



Metropolitan Transportation Authority

Capital Program Committee Meeting

April 2024

Committee Members

J. Lieber, Chair

M. Joshi, Vice Chair

A. Albert

J. Barbas

G. Bringmann

N. Brown

S. Chu

M. Fleischer

D. Garodnick

R. Glucksman

M. Herbst

D. Jones

B. Lopez

D. Mack

H. Mihaltses

J. Rizzo

J. Samuelsen

V. Tessitore

N. Zuckerman

Capital Program Committee Meeting

Monday, 4/29/2024

2:00 - 3:00 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES

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4. 2024-2025 COMMITTEE WORK PLAN

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5. PRESIDENT'S UPDATE

6. C&D SYSTEMS UPDATE BUSINESS UNIT UPDATE

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8. CAPITAL PROGRAM STATUS

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9. C&D PROCUREMENTS

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Judlau/TC Electric JV	\$2,500,000.00	Ratification of a modification to replace damaged trough and conduit carrying communications and power cables on Metro North Railroad's Hudson Line with new ductbank and trough.
Contracts	F&S General Construction Inc.	\$155,000.00	Ratification of a modification for additional concrete repairs to a 40-foot section of platform at Metro North Railroad's Rye Station.
Contracts	Halmar International Inc.	\$240,967,621.00	Ratification of a modification to add Phase 2 of the Park Avenue Viaduct replacement, from East 127th Street to midblock between East 131st and East 132nd Streets.
Contracts	Tully Construction LLC	\$2,359,600.00	Ratification of a modification for purchase and installation of additional signal wiring for the new signal Program Logic Controller system being installed in the Coney Island Yard.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
March 25, 2024
New York, New York
12:45 P.M

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Randolph Glucksman*
Hon. Meera Joshi
Hon. Blanca Lopez
Hon. Haeda Mihaltses
Hon. Midori Valdivia

*Attended virtually

CPC Members not present:

Hon. Michael Fleischer
Hon. David Jones
Hon. David Mack
Hon. John-Ross Rizzo
Hon. John Samuelsen
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

MTA staff present:

Christine Budhwa
Lew Dears
Evan Eisland
Steven Loehr
Mark Roche
Gregoire Sulmont
Jamie Torres-Springer
Michele Woods

Independent Engineering Consultant staff present:

Calvin Gordon
Liz King

* * *

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 records.

Chair Lieber called the March 25, 2024, Capital Program Committee Meeting to order at 1:00 PM.

Public Comment Period

There were five public speakers during the Hybrid Public Comment Period: Jason Anthony, Lisa Daglian, Christopher Greif,* Charlton D'souza,* and Matthew Buchys Hyland.*

*Provided comment virtually.

March Meeting Minutes

Board Member Andrew Albert requested a correction to the spelling of Verrazzano Bridge in the Procurement section of the March Capital Book. Upon a motion duly made and seconded, the Board approved the minutes of the meeting held on February 26, 2023, with Mr. Albert's requested correction.

CPC Work Plan

There were no changes to the CPC Work Plan.

President's Report

Prior to introducing this month's report from the MTA Construction & Development (C&D) Signals and Trains Control Business Unit, C&D President Jamie Torres-Springer celebrated several achievements in March, including: Shawn Moore, Alyssa Cobb Konon, Fredericka Cuenca, Angelina Francois, and Robyn Hollander being honored for Women's History Month at an Empowering Women in Transportation event; the opening of new ADA-accessible elevators at the Tremont Avenue B/D Station, making it the second subway station and the fifth overall MTA station to be made accessible this year; MTA signing the national Equity in Infrastructure pledge to increase the number, size, and proportion of minority-owned, women-owned, and disadvantaged businesses working in the Capital Program; and the \$1 million in funding attached to the Bipartisan Infrastructure Law to make the Classon Avenue stop on the G line fully ADA-accessible.

The President also noted a new Building Congress Report that independently verifies that C&D provides better, faster, and more cost-effective project delivery due to, among other things, innovative project scoping and bundling. The report also included additional recommendations that C&D is evaluating for the 2025-2029 Capital Plan. Additionally, the President highlighted MTA's four recent Congestion Pricing Hearings, which underscored both the need for and the benefits of Congestion Pricing, including \$15 billion for the Capital Program. The President reiterated that until the ongoing congestion Pricing litigation is resolved, the majority of new procurement actions remain on hold.

President Torres-Springer identified specific examples of State of Good Repair projects on hold: the 59 miles of Communications-Based Train Control (CBTC) on the A/C and B/D/F/M lines. President Torres-Springer reminded the Committee that without CBTC updates, the trains will continue to run on a 100-year-old fixed block system that constrains service levels and requires intense maintenance and upkeep rather than on a modern communications-based system that uses less right-of-way equipment and allows trains to safely operate more closely together. The President reminded the Committee that CBTC improves overall performance and reliability, as seen in the 23% boost in on-time performance on the 7 Line, and increases train speeds, as evidenced by the 8-14% increase on the 7 and L lines.

Signals and Trains Control Business Unit Update

Gregoire Sulmont, Senior Vice President, Signals & Train Control Business Unit, provided greater detail on how CBTC-equipped trains automatically operate at the safest, fastest, and most comfortable speed. CBTC prioritizes safety by using inputs from wayside signaling and moving trains.

On the status of current projects, Mr. Sulmont noted that all CBTC projects are advancing, and the challenges of ongoing projects provide lessons learned for future projects.

- Queens Boulevard Line (QBL) West – Performance has improved dramatically over the last 12 months for the E, F, M, and R lines in Queens, however software problems remain an issue that the project team and Siemens are working together to address. C&D is holding the contractor accountable and will continue to focus on software improvement.
- Culver Line – The F line track work that initially delayed CBTC progress is scheduled to be completed in May and CBTC for one full section of the line is already in service, however the team has delayed new sections to ensure that the eventual cutover has no operational impact.
- 8th Avenue Line – Track work is complete, and the first interlocking in-service should start in June. The project team continues to carefully monitor the delivery schedule of the R211 trains, under a separate contract, as these trains are required for CBTC cutovers.
- QBL East – Signaling and CBTC work is proceeding forward on the E and F lines. This project was awarded to contractors new to the MTA, which has required additional management and investment.
- Crosstown Line - MTA C&D has implemented a new Train Control Strategy on the Crosstown F/G line, changing the delivery method from a Design-Bid-Build to a Design-Build model and including a long-term maintenance and support contract with the original contract. The work will require long-term outages this summer, and the MTA's Government and Community Relations team is working closely with the community. Shuttle buses will be made available during the shutdown.

Mr. Sulmont noted that all of these projects are important as CBTC projects are often replacing original equipment from the early twentieth century, including interlockings that allow trains to switch tracks either as part of normal service or due to a disruption. While Congestion Pricing funding is delayed, so too are key capital projects, including interlocking replacement. The Fulton A/C and 6 Av/63 St B/D/F/M lines serve more than 1.5 million daily riders, and equipping these lines with CBTC will improve performance and make them better prepared for service needs of the future.

Calvin Gordon, Deputy Program Director for the IEC, noted that legacy CBTC projects have made progress, as evidenced by technical issues being resolved, and CBTC operation exhibiting a higher level of stability. Mr. Gordon recognized various challenges facing the legacy CBTC projects, and noted that C&D has undertaken risk mitigation and, most importantly, taken steps to ensure the contractual requirement of achieving reliability, availability, and maintainability is being met on the QBL West project. Mr. Gordon underscored the recommendation that future CBTC-centric projects contain strict and detailed requirements for the development of the signal block design. This will ensure that different design approaches by various contractors will result in a consistent operating environment throughout the transit system and meet core operational needs.

Procurement Actions

Christine Budhwa, Assistant Vice President, MTA C&D, reported that C&D had five procurement actions being brought to the Capital Program Committee this month. Ms. Budhwa 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. Ratification of a modification to a contract with Skanska ECCO III, JV (MN-81933) to furnish and install a new fire water tank at the Croton-Harmon Yard.
2. Ratification of a modification to a contract with DKT Contractors LLC (A37733) for additional steel column repairs, a new structural slab, and drain at stairs P8 and P9 at the 33rd Street Station on the Lexington Avenue Line.
- 3-4. Ratification of two modifications to a contract with JTTC JV (C48704) for the repair of 157 additional sidewall columns, 34 additional roof beams, and 2 struts on the Concourse Line between 161 St and 205 St in the Bronx.
5. Ratification of a modification to a contract with HNTB New York Engineering & Architecture, PC (PSC-21-3049A) for additional detailed inspections of the orthotropic deck welds at three spans of the Robert F. Kennedy Bridge.

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, Chair Lieber adjourned the March 25, 2024, Capital Program Committee Meeting at 1:55PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts



2024-2025 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

May 2024

President's Update
OMNY

June 2024

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2024

President's Update
Integrated Projects

September 2024

President's Update
Agency Initiatives
Quarterly Traffic Light Report

October 2024

President's Update
Stations

November 2024

President's Update
Railroads

December 2024

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2025

President's Update
Infrastructure

February 2025

President's Update
Agency Initiatives

March 2025

President's Update
Signals
Quarterly Traffic Light Report

April 2025

President's Update
Systems

MTA Board & Capital Program Committee Update C&D Systems Projects

April 2024

MTA Construction & Development's (C&D's) last report to the Capital Program Committee on C&D Systems projects was in May 2023. In calendar year 2023, C&D Systems awarded 14 projects with a total value of \$629M and completed 17 projects valued at \$108M.

The Systems Business Unit (BU) provides expert project delivery for mission-critical systems and control centers and integrates advanced technology into Transit assets. The BU also serves as a Center of Excellence for strategic planning for systems across all C&D projects. Typical projects include control centers and systems integration, emergency and customer communications, camera and electronic security systems deployment, and communication networks.

The MTA is facing a generational challenge and opportunity in its mission-critical systems and facilities given the rapidly evolving technology, systems, security, and information environments. To succeed in our future operational, reliability, and sustainability goals, the Systems BU is growing capabilities and assessing new solutions for future projects. These solutions require that we move toward an integrated systems approach, where we are managing systems-of-systems rather than independent systems to provide best whole-life performance and value. This will result in more unified intelligent mission-critical command and control systems, customer movement and communication management systems, plant (power, fans, pump) management systems, backbone infrastructure (including fiber and radio frequency communications), and data center facilities.

To realize greater value in these areas, MTA C&D has constituted the Industrial & Systems Engineering (I&SE) function within the Systems BU. I&SE is tasked with working across the organization to identify, define, and deliver superior mission-critical solutions to meet businesses' needs in these areas. Using a combination of proven-first principles, real-world experience, and agency partnerships, I&SE will establish a capability-driven approach to drive the engineering of more powerful and appropriate industrial systems and facilities. Ultimately, I&SE's goal is for the MTA to be the leading I&SE organization in North American transportation.

In 2024, the Systems BU had programmed 9 projects for award, with a combined total value of \$630M. These have been placed on hold, however, due to funding uncertainty resulting from the ongoing Congestion Pricing litigation. The Systems BU expects to complete 11 projects in 2024 with a total value of \$212M. Challenges are primarily human resource constraints caused by attrition and difficulty in attracting staff, as well as challenges faced by the Department of Subways in supporting the delivery of technology projects.

This document summarizes the progress of three key projects:

1. BMT Traction Power Control System Upgrade
2. Upgrade Asynchronous Network
3. Emergency Alarm Rollout and Pilot

BMT Traction Power Control System Upgrade C34866/7

This project will improve the reliability and operation of the BMT traction power control system and provide redundancy in case of failure. It will replace the antiquated Master Terminal Units at the Power Control Center with touchscreen LED monitors and a state-of-the-art video wall and construct a new Emergency Backup Power Control Center. Work will be performed at 13 power substations, 14 communications rooms, and the Power Control Center. A separate project to upgrade the IRT SCADA system is in design and is planned for a 2026 award.

PROJECT STATUS	Original	Forecast
Substantial Completion	08/2025	08/2025
Estimate at Completion	\$55M	\$55M
The project is approximately 65% complete.		

Upgrade Asynchronous Network W47013

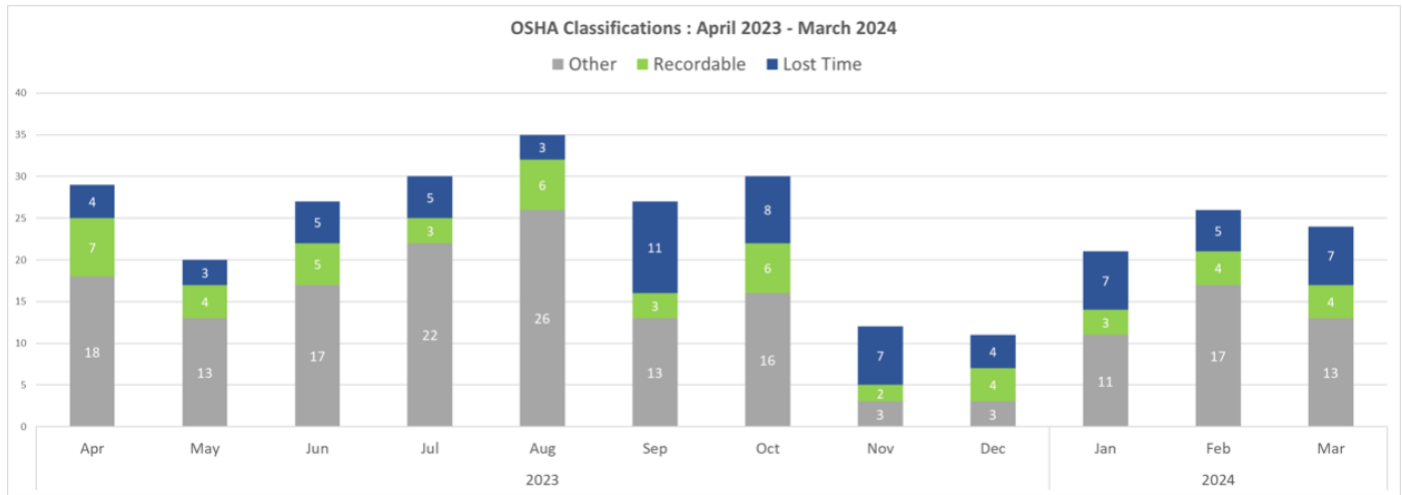
This project will upgrade Ring F on the existing Asynchronous Fiber Optic Network, installed over 25 years ago, to SONET technology to increase capacity and reliability. Rings A and C have already been upgraded, and a separate project to upgrade Ring E was awarded in December 2023. Four network rings remain to be addressed in future capital programs.

PROJECT STATUS	Original	Forecast
Substantial Completion	03/2024	03/2024
Estimate at Completion	\$29M	\$25M
The project is approximately 90% complete.		

Emergency Alarm Rollout & Pilot S32288

This project will install Emergency Alarm and Emergency Telephone (EA/ET) systems on elevated structures in areas where no EA/ET system exists (dark territory) and upgrade the existing Emergency Alarms System at one existing zone control area, thereby improving safety for our employees and contractors. In addition, we will be piloting a new EA/ET solution to be implemented on future projects.

PROJECT STATUS	Original	Forecast
Substantial Completion	6/30/2028	6/30/2028
Estimate at Completion	\$129.5M	\$129.5M
The project is approximately 2% complete.		



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

SAFETY NARRATIVE

MARCH UPDATE:

- 24 safety incidents were reported in March 2024, including:
 - Seven (7) lost time incidents.
 - Four (4) recordable incidents.
- The reported lost time incidents in March 2024 increased by 40% (2 incidents) compared to February 2024.
- Leading lost-time and recordable incident types for March 2024 were Slip, Trip, Fall (46%), Struck By/Against (27%) and Strains/Sprain (27%).
- Overall, the total reported incidents in March 2024 decreased by 8% (2 incidents) over those reported in February 2024
- No Serious incidents were reported.

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 19 Lost Time incidents have been reported YTD (through March 31, 2024), an increase of 36% (or five (5) incidents) vs. the same reporting period in 2023. The top injury types associated with lost time incidents are Slips, Trips and Falls (42%) and Struck By/Against, currently at (37%).
- **RECORDABLE INCIDENT TRENDS:** 11 Recordable incidents have been reported YTD (through March 31, 2024), a decrease of 31% (or five (5) incidents) vs. the same reporting period in 2023. The top injury types associated with recordable incidents are Struck By/Against, currently at (36%), Slips, Trips and Falls (27%) & Strains/Sprains (27%).
- **SERIOUS INCIDENTS:** None

INSPECTIONS & AUDITS:

- **MARCH INSPECTIONS:**
 - **INTERNAL – 215**
 - **EXTERNAL – 690** (60 Third-Party Safety Consultants; 630 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 683**
 - **EXTERNAL – 1,955** (213 Third-Party Safety Consultants; 1,742 OCIP Visits)
- **MARCH NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fire Protection/Prevention, Fall Protection, Stairs /Ladders, Supervision/Organization, and Electrical.
- **MARCH POSITIVE OBSERVATION(S)** – Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Tools (Hand & Power), and Stairs/Ladders.
- **INVESTIGATIONS & LESSONS LEARNED:**
 - **NUMBER OF INVESTIGATIONS for MARCH – None**

MTA C&D SAFETY STRATEGIC INITIATIVES:

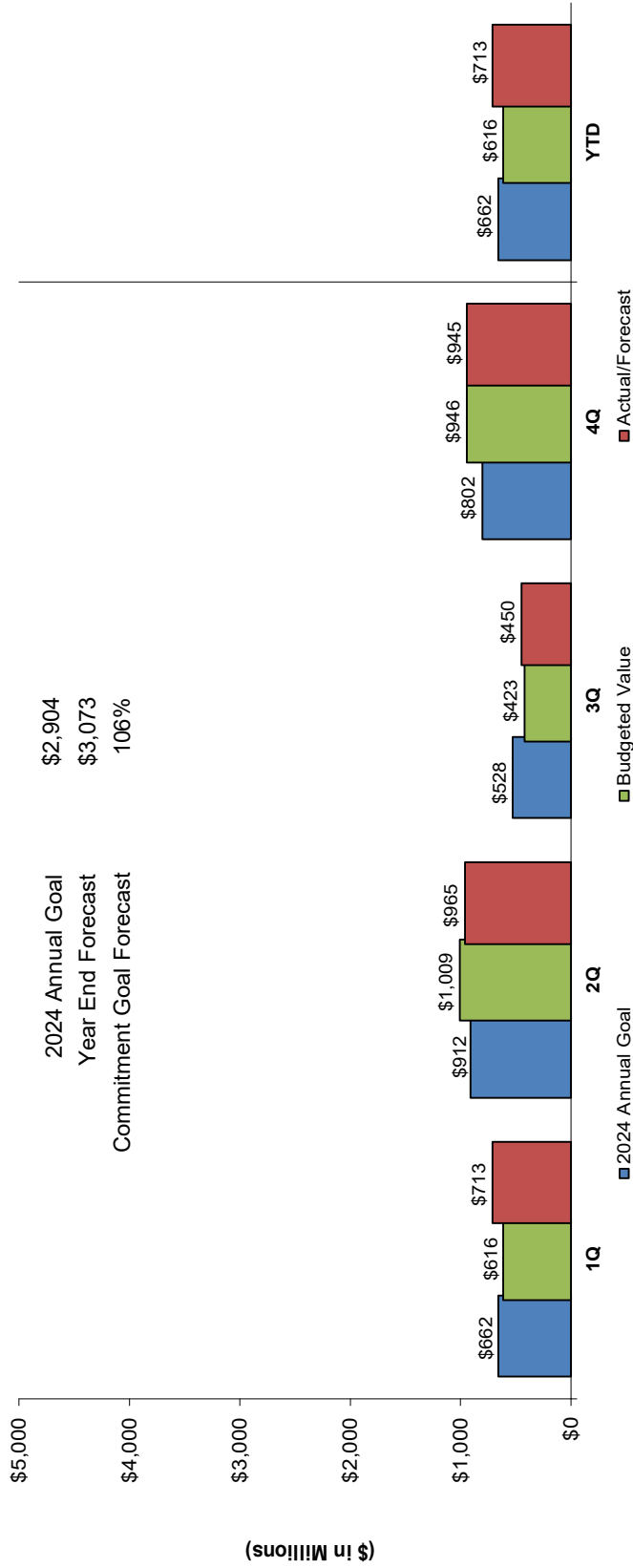
- C&D Safety has implemented the Safety Management System – Phase 1 of 3 phases, implementing the new Safety Management System (SMS) throughout the entire agency but rolling out the program in stages to ensure all staff, supporting projects, vendors, and contractors are systematically adopting the new process and protocols. Phase 1 continues to focus on enhancements to current safety practices and procedures, identifying and providing clear roles and responsibilities for all levels, updating levels of safety training requirements, and enhancing meeting best practices for safety meetings. The project safety teams continue training the respective project staff and teams. Training of project PMC staff is ongoing, and C&D Safety continues to assist the project Safety Teams as needed. The informational sessions with the Safety Departments of the various MTA Operational Agencies have been completed. Outreach with vendors and contractors is ongoing, and preparations for other MTA stakeholders are being scheduled.
- C&D Safety continues using the in-house interim safety management reporting program until the agency-wide ESS program is accepted for solicitation. Based on user feedback, updates, and refinements continue to be implemented to improve and facilitate the user experience while allowing for more efficient data capture. Although the program has some limitations, it continues to provide a higher level of automation by allowing direct input by the Analytics Team into the new safety data portal and dashboard. C&D Safety continues working with MTA HQ on the possible use of a software platform currently used by the MTA Police Department as a potential upgrade to the interim safety management reporting program.
- C&D Safety continues supporting the Business Units by partnering with the Safety Teams to conduct project safety assessments. These expanded safety assessments are shared with the project Safety Teams and their leadership to assist them in identifying at-risk projects or Contractors. The results of these additional assessments, in conjunction with those performed at the contract management level, will be used during reviews of leading indicators to better focus communication and enforcement strategies.
- C&D Safety continues its outreach with the Building Trades Employers' Association (BTEA) to discuss C&D Safety trends. Additional outreach is being scheduled with other safety organizations C&D collaborates on projects.
- C&D Emergency Management finalized the next Table Top Exercise, which is expected to be conducted in the first half of May. The goal continues to be to perform these exercises quarterly. In addition, the team is drafting an agency Emergency Management system to streamline contracts and operations coordination with MTA stakeholders.
- AECOM Safety Assessment Initiative – A multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application. The initiative is also aimed at enhancing the safety culture and behavior of Contractors working for MTA C&D and the C&D staff.
 - C&D Safety continues working with AECOM on finalizing the Phase 2 training materials rollout and final enhancement to the SMS. The tentative rollout is currently scheduled for Q2 of 2024.
- C&D Safety is working with the AECOM and the ISO Independent Examiner to review the SMS to ensure that the noted processes and procedures are compliant and meet the requirements of ISO 45001, Occupational Health and Safety Management Systems.
- C&D Safety continues to conduct training sessions on incident notifications for project teams to support the timely and accurate reporting of project incidents throughout all MTA operating agencies where C&D construction occurs.

MTA Capital Program Commitments & Completions

**through
March 31, 2024**

Capital Projects – Commitments – March 2024

MTA-wide 2024 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

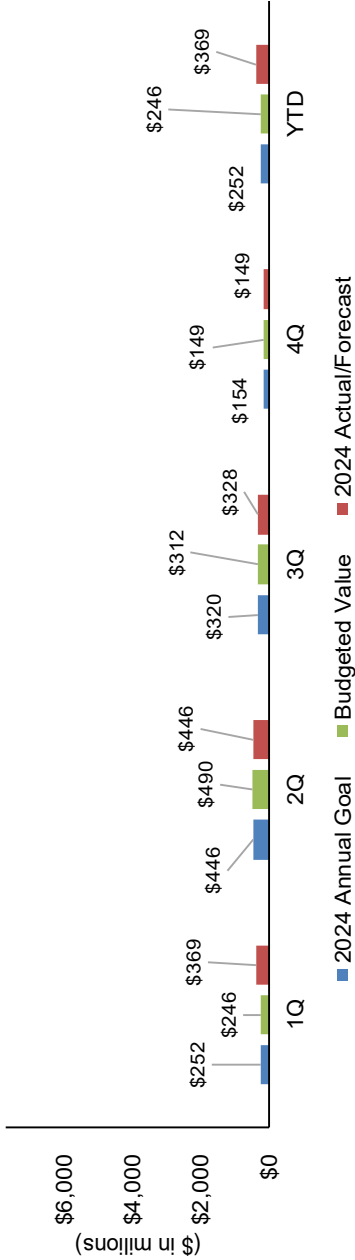
Due to the risk of ongoing litigation delaying congestion pricing funding the MTA plans to commit \$2.9 billion worth of capital projects in 2024. Through March, the MTA has committed \$713 million of \$662 million YTD goal. The 6% overage in the year end commitment goal forecast is due to NYCT and the LIRR committing projects not originally part of the 2024 commitment plan. The commitment plan may be revised, pending the availability of Central Business District Tolling funds.

A list of major commitments has been identified and at the end of each quarter in 2024 any schedule variances will be reported on the following pages. This quarter there are two delayed major commitments for NYCT, but these are still expected to be committed within the year.

NYCT/MTA Bus Capital Projects – Commitments – March 2024 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$252	\$446	\$320	\$154	\$252
2024 Actual/Forecast	\$369	\$446	\$328	\$149	\$369
Budgeted Value	\$246	\$490	\$312	\$149	\$246



Q1 Schedule Variances

Project	Commitment	Goal	Act./Forec.
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2 NYCT/MTA Bus Amber Commitments (2 new this quarter)

Amber delays are within 2 months of goal.

Line Structures

Line Structure Component Repair: BW7 & 8AV North (New Item)	Construction	Apr-24	Jun-24
	\$	266.0	\$ 266.0

Change in award date reflects extension of bid due date to address bidders' questions.

Stations

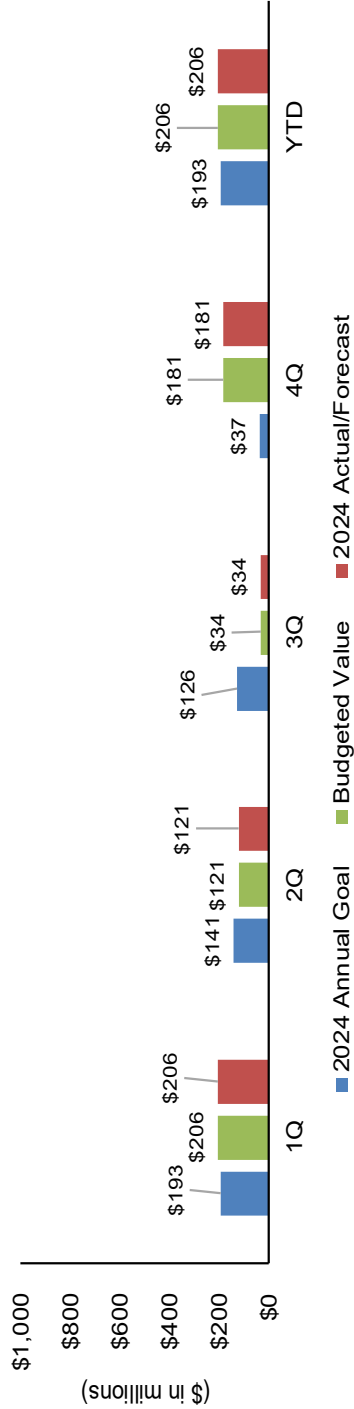
2020-2024 Facility Elevators (New Item)	Construction	Apr-24	Jun-24
	\$	43.6	\$ 43.6

Change in award date reflects latest procurement schedule with bids due 04/25/2024.

LIRR Capital Projects – Commitments – March 2024 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$193	\$141	\$126	\$37	\$193
2024 Actual/Forecast	\$206	\$121	\$34	\$181	\$206
Budgeted Value	\$206	\$121	\$34	\$181	\$206



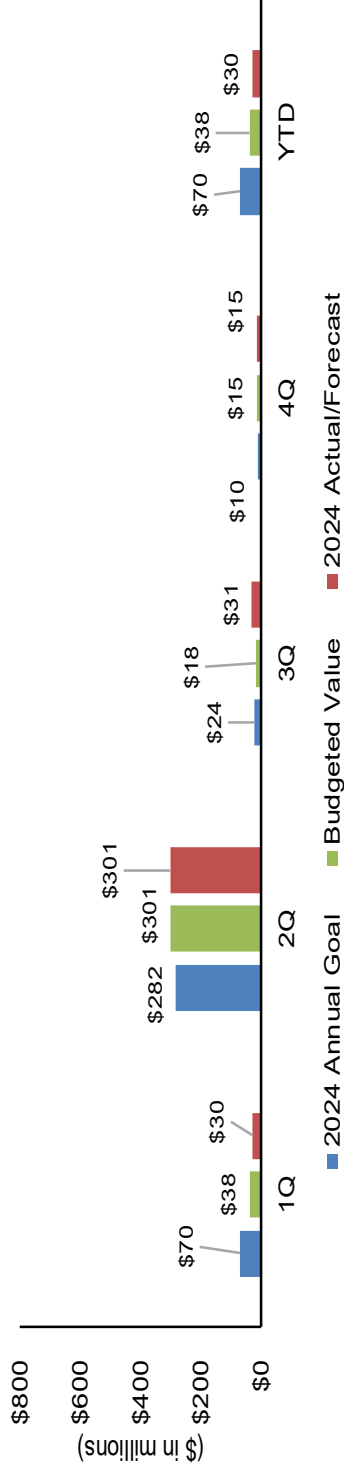
Q1 Schedule Variances

There are no major schedule slippages to report for the LIRR.

MNR Capital Projects – Commitments – March 2024 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$70	\$282	\$24	\$10	\$70
2024 Actual/Forecast	\$30	\$301	\$31	\$15	\$30
Budgeted Value	\$38	\$301	\$18	\$15	\$38



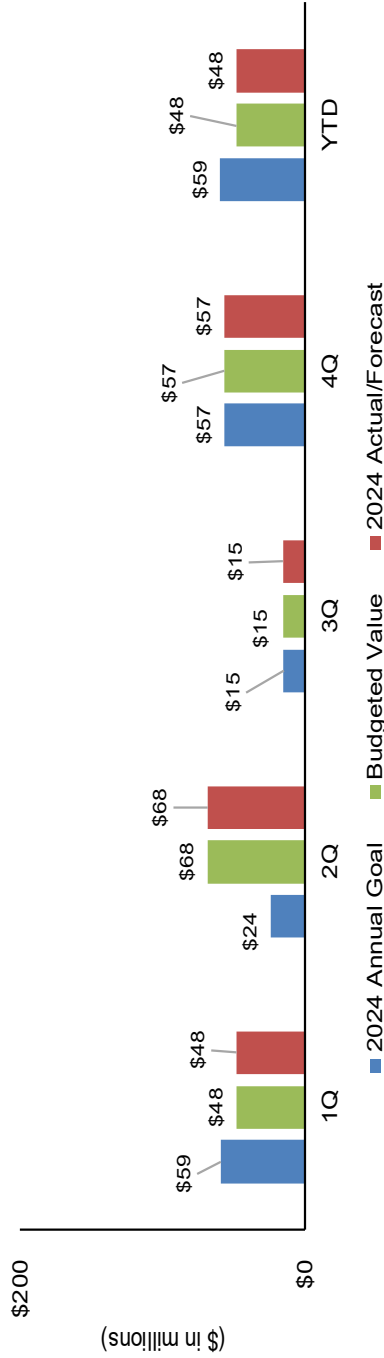
Q1 Schedule Variances

There are no major schedule slippages to report for MNR.

MTA Network Expansion Projects – Commitments – March 2024 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$59	\$24	\$15	\$57	\$59
2024 Actual/Forecast	\$48	\$68	\$15	\$57	\$48
Budgeted Value	\$48	\$68	\$15	\$57	\$48



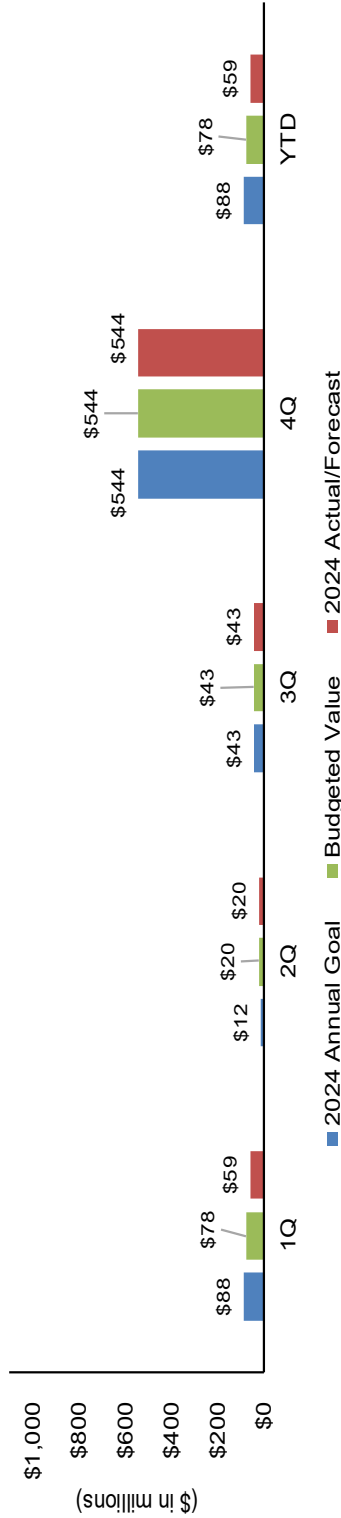
Q1 Schedule Variances

There are no major schedule slippages to report for Expansion.

B&T Capital Projects – Commitments – March 2024 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$88	\$12	\$43	\$544	\$88
2024 Actual/Forecast	\$59	\$20	\$43	\$544	\$59
Budgeted Value	\$78	\$20	\$43	\$544	\$78



Q1 Schedule Variances

There are no major schedule slippages to report for B&T.

Capital Projects – Completions – March 2024

Goal	MTA-wide 2024 Major Completions												Post 2024
	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	
Total	3	4	2	8	2	6	2	3	7	2	5	15	0
Jan-24	3												
Feb-24		3											
Mar-24		1	2			1							
Apr-24				6									
May-24					2								
Jun-24						5							
Jul-24							2						
Aug-24								3					
Sep-24									1				
Oct-24										2			
Nov-24											3		
Dec-24												15	

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

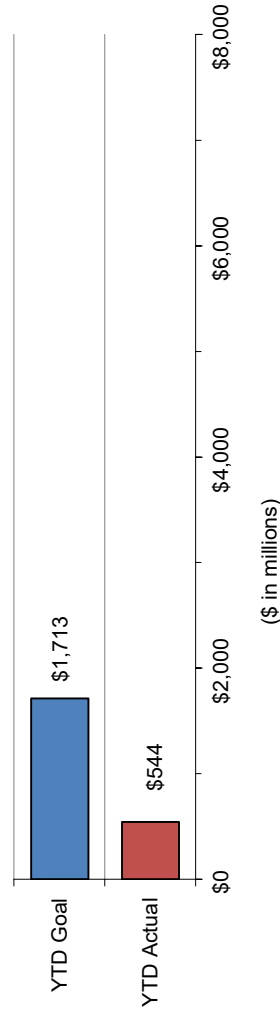
In 2024 the MTA plans to complete \$8.4 billion of projects. 59 Major completions will be tracked throughout the year.

Through March, the MTA has completed \$544 million versus its year-to-date goal of \$1,713 million. The shortfall is primarily due to the delays of the GCT Concourse and Facilities project with Expansion and the ADA Package A project with NYCT. Overall, there are 6 delayed major completions, all of which are still expected to be completed within the year.

By the year end the MTA forecasts achieving 97% of its completions goal due to modest slips in NYCT and the LIRR.

Budget Analysis

2024 Annual Goal \$8,415
 Year End Forecast \$8,171
 Completion Goal Forecast 97%

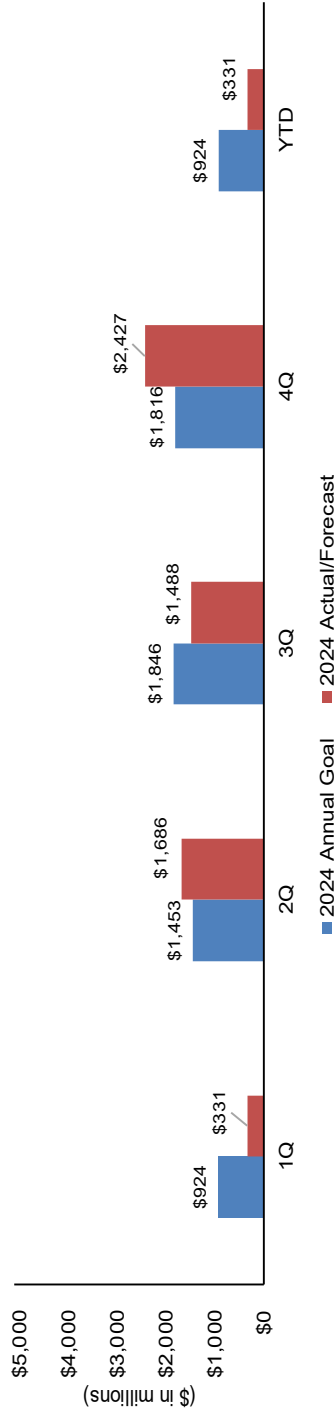


NYCT/MTA Bus Capital Projects – Completions – March 2024 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$924	\$1,453	\$1,846	\$1,816	\$924
2024 Actual/F forecast	\$331	\$1,686	\$1,488	\$2,427	\$331

2024 Goal (Rolling Stock)	\$0	\$96	\$89	\$251	\$0
2024 Actual/F forecast (Rolling Stock)	\$0	\$96	\$89	\$251	\$0



Schedule Variances

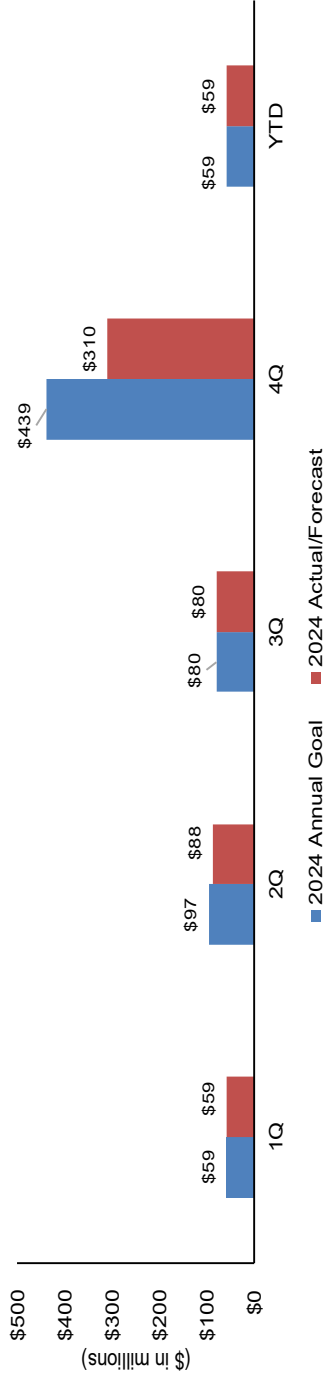
Project	Completion	Goal	Act./Forec.
1 NYCT/MTA Bus Red Completions (1 new this month)			
Red delays are beyond 2 months of goal.			
<i>MTA Bus</i>			
Storeroom Expansion - LaGuardia	Construction	Mar-24	Jun-24
		\$7.42	\$7.42
Awaiting delivery schedule for components necessary to complete project.			
4 NYCT/MTA Bus Completions (4 new this month)			
Amber delays are delayed less than 2 months of goal.			
<i>ADA</i>			
ADA: 8 Stations (Pkg A) (New Item)	Construction	Feb-24	Apr-24
		\$278.76	\$278.76
Change in schedule reflects delay in fire alarm testing due to ConEd power issues at Metropolitan Av station.			
<i>ADA Pkg 2: ADA/Elevators at Legacy Satons (New Item)</i>			
	Construction	Sep-24	Nov-24
		\$411.17	\$411.73
Change in schedule due to additional steel defects to be addressed. Change in cost reflects latest estimate at completion.			
4 NYCT/MTA Bus Completions (4 new this month)			
Amber delays are delayed less than 2 months of goal.			
<i>Stations</i>			
Replace 12 Escalators (New Item)	Construction	Sep-24	Nov-24
		\$83.80	\$83.80
Change in schedule due to other escalator work at Lexington Ave Station.			
<i>Buses</i>			
Bus Radio System (New Item)	Construction	Aug-24	Sep-24
		\$263.73	\$254.01
Substantial completion date subject to mediation with contractor. Change in cost reflects latest estimate at completion.			

LIRR Capital Projects – Completions – March 2024 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2024 Annual Goal		\$59	\$97	\$80	\$439	\$59
2024 Actual/Forecast		\$59	\$88	\$80	\$310	\$59

2024 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0	\$0
2024 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0	\$0



Schedule Variances

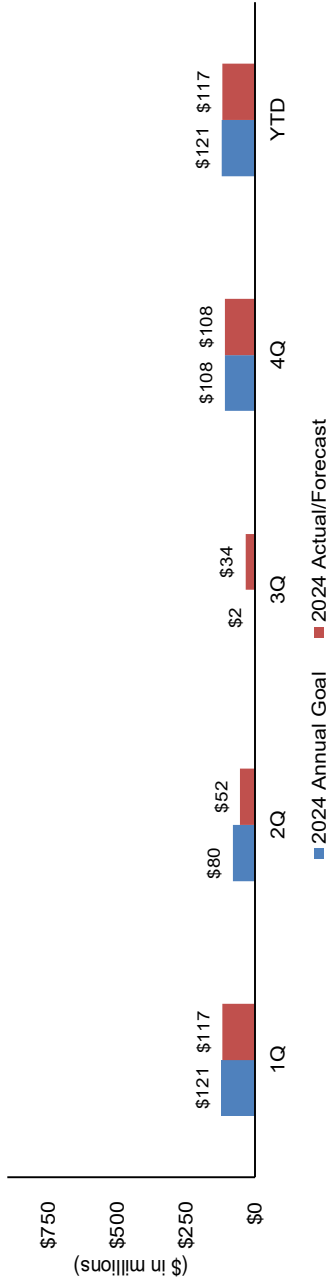
There are no major schedule slippages to report for the LIRR.

MNR Capital Projects – Completions – March 2024 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$121	\$80	\$2	\$108	\$121
2024 Actual/Forecast	\$117	\$52	\$34	\$108	\$117

2024 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2024 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



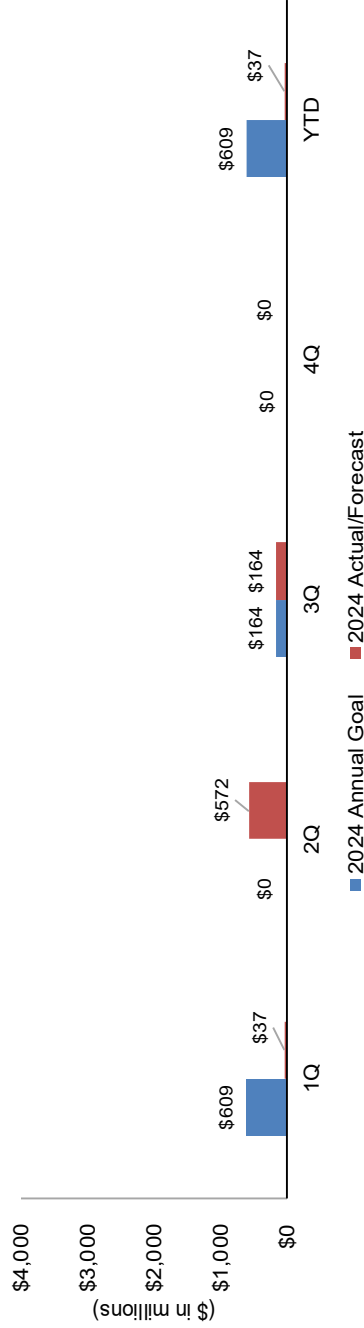
Schedule Variances

There are no major schedule slippages to report for MNR.

MTA Network Expansion Projects – Completions – March 2024 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$609	\$0	\$164	\$0	\$609
2024 Actual/Forecast	\$37	\$572	\$164	\$0	\$37



Schedule Variances

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

Amber delays are delayed less than 2 months of goal.

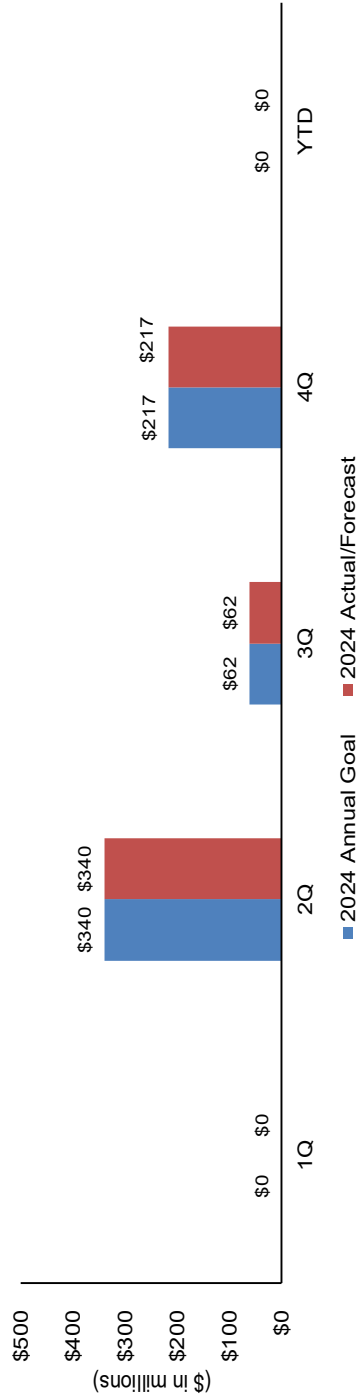
East Side Access			
GCT Concourse & Facilities CM014B (New Item)	Construction	Mar-24	Apr-24
		\$572	\$572

The slip is due to a delay in the installation/certification of seismic monitoring equipment.

B&T Capital Projects – Completions – March 2024 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$0	\$340	\$62	\$217	\$0
2024 Actual/Forecast	\$0	\$340	\$62	\$217	\$0



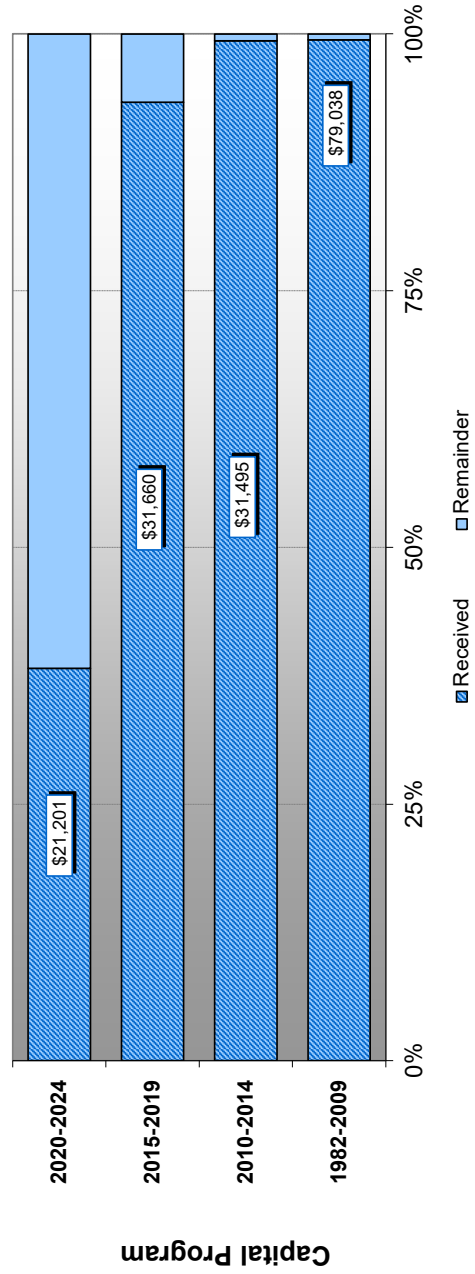
Schedule Variances

There are no major schedule slippages to report for B&T.

Status of MTA Capital Program Funding

Capital Funding (March 2024)

\$ in millions



Capital Funding Detail (March 2024)

\$ in millions

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru February	March	March		
2010-2014 Program						
Federal Formula, Flexible, Misc	\$5,844	\$5,790	\$ -	\$ -	\$5,790	\$54
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	524	524	-	-	524	-
City Asset Sales	195	84	-	-	84	110
State Assistance	770	770	-	-	770	-
MTA Bus Federal and City Match	132	113	-	-	113	19
MTA Bonds (Payroll Mobility Tax)	11,635	11,635	-	-	11,635	-
Other (Including Operating to Capital)**	1,290	1,290	-	-	1,290	0
B&T Bonds	2,025	2,000	-	-	2,000	25 a
Hurricane Sandy Recovery	6,697	6,697	-	-	6,697	-
Insurance Proceeds/Federal Reimbursement	18	18	-	-	18	-
PAYGO	659	658	-	-	658	0 b
Sandy Recovery MTA Bonds	383	383	-	-	383	-
Sandy Recovery B&T Bonds & Cash						
Total	31,704	31,495	-	-	31,495	209 1%

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru February	March	March		
2015-2019 Program						
Federal Formula	\$4,873	\$4,873	\$ -	\$ -	\$4,873	\$ -
Federal Flex & Other (Incl HSR/Security/Core Capacity)	528	528	-	-	528	-
Federal New Start	1,400	1,400	-	-	1,400	-
State Assistance	8,064	8,194	-	-	8,194	871
City Capital Funds	2,067	2,066	-	-	2,066	1
City Non-Tax Levy Revenue Sources	600	-	-	-	-	600
MTA Bonds	9,118	9,118	-	-	9,118	-
Asset Sales/Leases	959	326	-	-	326	633
Pay-as-you-go (PAYGO)**	2,145	2,145	-	-	2,145	-
Other	217	68	-	-	68	149
B&T Bonds & PAYGO/Asset Sale	2,942	2,942	-	-	2,942	-
Total	33,913	31,660	-	-	31,660	2,253 7%

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru February	March	March		
2020-2024 Program						
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -	\$ -	\$15,000
Capital from New Revenue Sources	10,000	2,959	2,645	5,604	5,604	4,396
MTA Bonds and PAYGO	7,393	449	274	723	6,671	6,671
Other Contribution	542	-	-	-	-	542
Federal Formula	9,984	8,113	-	-	8,113	1,871
State of New York	3,101	511	-	-	511	2,590
City of New York	3,007	2,740	-	-	2,740	267
Federal New Start (SAS Ph2)	2,005	2,005	-	-	2,005	-
Federal Flexible & Other	1,084	1,082	-	-	1,082	2
B&T Bonds	3,327	326	98	423	423	2,904
Total	55,442	18,185	3,017	21,201	21,201	34,241 62%

a) Recognition of \$2.6b in New Tax Revenue proceeds to support the 20-24 Capital Program (includes temporary allocation of \$29.5m)
 b) Receipt of \$27.4m in MTA Bond funds to support the 20-24 Capital Program
 c) Receipt of \$98m to support CBDTP Infrastructure construction.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
April 2024**

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$ 246 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	4/29/24	X		
2	Board	4/30/24	X		

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

Purpose

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

Discussion

MTA Construction & Development proposes to ratify awards in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	4	\$	245,982,221
SUBTOTAL	4	\$	245,982,221
TOTAL	4	\$	245,982,221

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.

April 2024

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for all items requiring Board approval)

1. **Judlau/TC Electric, JV** **\$ 2,500,000** **Staff Summary Attached**
Contract No. MN-39881

MTA Construction and Development requests that the Board ratify a modification to replace damaged trough and conduit carrying communications and power cables on Metro North Railroad's Hudson Line with new ductbank and trough.

2. **F&S General Construction, Inc.** **\$ 155,000** **Staff Summary Attached**
Contract No. MN-106401

MTA Construction and Development requests that the Board ratify a modification for additional concrete repairs to a 40-foot section of platform at Metro North Railroad's Rye Station.

3. **Halmar International, LLC** **\$ 240,967,621** **Staff Summary Attached**
Contract No. MN-171020

MTA Construction and Development requests that the Board ratify a modification to add Phase 2 of the Park Avenue Viaduct replacement, from East 127th Street to midblock between East 131st and East 132nd Streets.

4. **Tully Construction Co., Inc.** **\$ 2,359,600** **Staff Summary Attached**
Contract No. C-34836

MTA Construction and Development requests that the Board ratify a modification for purchase and installation of additional signal wiring for the new signal Program Logic Controller system being installed in the Coney Island Yard.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Judlau/TC Electric JV (College Point, NY)
Description Design Build Power/Communications and Signal Infrastructure Improvements from CP-5 to CP-35 Hudson Line, Phase I
Contract Term (including Options, if any) May 15, 2015 – June 6, 2021
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 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: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number MN-39881	AWO/Modification # 229
Original Amount:	\$ 105,521,300.00
Prior Modifications:	\$ 123,628,837.92
Prior Budgetary Increases:	\$ 117,390,087.15
Current Amount:	\$ 229,150,137.92
This Request:	\$ \$2,500,000.00
% of This Request to Current Amount:	1.09%
% of Modifications (including This Request) to Original Amount:	120%

DISCUSSION:

The Contract provides for the design and construction of power, communications and signal infrastructure improvements on Metro North Railroad’s (“MNR”) Hudson Line. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to replace elevated trough and conduit carrying communications and power cables on MNR’s Hudson Line with new ductbank and trough buried at grade.

The Contract work consists of the installation of 30 miles of new communication trough and signal power conduit on elevated structures. Following heavy rainfall on October 21, 2023, a retaining wall collapsed and the ensuing mudslide destroyed the new communication trough and conduit at a location approximately one mile south of the Scarborough Station. This modification consists of removal of debris and the damaged work and the installation of replacement power cable into a duct bank and communications cables into a trough buried at grade to protect the cables from future damage. Authorization was obtained from the President of MTA C&D to allow the Contractor to perform the work during a two-week emergency track outage that commenced on March 21, 2024.

The Contractor submitted a proposal in the amount of \$3,304,204.91. Negotiations resulted in agreement of a lump sum price of \$2,500,000 which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **2**

Vendor Name (& Location) F&S General Construction, Inc. (Brooklyn, NY)
Description Rye Station Repairs
Contract Term (including Options, if any) September 16, 2021 to February 10, 2023
Option(s) included in Total Amount? <input 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 type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number MN-106401	AWO/Modification # 3
Original Amount:	\$ 1,046,525.00
Prior Modifications:	\$ (\$14,300.25)
Prior Budgetary Increases:	\$ 0.00
Current Amount:	\$ 1,032,224.75
This Request:	\$ 155,000.00
% of This Request to Current Amount:	15.01%
% of Modifications (including This Request) to Original Amount:	13.44%

Discussion:

The Contract provides for concrete repairs, platform edge and joint replacement at platforms, and steel stair repairs at Metro North Railroad's Rye Station. MTA Construction and Development Company ("C&D") requests that the Board ratify a modification for additional concrete repairs to a 40-foot section of platform.

The Contract scope included the strengthening of a 40-foot section on the inbound platform located under the platform shelters by encasing it with Fiber-Reinforced Polymer ("FRP") carbon wrap. Inspection of this area revealed the concrete had deteriorated to the point that the application of FRP wrap would be ineffective. Therefore, in lieu of applying the FRP wrap, the compromised concrete was demolished, temporary and permanent support columns were installed and the section of platform was reconstructed with concrete.

The Contractor submitted a proposal in the amount of \$185,707.78. Negotiations resulted in agreement of a lump sum price of \$155,000, inclusive of a credit for the deletion of the FRP work, which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **3**

Vendor Name (& Location) Halmar International, LLC (New York, NY)
Description Design-Build Services for the Replacement of the Park Avenue Viaduct – Phase 1
Contract Term (including Options, if any) January 3, 2023 to April 3, 2026
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 type="checkbox"/> Operating <input 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 MN-171020	Modification # 3
Original Amount:	\$ 381,077,027
Prior Modifications:	\$ 220,500
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 381,297,527
This Request:	\$ 240,967,621
% of This Request to Current Amount:	63%
% of Modifications (including This Request) to Original Amount:	63.3%

DISCUSSION:

The Contract provides for design-build services for Phase 1 of the replacement of Metro-North Railroad’s (“MNR”) Park Avenue Viaduct, from East 115th Street to East 123rd Street. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to add Phase 2 of the Viaduct replacement, from East 127th Street to midblock between East 131st and East 132nd Streets.

The Park Avenue Viaduct is an elevated steel structure that carries four MNR tracks along Park Avenue in New York City between East 110th Street and the Harlem River Lift Bridge. MNR trains traveling along the Harlem, Hudson and New Haven lines utilize the Park Avenue Viaduct to access the Harlem-125th Street Station and Grand Central Terminal. It is a critical link between Grand Central Terminal and every city, town and village that MNR services in the Bronx, north of New York City and in Connecticut. Indeed, every train MNR operates east of the Hudson River – 750 passenger trains a day – either travels over the Park Avenue Viaduct or connects with a train that does.

The Park Avenue Viaduct infrastructure, nearly half of which was built in 1893, is well past its useful life and is in critical need of replacement. To that end, MTA C&D awarded this competitively solicited design build Contract in December 2022 to replace major segments of the elevated steel structure to ensure it remains in a state of good repair. The Phase 1 work includes replacing existing structures, tracks, power, communications, and signal system to the south for the Harlem-125th Street Station, from East 115th Street to East 123rd Street. That work is currently underway.

The Phase 2 work is nearly identical to the Phase 1 work, continuing replacement of the elevated structure, components and equipment between E. 127th Street and E. 132nd Street. C&D’s original plan called for a separate contract to perform the Phase 2 work. However, considering the condition of the Viaduct and the cost and schedule benefits to be gained through adding the Phase 2 work to the Contract, C&D determined that performing this work as a modification to this Contract will best serve the public interest.

The addition of the Phase 2 work to the Contract will allow approximately 2/3 of the Phase 1 and Phase 2 work to be performed simultaneously, resulting in an overall schedule savings of approximately 18 months and overall cost savings of approximately \$70 million relative to procuring a separate contract for the two segments of the Viaduct. Performing both phases at the same time will also significantly reduce impacts to MNR service and the riding public, reducing the need for weekend service outages by 60% (eliminating approximately 24 weekend outages). The reduced overall construction duration will also substantially reduce the impact the work will have on the surrounding community.

To take full advantage of efficiencies to be gained from performing this additional work under this Contract, on April 8, 2024, the Design-Builder was directed to proceed up to a not-to-exceed amount of \$2,800,000 to mobilize and perform early survey, design and exploratory work. Under the procedures for Design-Build Contracts, the Contract Price was increased by that amount, subject to adjustment to reflect the final negotiated price for the full scope of the Modification.

The Design-Builder submitted an initial proposal in the amount of \$257,793,000 for the full scope of the Modification. Negotiations resulted in agreement on a lump sum price of \$240,967,621 (inclusive of the amount authorized for the early work) which is considered fair and reasonable. Agreement was also reached on an extension of time of 545 calendar days, extending the Substantial Completion date from April 3, 2026, to September 30, 2027, to incorporate the Phase 2 work and to include a new Milestone for completion of the Phase 1 work by the original substantial completion date of April 3, 2026.

Funding for the Phase 2 work was included in the July 2023 Capital Program Amendment.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **4**

Vendor Name (& Location) Tully Construction Co. Inc. (Flushing, New York)
Description Coney Island Yard Complex Long Term Flood Mitigation in the Borough of Brooklyn
Contract Term (including Options, if any) March 30, 2018 – April 14, 2023
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 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 C34836	AWO/Modification # 193
Original Amount:	\$ 309,750,000
Prior Modifications:	\$ 23,892,699
Prior Budgetary Increases:	\$ 11,805,644
Current Amount:	\$ 333,642,699
This Request:	\$ 2,359,600
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Original Amount:	0.8%

DISCUSSION:

The Contract implements flood mitigation measures at the Coney Island Yard Complex in Brooklyn. MTA Construction and Development (“C&D”) requests that the Board ratify a modification for the purchase and installation of additional signal wiring for the new signal Program Logic Controller (“PLC”) system being installed in the Coney Island Yard.

The Contract initially provided for the replacement-in-kind of copper signal cables damaged by Superstorm Sandy between the Stillwell Relay Room and Coney Island Yard Tower B. Due to issues concerning the reliability and continued viability of the existing signal system, a PLC system, utilizing fiber optic cable, was installed between the Stillwell Relay Room and Coney Island Yard Tower B. This modernization makes the system more reliable and easier to maintain a state of good repair. Modification No. 61 was issued on November 15, 2021, in the amount of \$2,553,000, for the installation of the PLC system in lieu of the replacement of copper cable.

The signal rack to which the PLC system is to be attached is sensitive equipment that could not be dismantled prior to installation. Therefore, the specifications for the fiber optic cable were determined on the basis of visual observation only. When the internal components of the signal racks were dismantled, it was discovered that the existing relays have insufficient slack in several hundred of the conductors to allow the direct connection of the PLC system to the relays and the local train location board. This modification provides for the purchase and installation of the additional signal wiring needed to connect the PLC system to the relays at Stillwell Relay Room and Tower B and to the local train location boards. Authorization was obtained from the President of MTA C&D on October 30, 2023, to allow the Contractor to commence the work to mitigate delays.

The Contractor submitted a proposal in the amount of \$2,816,189. Negotiations were held and the parties agreed to a lump sum cost of \$2,359,600 which is considered fair and reasonable. Agreement was also reached on an extension of time of 259 excusable and non-compensable calendar days extending the Substantial Completion date from April 14, 2023, to the declared Substantial Completion date of December 29, 2023.