project Terms and Definitions
Projects in Design: 32

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

Projects in Post Design to Construction Award Phase: 4

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

Projects in Construction: 482

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



Project Terms and Definitions 2nd Quarter 2023 Traffic Light Report

Projects in Planning:

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

Completed Projects:

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

Report Index Formulas and Criteria:

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

**2nd Quarter 2023 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle									
T8041224	Renewal: Borough Hall LEX	Construction	\$125,051,242	7	.99	▬	0	▬	G
T8041311	ADA: Borough Hall LEX	Construction	\$42,544,554	7	1.00	▲	0	▬	G
ADA 14th St Complex									
T7041251	Platform Components: 5 Locs CNR	Construction	\$3,745,545	38	.99	▬	0	▬	G
T70412F4	Subway Street Stairs: 14th Street 6AV	Construction	\$3,649,384	38	1.00	▬	0	▬	G
T70412L2	Platform Components: 14 St 6 AV	Construction	\$8,055,574	38	.99	▬	0	▬	G
T7041330	ADA: 14th St 6th AV/7th Av Complex DES	Construction	\$4,274,978	38	.99	▬	0	▬	G
T7041346	ADA: 6 Av CNR	Construction	\$54,806,895	38	.99	▬	0	▬	G
T7041347	ADA: 14 St 6AV	Construction	\$28,339,956	38	1.00	▬	0	▬	G
T7041348	ADA: 14 St BW7	Construction	\$51,144,237	38	.99	▬	0	▬	G
T8041221	Station Ventilators CNR	Construction	\$2,107,462	38	1.00	▬	0	▬	G
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	\$32,806,122	38	1.00	▬	0	▬	G
T8041230	Platform Components: 14th Street / 6 Ave	Construction	\$5,042,631	38	1.00	▬	0	▬	G
T8041304	ADA: 6 Ave / Canarsie	Construction	\$33,373,926	38	1.00	▬	0	▬	G
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	\$29,873,986	38	1.00	▬	0	▬	G
T8070312	LSCRIP 8th Ave CNR	Construction	\$34,975,533	38	1.00	▬	0	▬	G
ADA 149th Street and Tremont Ave Bundle									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$111,919,660	49	1.01	▬	5	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$53,358,752	84	1.01	▬	5	▲	R
ADA 68th St-Hunter College									
T7041324	ADA: 68 St-Hunter College LEX	Construction	\$145,243,219	39	1.00	▬	0	▬	G

2nd Quarter 2023 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Stations - ADA Accessibility Program - Projects in Construction									
ADA 68th St-Hunter College - cont'd									
T8041225	Platform Components: 68 St. - Hunter College LEX	Construction	\$6,231,878	35	1.00	▬	0	▬	G
T8050244	Mainline Track Replacement 2021 / Hunter College	Construction	\$4,014,497	90	1.00	▬	0	▬	G
ADA Package A									
S8070101	Station Components: New Dorp / SIR	Construction	\$2,316,923	84	1.00	▬	0	▬	R
S8070108	ADA: New Dorp SIR	Construction	\$34,715,249	84	1.00	▬	0	▬	R
S8070110	Components: New Dorp SIR	Construction	\$1,398,318	84	1.00	▬	0	▬	R
T8041215	Station Components: Metropolitan Ave XTN	Construction	\$3,872,158	84	1.00	▬	48	▲	R
T8041231	Station Components: Metropolitan Ave XTN	Construction	\$3,679,485	84	1.20	▲	0	▬	R
T8041303	ADA: Dyckman St (NB) BW7	Construction	\$20,283,883	84	1.00	▬	0	▬	R
T8041317	ADA: Grand St CNR	Construction	\$27,221,551	84	1.00	▬	0	▬	R
T8041319	ADA: 7th Ave CUL	Construction	\$44,727,413	84	1.00	▬	0	▬	R
T8041327	ADA: Lorimer St CNR	Construction	\$58,131,049	84	.98	▬	0	▬	R
T8041328	ADA: Metropolitan Ave XTN	Construction	\$46,004,005	84	.97	▬	0	▬	R
T8041332	ADA: East 149th St PEL	Construction	\$38,676,891	84	1.00	▬	0	▬	R
T8041337	ADA: Beach 67th St FAR	Construction	\$43,662,144	84	1.04	▬	0	▬	R
ADA Package 2									
T6041323	ADA: 8th Ave/Sea Beach (Southbnd Ph2)	Construction	\$9,848,899	95	.98	▬	0	▬	G
T7041213	Renewal: Woodhaven Blvd JAM	Construction	\$57,398,215	21	1.00	▬	0	▬	G
T7041314	ADA: Court Square XTN (Elevator Phase)	Construction	\$24,428,499	95	.99	▬	0	▬	G
T7041316	ADA: Woodhaven Boulevard JAM	Construction	\$39,602,072	39	1.01	▬	0	▬	G
T7041327	ADA & Station Improvements: Westchester Sq PEL	Construction	\$90,284,470	36	1.00	▬	0	▬	G

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

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Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 2 - cont'd									
T7041335	ADA: Queensboro Plaza FLS	Construction	\$73,977,816	34	.99	▬	0	▬	G
T8040708	Replace 5 Elevators at 2 Locations JAM	Construction	\$39,488,996	39	1.00	▲	0	▬	G
T8041232	Station Renewal: Woodhaven Boulevard/PEL	Construction	\$23,896,231	21	.97	▲	0	▬	G
T8041329	ADA: Woodhaven Blvd/JAM	Construction	\$27,482,430	39	.99	▬	0	▬	G
T8041330	ADA & Station Improvements: Westchester Sq/PEL	Construction	\$31,496,241	36	.97	▲	0	▬	G
T8041345	ADA: 181 St 8AV	Construction	\$46,778,589	58	.99	▬	0	▬	G
T8050246	ML Track Replacement: Westchester Square /Pelham	Construction	\$1,120,000	36	.93	▬	0	▬	G
ADA Package 4									
T7041322	ADA: 95 St 4AV	Construction	\$35,943,807	12	1.02	▬	0	▬	G
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	12	1.00	▬	0	▬	G
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,188,332	12	1.00	▬	0	▬	G
T8041331	ADA Parkchester E. 177 St PEL	Construction	\$77,384,672	12	.96	▬	0	▬	G
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,646,509	12	.96	▬	0	▬	G
T8041371	ADA: 137 St BW7	Construction	\$39,222,993	12	1.00	▬	0	▬	G
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$13,931,258	12	.88	▬	0	▬	G
ADA Package 3									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,874,726	5	1.00	▬	4	▲	G
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,699,079	5	.99	▬	4	▲	G
T8041312	ADA: Junius St / NLT	Construction	\$89,251,681	5	1.00	▬	4	▲	G
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	5	1.00	▬	4	▲	G
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	5	1.00	▬	4	▲	G

**2nd Quarter 2023 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction**

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

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Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 - cont'd									
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	5	1.00	▬	4	▲	G
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,185,049	5	1.00	▬	4	▲	G
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	5	1.00	▬	4	▲	G
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	5	1.00	▬	4	▲	G
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	5	1.00	▬	4	▲	G
All Other Stations Projects									
Component Repairs - 8th Ave Line									
T8060518	Tunnel Lighting, 8 Ave	Construction	\$18,399,742	49	1.00	▬	0	▬	G
T8060519	Fan Fiber, 8 Ave	Construction	\$17,378,521	49	1.00	▬	0	▬	G
T8070329	Line Structure Repairs, 8 Ave	Construction	\$86,119,080	49	1.10	▬	0	▬	G
Replacement of 8 Escalators									
T7040708	Replace 2 Escalators: Pelham Pkwy WPR	Construction	\$15,529,875	96	1.00	▬	1	▲	G
T7040709	Replace 6 Escalators / Various	Construction	\$46,485,326	96	1.00	▬	1	▲	G
Station Renewal - Flushing Line - Bundle 1									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	20	1.02	▬	0	▬	G
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	4	.95	▬	0	▬	G
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$42,652,675	4	1.00	▬	0	▬	G
T8041258	Station Renewal: Woodside 61st Station	Construction	\$78,972,236	20	.99	▬	0	▬	G
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,579,565	4	1.00	▬	0	▬	G
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$129,137,701	4	1.00	▬	0	▬	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Escalator Replacement Bundle									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$47,744,503	49	.99	▬	0	▬	G
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,484,500	4	1.00	▬	0	▬	G
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$33,788,248	40	1.00	▬	0	▬	G
Station Renewal - Jamaica Line									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$45,783,641	9	1.00	▬	0	▬	G
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$45,021,572	14	1.00	▬	0	▬	G
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,984,641	0	1.00	▬	0	▬	G
T8041249	Platform Edges Wrap-Up: 104St & 121St/JAM	Construction	\$242,529	0	1.00	▬	0	▬	G
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$11,002,525	9	1.00	▬	0	▬	G
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,748,186	14	1.00	▬	0	▬	G
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,045,438	0	1.00	▬	0	▬	G
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$265,315	0	1.00	▬	0	▬	G
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	0	1.00	▬	0	▬	G
Grand Central Bundle									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$22,877,745	23	.99	▬	0	▬	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$86,543,005	21	1.00	▬	0	▬	G
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$17,617,057	23	1.00	▬	0	▬	G
Station Renewal - Flushing Line - Bundle 2									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,599	10	1.01	▬	0	▬	G
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,731,043	1	1.00	▬	0	▬	G
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,552,578	1	1.00	▬	0	▬	G

2nd Quarter 2023 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 2 - cont'd									
T7041217	Renewal: 69 St FLS	Construction	\$42,977,984	1	.99	▬	0	▬	G
T7041219	Renewal: 52 St FLS	Construction	\$49,314,525	1	1.00	▬	0	▬	G
T8041243	Station Renewal: 111 St / FLS	Construction	\$14,403,140	10	1.00	▬	0	▬	G
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$13,827,711	1	1.00	▬	0	▬	G
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$12,355,852	1	1.00	▬	0	▬	G
T8041246	Station Renewal: 69 St / FLS	Construction	\$13,383,988	1	1.00	▬	0	▬	G
T8041247	Station Renewal: 52 St / FLS	Construction	\$15,894,371	1	1.00	▬	0	▬	G
T8041262	Platform Components: 111 St / FLS	Construction	\$6,277,620	1	1.00	▬	0	▬	G
Circulation Enhancements - Flushing-Main St									
T7041422	Station Capacity Enhancements: Main St FLS	Construction	\$54,938,607	72	1.00	▬	0	▬	G
T8041213	Station Components: Main St / FLS	Construction	\$3,413,102	72	.90	▼	0	▬	G
Grand Central Circulation Improvements									
T8041239	Grand Central: Center Core East / Flushing	Construction	\$108,117,941	10	1.00	▬	0	▬	G
T8041240	Grand Central: Widening Stairs U2/U6 / Lexington	Construction	\$3,468,971	2	1.00	▬	0	▬	G
Platform Components - Broadway-7th Ave Line									
T8041218	Platform Components: 5 Locs BW7	Construction	\$72,344,190	5	1.00	▬	0	▬	G
T8050239	ML Track Replacement 2021 / 86th St (Bway-7th Ave)	Construction	\$9,879,541	0	1.00	▬	0	▬	G
All Other Stations									
ET060332	Sandy Resiliency: 3 Pump Rooms (53rd St Tube)	Construction	\$27,954,817	89	1.43	▬	3	▲	R
T7040703	Replace 8 Traction Elevators / Various	Construction	\$56,058,184	96	.99	▬	5	▲	R
T8040711	4 Escalators at 2 Locs Dekalb 4Av & 181 St BXC	Construction	\$49,268,939	23	.99	▬	4	▲	R

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
All Other Stations									
T8040712	18 Escalators at 7 Locations	Construction	\$207,688,460	10	1.00	▬	0	▬	G
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	\$81,130,897	5	1.00	▬	0	▬	G
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	6	1.00	▬	-3	▼	G
T8041210	Water Condition Remedy: 2021	Construction	\$7,233,650	33	1.00	▬	0	▬	G
T8041217	Platform Components: 3 Locs QBL/ARC	Construction	\$31,484,972	25	1.00	▬	0	▬	G
T8041260	Stormwater Mitigation: Street Stairs Package 1	Construction	\$7,070,981	0	1.00	▬	0	▬	G
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	\$20,054,641	36	1.08	▬	0	▬	R
T8041255	Station Condition Survey	Design	\$16,571,061	3	2.02	▬	0	▬	G
Infrastructure									
207th St Yard Rehab									
ET100210	Power Cable Replacement- 207th Street Yard	Construction	\$47,883,857	98	1.12	▬	0	▬	R
ET100218	Sandy Repairs: 207th St Yard Signals	Construction	\$301,092,732	85	1.00	▬	0	▬	G
ET100219	Sandy Repairs: 207 St Yard Track	Construction	\$63,978,069	99	1.05	▬	0	▬	G
ET100220	Sandy Repairs: 207 St Yard Switches	Construction	\$51,271,993	98	1.02	▬	0	▬	G
ET100310	Long Term Perimeter Protection: 207th St Yard	Construction	\$166,255,275	69	1.07	▬	0	▬	G
ET100312	Sandy Mitigation: 207th Street Yard Portal	Construction	\$27,103,195	90	1.00	▬	0	▬	G
Tiffany Warehouse Mitigation									
ET160312	Sandy Mitigation: Tiffany Central Warehouse	Construction	\$25,027,469	59	1.00	▬	0	▬	G
T7160723	Tiffany Warehouse Exterior Wall Structural Repair	Construction	\$18,657,420	59	.99	▬	0	▬	G
T7160727	Roof Replacement: Tiffany Central Warehouse	Construction	\$18,748,305	59	1.01	▬	0	▬	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Infrastructure									
Structural Repairs - Eastern Parkway Line									
T7070323	LSCR: Brooklyn (EPK)	Construction	\$83,241,285	95	1.03	■	0	■	G
T8070311	Plenum Plate Demo & Struct. Rehab EPK	Construction	\$497,251	100	1.00	■	0	■	G
T8090408	Rehab CBH Enclosure: CBH 301 Pennsylvania Av / EPK	Construction	\$1,783,300	100	1.00	■	0	■	G
Structural Rehab and Overcoat Painting at 180th St									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	12	1.00	■	0	■	G
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$71,108,920	12	1.01	■	0	■	G
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$64,154,262	12	1.00	■	0	■	G
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	12	1.00	■	0	■	G
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$774,323	12	1.00	■	0	■	G
Overcoat Painting - Jamaica Line									
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$80,420,203	0	1.00	■	0	■	G
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$72,140,187	0	1.00	■	0	■	G
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$57,873,073	0	1.00	■	0	■	G
Component Repairs - Concourse Line									
T8060512	Fan Plants Component Repairs - BXC Line	Construction	\$237,910	0	1.00	■	0	■	G
T8070318	LSCR 161 -192 Sts BXC	Construction	\$127,790,306	63	1.00	■	0	■	G
T8070319	Vents 161 - 192 Sts BXC	Construction	\$11,715,519	47	1.00	■	0	■	G
T8060640	Antenna Cable Concourse Line (IND)	Construction	\$9,758,422	76	1.00	■	0	■	G
Steinway Tunnel Portal Resiliency									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	1	1.00	■	0	■	G
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$20,672,913	1	1.00	■	0	■	G
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	0	1.00	■	0	■	G

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Construction & Development Infrastructure									
Steinway Tunnel Portal Resiliency - cont'd									
T6080336	Catholic Protection, Steinway Tube	Construction	\$1,475,829	1	1.00	▬	0	▬	G
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	1	1.00	▬	0	▬	G
Hardening of 26 Substations									
ET090307	Hardening of Substations at 24 Locations	Construction	\$98,550,788	2	1.00	▬	0	▬	G
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,772,256	1	1.06	▬	0	▬	G
ET090314	Hardening Substations: Tudor City	Construction	\$6,441,432	1	1.03	▬	0	▬	G
T60412J3	Sandy Mitigation: 26 Substations	Construction	\$23,971,377	0	1.00	▬	0	▬	G
T6090219	Sandy Mitigation: 26 Substations	Construction	\$6,000,000	0	1.00	▬	0	▬	G
T6090417	Sandy Mitigation: 26 Substations	Construction	\$7,500,000	0	1.00	▬	0	▬	G
T6160730	Sandy Mitigation: 26 Substations	Construction	\$19,000,000	0	1.00	▬	0	▬	G
Jamaica Bus Depot Reconstruction									
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	▬	0	▬	G
T8120303	Jamaica Depot Reconstruction	Construction	\$576,064,503	2	1.00	▬	0	▬	G
T8120307	Bus Parking Lot at York College	Construction	\$26,980,186	0	1.00	▬	0	▬	G
Substation Renewal - 3 Locations									
T8090221	Substation Renewal: 13 St / CUL	Construction	\$28,992,599	0	1.00	▲	0	▬	G
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$26,171,108	0	1.00	▲	0	▬	G
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,379,497	0	1.00	▲	0	▬	G
Coney Island Abutment Wall and St. Mark's Ave Bridge									
T8070332	Repair Abutment Wall: Coney Island Yard	Construction	\$15,343,831	9	1.00	▬	0	▬	G
T8070333	Replace Bridge: St Marks Ave/Franklin Ave Shuttle	Construction	\$20,402,271	9	1.00	▬	0	▬	G

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Infrastructure									
SIRTOA Station Components and Bridge Rehabilitation									
S8070101	Station Components: Various Locations	Design	\$34,294,362	30	1.00	■	0	■	R
S8070103	Rehabilitate: Stapleton Viaduct	Design	\$29,260,271	30	1.00	■	0	■	R
S8070103	Overcoat 6 SIR Bridges	Design	\$13,717,903	30	1.00	■	0	■	R
S8070103	Rehabilitate Garretson Ave. Bridge	Design	\$10,763,878	30	1.00	■	0	■	R
Structural Component Repairs - Jamaica Line									
T70502A3	Myrtle Av Line (U69 Plates)	Construction	\$406,037	100	1.00	■	0	■	G
T8050241	Jamaica Direct Fixation	Construction	\$57,585,082	99	1.00	■	0	■	G
T8050242	63rd Street Direct Fixation	Construction	\$107,035,991	53	.99	■	0	■	G
T8070326	Jamaica Structural Repairs	Construction	\$2,195,062	99	1.00	■	0	■	G
T8070327	63 St Structural Repairs	Construction	\$1,559,591	0	1.00	■	0	■	G
T8090211	Jamaica Line: 84C Contact Rail	Construction	\$3,566,446	99	1.00	■	0	■	G
T8090212	Jamaica Line Negative Side Feeders	Construction	\$429,285	99	1.00	■	0	■	G
T8090213	63 St 84C Contact Rail	Construction	\$9,545,612	0	1.00	■	0	■	G
T8090214	63 St Negative Side Feeders	Construction	\$946,040	0	1.00	■	0	■	G
Rehabilitation of Pumping Facilities									
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	\$1,969,458	2	1.00	■	0	■	G
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	\$14,603,894	1	1.00	■	0	■	G
Bus Radio System									
T6120403	Replace Bus Radio System	Construction	\$227,261,845	69	1.05	■	0	■	R
T6120444	Repair of East New York Tower	Construction	\$5,925,000	94	1.27	▲	0	■	R
U6030226	Bus Radio System	Construction	\$34,378,968	69	1.06	■	0	■	R
U7030211	Bus Radio System - MTA Bus Share	Construction	\$42,148,710	69	1.00	■	0	■	R

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Construction & Development Infrastructure									
Bus Radio System - cont'd									
U7030224	Repair of East New York Tower (MTAB)	Construction	\$1,975,000	94	1.27	▼	0	▬	R
Flood Mitigation - Coney Island Yard									
ET100211	Power Cable/Comm. Equipmt. Repl- Coney Island Yard	Construction	\$164,562,094	99	1.00	▬	6	▲	R
ET100307	Coney Island Yd: Long Term Perimeter Protection	Construction	\$327,307,123	99	.93	▲	6	▲	R
T8090409	Rehab 4 CBH Enclosures at Coney Island Yard	Construction	\$5,615,825	99	1.00	▬	6	▲	R
New Substations at New Dorp and Clifton Stations									
S7070106	New Power Substation: New Dorp	Construction	\$26,411,913	98	1.08	▲	3	▲	R
S7070107	New Power Substation: Clifton	Construction	\$31,765,642	98	1.03	▬	3	▲	R
Montague-Furman Substation Bundle									
ET090304	Sandy Mitigation: Montague-Furman Substation / BWY	Construction	\$9,131,858	96	.89	▬	2	▲	R
T6090218	Montague-Furman Sub: Low Tension Switchgear	Construction	\$705,547	96	1.00	▬	2	▲	G
Clifton Shop Track and Switch									
S7070103	SIR Mainline Track Replacement	Construction	\$49,415,254	100	1.01	▬	0	▬	R
S7070113	SIR Clifton Yard Track and Switch Replacement	Construction	\$15,945,306	97	.92	▬	0	▬	R
S8070109	SIR Mainline (2021)	Construction	\$34,357,067	100	.97	▬	0	▬	R
S8070109	Track and Switch Rehab: SIR Mainline (Addtl Work)	Construction	\$15,113,650	100	.97	▬	0	▬	R
Substation Component Replacement - Multiple Locations									
T8090217	Replace Transformers and Associated Equip., 2 Subs	Construction	\$22,014,369	1	1.00	▲	0	▬	G
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,798,441	1	1.00	▲	0	▬	G
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$26,164,502	1	1.00	▲	0	▬	G
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	0	1.00	▲	0	▬	G

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Infrastructure									
Construction & Development									
Environmental Services									
T8160605	IQ Consulting Serv.: UST Remediation - 2021	Construction	\$5,240,496	15	1.00	▬	0	▬	G
U7030225	IQ: UST Remediation at CP & Eastchester	Construction	\$1,865,723	8	1.00	▬	0	▬	G
Rockaway Line Resiliency and Viaduct Rehabilitation									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,360,209	1	1.00	▬	0	▬	G
ET070311	Sandy Mit. New Crossover at Beach 105th St. / RKY	Construction	\$81,804,980	1	1.00	▬	0	▬	G
ET070312	Rockaway Line Long Term Protection	Construction	\$74,569,967	1	1.01	▬	0	▬	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	1	1.00	▬	0	▬	G
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,520,597	1	.99	▬	0	▬	G
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	1	.01	▬	0	▬	G
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$117,988,006	0	1.00	▬	0	▬	G
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$57,747,873	1	.95	▼	0	▬	G
T8070324	Rehab Hammels Wye	Construction	\$106,334,738	1	.99	▬	0	▬	G
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	1	.99	▬	0	▬	G
Duct Sealing & Pump Room Hardening - Jerome & Pelham Tube									
ET060305	Sandy Mitigation: Fan Plant 2 Locations	Post Des to Const Awd	\$317,922	0	1.00	▬	2	▲	G
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Post Des to Const Awd	\$3,643,884	100	.31	▬	2	▲	G
Sandy Power Repair - 12 CBHs and 3 Substations									
ET060305	Sandy Mitigation: Fan Plant 3 Locations	Design	\$388,658	97	1.00	▬	0	▬	G
ET090244	Traction Power Repairs: Various Locations	Design	\$137,179,696	97	.99	▬	0	▬	G
Substation Component Replacement Bundle									
T7090206	Replace High Tension Switchgear at 7 Substations	Construction	\$31,100,280	95	1.02	▬	0	▬	R

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Construction & Development Infrastructure									
Substation Component Replacement Bundle - cont'd									
T8090216	Replace Transformer and Associated Equip - 41 St.Substation	Construction	\$7,525,953	7	1.08	▬	0	▬	R
All Other Infrastructure									
ET070209	Sandy Repairs: Rockaway Line Wrap Up	Construction	\$49,190,445	74	.99	▬	-3	▼	G
ET100314	Sandy Mitigation: 207th Street Sewers	Construction	\$148,907,374	61	1.05	▬	0	▬	R
ET160310	Sandy Mitigation: Consolidated Revenue Facility	Construction	\$11,574,218	67	.99	▬	4	▲	R
T6120323	Flatbush & Ulmer Park: Window Replacement	Construction	\$9,346,753	100	1.00	▬	-1	▼	R
T7060506	Rehab Forsyth St Vent Plant	Construction	\$93,548,145	87	1.03	▬	0	▬	R
T7070308	Rehab Emergency Exits (3rd Party) - Var Loos	Construction	\$19,274,692	18	1.00	▬	0	▬	G
T7090202	Substation Renewal: Av Z CUL	Construction	\$32,080,285	91	.99	▬	0	▬	G
T7090219	New Substation: Canal St.8AV	Construction	\$80,512,565	28	.99	▬	0	▬	G
T7100441	New Railcar Receiving Improvements	Construction	\$118,524,173	16	.99	▬	0	▬	G
T7120306	Generator: Yukon Depot	Construction	\$11,816,772	95	1.00	▬	3	▲	R
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Construction	\$14,859,564	95	1.00	▬	5	▲	R
T7120321	East New York Depot Windows and Facade	Construction	\$18,061,652	82	1.00	▬	4	▲	R
T8060505	Rehab Deep Wells & Control Upgrade Nostrand Line	Construction	\$22,805,806	37	1.02	▬	0	▬	G
T8060506	Rehab Fan Plant Damper Systems - 7 Locations	Construction	\$33,771,531	86	1.00	▬	0	▬	R
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,757,610	35	1.00	▬	0	▬	G
T8060517	Deep Wells Back-flushing - Lenox Line	Construction	\$11,688,810	5	1.00	▬	-3	▼	G
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$100,636,234	0	1.00	▬	0	▬	G
T8070345	Steel Repair, Culver Line North	Construction	\$53,077,941	0	1.00	▬	0	▬	G
T8090207	Negative Cables:4th Ave Line - 36St to Pacific Ph3	Construction	\$47,207,431	65	.97	▬	0	▬	G
T8090215	New Substation: 28 St / 8AV	Construction	\$72,289,959	15	1.01	▬	0	▬	G

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Construction & Development Infrastructure									
All Other Infrastructure									
T8090410	Installation of Second Negative Rail / Dye	Construction	\$33,017,807	5	1.00	▬	0	▬	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$55,604,805	7	.97	▬	0	▬	G
T8100417	207th St OH Facility	Construction	\$38,978,936	2	.99	▬	0	▬	G
T8120304	Roof Topping & Expansion Joints Replacement at MJQ	Construction	\$12,136,355	25	1.00	▬	-9	▼	G
T8160705	Livingston Plz Elec, Mechanical, Generator Phase B	Construction	\$69,483,494	47	1.00	▬	6	▲	R
T8160706	EMD Facility: Hoyt-Schermerhorn FUL	Construction	\$13,993,204	63	.99	▬	0	▬	R
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,418,500	68	1.00	▬	2	▲	R
ET060327	Existing Pump Room Enhancements	Design	\$22,636,885	99	.56	▬	1	▲	G
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$77,715,821	60	1.00	▬	4	▲	R
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Design	\$17,165,058	86	1.01	▬	0	▬	G
T8100419	Jamaica Yard Expansion Ph 1 - Design	Design	\$8,921,648	0	1.00	▬	0	▬	G
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Post Des to Const Awd	\$545,753	100	1.00	▬	0	▬	G
Systems									
Upgrade SCADA System - BMT Division									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$13,447,362	17	1.00	▬	0	▬	G
T8090406	Upgrade SCADA BMT	Construction	\$50,969,022	17	1.00	▬	0	▬	G
All Other Systems									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$76,870,413	92	.98	▬	0	▬	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$44,625,386	15	1.00	▬	0	▬	G
T7080603	PBX Upgrade - Phase 2	Construction	\$54,308,861	98	1.00	▼	0	▬	R
T7080607	UHF T-Band Radio System Replacement	Construction	\$7,426,891	5	1.00	▬	0	▬	G
T8080615	Liftnet Transition to Ethernet; Ph. 2 - Package 1	Construction	\$8,903,483	76	1.00	▬	0	▬	G

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Construction & Development Systems									
All Other Systems									
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$7,701,424	48	1.01	▬	0	▬	G
T8080641	Asynch Fiber Optic Network Ring F	Construction	\$25,556,343	68	.92	▬	0	▬	R
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$22,621,939	0	1.65	▬	0	▬	G
T8080602	Upgrade/Replace PBX-2 at Jay St	Design	\$7,890,932	30	1.00	▬	0	▬	G
T8080608	PACIS B-Division Upgrade - 76 Stations	Design	\$300,677,827	35	1.00	▬	0	▬	G
Signals / Train Controls									
200th and 207th Street Interlocking Repairs									
ET050217	Sandy Repairs: ML Track 200-207 St/8AVE	Construction	\$46,785,995	92	1.00	▬	0	▬	G
ET050218	Sandy Repairs: ML Switches 200-207 St/8AVE	Construction	\$33,765,637	99	1.00	▬	0	▬	G
ET080207	Signals: 200 St - 207 St / 8th Ave	Construction	\$70,473,438	86	1.01	▬	0	▬	G
CBTC - QBL East									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	28	1.00	▬	0	▬	G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,808,870	26	1.00	▬	0	▬	G
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$413,645,134	28	1.00	▬	0	▬	G
CBTC - Crosstown Line									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$648,087	11	1.00	▬	0	▬	G
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$589,366,796	11	1.00	▬	0	▬	G
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	11	1.00	▬	0	▬	G
CBTC - 8th Ave Line									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$222,803,780	71	1.02	▬	0	▬	G
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	71	1.00	▬	0	▬	G
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$225,388,252	82	.87	▬	0	▬	G

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Construction & Development									
Signals / Train Controls									
CBTC - 8th Ave Line - cont'd									
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	82	1.00	▬	0	▬	G
CBTC - Culver Line									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$112,133,763	87	.91	▬	0	▬	R
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$136,266,022	87	1.02	▬	0	▬	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$181,218,203	87	.96	▬	0	▬	R
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,929,364	87	1.01	▬	0	▬	R
CBTC - QBL West									
T6080319	CBTC Queens Blvd Ln West Ph 1	Construction	\$87,171,607	98	1.00	▬	0	▬	R
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	\$11,900,000	50	1.00	▬	0	▬	R
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	\$56,784,488	98	1.14	▬	0	▬	R
All Other Signals / Train Controls									
T7080327	Life Cycle Mod - Speed Enforcement Systems	Construction	\$59,771,347	76	.91	▬	0	▬	G
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	44	.99	▬	0	▬	R
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$36,476,901	30	.99	▬	0	▬	G
T8080316	CBTC: GEC Services	Construction	\$18,946,076	66	1.00	▬	0	▬	G
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$14,411,606	16	.70	▼	0	▬	G
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Post Des to Const Awd	\$278,460,000	27	1.00	▼	0	▬	G
NYCT									
T6100408	Replace Heavy Shop Equipment	Construction	\$7,504,000	35	1.00	▬	0	▬	G
T6160705	Employee Facility Rehab: RTO Chambers St NAS	Construction	\$19,689,116	92	1.05	▬	3	▲	R
T8041223	Station Ventilators Ph 21 - 4 Locs/ Manh & BX	Construction	\$10,260,856	100	1.00	▬	0	▬	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,478,119	7	1.00	▬	0	▬	G

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NYCT									
All Other NYCT									
T8041254	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	Construction	\$9,182,508	15	1.00	▬	0	▬	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	▬	0	▬	G
T8070330	LSCRIP: Repair of Priority Column Bases/JER&WPR	Construction	\$7,470,786	96	1.00	▬	0	▬	R
T8070334	Rehab of Emergency Exits - 2022	Construction	\$12,507,676	89	1.00	▬	0	▬	G
MTA Track Program									
NYCT Department of Subways Track Projects									
T70502A2	Continuous Weld Rail Ph 2 (SAP)	Construction	\$19,340,634	88	1.00	▬	4	▲	R
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	92	1.00	▬	0	▬	G
T8050210	Mainline Track Replacement 2020 / Brighton	Construction	\$15,437,680	97	1.01	▬	0	▬	R
T8050211	Mainline Track Replacement 2020 / Jamaica	Construction	\$31,301,426	90	1.11	▲	0	▬	R
T8050214	Mainline Track Replacement 2020 / Astoria	Construction	\$21,026,790	79	1.00	▬	0	▬	G
T8050227	Mainline Track Replacement 2021 / 11th st Cut	Construction	\$19,926,544	82	1.00	▬	3	▲	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$27,039,948	70	1.00	▬	0	▬	R
T8050233	Mainline Track Replacement 2021 / Eastern Parkway	Construction	\$7,645,460	94	.93	▬	1	▲	G
T8050234	Mainline Track Replacement 2021 / Jerome	Construction	\$11,361,107	91	1.31	▲	0	▬	R
T8050235	Mainline Track Replacement 2021 / Flushing	Construction	\$29,054,120	19	1.00	▬	0	▬	G
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$8,079,477	59	1.00	▬	4	▲	R
T8050240	Mainline Track - 2021 Support Costs	Construction	\$14,428,518	80	1.01	▬	0	▬	G
T8050249	Mainline Track Replacement 2022 / 7th Avenue	Construction	\$16,577,944	100	1.03	▬	0	▬	G
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$32,977,292	23	1.00	▬	4	▲	R
T8050251	Mainline Track - 2022 / Support Costs	Construction	\$15,095,217	20	1.00	▬	0	▬	G
T8050252	Mainline Track Replacement 2022 / Myrtle	Construction	\$9,224,812	74	1.00	▬	0	▬	R

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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program									
T8050254	Mainline Track Replacement 2022 / Astoria	Construction	\$18,591,811	54	1.00	■	0	■	G
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$23,698,058	19	1.00	■	0	■	R
T8050263	Mainline Track Replacement 2022 / Culver	Construction	\$17,098,309	91	1.00	■	0	■	R
T8050264	Track Force Account - 2022	Construction	\$35,000,000	90	1.00	■	0	■	G
T8050266	ML Track - 2022/White Plains Rd	Construction	\$19,002,082	68	1.00	■	0	■	G
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	\$52,996,617	67	1.00	■	0	■	G
T8050269	Mainline Track Replacement 2023/ CWR	Construction	\$77,720,623	31	1.00	■	0	■	G
T8050272	ML Track - 2023 DES/EFA	Construction	\$26,394,861	10	1.00	■	0	■	G
T8050274	ML Track - 2023 / AST	Construction	\$16,839,567	32	1.00	■	0	■	G
T8050281	Mainline Track Replacement 2023 / West End	Construction	\$9,302,263	81	1.00	■	0	■	G
T8050283	ML Track - 2023 / MAN BR	Construction	\$10,855,237	58	1.00	■	0	■	G
T8050284	Mainline Track Replacement 2023 / 4 Avenue	Construction	\$11,292,382	34	1.00	■	0	■	G
T8050320	Mainline Track Switches- 2021 Support Costs	Construction	\$11,682,388	80	1.00	■	0	■	G
T8050322	Mainline Switches - 2022 DES/EFA	Construction	\$15,713,385	20	1.00	■	0	■	G
T8050324	Mainline Track Switches 2022 / 8th Avenue	Construction	\$32,639,912	33	1.00	■	0	■	R
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$21,321,211	63	1.00	■	0	■	R
T8050333	Mainline Track Switches 2023/ N/O 62nd Street	Construction	\$7,339,996	82	1.00	■	0	■	G
T8050334	ML Switches -2023 DES/EFA	Construction	\$17,713,385	20	1.00	■	0	■	G
T8050335	ML Switches -2023/6AV-CUL	Construction	\$17,635,258	83	1.00	■	0	■	G
T8050340	ML Switches - 2023 / SEA	Construction	\$10,337,265	42	1.00	■	0	■	G
T8050341	ML Switches - 2023 / MYR	Construction	\$13,471,465	25	1.00	■	0	■	G

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Construction & Development									
MTA Track Program									
LIRR and MNR Track Projects									
L8030108	2023- Annual Track Program	Construction	\$62,014,562	10	.99	▬	0	▬	G
M8030103	Mainline Turnouts 2023	Construction	\$23,900,000	6	1.00	▬	0	▬	G
M8030108	2020 Cyclical Track Program	Construction	\$19,260,000	98	1.00	▬	0	▬	G
M8030111	2023 Cyclical Track Program	Construction	\$30,100,000	0	1.00	▲	0	▬	G
M8030302	West of Hudson Track Program - Pt Jervis Line	Construction	\$6,654,999	40	.41	▬	-8	▼	G
LIRR									
Babylon Interlocking									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,639,998	12	1.00	▬	0	▬	G
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$92,900,000	12	1.00	▬	0	▬	G
Long Island City Yard Resiliency									
EL0602ZL	Long Island City Yard Restoration - Phase 3B	Construction	\$6,999,074	33	1.00	▬	0	▬	G
EL0603ZS	Long Island City Yard Resiliency - Wall and Pumping System	Construction	\$26,562,327	33	1.01	▬	0	▬	G
EL0603ZU	Long Island City Yard - Construction	Construction	\$2,381,000	33	1.00	▬	0	▬	G
L606016J	Long Island City Yard - Phase 3B Core	Construction	\$15,200,000	33	1.03	▬	0	▬	G
LIRR Centralized Train Control Integration									
L8050204	Centralized Train Control	Construction	\$30,000,000	0	1.05	▬	0	▬	G
L60502LR	Centralized Train Control - UWB Train Positioning	Design	\$17,000,000	0	1.00	▬	0	▬	G
LIRR ADA Package									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,787,433	0	1.00	▬	0	▬	G
L8020413	ADA Copeague Platform and New Elevator	Construction	\$18,045,726	0	1.00	▬	0	▬	G
L8020414	ADA St Albans New Elevator	Construction	\$25,459,146	0	1.00	▬	0	▬	G
L8020420	ADA Amityville Station	Construction	\$15,469,291	0	1.00	▬	0	▬	G

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Construction & Development									
LIRR									
LIRR ADA Package - cont'd									
L8020421	ADA Laurelton Station	Construction	\$22,210,135	0	1.00	▬	0	▬	G
L8020422	ADA Massapequa Park Station	Construction	\$15,900,038	0	1.00	▬	0	▬	G
L8020423	ADA Lindenhurst Station	Construction	\$17,982,066	0	1.00	▬	0	▬	G
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$23,671,492	0	1.00	▬	0	▬	G
L8020425	Auburndale Elevator Replacement	Construction	\$8,257,909	0	1.04	▬	0	▬	G
All Other LIRR									
EL0303ZH	Emergency Management Equipment Mitigation	Construction	\$29,096,802	80	.96	▬	0	▬	R
EL0602ZD	West Side Storage Yard Restoration	Construction	\$43,986,089	64	1.00	▬	0	▬	R
L60701AS	Penn Station Substation Replacement	Construction	\$35,094,601	15	1.00	▼	0	▬	G
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,855,421	16	.97	▬	0	▬	G
L70701XB	Substation Components	Construction	\$24,534,829	95	1.01	▬	0	▬	R
L70701XU	Substation Repl Pkg 2: Construction	Construction	\$25,680,897	90	1.05	▼	-1	▼	R
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$21,432,744	30	1.09	▬	0	▬	G
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	37	2.28	▬	0	▬	G
L8020418	Mets-Willels EIC Relocation	Construction	\$28,700,000	50	1.00	▬	0	▬	G
L8020419	Northport Station Improvements	Construction	\$11,067,829	45	.72	▬	0	▬	G
L8020701	GCT Facility Needs	Construction	\$18,000,000	1	1.00	▬	0	▬	G
L8030101	Construction Equipment	Construction	\$38,560,567	21	.96	▬	0	▬	G
L8030102	Various Right of Way Projects	Construction	\$10,000,000	25	1.00	▬	0	▬	G
L8030105	Queens Interlocking	Construction	\$109,124,542	35	.84	▼	0	▬	R
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,584,964	7	1.07	▲	0	▬	G
L8040107	Cherry Valley Rd Bridge Replacement (Hempstead)	Construction	\$32,436,148	92	1.08	▬	-8	▼	G

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All Other LIRR									
L8050103	Fiber Optic Network	Construction	\$8,000,000	40	1.00	▬	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$41,000,000	17	1.01	▬	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$20,000,000	70	1.00	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	\$33,381,101	0	1.01	▬	0	▬	G
L8060105	Mid Suffolk Yard Phase 2	Construction	\$30,112,999	0	1.00	▬	0	▬	G
L8060403	Fire Protection Improvements	Construction	\$25,000,000	1	1.00	▬	0	▬	G
L8070101	Substation Replacements	Construction	\$114,159,228	25	.95	▬	0	▬	G
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	20	1.00	▬	0	▬	G
L8070102	Yard Lighting & Amenities	Construction	\$8,000,000	12	1.00	▬	0	▬	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	24	1.00	▬	0	▬	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	25	1.00	▬	0	▬	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	10	1.00	▬	0	▬	G
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	6	1.00	▬	0	▬	G
L8070106	Substation Component Renewal	Construction	\$40,000,000	15	2.37	▼	0	▬	G
L8070107	Jamaica Substation	Construction	\$74,803,279	6	1.28	▬	0	▬	G
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Design	\$179,871,202	99	1.00	▬	0	▬	G
L70204UO	East Yaphank Station	Design	\$20,000,000	50	1.00	▬	0	▬	G
L70304WU	JCI PH 2 -Signals - 3P Design	Design	\$42,520,000	96	1.00	▬	0	▬	G
L80204DD	ADA Accessibility and Components 24 Stations DES	Design	\$18,100,000	45	1.09	▬	0	▬	G
L8040103	Systemwide Bridge Assessment Study	Design	\$44,282,676	5	.98	▬	0	▬	G

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Construction & Development									
MNR									
86th and 110th St Substations									
M6050103	H&H Power (86th St / 110th St)	Construction	\$18,877,697	100	1.00	▬	0	▬	R
M7050113	H&H Power (86th St / 110th St)	Construction	\$15,782,399	99	1.28	▲	0	▬	R
Grand Central Terminal Trainshed									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	22	1.00	▬	2	▲	G
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	22	1.00	▬	2	▲	G
M8020101	GCT Trainshed	Construction	\$203,678,206	13	1.01	▬	2	▲	G
Harmon to Poughkeepsie Signal System - Phase 1									
M7040102	Harmon to Poughkeepsie Signal System - Phase 1	Construction	\$113,542,228	91	1.12	▼	0	▬	R
M8040114	Harmon to Poughkeepsie Signal System - Phase 1 - F/A & Proj Mgt	Construction	\$38,263,877	84	1.00	▬	0	▬	G
Harlem and New Haven Line Priority Repair Bundle									
M7020204	Harlem Line Station Improvements	Construction	\$20,538,233	64	.95	▬	0	▬	R
M7020217	Purdy's Elevator Improvements	Construction	\$7,565,212	81	.92	▬	0	▬	R
All Other MNR									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,698,058	97	1.07	▬	0	▬	R
M7020101	GCT Trainshed - Sector 2 Design	Construction	\$28,475,986	82	1.08	▬	0	▬	R
M7030303	F/A Undergrade Bridge Rehabilitation West of Hudson	Construction	\$9,404,423	65	1.04	▬	0	▬	R
M7030304	Moodna/Woodbury Viaduct (incl timbers/walkways)	Construction	\$15,998,594	10	1.01	▬	0	▬	G
M7050101	Replace MA's in Signal Substations	Construction	\$32,897,111	60	1.33	▬	0	▬	R
M7050105	Harlem and Hudson Power Improvements	Construction	\$39,619,420	88	1.69	▲	6	▲	R
M7060101	Harmon Shop Replacement - Phase V	Construction	\$428,893,101	96	.99	▬	4	▲	R
M7060103	Brewster YD Improvements - Design	Construction	\$5,767,096	100	.76	▬	0	▬	G
M8020102	Park Avenue Tunnel Improvements	Construction	\$10,846,049	5	.82	▼	0	▬	G

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Construction & Development									
MNR									
All Other MNR									
M8020201	Upper Hudson and Harlem Station Priority Repairs	Construction	\$38,103,866	50	1.02	▬	0	▬	G
M8020208	North White Plains Station Rehab	Construction	\$11,498,636	90	.92	▬	0	▬	G
M8030104	Rock Slope Remediation - East of Hudson	Construction	\$6,345,538	10	.42	▬	0	▬	G
M8030107	MoW Equipment	Construction	\$29,553,787	3	1.00	▬	0	▬	G
M8030201	Park Avenue Viaduct Replacement	Construction	\$494,644,467	9	.83	▬	-1	▼	G
M8030212	Replace South Street and Fulton Ave Bridges (MTV)	Construction	\$46,939,275	7	.96	▬	0	▬	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$64,436,364	12	.99	▬	0	▬	G
M8060101	Upgrade Automotive Fuel System	Construction	\$12,293,814	0	1.01	▬	0	▬	G
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$6,415,924	32	.82	▬	0	▬	G
M8020103	GCT Fire Standpipe Replacement - Phase 2 Design	Design	\$12,518,535	97	.24	▬	2	▲	R
M8030105	Rebuild Marble Hill Retaining Wall - Phase 1	Design	\$1,708,911	65	.11	▬	0	▬	G
M8030304	Moodna/Woodbury Viaduct Repairs	Design	\$38,890,258	5	.97	▬	0	▬	G
M8050106	Hudson Line Track 1 Electrification	Design	\$3,489,753	0	.34	▬	0	▬	G
B&T									
BW Bridge Structural Steel Rehab and Painting									
D801BW14	Miscellaneous Structural Rehabilitation	Construction	\$23,693,357	39	.85	▼	0	▬	G
D807BWPT	BW Facility-Wide Painting Program	Construction	\$9,326,855	90	.94	▬	0	▬	G
RFK Bridge Sidewalk Connection and Fender Upgrades									
D702RK23	HRLS Sidewalk Connection at RFK Bridge	Construction	\$21,977,632	69	.95	▬	0	▬	G
D801RK83	RFK Bridge Lift Span Fender Upgrades	Construction	\$31,593,486	16	.96	▬	0	▬	G
TN Bridge Structural Steel Rehab and Painting									
D801TN52	Miscellaneous Structural Steel Rehabilitation at TN Bridge	Construction	\$5,258,683	0	.51	▼	0	▬	G

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Construction & Development									
B&T									
TN Bridge Structural Steel Rehab and Painting - cont'd									
D807TNPT	TN Facility-Wide Painting Program - Phase 1	Construction	\$11,856,917	0	.70	▼	0	▬	G
Structural Rehab. at Cross Bay and Marine Parkway Bridges									
D801CB30	Structural Rehabilitation of CBB	Construction	\$29,674,635	5	.81	▬	0	▬	G
D801IMP16	Miscellaneous Steel Repairs	Construction	\$9,150,000	5	.63	▼	0	▬	G
VN Bridge Lower Level Deck Rehabilitation and Painting									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$87,380,224	3	.82	▼	0	▬	G
D807VN81	Structural Painting - Verrazano Narrows Bridge	Construction	\$16,720,604	0	.95	▬	0	▬	G
Utility Redundancy and Resiliency Improvements at BW and VN Bridges									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$62,830,968	4	.91	▬	0	▬	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$17,245,048	0	.96	▬	0	▬	G
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	4	.88	▼	0	▬	G
Central Business District Tolling Program									
C801CP01	CBDT - Exploratory Work	Construction	\$3,907,631	40	.90	▬	1	▲	G
C801CP02	CBDT - Program Management	Construction	\$61,226,790	40	.81	▼	1	▲	G
C801CP03	CBDT - Design-Build & Integrate	Construction	\$259,953,669	40	.95	▬	1	▲	G
C801CP04	CBDT - Customer Service Ctr.	Construction	\$28,546,455	40	.90	▬	1	▲	G
C801CP05	CBDT - Inter-Agency Agreements	Construction	\$1,926,750	40	.35	▼	1	▲	G
All Other B&T									
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	Construction	\$193,249,635	84	.86	▬	0	▬	G
D801HH36	Dyckman Street Substations Upgrade	Construction	\$42,939,410	37	.86	▬	0	▬	G
D801RK93	Reconstruct / Relocate Randall's Island Ramps (QR & RM)	Construction	\$115,210,043	16	.87	▼	0	▬	G
D802VN86	Widening Belt Parkway, Phase 1B	Construction	\$36,733,790	2	.90	▲	0	▬	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
All Other B&T									
D804MP09	Electrical Rehabilitation (Elevator)	Construction	\$21,692,681	71	.86	▬	0	▬	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$27,405,028	27	.87	▼	0	▬	G
D807RKPT	RK Facility-Wide Painting Program - Phase 2	Construction	\$16,704,181	75	.72	▼	0	▬	G
D801HC48	Rehabilitation of Tunnel Entrance/Exit - Manhattan	Design	\$18,687,682	25	.90	▼	0	▬	G
Cross Agency									
Integrated Projects									
Third Track Expansion Project									
G7130103	D-B Construction Contract Base	Construction	\$1,428,242,791	98	.99	▬	0	▬	G
G7130104	D-B Mobilization/Early Payments	Construction	\$87,323,163	100	1.00	▬	0	▬	G
G7130104	D-B Mobilization/Early Payments	Construction	\$0	100	.00	▬	0	▬	G
G7130105	D-B Construction Contract Option - Westbury North - MTA Funding	Construction	\$21,756,982	98	1.00	▬	0	▬	G
G7130105	D-B Construction Contract Option - Westbury North - NYS Funding	Construction	\$964,179	98	1.00	▬	0	▬	G
G7130106	Mineola Second St. - Parking Structure Option 1	Construction	\$856,929	98	1.00	▬	0	▬	G
G7130107	Force Account Construction	Construction	\$126,683,747	98	1.08	▬	0	▬	G
G7130108	Force Account Materials	Construction	\$4,243,201	98	1.30	▬	0	▬	G
G7130109	Force Account Support	Construction	\$97,012,389	98	1.35	▬	0	▬	G
G7130110	Busing	Construction	\$3,949,485	98	.66	▬	0	▬	G
G7130111	LIRR F/A Project Management	Construction	\$16,093,850	98	1.00	▬	0	▬	G
G7130112	Force Account Design	Construction	\$4,681,454	98	1.00	▬	0	▬	G
G7130112	Force Account Design	Construction	\$0	98	.00	▬	0	▬	G
G8130103	D-B Construction Contract	Construction	\$284,138,924	98	1.00	▬	0	▬	G
G8130107	Force Account Construction	Construction	\$15,000,000	98	1.00	▬	0	▬	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Integrated Projects									
Third Track Expansion Project									
G8130109	LIRR F/A - Flagging	Construction	\$52,996,052	98	1.27	▬	0	▬	G
Penn Station Access									
G7110107	Penn Station Access D/B Stations	Construction	\$281,385,133	19	1.00	▬	0	▬	G
G7110107	Penn Station Access D/B Stations	Construction	\$0	19	.00	▬	0	▬	G
G7110107	Penn Station Access D/B Stations (Reserve)	Construction	\$0	19	.00	▬	0	▬	G
G7110107	Penn Station Access D/B Stations	Construction	\$0	19	.00	▬	0	▬	G
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	19	1.00	▬	0	▬	G
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	0	1.00	▬	0	▬	G
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	19	1.00	▬	0	▬	G
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	19	.09	▼	0	▬	G
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	19	.04	▼	0	▬	G
G8110114	Oak, Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	19	.06	▼	0	▬	G
G8110114	Penn Station Access Systems	Construction	\$186,074,700	19	.12	▼	0	▬	G
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	19	.06	▼	0	▬	G
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	19	.10	▼	0	▬	G
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	19	.00	▼	0	▬	G
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	19	.00	▼	0	▬	G
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	19	.46	▼	0	▬	G
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	19	1.00	▬	0	▬	G
Second Ave Subway - Phase 2									
G7100101	SAS 2 PE, Design & Environmental	Design	\$199,094,903	86	.97	▬	0	▬	G
G7100101	SAS 2 Consultant Environmental Services	Design	\$2,342,188	86	1.00	▬	0	▬	G

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

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Cross Agency									
Integrated Projects									
Second Ave Subway - Phase 2 - cont'd									
G7100105	SAS Consult and in-house Construction Management	Design	\$42,144,532	90	1.04	▬	0	▬	G
G7100107	SAS 2 Prelim Const/Utilities	Design	\$270,000,000	0	1.00	▬	0	▬	G
G7100198	SAS 2 Real Estate	Design	\$39,926,264	90	1.00	▬	0	▬	G
OMNY									
All Other OMNY									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,466,900	98	1.00	▬	0	▬	R
T7040401	New Fare Payment System, Phase 2	Construction	\$470,823,580	42	1.00	▬	0	▬	R
T8040405	Additional Work: Fare Collection	Construction	\$21,704,846	61	1.00	▬	0	▬	R
L8020406	Fare Collection Program	Construction	\$35,000,000	0	1.00	▬	0	▬	G
M8020206	New Fare Payment Equipment	Construction	\$33,434,305	0	1.00	▬	0	▬	G
Rolling Stock									
Rail Cars									
MNR M8 Fleet Purchases									
M6010102	M-8 New Haven Line Purchase	Construction	\$217,116,915	85	.99	▬	0	▬	G
M7010102	M-8 Fleet Purchase	Construction	\$117,375,862	85	.99	▬	0	▬	G
M42 Dual-Mode Locomotives									
M7010101	Locomotive Purchase	Construction	\$271,650,724	23	1.05	▲	0	▬	R
M8010102	Locomotive Replacement	Construction	\$135,783,598	23	.56	▼	0	▬	R
Purchase of R211 B-Division Cars - Kawasaki									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	10	1.00	▬	0	▬	R
T7010101	Purchase 440 B-Division Cars	Construction	\$1,408,461,900	16	1.00	▬	0	▬	R
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$79,905,106	15	1.00	▬	0	▬	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	5	1.00	▬	0	▬	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Rolling Stock									
Rail Cars									
NYCT and SIRTOA Flat Cars									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	3	1.00	▬	0	▬	G
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	9	1.00	▬	0	▬	G
All Other Rolling Stock									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$28,889,741	20	.96	▬	0	▬	G
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	44	1.00	▬	0	▬	G
T7130211	Purchase Locomotives	Construction	\$256,092,473	39	1.00	▬	0	▬	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	47	1.00	▬	0	▬	G
L70101ME	M-9 Procurement (110 Cars)	Construction	\$377,017,225	77	1.01	▬	0	▬	G
Buses									
Purchase of 470 Battery Electric Buses									
T8030203	Purchase 90 Articulated Electric Buses	Design	\$156,243,600	13	1.15	▬	0	▬	G
T8030214	Bus Purchase Design	Design	\$350,000	0	1.00	▬	0	▬	G
Purchase of 291 Hybrid and 209 Diesel Buses - Nova									
T8030208	Purchase 126 Hybrid (Nova)	Construction	\$107,949,896	90	1.00	▬	0	▬	R
T8030209	Purchase 209 Standard Diesel (Nova)	Construction	\$141,211,796	88	1.00	▬	3	▲	R
Purchase of 60 Battery Electric Buses - New Flyer									
T7030216	Purchase 45 Standard Electric Buses	Construction	\$60,412,073	5	1.09	▬	0	▬	R
T8030213	Purchase 15 Standard All-Electric Buses	Construction	\$18,514,987	2	1.07	▬	0	▬	R
Purchase of 289 Diesel Buses - New Flyer									
U8030218	173 Standard Diesel Buses	Construction	\$149,359,420	0	1.00	▬	0	▬	G
U8030227	116 Standard Diesel Buses (New Flyer)	Construction	\$101,308,089	0	1.00	▬	0	▬	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Automated Fuel Mgmt System Upgrade - 27 Depots									
T7120418	Automated Fuel Management System Upgrade	Construction	\$1,971,228	16	1.00	■	0	■	G
T8120406	Automated Fuel Management System: 15 Depots	Construction	\$6,745,963	6	1.00	■	0	■	G
U8030222	Automated Fuel Management System Upgrade	Construction	\$3,404,848	0	1.00	■	0	■	G
Purchase of 135 Diesel Buses - Nova									
U7030219	Purchase 25 Standard Diesel Buses	Construction	\$16,419,960	0	.97	■	0	■	G
U8030216	Purchase 25 Standard Diesel Buses	Construction	\$17,682,210	0	1.00	■	0	■	G
U8030217	Purchase 85 Standard Diesel Buses	Construction	\$61,917,132	0	1.00	■	0	■	G
All Other Rolling Stock									
T6030227	On-Board Audio Visual (OBAV) System	Construction	\$9,323,503	6	1.00	■	0	■	G
T7030215	AVLM for Paratransit Vehicles	Construction	\$26,828,317	66	1.00	■	10	▲	R
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$59,502,804	27	1.00	▼	3	▲	R
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	\$10,581,362	3	1.00	■	5	▲	R

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 222 active projects, including 95 projects in construction, with a budget of \$11B. In addition to ADA Package 3 bundle, C&D’s first Public-Private Partnership and includes 21 new elevators at eight stations, notable projects under construction are State of Good Repair work at 6 stations on Flushing Line, two stations on QBL and five stations on BWY/7th Ave. Line; the replacement of 19 elevators and 27 Escalators at various locations/lines; Installation of three new Elevators and Sta. Renewal work at Borough Hall; and the Livonia-Junius connector.

The IEC’s Traffic Light Report currently tracks 108 tasks (ACEPs) spanning 4 capital programs. Of those, 5 tasks (5%) were flagged red, representing 4 projects. The reports below describe why these project tasks (ACEPs) were flagged, and what C&D is doing to remediate.

The Stations BU is also seeking to identify and remediate issues at the program level by proactively engaging the projects in order to anticipate challenges as the business unit expands at an unprecedented pace.

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – ADA: 149th St. and Tremont Ave.		
Project Budget at award: \$170.4M	Current Budget: \$162.9M	EAC: \$162.9M
Substantial Completion at Award: July 2023	Current Substantial Completion: August 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 67%

This bundled contract includes the following ACEPs:

- T7041315: ADA 149th St – Grand Concourse Complex
- T7041338: ADA Tremont Avenue

This is a bundled design-build contract for the installation of six new elevators, stairs, elevator machine rooms, and ADA boarding areas. In addition, this project includes the re-opening of the historic headhouse at 149th St. Station and the restoration of its decorative terracotta, brick, and iron features.

During the second quarter 2023, the Substantial Completion date was extended a further seven months, from January 2024 to August 2024, due to an underperforming contractor. The inability of the contractors to complete in a timely manner: demolition of headhouse, construction of new stairs, and fabrication/installation of new headhouse steel structural steel framing impacted the completion of the headhouse and the addition of an Area of Refuge at 149th St - Grand Concourse Station and completion of electrical/communication work at Tremont Ave. Station.

To mitigate a further delay, MTA C&D and the CCM are meeting with the contractor, on a weekly basis to review remaining communication work at 149th St GC Station & Tremont Ave Station. The work is being performed at Tremont Ave with transit support to place elevators in service.

ET060332: Sandy Resiliency - 3 Pump Rooms (53rd St. Tube)		
Project Budget at award: \$16.3M	Current Budget: \$19.5M	EAC: \$27.9M
Substantial Completion at Award: August 2021	Current Substantial Completion: September 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 89%

The 53rd Street Tube Sandy Resiliency contract was issued as a change order to the Rutgers Tube contract and will upgrade three tunnel pump rooms, relocate the pump controls outside of the flood zone, and upgrade all associated mechanical, electrical, and communications systems. Prior to the issuance of the RFP, for the change order, MTA did not require the designer of record to perform a survey of the equipment or current field conditions. The original assessment occurred in 2018/2019. After issuance of the NTP, the contractor performed a field survey and investigation, which found that equipment associated with the switchgear inside fan plant had significantly deteriorated due to the impact of the brackish saltwater. In addition, some sections of the existing tunnel duct bank, for the new pump feeder cables, had collapsed. The existing electrical system at Nott Avenue has deteriorated beyond a state of good repair and must also be replaced to provide reliable power for the operation of the pumping systems and tunnel fans. This work will also consist of the installation of new cables, conduits and automatic transfer power switches. The Sutton Place existing switchgear is corroded and needs to be replaced.

During the second quarter 2023, the Substantial Completion date was extended a further three months, from June 2023 to September 2023, due to the vast amount of scope changes mentioned above.

To mitigate a further the delay, over the past several months C&D held weekly meetings with the contractor and their suppliers to prevent delivery of long lead items from pushing out the schedule further. MTA C&D has been coordinating with Con Ed to have their de-energization, inspections, and re-energization of the normal and reserve services at Sutton Place performed expeditiously to keep the switchgear replacements on schedule. C&D has been coordinating with MTACD Owner Support Services to ensure the project gets the GOs, flaggers and work trains required to complete the work on time.

T7040703: Replacement of 8 Traction Elevators - Various Locations		
Project Budget at award: \$61.8M	Current Budget: \$56.1M	EAC: \$56.1M
Substantial Completion at Award: October 2022	Current Substantial Completion: September 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 96%

This project includes the replacement of 8 existing traction elevators which are approaching the end of useful life. The locations include two elevators at Court Street Station, three elevators at Clark Street Station, one elevator at Lexington Ave-63rd Street station, and two elevators at Roosevelt Island station. The major scope of work includes the replacement of elevator cabs and equipment within the elevators cabs, shaft ways, pits, and machinery rooms; replacement of ropes and traveling cables; installation of solid-state controls; installation of fault finders; guide rails brackets; and replacement of the existing DC hoist motors and controllers with the new AC gearless drives with variable frequency drive control system and the new controllers.

During the second quarter 2023, the Substantial Completion (SC) date was extended a further five months, from April 2023 to September 2023, due to the continuation of finalizing change orders which involves legal assistance.

The contractor has worked steadily to correct the elevator component repair work found during testing. These issues are now resolved, and all eight elevators are placed in service.

T8040711: Replacement of 4 Escalators at two locations		
Project Budget at award: \$51.1M	Current Budget: \$49.5M	EAC: \$49.5M
Substantial Completion at Award: June 2024	Current Substantial Completion: Jan 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 23%

This design-build contract is for the replacement of four escalators reaching the end of their useful lives – two escalators at the 161st-Yankee Stadium Station and two escalators at the DeKalb Avenue Station. The contract also includes replacing equipment in the escalator machine rooms at each station and repair of station components that are connected to or immediately adjacent to the escalators, such as replacing tile finishes on the walls, adding new handrails to the existing stairwells adjacent to the escalators and replacing existing lighting with new LED lighting.

During the second quarter 2023, the Substantial Completion (SC) date was extended seven months, from June 2024 to Jan-2025, due to General Order coordination issues with other projects.

MTA C&D and the PMC Team are working with the contractor and have conducted coordination meetings with project teams and operation planning to resolve the issue. An Extension of Time has been negotiated for change in substantial completion date with impact cost. There are enough funds within project to offset need of impact funds.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 177 active projects comprised of 290 sub-projects, with a budget of \$10B, including 57 projects comprised of 118 sub-projects in construction (\$6B).

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

The IEC’s Traffic Light Report currently tracks 129 ACEPs (tasks) in the Infrastructure BU. Of those, 11 tasks (9%) were flagged red, representing 8 projects. The reports below describe why these tasks were flagged, and what C&D is doing to remediate, if anything.

Infrastructure BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – Sandy Mitigation at Coney Island Yard		
Project Budget at Design Start: \$514.1M	Current Budget: \$520M	EAC: \$497.5M
Substantial Completion at Start: September 2022	Current Substantial Completion: October 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

This bundled contract includes the following ACEPs:

- ET100211: Power Cable/Communication Equipment Replacement at Coney Island Yard
- ET100307: Coney Island Yd: Long Term Perimeter Protection
- T8090409: Rehab 4 Circuit Breaker House (CBH) Enclosures at Coney Island Yard

This bundled contract’s scope includes flood mitigation to protect this 100-acre rail yard complex, home to the Overhaul, Maintenance, Pneumatic shops and more, from a storm surge threat. The scope includes the construction of flood barriers above and below grade, a new drainage system with two pump plants, the construction of a 4000-foot-long cable bridge above the trains, and rehabilitation of four Circuit Breaker Houses.

During the second quarter 2023, the Substantial Completion date was delayed a further six months, from April 2023 to October 2023, due to limited track access needed to complete the PLC signal work and field test a stop log system. Track access has been requested and approved for October. In the project’s current state, the yard is fully functional and operating as designed. It is important to note that while the field test has not been completed, “pre-functional” testing has been, and the yard is protected from an extreme weather event. O & M manuals with deployment, testing and servicing information is part of the projects team deliverables.

Bundled Contract – New Substations at New Dorp and Clifton Stations		
Project Budget at award: \$55.4M	Current Budget: \$55M	EAC: \$58.5M
Substantial Completion at Award: July 2020	Current Substantial Completion: December 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 98%

This bundled contract includes the following ACEPs:

- S7070106: New Power Substation: New Dorp
- S7070107: New Power Substation: Clifton

This project will construct two new substations on Staten Island, in the vicinity of the New Dorp and Clifton stations. These additional substations will augment the electrical power requirements in these areas, thus improving the reliability of train service along the right-of-way.

During the second quarter 2023, the Substantial Completion date was delayed a further three months, from September 2023 to December 2023, due to an in-house project having difficulties procuring materials. This project has incurred a total delay of 41 months during construction. During the commissioning of the two substations as required in this contract, the in-service Tottenville substation had breaker command troubles. It was determined the SIR CCTV network was overloaded, causing communication errors between the substations and the St. George Head End, therefore requiring an upgrade. SIRTOA identified the scope and created an in-house project to upgrade the CCTV network. Part of the scope includes an armored jacketed fiber optic cable, which is currently unavailable. The substations will be commissioned once the other project is able to complete its scope.

ET160310: Sandy Mitigation at Consolidated Revenue Facility		
Project Budget at award: \$15M	Current Budget: \$11.6M	EAC: \$11.6M
Substantial Completion at Award: January 2023	Current Substantial Completion: February 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 67%

This project will provide an effective flood mitigation scheme to protect the Consolidated Revenue Facility located in Maspeth Queens. The project consists of a perimeter flood wall to protect against storm surges, as well as improvements of the drainage system to mitigate effects of heavy rain fall. Deployable flood walls will be used at the facility entrances to maintain access and will be deployed when a storm is forecasted to arrive.

During the second quarter 2023, the substantial completion (SC) date was extended a further four months, from October 2023 to February 2024, which is in addition to the nine months from last quarter. This project has incurred a total delay of 13 months during construction. The delay last quarter was due to the discovery of existing Con Edison concrete vaults and high voltage electrical conduits. The existence of these hinders the installation of the stop log foundation system and a revised foundation had to be designed and installed in a different location. Since the revised location is in the NYCDOT sidewalk, master land use and construction permits were required from DOT, which have been obtained and the work is ongoing. Due to these unforeseen circumstances involving Con Ed concrete vaults, high voltage cables and conduits and NYCDOT construction permits/stipulations, the Contractor requested for extension of time. During negotiation of the extension of time with the Contractor, subsequent to the reporting period last quarter, all parties agreed to extend SC to February 2024.

ET100315: Sandy Mitigation: Resiliency Improvements at Westchester Yard		
Project Budget at Design Start: \$77.7M	Current Budget: \$77.7M	EAC: \$77.7M
Original Design Completion: October 2022	Current Design Completion: November 2023	
Trigger: Schedule	Phase: Design	Phase Complete: 60%

In response to flooding and system disruptions caused by Superstorm Sandy in October 2012, this project will provide protection against storm surges due to Hurricane Cat 2 +3' flood event. The project involves installation of the following elements:

- Protect Westchester Yard from storm surge vulnerabilities.
- Provide perimeter flood wall and subgrade seepage cutoff wall
- Seal manholes within yard and provide backflow prevention for sewers

During the second quarter 2023 the design completion date was extended a further four months, from July 2023 to November 2023, due to a scope addition request from the user group. This project has incurred a total delay of 11 months over the life of the design. The original drainage scope was to address minor rainfall ponding in select areas, however, during review of the design documents, the User Group requested extensive drainage scope be added to the project. In the 1st quarter of 2023, after several discussions with the User Group, a decision was made to expand the scope of work to include a drainage system which will be funded via the Core Capital Program.

T7120306: Generator at Yukon Depot - NYPA		
Project Budget at award: \$11.8M	Current Budget: \$11.8M	EAC: \$11.8M
Substantial Completion at Award: February 2022	Current Substantial Completion: September 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 95%

At Yukon Bus Depot, the existing emergency generator is beyond its useful life. An emergency generator is required so the depot can continue operating during a power outage. This project provided all labor, materials, tools, and equipment necessary for the complete installation of a standby emergency diesel generator.

During the second quarter 2023, the Substantial Completion date was extended a further four months, from May 2023 to September 2023, due to final termination into the Fire Alarm panel being delayed. This project has incurred a total delay of 19 months during construction. The contractor installed the heat detection system as required by the revised contract, but EMD needs to witness the termination of the FA panel and OSS must issue acceptance. Since this is a life and safety issue, substantial completion cannot be declared until MTA Support Resources provide the necessary approval. FDNY inspection will be scheduled after work is accepted by the MTA.

T7120307: Roof, Office, HVAC at Fresh Pond Depot - NYPA		
Project Budget at Award: \$14.9M	Current Budget: \$14.9M	EAC: \$14.9M
Substantial Completion at Award: June 2022	Current Substantial Completion: September 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 95%

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

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

During the second quarter 2023, the Substantial Completion date was delayed a further five months, from April 2023 to September 2023, due to the required personnel not being able to inspect the newly installed Fire Alarm (FA) panels. After completion of all contract scope items, it was determined that the new HVAC system FA devices could not be programmed into the existing FA panels. After testing the two FA panels, in a previous quarter, both needed to be replaced due to compatibility issues between the devices and panels. A Change Order was issued for this, and the contractor completed the installation of the panel at the transportation building and is awaiting inspection and testing by MTA Support Resources. and they have yet to provide their availability to conduct the final inspection.

T7120321: East New York Depot Windows and Facade		
Project Budget at Award: \$18.5M	Current Budget: \$19.3M	EAC: \$19.6M
Substantial Completion at Award: February 2021	Current Substantial Completion: October 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 82%

This project shall provide all labor, materials, tools, and equipment necessary for the replacement of all the exterior window units and for the cleaning, repairing, and restoring, the entire brick facade at the East New York Bus Depot. The work includes but is not limited to general construction, masonry, and minor electrical work.

During the second quarter 2023, the Substantial Completion date was extended a further four months, from June 2023 to October 2023, due to the Contractor’s poor performance in planning and managing construction activities. The Contractor failed to comply with contract documents on several occasions, e.g. concrete reinforcement: erroneous fenestration sizing, complying to design etc.

The contractor failed to plan for long lead items and did not procure, receive, or installed on time. To mitigate further delays and implement steps to expedite the remaining work, Infrastructure held several meetings with the MTA Legal, contractor and the bonding company. The contractor has made no effort to provide recovery schedule despite several formal requests.

A “cure Letter” was drafted and circulated to MTA Legal for review and advice. Currently awaiting their direction and recommendation. It is the intent of the project team to pursue liquidation damages to recover additional costs incurred.

T8160705: Livingston Plaza Electrical, Mechanical Generator, Phase B		
Project Budget at Award: \$69.0M	Current Budget: \$69.0M	EAC: \$69.5M
Substantial Completion at Award: December 2023	Current Substantial Completion: June 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 51%

This project will upgrade the electrical and mechanical infrastructure systems and provide an additional redundant emergency generator system at the 130 Livingston Plaza Building, Brooklyn.

During the second quarter 2023, the Substantial Completion date was extended six months, from December 2023 to June 2024, due to structural deficiency requiring a redesign. Contract calls for extension of the upper roof to create new Uninterrupted Power Supply room. During demolition of the existing wall, where the new steel beam connections were to be made, it was found that there were no existing structural elements in place to attach to. As a result, new support beams had to be provided to facilitate the extension of the new roofing system.

NYCT In-house Department Response to the IEC Traffic Light Report
Individual project descriptions

T6160705: Employee Facility Rehab: RTO Chambers St – Nassau Loop		
Project Budget at award: \$17.8M	Current Budget: \$18.7M	EAC: \$19.7M
Substantial Completion at Award: February 2022	Current Substantial Completion: TBD	
Trigger: Schedule	Phase: Construction	Phase Complete: 92%
Root Cause: Material Availability		

This project will rehabilitate NYC Transit's Rapid Transit Operations Construction Flagging facility at the Chambers Street station, on the Nassau Loop. Scope includes demolition of the existing facility and construction of a newly designed facility including locker rooms, toilets, crew room, offices, storage rooms, installation of new mechanical systems including a new water service, fire suppression, ventilation and sewage ejector.

During the second quarter 2023, the Substantial Completion date was delayed three months, from June 2023 to September 2023, due to a delay in the ejector pots, and pantry cabinet deliveries. The ejector pots were received in August but haven't been delivered to the worksite. MTA is working with the vendor to identify a delivery date for the cabinets.

Metro-North Railroad Program Overview

The MNR Business Unit currently oversees 64 active projects, including 21 projects in construction, with a budget of \$3B. Notable projects under construction include the Harmon Shop Improvements, Grand Central Terminal Trainshed, and the Park Avenue Viaduct Replacement projects.

The IEC’s Traffic Light Report currently tracks 31 tasks (ACEPs) in the C&D Metro-North program. Of those, two tasks (10%) were flagged red, representing two projects. The description below describes why these project tasks were flagged, and what C&D is doing to remediate.

Metro-North Railroad Response to the IEC Traffic Light Report

Individual project descriptions

M7050105: Harlem & Hudson Power Improvement – City Water Substation		
Project Budget at award: \$24.8M	Current Budget: \$23.3M	EAC: \$31M
Substantial Completion at Award: June 2021	Current Substantial Completion: December 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 88%

The purpose of this project is to improve the power supply capacity and resiliency of the D.C. traction power system. The project will construct a new substation, between Chappaqua and Mount Kisco stations, at the "City Water" site. This substation is needed to support service resiliency in the electrified portion of the Upper Harlem Line.

During the Second Quarter of 2023, the forecasted Substantial Completion date was extended a further six months, from June 2023 to December 2023, due to ConEd’s heavy operational workload and inability to schedule work during the summer high temperature. This resulted in the delay to the completion of the main feeders energization to the substation. The project team is currently coordinating and working with ConEd to establish a date to energize the substation.

M7060101: Harmon Shop Replacement – Phase V		
Project Budget at award: \$439.6M	Current Budget: \$439.5M	EAC: \$435.9M
Substantial Completion at Award: October 2022	Current Substantial Completion: October 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 96%

This project is part of a multi-phase program for capital improvements and upgrades at MNR’s Croton-Harmon Shops and Yards. The final program Phase is Phase V- Stages I & II for completely replacing the old equipment maintenance facility (Building 6) with a new Electric Car and Support Shop facility.

During the Second Quarter of 2023, the forecasted Substantial Completion date was extended a further four months, from June 2023 to October 2023, due to supply chain issues in procuring electrical components for some equipment (Stinger control cabinets) for the bug and stinger system. The project team has implemented a phased occupancy plan to minimize the areas of the building that are delayed for occupancy.

M8020103: Grand Central Terminal Fire Standpipe - Phase 2		
Project Budget at award: \$50.2M	Current Budget: \$50.3M	EAC: \$12.5M (Design Only)
Substantial Completion at Award: November 2022	Current Substantial Completion: July 2023 (A)	
Trigger: Cumulative Schedule	Phase: Design	Phase Complete: 100%

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

Over the first and second quarters of 2023, the project completion date was extended a cumulative three months, from April 2023 to July 2023, due to the quality of the design deliverables. The initial 100% design submittal was received on June 9, 2023. However, due to quality concerns, it was rejected and returned to the Consultant on June 12, 2023, for revision. The resubmitted 100% drawings and technical specifications were subsequently received on July 10, 2023.

NYCT Department of Subways Program Overview

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

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

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

NYCT Department of Subways Response to the IEC Traffic Light Report

Individual project descriptions

T70502A2: 2020 Continuous Weld Rail Phase 2 (SAP)		
Project Budget at award: \$13.1M	Current Budget: \$19.3M	EAC: \$19.3M
Substantial Completion at Award: August 2022	Current Substantial Completion: October 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 88%

The Continuous Welded Rail (CWR) program will remove bolted rail and install CWR, throughout the NYCT system, where applicable. Installation of CWR will improve the condition of track, create a safer, smoother, and quieter ride, and reduce the possibility of broken rails. Locations were determined based on the latest condition survey.

During the second quarter 2023, the Substantial Completion date was extended a further four months, from June 2023 to October 2023, due to the inability of the work crews to secure track access at the current location. The CWR program has completed over 23K track feet to date.

T8050211: 2020 Mainline Track Replacement – Jamaica Line		
Project Budget at award: \$28.1M	Current Budget: \$28.1M	EAC: \$31.3M
Substantial Completion at Award: December 2021	Current Substantial Completion: November 2023	
Trigger: Cost	Phase: Construction	Phase Complete: 91%

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

During the second quarter 2023, this project had a budgetary shortfall of \$3.2M due to scope changes that occurred. The N/O 121st Street – S/O Portal job on track J2 was initially scoped for Structural Component Repair

Program work only, but once this project started it was determined a full reconstruction of Ekki-Hilti and Type II-II track was required because of excessive deterioration discovered once construction began.

T8050227: 2021 Mainline Track Replacement – 11th St Cut		
Project Budget at award: \$19.9M	Current Budget: \$19.9M	EAC: \$19.9M
Substantial Completion at Award: April 2022	Current Substantial Completion: TBD	
Trigger: Schedule	Phase: Construction	Phase Complete: 90%

This project will reconstruct segments of mainline tracks, along the 11th Street Cut Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the second quarter 2023, the Substantial Completion date was extended three months, from July 2023 to October 2023, due to insufficient train crews to support multiple weekend outages. MTA Capital program projects were prioritized for track access.

T8050237: 2021 Mainline Track Replacement – Lenox- White Plains Road Line		
Project Budget at award: \$8.1M	Current Budget: \$8.1M	EAC: \$8.1M
Substantial Completion at Award: April 2022	Current Substantial Completion: October 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 59%

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

During the second quarter 2023, the Substantial Completion date was extended a further four months, from June 2023 to October 2023, due to material issues. Since materials were not available, the schedule has slipped, and the work will be rescheduled once they are available.

T8050250: 2022 Mainline Track Replacement – Brighton Line		
Project Budget at award: \$33M	Current Budget: \$33M	EAC: \$33M
Substantial Completion at Award: April 2023	Current Substantial Completion: April 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 23%

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

During the second quarter 2023, the Substantial Completion date was extended a further four months, from June 2023 to October 2023, due to the track access prioritization of other MTA Capital Program projects. The work will be rescheduled once the track becomes available. Subsequent to the reporting period, the project’s SC has been delayed an additional six months to April 2024.

Bus Procurements Response to the IEC Traffic Light Report

T7030224: Battery Electric Bus Charging Infrastructure Phase 1 (5 Depots)		
Project Budget at award: \$49.8M	Current Budget: \$59.5M	EAC: \$59.5M
Substantial Completion at Award: February 2023	Current Substantial Completion: May 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 27%

The purpose of this project is to provide the electrical charging infrastructure to charge 60 standard electric buses, at five locations: Kingsbridge, East New York (Herkimer Lot), Charleston, Grand Avenue, and Williamsburg Bridge Plaza. This contract is phase one of three of the MTA’s program construct the infrastructure required for the All-Electric Buses. These chargers will be able to charge all buses that are purchased by MTA NYCT and will be compliant with existing SAE charging standards for both plug-in and pantograph charging.

During the second quarter 2023, the substantial completion date was extended a further three months, from February 2024 to May 2024, due to unforeseen site conditions. The installation of the charging infrastructure is underway at three of the five locations. While Initial borings samples did not find any issues, during construction at the Herkimer Lot, an underground condition was encountered where the ConEd block house need to be relocated to a street level location. The drawings have been revised and are going through the approval process. Coordination with Con Edison, NYPA, and others are ongoing.

T8030209: Purchase 209 Standard Diesel (Nova)		
Project Budget at award: \$141.2M	Current Budget: \$141.2M	EAC: \$141.2M
Substantial Completion at Award: December 2021	Current Substantial Completion: September 2023	
Trigger: Schedule	Phase: Construction	Phase Complete: 88%

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

During the second quarter 2023, the substantial completion date was delayed a further three months, from April 2023 to July 2023, due to the installation of the back ordered parts taking longer than expected. 206 of the 209 buses have been delivered, but the material availability resulting in high rework hours on the balance of buses to be delivered. Subsequent to the reporting period, the SC date was extended another two months to September 2023.

T8030215: Purchase 5 Standard Battery Electric Buses for Testing/Evaluation (Nova)		
Project Budget at award: \$10.6M	Current Budget: \$10.6M	EAC: \$10.6M
Substantial Completion at Award: April 2024	Current Substantial Completion: September 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 3%

The purpose for this project is a continuation of the Battery Electric Bus (BEB) testing and evaluation task within the Zero Emission Fleet Transformation (ZEFT) Program. The first round of BEB test and evaluate leases began in 2018 and included 2 bus types from 2 vendors. This purchase expands the program to test and evaluate another bus manufacturer. The project includes the required engineering staff resources for acquisition and technical

testing/evaluation for a period of 3 years in regular service. Five standard battery electric buses will be fabricated by the contractor in Plattsburgh, NY.

During the second quarter 2023, the substantial completion date was delayed five months, from April 2024 to September 2024, due to a National Highway Traffic Safety Administration battery recall, because of performance issues. This recall requires the batteries to be removed, returned to the battery manufacturer, and reinstalled on the buses. All five buses are currently in production.

NYCT Department of Paratransit Response to the IEC Traffic Light Report
Individual Project Description

T7030215: AVL M for Paratransit Vehicles		
Project Budget at Award: \$26.8M	Current Budget: \$26.8M	EAC: \$26.8M
Substantial Completion at Award: July 2020	Current Substantial Completion: N/A	
Trigger: Schedule	Phase: Construction	Phase Complete: N/A

NYCT Paratransit Division provides Access-A-Ride (AAR) service throughout the five boroughs of New York City and surrounding counties. The Automatic Vehicle Location Monitoring (AVLM) System can operate within the five boroughs of New York City and bordering counties of Westchester & Nassau. This project will provide for a new Real-Time dispatch & Scheduling System and integration work with existing Scheduling systems, AVL M and IVR Modules.

During the second quarter 2023, the Substantial Completion date was extended a further ten months, from June 2023 to April 2024, due to poor contractor performance. NYCT has experienced the same issues on both contracts with the Vendor and after many discussions, the NYCT senior executive team sought every contractual remedy before deciding to terminate the contract. The software and hardware, which the vendor has been developing, is defective and not fulfilling the system requirements. Notice was sent to the Contractor of the decision to stop the Real-Time Scheduling project in January 2023. As a result, the Contractor was no longer interested in continuing to work on the AVL M installation portion of the contract. As stated above, this contract was terminated, and Paratransit is in the process of preparing the scope and is planning to issue a new RFP in the fall of 2023.



**Projects in CPC’s Risk-Based Monitoring Program
(2nd Quarter 2023 Traffic Light Report – Period Ending June 30, 2023)**

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

Projects in CPC's Risk-Based Monitoring Program

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



**Projects in CPC’s Risk-Based Monitoring Program
(2nd Quarter 2023 Traffic Light Report – Period Ending June 30, 2023)**

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
September 2023**

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$438.3 M.

Staff Summary

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	9/18/23	X		
2	Board	9/20/23	X		

Date: September 15, 2023			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
F. Personal Service Contracts	1	\$ 5,518,494
H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts	1	\$ 400,000,000
SUBTOTAL	2	\$ 405,518,494

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
K. Ratification of Completed Procurement Actions	4	\$ 32,754,517
SUBTOTAL	4	\$ 32,754,517
TOTAL	6	\$ 438,273,011

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

September 2023

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts
 (Staff Summaries required for all items greater than \$1M: Sole Source; Other Non-Competitive; Competitive RFP.)

1.	Menotti Enterprise LLC Contract No. CS00010B	\$ 5,518,494	<u>Staff Summary Attached</u>
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MTA Construction & Development requests that the Board approve the award of a publicly advertised and competitively solicited personal service contract to provide independent safety consultant services for the Bridges & Tunnels capital program projects to Menotti Enterprise LLC. The Contract is for a 12-month duration in the not-to-exceed (“NTE”) amount of \$1,379,623.50. The contract also contains three options, each of which would extend the contract and services for a 12-month period for the additional NTE amount of \$1,379,623.50. If all of the options are exercised, the total NTE amount will be \$5,518,494.

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

2.	Various Contracts Nos. CM1600 – CM1615 CM1626 – CM1635	\$400,000,000 (aggregate)	<u>Staff Summary Attached</u>
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- a. AECOM USA, Inc.
- b. Henningson Durham & Richardson Architecture and Engineering, P.C.
- c. Hill International, Inc/Parsons Transportation Group of New York, Inc., JV
- d. HNTB New York Engineering and Architecture, P.C.
- e. Jacob Civil Consultants, Inc.
- f. LiRo Engineer, Inc.
- g. Mott MacDonald NY, Inc.
- h. Naik Consulting Group P.C.
- i. STV Incorporated
- j. Systra Engineering Inc./MCSS Inc., JV
- k. Tectonic Engineering & Surveying Consultants, P.C.
- l. T.Y. Lin International Engineering, Architecture and Land Surveying, P.C.
- m. WSP USA Inc.

MTA Construction & Development requests that the Board approve an extension to Contracts Nos. CM-1600 through CM-1615 and CM-1626 through CM-1635 of approximately 18 months, through June 30, 2025, and an increase in the aggregate budget by \$400 million, from \$800 million to \$1.2 billion, to continue providing Consultant Construction Management and Inspection Services for Miscellaneous Construction Projects.

Staff Summary

Schedule F: Personal Service Contracts

Item Number 1					
Department, Department Head Name: B&T Business Unit, Joe Keane, VP & Chief Engineer					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	9/18/23	X		
2	Board	9/20/23	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Menotti Enterprise LLC	CS00010B
Description	
Independent Safety Consultant Services for Capital Program	
Total Amount	\$5,518,494
Base Contract:	\$1,379,623.50
Option 1:	\$1,379,623.50
Option 2:	\$1,379,623.50
Option 3:	\$1,379,623.50
Contract Term (including Options, if any)	
12 Months for Base Contract. Up to 48 Months with the Options	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION

MTA Construction & Development (“C&D”) requests that the Board approve the award of a publicly advertised and competitively solicited personal service contract to provide independent safety consultant services for the Bridges & Tunnels (“B&T”) capital program projects to Menotti Enterprise LLC (the “Consultant” or “Menotti”). The Contract is for a 12-month duration in the not-to-exceed (“NTE”) amount \$1,379,623.50. The Contract also contains three options, which may be exercised in C&D’s sole discretion, each of which would extend the Contract and services for a 12-month period for the additional NTE amount of \$1,379,623.50. If all the options are exercised, the total NTE amount will be \$5,518,494.

DISCUSSION

Under this Contract, the Consultant will provide independent safety consultant services for B&T, consisting of construction work site safety monitoring, preparation of safety reports; safety reviews and recommendations to improve safety; and the delivery of safety trainings and presentations to MTA B&T employees. The Consultant will also monitor contractor compliance with the safety related requirements of construction contracts. This Contract was originally solicited with two Scopes of Work, one scope calling for these services for B&T and the other scope providing the same service for all remaining MTA entities. Proposers were free to propose on both or only one Scope of Work.

Selection was determined utilizing a “Best Value” procurement process. A one-step solicitation was publicly advertised in the New York State Contractor Reporter, the Daily News, Minority Commerce Weekly, and on the MTA website, requesting the submission of technical and cost proposals. In addition, notice of the Request for Proposals (“RFP”) was sent to 8 prequalified firms on the MTA’s General Engineering Consultant list, as well as 23 additional firms (of which 5 were certified M/WBE firms) that had proposed on past safety solicitations or had expressed interest during outreach. In response to the

RFP, proposals were received on March 1, 2023, from three firms: Menotti Enterprise LLC (“Menotti”) and TRC Engineers Inc. (“TRC”), which submitted proposals for both Scopes of Work, and SA Engineering LLC (“SA”), submitted a proposal for the B&T work only.

The three proposals were evaluated and scored by a selection committee consisting of representatives from C&D, utilizing the following pre-established selection criteria: Experience in Relevant Areas; Experience of Project Team/Key Personnel/Subconsultants; Plan of Approach; Quality Assurance Plan; Current Workload of Prime and Subconsultants; Management Approach; Diversity Practices Questionnaire; and Other Relevant Matters.

Oral presentations were conducted with all three firms and the selection committee shortlisted two firms for further consideration. SA was not shortlisted for further consideration as the firm did not demonstrate that it had sufficient resources to perform the work. After the technical evaluations were completed, the selection committee reviewed the cost proposals of the short-listed firms and then ranked each of the proposers considering both their technical and cost proposals in accordance with the evaluation criteria. The selection committee deemed both firms to be technically qualified and in the competitive range and recommended that these firms be invited for negotiations.

Several rounds of negotiations were conducted, focusing on levels of effort, staffing, hourly rates, and overhead rates. During negotiations MTA C&D determined to limit the contract solely to the B&T services. An amended solicitation was issued, and the short-listed firms continued to participate in the solicitation for the B&T scope.

Following negotiations, Best and Final Offers (“BAFOs”) were requested and received from the two firms. Based upon review of the BAFOs, technical proposals, and discussions during oral presentations, the selection committee unanimously recommended Menotti, a certified Minority Owned Business Enterprise (“MBE”) and a certified Service-Disabled Veteran-Owned Business (“SDVOB”), for award. Menotti demonstrated its technical capabilities and provided the lowest price. Accordingly, the selection committee determined that awarding the contract to Menotti provided the best value to the MTA, achieving cost savings of approximately \$342,615.48 annually or a total of \$1,515,564.57 over four years when compared to TRC’s proposal. Menotti’s BAFO was deemed to be fair and reasonable.

This Contract incorporates a performance evaluation program (“PEP”) that is applied to the fee. The PEP provides an opportunity for the Consultant to earn additional profit through exemplary performance in managing its project and a reduction in the fee if their performance requires improvement.

D/M/WBE INFORMATION

The MTA’s Department of Diversity and Civil Rights has established an MBE goal of 15%, a Women Owned Business Enterprise (“WBE”) goal of 15%, and an SDVOB goal of 6% for this contract series. DDCR has determined that Menotti’s utilization plan meets the MBE/WBE/SDVOB requirements established for the contract.

Menotti has not completed any MTA contracts with MBE/WBE/SDVOB goals; therefore, no assessment of the firm’s MBE/WBE/SDVOB performance can be determined at this time.

IMPACT ON FUNDING

Funding for this Contract is available in the Operating Budget.

ALTERNATIVES

Perform the work using in-house personnel. At this time, MTA C&D lacks the in-house technical personnel to perform the specific tasks required under the scope of work for this Contract.

Staff Summary

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: **2**

Vendor Name (& Location)	
Various	
Description	
Indefinite Quantity Consultant Construction Management and Inspection Services for Miscellaneous Construction Projects	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery/Mark Roche, Deputy Chief Development Officer	

Contract Number		AWO/Modification #
CM-1600 – CM-1615 CM-1626 – CM-1635		Various
Original Amount:		\$ 800,000,000
Prior Modifications:		\$ 0
Prior Budgetary Increases:		\$ 0
Current Amount:		\$ 800,000,000
This Request:		\$ 400,000,000
% of This Request to Current Amount:		50%
% of Modifications (including This Request) to Original Amount:		50%

DISCUSSION:

Contracts Nos. CM-1600 through CM-1615 and CM-1626 through CM-1635 (the “Contracts”) are a series of Indefinite Quantity (“IQ”) contracts (13 federal and 13 state) for Consultant Construction Management (“CCM”) and Inspection Services for Miscellaneous Construction Projects with the vendors listed below. MTA Construction & Development (“C&D”) requests that the Board approve an extension to the Contracts of approximately 18 months, through June 30, 2025, and an increase in the aggregate budget by \$400 million, from \$800 million to \$1.2 billion.

Consultants

- a. AECOM USA, Inc. (“AECOM”)
- b. Henningson Durham & Richardson Architecture and Engineering, P.C.
- c. Hill International, Inc./Parsons Transportation Group of New York, Inc., Joint Venture
- d. HNTB New York Engineering and Architecture, P.C.
- e. Jacob Civil Consultants, Inc.
- f. LiRo Engineer, Inc.
- g. Mott MacDonald NY, Inc.
- h. Naik Consulting Group P.C. (a certified DBE and MBE firm)
- i. STV Incorporated
- j. Systra Engineering Inc./MCSS Inc., Joint Venture (MCSS is a certified DBE and MBE firm)
- k. Tectonic Engineering & Surveying Consultants, P.C.
- l. T.Y. Lin International Engineering, Architecture and Land Surveying, P.C.
- m. WSP USA Inc. (“WSP”)

Contracts Nos. Federal/State

- CM-1600/CM-1608
- CM-1601/CM-1609
- CM-1602/CM-1610
- CM-1603/CM-1611
- CM-1604/CM-1612
- CM-1605/CM-1613
- CM-1606/CM-1614
- CM-1607/CM-1615
- CM-1626/CM-1631
- CM-1627/CM-1632
- CM-1628/CM-1633
- CM-1629/CM-1634
- CM-1630/CM-1635

On October 24, 2018, the Board approved the award of 26 competitively solicited and negotiated IQ contracts to provide CCM and inspection services for miscellaneous construction projects to support NYC Transit capital projects on an as-needed basis for a period of 60 months with a total aggregate budget of \$800 million. This contract series was expanded by C&D in 2021 to support all MTA agencies.

These Contracts form a pool of pre-qualified teams through which task orders are, in general, competed to provide CCM and Inspection Services during the pre-construction, construction, and closeout phases of construction projects. The specific requirements for each project are defined in the scope of work for each task order. Task orders issued under these Contracts are funded with state and/or federal funds based upon the individual capital project projects that require the services.

This Modification will support the continuing needs of the 2020-2024 MTA Capital Program while a replacement contract series is solicited and awarded. There are no changes to the rates or titles, which were deemed fair and reasonable for the original award of the Contracts.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chair/CEO in consultation with the MTA General Counsel in January 2021. No new SAI has been found relating to either AECOM and AECOM has been found to be responsible. A Contractor Compliance Program with AECOM and the MTA is currently in place.

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

In connection with a previous contract awarded to Louis Berger Group, Inc. ("LBG")¹, LBG was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG.

¹ LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG's SAI.

SEPTEMBER 2023

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

3.	Tutor Perini Corporation Contract No. CS179.625	\$1,070,243	<u>Staff Summary Attached</u>
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MTA Construction and Development requests that the Board ratify a modification to provide for the manual operation of the tunnel ventilation system in support of Long Island Rail Road’s training operations for a lump sum price of \$1,070,243.

4.	EE Cruz and Company Contract No. E31699.16	\$ 1,190,000	<u>Staff Summary Attached</u>
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MTA Construction and Development requests that the Board ratify a modification to install jet grout columns and micro piles for support of excavation near the wall of Track J1 and J2 beneath the corner of Forsyth and Delancey Streets in the borough of Manhattan for a lump sum price of \$1,190,000.

5.	Schindler Elevator Corporation Contract No. VM014.41	\$ 5,737,520	<u>Staff Summary Attached</u>
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MTA Construction and Development requests that the Board approve a modification to extend this Contract for a 24-week period, commencing July 17, 2023, to provide for continued interim maintenance of elevators and escalators in Grand Central Madison for a not-to-exceed amount of \$5,737,519.68.

6.	George S. Hall, Inc. Contract No. VS250.01	\$ 24,756,754	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board approval to enter into a modification to provide continued interim maintenance services and operation of assets at Grand Central Madison during the period from July 13, 2023 to and including January 12, 2024, for the not-to-exceed amount of \$24,756,754.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name (Location) Tutor Perini Corporation (1000 Main Street, Peekskill, New York 10801)	Contract Number CS179	AWO/Modification # 625
Description Systems Facilities Package No. 1	Original Amount: \$ 333,588,000	
Contract Term (including Options, if any) 75 Months	Prior Modifications: \$ 211,492,220	
Option(s) included in Total Amt? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Prior Budgetary Increases: \$ 216,800,001	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount: \$ 761,880,221	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request: \$ 1,070,243	
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.: 0.14%	
Requesting Dept./Div., Dept./Div. Head Name: East Side Access, Judith Kunoff, SVP and Program Executive	% of Modifications (including This Request) to Original Amount: 63.7%	

DISCUSSION:

Contract CS179 is one of the East Side Access (“ESA”) project’s systems contracts providing, among other systems, the tunnel ventilation system. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to provide for the manual operation of the tunnel ventilation system in support of Long Island Rail Road’s training operations.

The new tunnel ventilation system is monitored and operated remotely from a Supervisory Control and Data Acquisition (“SCADA”) system located at the Train Operations Center (“TOC”). Over the past year, LIRR has been operating trains in the tunnels as part of “physical characteristic training,” which allows the LIRR operators to test run equipment to familiarize themselves with operations in the ESA area prior to implementing revenue service.

During the LIRR’s test train operations, the CS179 Contractor had not yet completed its system testing of the Tunnel SCADA system. Consequently, manual operation of the tunnel ventilation system was necessary as a backup to the Tunnel SCADA system as an added safety measure to ensure reliable operation of the tunnel ventilation system during training operations. Upon successful completion of the testing of the Tunnel SCADA system and acceptance by MTA on January 20, 2023, the TOC took full control of the tunnel ventilation system remotely and there was no further need for manual operation.

A prior modification authorized manual operation of the tunnel ventilation system from February 1, 2022, through July 1, 2022, in the amount of \$826,233. This Modification No. 625 extends the period of manual operation of the ventilation system from July 1, 2022, to January 20, 2023. In September 2022, the MTA C&D President approved a retroactive memorandum to extend the service.

The Contractor’s proposal for this Modification was \$1,076,380. Negotiations resulted in agreement of a lump sum price of \$1,070,243, which is deemed to be fair and reasonable. Combined with the prior modification authorizing work between February and July 2022, the total cost for manual operations support is \$1,896,476. The Modification also includes a reservation of the parties’ right regarding Excusable and Compensable Delay.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 4

Vendor Name (Location) EE Cruz & Company (16-16 Whitestone Expressway, 5 th Floor, Whitestone NY 11357	Contract Number E-31699	AWO/Modification # 16
Description Forsyth Emergency Ventilation Plant in the Borough of Manhattan	Original Amount: \$ 59,300,000	
Contract Term (including Options, if any) December 28, 2018 - November 29, 2023	Prior Modifications: \$ 2,307,275	
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount: \$ 61,607,275	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request: \$ 1,190,000	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amt.: 1.9%	
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche, Deputy Chief Development Officer	% of Modifications (including This Request) to Original Amount: 5.9%	

DISCUSSION:

The Contract provides for construction of an Emergency Ventilation Plant (“VP #6367”) for the IND/BMT 6th Ave. line on Forsyth Street between Delancey and Rivington Streets in Manhattan. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to install jet grout columns and micro piles for support of excavation near the wall of Track J1 and J2 beneath the corner of Forsyth and Delancey Streets.

The Contract requires excavation to a depth of 85 feet to create a perimeter wall to prevent water infiltration and cave-ins. The excavation work included installing panels to stabilize and support the sides of the excavation. In May 2021, while attempting to install the panels, EE Cruz & Company (the “Contractor”) unexpectedly encountered existing steel soldier piles at depths between 25 to 40 feet, which obstructed the installation of the panels. This modification addresses this unexpected field condition by providing for the installation of jet grout columns along with supporting micro piles to support the excavation instead of the panels, which was determined to be the most effective way to proceed. In order to procure necessary materials and mobilize a jet grout rig to the site without causing further delay to the project, the President of MTA C&D authorized work to begin on a retroactive basis.

The Contractor submitted a proposal in the amount of \$2,054,583. Negotiations resulted in agreement of a lump sum price of \$1,150,000 which is considered fair and reasonable. This modification also includes an extension of the Substantial Completion date by 111 calendar days from November 29, 2023 to March 19, 2024, of which 16 days were determined to be compensable, resulting in \$40,000 in impact costs.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **5**

Vendor Name (& Location) Schindler Elevator Corporation (20 Whippany Road Morristown, NJ 07960)	
Description Post Revenue Service Interim Maintenance Extension	
Contract Term (including Options, if any) 160 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Judith Kunoff, SVP and Program Executive	

Contract Number VM014	AWO/Modification # 41
Original Amount:	\$ 24,077,558
Prior Modifications:	\$ 23,963,362
Prior Budgetary Increases:	\$ 1,787,351
Current Amount:	\$ 49,828,271
This Request:	\$ 5,737,519.68
% of This Request to Current Amount:	11.5%
% of Modifications (including This Request) to Original Amount:	123.4%

Discussion:

Contract VM014 (the “Contract”) provides for the fabrication, installation and interim maintenance of the escalators and elevators in Grand Central Madison (GCM). MTA Construction and Development (“C&D”) requests that the Board approve a Modification to extend the Contract for a 24-week period, commencing July 17, 2023, to provide for continued interim maintenance of elevators and escalators in GCM for a not-to-exceed amount of \$5,737,519.68.

MTA C&D is currently procuring a Long-Term Facility Maintenance Contract (Contract MS21001) for the operation and maintenance of GCM. There is an ongoing critical need to provide service and maintenance of the elevators and escalators within GCM until Contract MS21001 is awarded. The work under this modification includes routine maintenance of the elevators and escalators, on-call service to address problems that may arise, as well as annual preventive maintenance. The work also includes providing off-site storage of three escalators slated for the future 48th Street entrance. It is expected that the Contract MS21001 will be awarded and will take over service and maintenance of the elevators and escalators on or before January 2024.

The Contractor submitted a proposal in the amount of \$5,724,157.20. During negotiations the Contractor realized that it had omitted the cost for the off-site storage of the three escalators and adjusted its proposal accordingly. Negotiations yielded a final price of \$5,737,519.60 for the period from July 17, 2023, through January 1, 2024, at a weekly rate of \$239,063.32. C&D deems this price to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **6**

Vendor Name (& Location) George S. Hall, Inc. (122 East 42nd Street, Fourth Floor New York, New York 10168-0501)	
Description Interim Maintenance of the East Side Access Project Part 2	
Contract Term (including Options, if any) Fifteen months with one six-month option	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Judith Kunoff, SVP and Program Executive	

Contract Number	AWO/Modification #
VS250	001
Original Amount: \$ 59,138,759.52	
Prior Modifications: \$ 0	
Prior Budgetary Increases: \$ 7,263,864	
Current Amount: \$ 66,402,623.37	
This Request:	\$ 24,756,754
% of This Request to Current Amount: 37.2%	
% of Modifications (including This Request) to Original Amount: 54.1%	

Discussion:

Contract VS250 provides for the interim maintenance, service, and operations of the Grand Central Madison (“GCM”) assets. MTA Construction and Development (“C&D”) requests Board approval to enter into a modification to provide continued interim maintenance services and operation of assets at during the period from July 13, 2023 to and including January 12, 2024, for the not-to-exceed amount of \$24,756,754.

MTA C&D is currently procuring a Long-Term Facility Maintenance Contract (Contract MS21001) for the operation and maintenance of GCM. There is an ongoing critical need to maintain and operate the GCM assets in support of GCM’s passenger service operations until Contract MS21001 is awarded. The GCM assets operated and maintained under this VS250 Contract consist principally of the building management system, the automatic temperature control system, the chiller and steam plant and the tunnel ventilation systems, as well as mechanical and plumbing, electrical, communication, fire protection, and security systems. It is expected that the Contract MS21001 will take over the GCM maintenance, service, and operations on or before January 2024.

The VS250 Contract included two six-month options to extend the Contract duration. On June 15, 2023, C&D exercised the first option extending the Contract from July 13, 2023, to January 12, 2024. That option included the cost of general conditions and field office overhead but did not include funds for the Contract’s unit rate payment items. This modification will fund those unit rate payment items for the option period and, in addition, will add Pest Control Preventive Maintenance and Freight Office Operations to the Contract for the option period.

The CM team prepared a cost estimate for reconciliation and extension of the Contract’s unit rate payment items based on the actual expended quantities over the duration of the Contract and the forecast use of the unit rate work over the Option period. The unit rates are unchanged from the negotiated values in the base Contract; however, the quantities of units provided for in the Contract need to be increased to cover the Option period. The cost for performing the Pest Control Preventive Maintenance and Freight Office Operations were negotiated at monthly rates. Based on the reconciliation of the unspent unit quantities in the base Contract, additional unit quantities required for the Option period, and the cost of the two items of additional work, both parties agreed to a total not to exceed amount of \$24,756,754 increase to the Contract Price for the direct cost of all work to be performed within the Option period. C&D deems this proposed increase to the Contract Price to be fair and reasonable.