



Metropolitan Transportation Authority

# Capital Program Committee Meeting

## November 2024

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### Committee Members

Janno Lieber, Chair  
Meera Joshi, Vice Chair  
Andrew Albert  
Gerard Bringmann  
Norman Brown  
Samuel Chu\*  
Michael Fleischer  
Dan Garodnick  
Randy Glucksman  
Marc Herbst  
David Jones  
Blanca Lopez\*  
David Mack\*  
Haeda Mihaltses\*  
John Ross Rizzo  
John Samuelson  
Vinnie Tessitore  
Neal Zuckerman

# Capital Program Committee Meeting

Monday, 11/18/2024

9:00 - 11:00 AM ET

## 1. SUMMARY OF ACTIONS

*C&D CPC Summary of Actions - Page 3*

## 2. PUBLIC COMMENTS PERIOD

## 3. APPROVAL OF MINUTES, OCTOBER 28, 2024

*C&D CPC Committee Minutes - Page 4*

## 4. 2024-2025 COMMITTEE WORK PLAN

*CPC Committee Work Plan - Page 8*

## 5. PRESIDENT'S UPDATE

## 6. C&D SAFETY REPORT

*C&D CPC Safety Report - Page 9*

## 7. CAPITAL PROGRAM STATUS REPORT

*C&D Commitments, Completions, and Funding Report - Page 11*

## 8. C&D PROCUREMENTS

*C&D Procurements - Page 29*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
Contracts	Boyce Technologies, Inc.	\$2,300,000	Award of a modification to a Contract to add a new Emergency Elevator 2-Way Communication System into New York City Transit's existing Emergency Booth Communications System

MINUTES OF MEETING  
MTA CAPITAL PROGRAM COMMITTEE  
October 28, 2024  
New York, New York  
1:00 PM

CPC Members present:

Hon. Janno Lieber, Chair  
Hon. Andrew Albert  
Hon. Gerard Bringmann  
Hon. Samuel Chu\*  
Hon. Daniel Garodnick  
Hon. Randolph Glucksman  
Hon. Marc Herbst  
Hon. Blanca López  
Hon. Haeda Mihaltses

CPC Members not present:

Hon. Meera Joshi, Vice Chair  
Hon. Norman Brown  
Hon. Michael Fleischer  
Hon. David Jones  
Hon. David Mack  
Hon. John Samuelsen  
Hon. Vincent Tessitore, Jr.  
Hon. John-Ross Rizzo  
Hon. Neal Zuckerman

MTA staff present:

Steve Berrang  
Christine Budhwa  
Lewis Dears  
Evan Eisland  
Steve Loehr  
William Montanile  
Mark Roche  
Jamie Torres-Springer

Independent engineering consultant staff present:

Elizabeth King  
Calvin Gordon  
Sirish Peyyeti

\* \* \*

Chairman Lieber called the October 28, 2024, Capital Program Committee Meeting to order at 1:00 PM.

Public Comments Period

There were five public speakers during the hybrid public comment period: Jason Anthony, Jessie Figueroa, Jack Connors, Christopher Greif, and Aleta Dupree\*.

\*Provided comment virtually.

## Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on September 23, 2024.

## CPC Work Plan

There were no changes to the Capital Plan Committee Work Plan.

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***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 the MTA's records.***

## President's Report

MTA Construction & Development Company ("C&D") President Torres-Springer began his October report highlighting several well attended public events for the 2025-2029 Capital Plan. At these events the MTA made a series of commitments for the 2025-2029 Plan including a commitment to award \$7.5 billion to Minority and Women-owned contractors throughout the region. Next, Mr. Torres celebrated the continued progress across the network including replacing 8 city blocks on the Park Avenue Viaduct without service disruption, and new R211 train cars in service in Staten Island.

Then Mr. Torres-Springer mentioned amendments to Capital Plans that will be brought to the full Board on Wednesday; First a reduction to the 2010-2014 Capital Program Plan of \$143 million, second a reduction to the 2015-2019 Capital Program Plan of \$294 million, and lastly an increase to the 2020-2024 Capital Program of \$121 million.

Finally, turning to the 2025-2029 Plan, Mr. Torres-Springer reminded the Committee that the new plan allocates \$16 billion in investment directly to stations within the system. Investing in ADA accessibility at five times the pace of previous plans, the 2025-2029 plan targets making over half of all subway stations accessible. Mr. Torres-Springer noted that C&D is moving to a 15-year capital repair cycle to make sure all stations get regular investment and in the upcoming plan MTA will make priority repairs at one third of all subway stations, and a full renewal at 10 stations. Mr. Torres-Springer pointed out that C&D continues to survey the system and is using data collected to inform priorities.

## Stations Business Unit Update

Next, Mark Roche, Deputy Chief Development Officer, Delivery, explained how C&D's Delivery Team's use of project management, key performance indicators, and utilization of delivery models— including Design Build, Progressive Design Build and Public Private Partnerships- is driving efficiency and allowing the business units to scale up projects.

Then, William Montanile, Senior Vice President, Stations, gave an update on the Stations Business Unit's \$11 billion program where over half, about \$6 billion, is made up of projects to expand station accessibility.

Since the last update 13 months ago, 8 stations have been made fully ADA accessible, with 7 more stations to become accessible in 2024, and 12 additional stations in 2025. Looking forward, the upcoming Capital Program includes at least 60 new ADA accessible subway

stations and Mr. Montanile assured the Committee that preliminary work is well underway to develop the next bundled ADA packages.

Turning to state of good repair work, Mr. Montanile noted that significant investments in the current program have eliminated the backlog of unreliable elevators and escalators as C&D has repaired deficiencies at 5 stations, replaced 12 escalators at 7 stations, and 5 elevators at 2 stations. As a result, the 2025-2029 Capital Program will reduce the number of machines that need replacement by 40%.

Looking specifically at the 7 line, Mr. Montanile explained that bundling allowed C&D to award a lot of work over fewer contracts but acknowledged that managing customer impact was difficult. In the upcoming Capital program C&D will use lessons learned to create projects with a goal of reducing customer impacts.

Finally, Mr. Montanile highlighted a few projects including ADA Package 3, ADA Package 5, ADA Upgrades at 149 St- Grand Concourse, and ADA 68 St-Hunter College.

### IEC

Sirish Peyyeti, Program Director of the IEC, confirmed, with one exception, all remaining monitored projects are within budget; The other project budget was adjusted due to additional scope. Importantly, the IEC observed that budget overruns have not been a significant issue for station projects, largely due to C&D's allocation of adequate risk-based contingency funds.

Mr. Peyyeti noted that recurring risks have impacted construction schedules but also noted that C&D is addressing these challenges and taking actions for future projects like working with utilities and other MTA business units to facilitate communication and improve resource allocation and project support requirements.

Finally, Mr. Peyyeti recognized that C&D continues to share lessons learned between projects and to develop new initiatives to improve project delivery. Moving forward, Mr. Peyyeti suggested that successful program delivery will require expanded markets, more pre-design planning, coordination between MTA user groups, and identifying programmatic risks and effective mitigations.

### Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented five procurement actions to the Capital Program Committee.

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

1. Award of a publicly advertised and competitively solicited contract for Design-Build services for Americans with Disabilities Act station improvements at three Metro-North Railroad Harlem Line stations in the Bronx to MLJ Contracting Corp. (MN189246);
2. Award of a modification to the East Side Access Contract for the fit-out of the Grand Central Madison Concourse (CM014B) with GCT Constructors JV to resolve claims for additional work and delays and reconcile allowance bid items;
3. Award of a modification to Metro-North Railroad's Hudson Line power, communications, and signal equipment design-build contract (MN39881) with Judlau-TC Electric JV to resolve claims for additional work and delays;

4. Award of a modification to Metro-North Railroad's contract for the design and construction of the Croton-Harmon shop (MN81933) with Skanska-ECCO III 2 JV to resolve claims for additional work and delays; and,
5. Ratification of a modification to a contract with Zion Contracting, LLC (A37344) for additional concrete repairs at the New York City Transit Pelham Bay Park Station control house.

Board Member Marc Herbst recused himself with regard to Procurement Action Item No. 4.

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 September 23, 2024, Capital Program Committee Meeting at 2:01 PM.

Respectfully submitted,  
Lizzy Berryman  
MTA C&D, Contracts

## 2024-2025 Capital Program Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**December 2024**

President's Update  
Railroads  
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

**May 2025**

President's Update  
OMNY

**June 2025**

President's Update  
Rolling Stock  
Diversity  
Quarterly Traffic Light Report

**July 2025**

President's Update  
Integrated Projects

**September 2025**

President's Update  
Agency Initiatives  
Quarterly Traffic Light Report

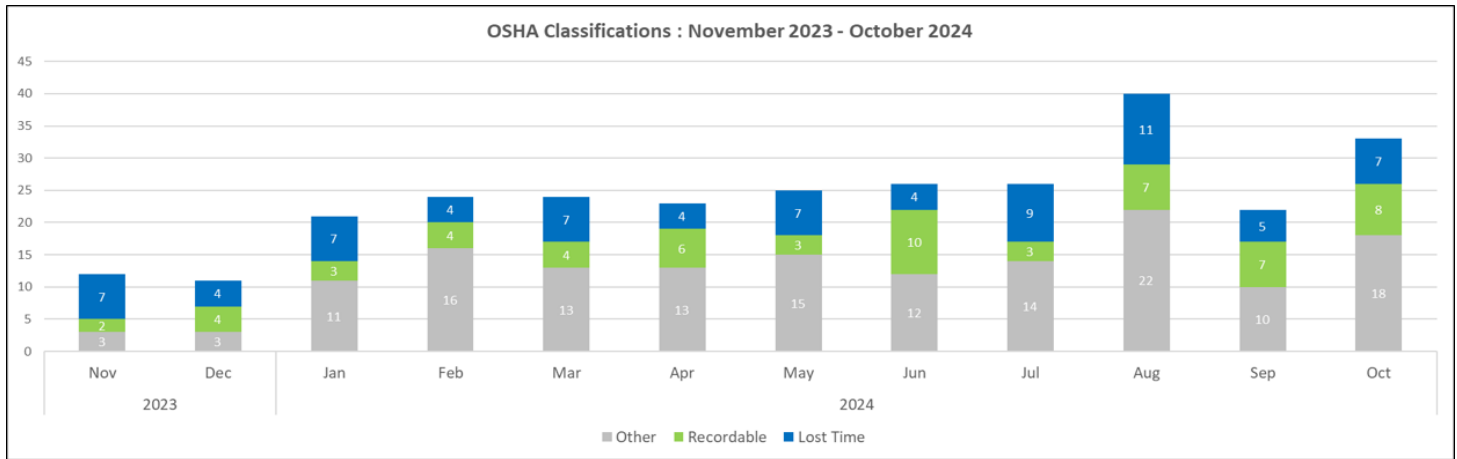
**October 2025**

President's Update  
Stations

**November 2025**

President's Update  
Railroads





**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.  
 Other: A combination of minor first-aid, medical events, and incidents notification-only.

**SAFETY NARRATIVE**

**OCTOBER UPDATE:**

- 33 safety incidents were reported in October 2024, including:
  - Seven (7) lost time incidents,
  - Eight (8) recordable incidents.
- The reported lost time incidents in October 2024 increased by two incidents compared to September 2024.
- The Leading lost-time and recordable incident types for October 2024 were Struck by/Against (67%), Caught Between (13%), and Slip/Trip/Fall (13%).
- **SERIOUS INCIDENTS: None**

**YEAR-TO-DATE TRENDS:**

- **LOST TIME INCIDENT TRENDS:** 65 Lost Time incidents have been reported YTD (through October 31, 2024). The top injury types associated with lost time incidents YTD are Struck By/Against, currently at (39%) Slips, Trips and Falls (26%), and Strains/Sprains (23%). There was a 2-incident decrease in reported Lost Time incidents from the previous month.
- **RECORDABLE INCIDENT TRENDS:** 55 Recordable incidents have been reported YTD (through October 31, 2024). The top injury types associated with recordable incidents YTD are Struck By/Against, currently at (55%) & Slips, Trips, and Falls (18%), and Caught In Between (18%). There was a one-incident increase in the number of reported recordable incidents from the previous month.
- **SERIOUS INCIDENTS: None**

**INSPECTIONS & AUDITS:** Active Capital Projects for August – **207 Projects with 404 Sub-Projects**

- **OCTOBER INSPECTIONS:**
  - **INTERNAL – 339**
  - **EXTERNAL – 929** (92 Third-Party Safety Consultants; 837 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
  - **INTERNAL – 2,600**
  - **EXTERNAL – 7,017** (700 Third-Party Safety Consultants; 6,610 OCIP Visits)
- **OCTOBER NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Supervision/Organization, Fire Protection/Prevention, Stairs/Ladders, Electrical, and Motor Vehicle/Heavy Equipment.
- **OCTOBER POSITIVE OBSERVATION(S)** – Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Tools (Hand & Power), Motor Vehicles/Heavy Equipment, and Maintenance & Protection of Traffic.

- **INVESTIGATIONS & LESSONS LEARNED:**

- **NUMBER OF INVESTIGATIONS for OCTOBER– None**

- **MTA C&D STRATEGIC INITIATIVES:**

- C&D has fully implemented the use of the mobile safety inspection application provided by the OCIP Safety program vendor. C&D continually works with the vendor to address any concerns the field and office users identified immediately. C&D has established bi-weekly meetings with the various safety teams to review the platform's performance and discuss updates and changes. Training is also being offered to PCEOs by the safety team on using the system. Users are encouraged to report any issues or challenges they may encounter while using the platform. The ESS all-agency program continues to progress.
- C&D continues its outreach with the Building Trades Employers' Association (BTEA) and other trade and organizations like the General Contractors Association (GCA) to review and discuss C&D trends and possible collaborations.
- C&D Emergency Management has selected the next project to participate in the Tabletop Exercise. Planning with the respective Agency's Emergency Management team is ongoing, and the exercise is now expected to occur at the end of November. C&D continues to develop an emergency management system to improve coordination with MTA stakeholders and streamline operations.
- C&D continues working with Corporate Quality to address the gaps identified during the ISO 45001 pre-audit to prepare for the next step in the certification process. C&D staff have been working on the few open items to answer the minor findings and are working towards full corporate safety program certification
- C&D continues working with AECOM to finalize the Phase rollout with current practices and enhancements to work with current contracts. New programs will be used to further enhance the safety practices and culture with program future revisions.
- C&D continues developing and updating new policies and procedures, focusing on safety training for New York City DOB SST Training requirements and creating additional safety-specific training to enhance MTA project staff safety awareness. Additional procedures relating to Incident Investigations and employee Occupational Health and Safety, such as Hearing Conservation and Respiratory Protection Programs, have also been issued.
- C&D hired an AVP of Security who has been onboarded and is working with all MTA Security departments to establish processes that can streamline and be used across all C&D contracts and all MTA operating agencies.
- As part of the SMS's Safety Communication component, C&D continues developing the monthly safety newsletter (Safety Zone) to inform C&D staff and the project teams on relevant safety topics, identified best practices, or other subjects that can be used to ensure safety at the various C&D project sites.
  - C&D continues conducting the agency-wide "Safety Moment" presentation quarterly and issuing our Safety Digest monthly, covering various safety topics associated with current projects and the office staff.

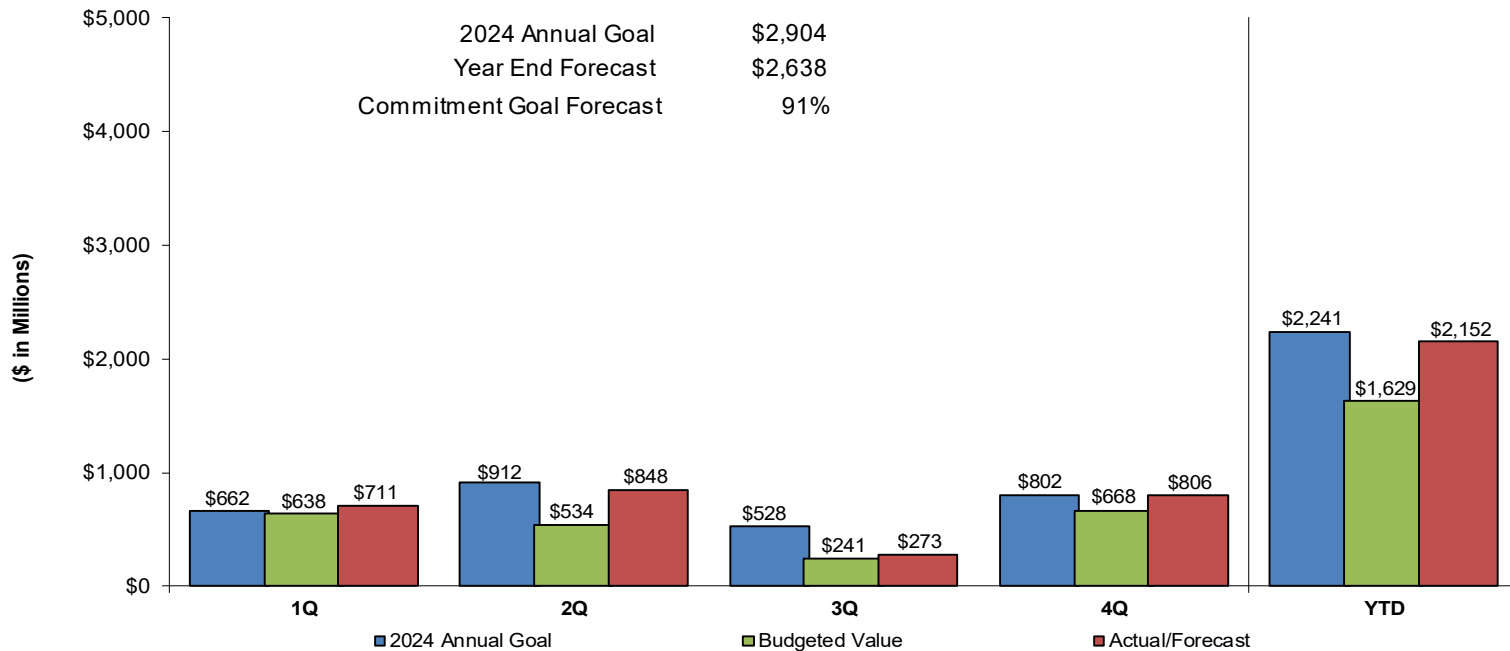
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# MTA Capital Program Commitments & Completions

through  
October 31, 2024

Capital Projects – Commitments – October 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

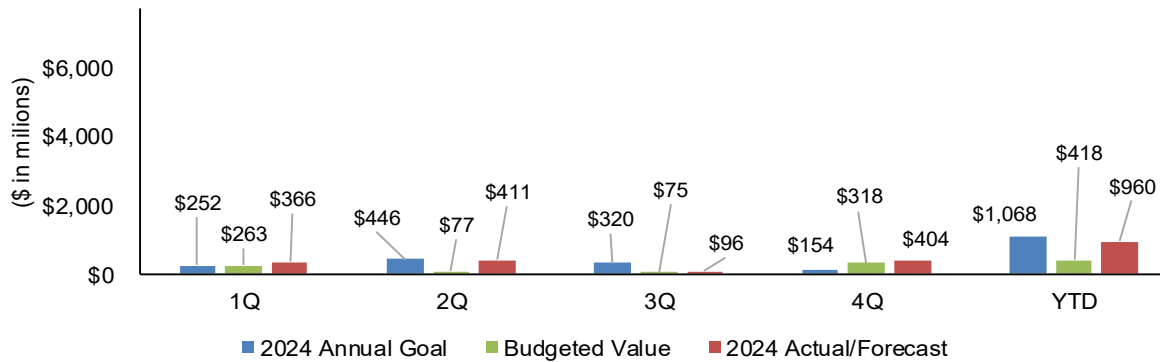
Due to the impact of delaying congestion pricing funding the MTA plans to commit \$2.9 billion worth of capital projects in 2024. Through October, the MTA has committed \$2,152 million of the \$2,241 million YTD goal. The ~\$100 million discrepancy is primarily a result of the Equipping B Division with CBTC Radio and the LSCR: Broadway 7<sup>th</sup> and 8<sup>th</sup> Ave projects being delayed to January and December, respectively. These delays are partially offset by unplanned commitments earlier in the year. The year end forecast is 9% lower than the year end goal due to the LIRR’s WSY Flood Wall, NYCT’s 2020-24 Facility Elevators, and B&T’s reconstruction of the upper-level approaches to the Verrazzano Bridge all now anticipated for 2025 award. The commitment plan may be revised as a result of the postponement of Central Business District Tolling.

At the end of each quarter in 2024 any schedule variances for major commitments will be reported on the following pages. Through Q3 there have been seven delayed major commitments, two of which are expected to be committed within the year.

**NYCT/MTA Bus Capital Projects – Commitments – October 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	\$1,068
2024 Actual/Forecast	\$366	\$411	\$96	\$404	\$960
Budgeted Value	\$263	\$77	\$75	\$318	\$418



**Q1-Q3 Schedule Variances**

Project	Commitment	Goal	Act./Forec.
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**3 NYCT/MTA Bus Red Commitments**

Amber delays are within 2 months of goal.

*Line Structures*

Line Structure Component Repair: BW7 & 8AV North	Construction	Apr-24	<b>Dec-24</b>
		\$ 266.0	\$ 181.5

Change in award date reflects extension of bid due date to address bidders' questions and a current extension to qualify the apparent low bidder.

*Stations*

2020-2024 Facility Elevators	Construction	Apr-24	Jun-25
		\$ 43.6	\$ 43.6

Project delayed due to the current unavailability of Congestion Pricing funding.

*Signals*

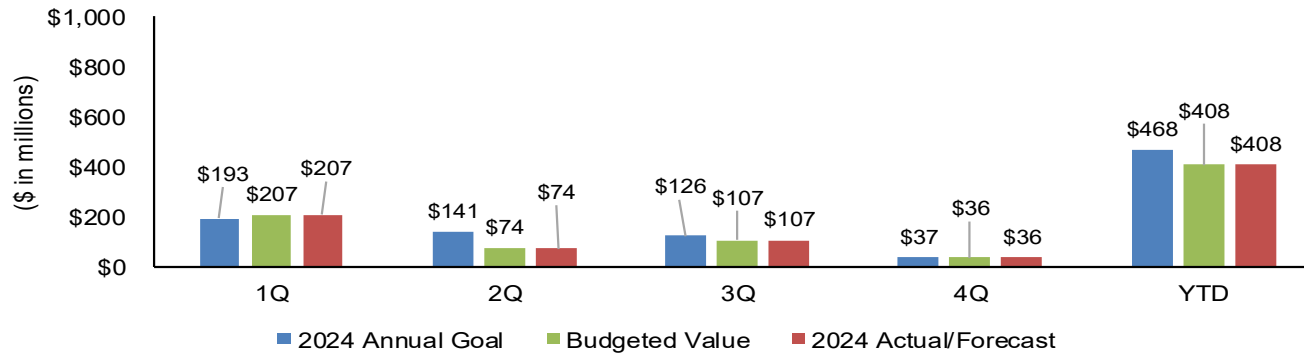
Equip B Division with Second CBTC Radio	Construction	Jul-24	<b>Jan-25</b>
		\$ 200.0	\$ 200.0

Delay due to the request to advertise undergoing revisions.

**LIRR Capital Projects – Commitments – October 2024 – Budget Analysis and Schedule Variances**

**LIRR Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$193	\$141	\$126	\$37	\$468
2024 Actual/Forecast	\$207	\$74	\$107	\$36	\$408
Budgeted Value	\$207	\$74	\$107	\$36	\$408



**Q1-Q3 Schedule Variances**

Project	Commitment	Goal	Act./Forec.
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**1 LIRR Amber Commitment**

Amber delays are within 2 months of goal.

*Stations*

Brookhaven National Lab Station (East Yaphank Station)	Construction	Jul-24	Aug-24 (A)
		\$ 12.5	\$ 6.7
Initial low bidder retracted their bid. Work then had to be negotiated with the next low bidder.			

Project	Commitment	Goal	Act./Forec.
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**2 LIRR Red Commitment (1 new this quarter)**

Red delays are beyond 2 months of goal.

*Yards*

West Side Yard Flood Wall	Construction	Jun-24	<b>Jun-25</b>
		\$ 106.0	\$ 106.0
The proposal due date for this RFP was extended to February 2025.			

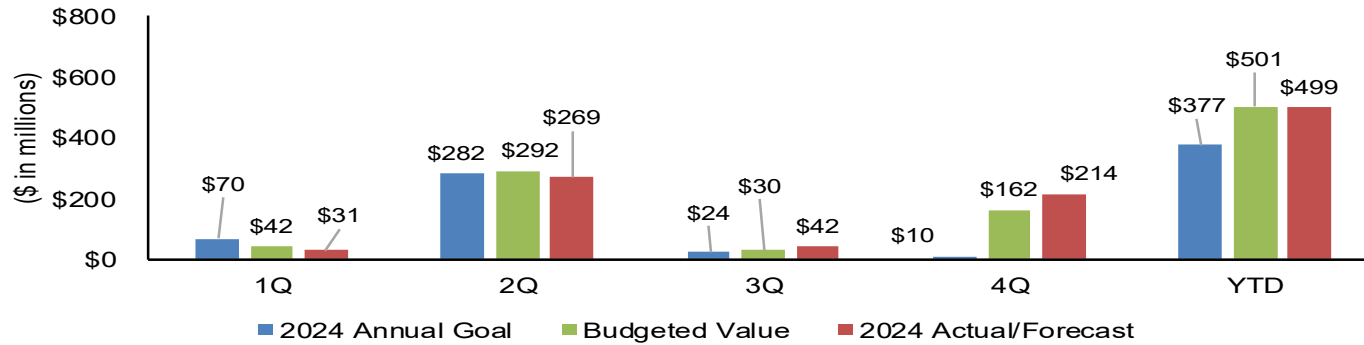
*Rolling Stock*

<b>Dual Mode Locomotives (New Item)</b>	Purchase	Jul-24	Jan-25
		\$ 93.3	\$ 93.3
Currently in active negotiations with Siemens for an LIRR Option, pending funding availability.			

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$70	\$282	\$24	\$10	\$377
2024 Actual/Forecast	\$31	\$269	\$42	\$214	\$499
Budgeted Value	\$42	\$292	\$30	\$162	\$501



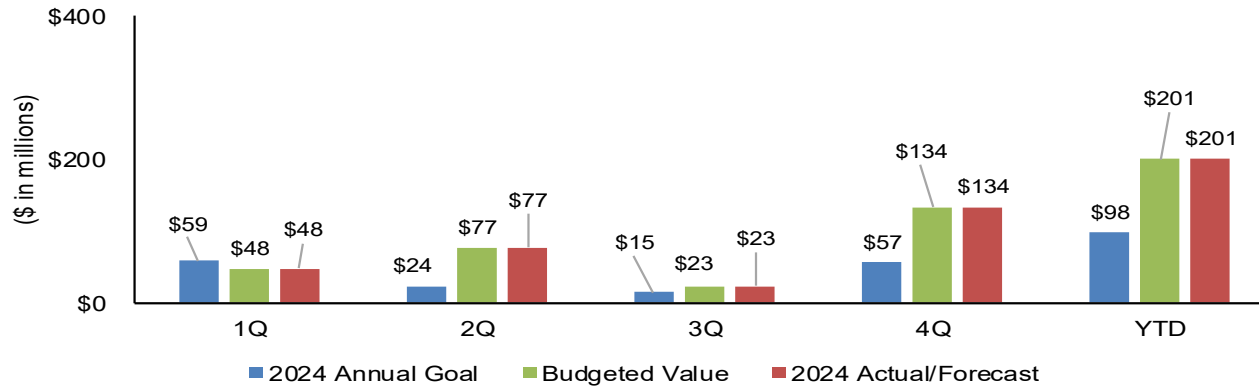
Q1-Q3 Schedule Variances

There are no major schedule slippages to report for MNR.

**MTA Network Expansion Projects – Commitments – October 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	\$98
2024 Actual/Forecast	\$48	\$77	\$23	\$134	\$201
Budgeted Value	\$48	\$77	\$23	\$134	\$201



**Q1-Q3 Schedule Variances**

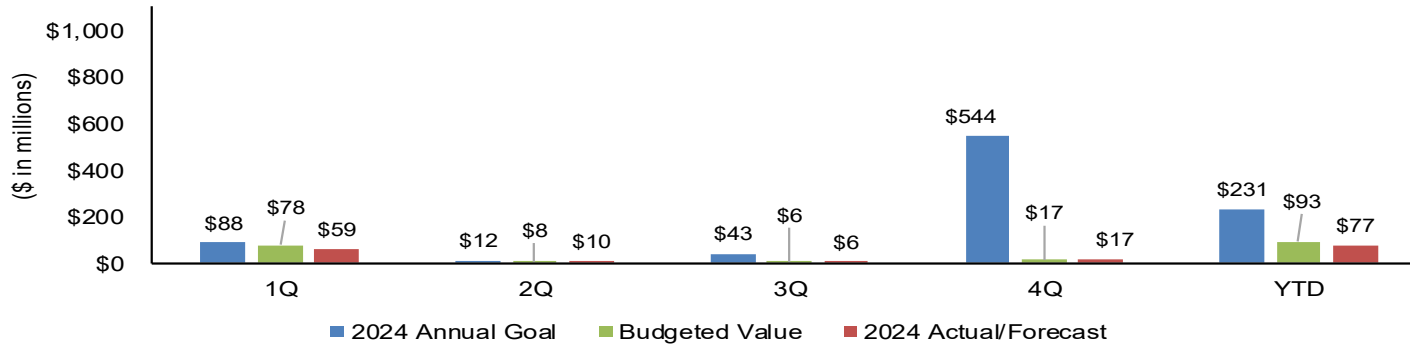
There are no major schedule slippages to report for Expansion.



**B&T Capital Projects – Commitments – October 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	\$231
2024 Actual/Forecast	\$59	\$10	\$6	\$17	\$77
Budgeted Value	\$78	\$8	\$6	\$17	\$93



**Q1-Q3 Schedule Variances**

Project	Commitment	Goal	Act./Forec.
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**1 B&T Red Commitment**

Red delays are beyond 2 months of goal.

*Bridges*

Widening of SB FDR Drive at the RFK Bridge	Construction	Aug-24	Feb-25
		\$ 28.5	\$ 28.5

Procurement on hold pending funding availability.

### Capital Projects – Completions – October 2024

Forecast 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	59	3	4	2	2	3	5	3	1	1	1	5	22	7
Jan-24	3	3												
Feb-24	4		3		1									
Mar-24	5		1	2			1							1
Apr-24	6				1	2	3							
May-24	2					1							1	
Jun-24	5						1						4	
Jul-24	2							1			1			
Aug-24	4								1			2	1	
Sep-24	8							1		1			5	1
Oct-24	2											1		1
Nov-24	3										2			1
Dec-24	15						1						11	3

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

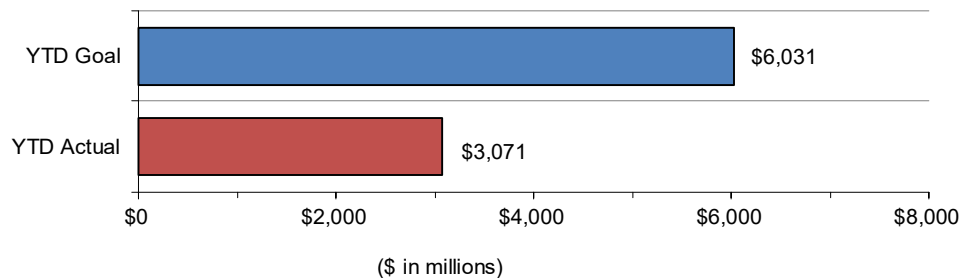
In 2024 the MTA plans to complete \$8.4 billion of projects. 59 Major completions will be tracked throughout the year.

Through October, the MTA has completed \$3,071 million versus its year-to-date goal of \$6,031 million. The shortfall is primarily due to the delays of several bus purchases with MTA Bus, the 207<sup>th</sup> St Yard project, CBTC Culver, Bus Radio System project, ADA package 2 and many other smaller projects with NYCT. Overall, there are 29 delayed major completions, all but 7 of which are still expected to be completed within the year.

By the year end the MTA forecasts achieving 93% of its completions goal. This shortfall can be attributed to the several projects that have slipped out of the year at NYCT and LIRR.

### Budget Analysis

2024 Annual Goal	\$8,415
Year End Forecast	\$7,792
Completion Goal Forecast	93%

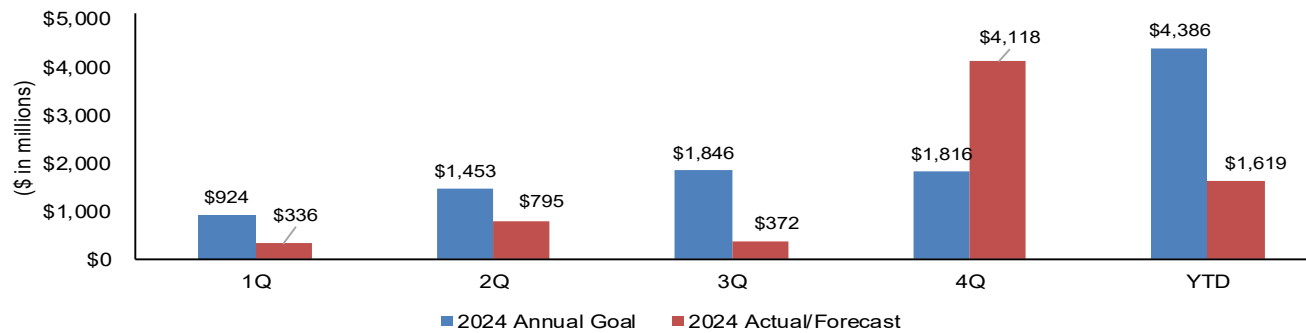


**NYCT/MTA Bus Capital Projects – Completions – October 2024 – Budget Analysis and Schedule Variances**

**NYCT and MTA Bus Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$924	\$1,453	\$1,846	\$1,816	\$4,386
2024 Actual/Forecast	\$336	\$795	\$372	\$4,118	\$1,619

2024 Goal (Rolling Stock)	\$0	\$96	\$89	\$251	\$96
2024 Actual/Forecast (Rolling Stock)	\$0	\$101	\$0	\$325	\$101



**Schedule Variances**

Project	Completion	Goal	Act./Forec.
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**4 NYCT/MTA Bus Amber Completions**

Amber delays are delayed less than 2 months of goal.

**ADA**

ADA: 8 Stations (Pkg A)	Construction	Feb-24	Apr-24 (A)
		\$278.76	\$270.50
Change in schedule reflects delay in fire alarm testing due to ConEd power issues at Metropolitan Av station.			

**Track**

Direct Fixation Track Replacement:	Construction	Apr-24	Jun-24 (A)
		\$183.35	\$211.83
The change in project schedule was due to pending as-built drawings.			

**MTAB**

Depot Component: SC CNG Upgrade	Construction	Jul-24	Oct-24 (A)
		\$6.98	\$6.98
Completion date adjusted to account for delay in delivery of CNG gas dispensers.			

Project	Completion	Goal	Act./Forec.
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**4 NYCT/MTA Bus Amber Completions**

**Stations**

Platform Components & Track / BW7	Construction	Oct-24	Nov-24
		\$72.34	\$72.34
Change in schedule due track access coordination for change orders.			

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

### Schedule Variances

Project	Completion	Goal	Act./Forec.
<b>12 NYCT/MTA Bus Red Completions (4 new this month)</b>			
Red delays are beyond 2 months of goal.			
<i>Shops &amp; Yards</i>			
207th Street Yard: Sandy Repair/Mitigation	Construction	May-24 \$600.67	Dec-24 \$608.94
Change in project schedule due to field conditions and pending as-built drawings.			
<i>MTA Bus</i>			
Storeroom Expansion - LaGuardia	Construction	Mar-24 \$7.42	<b>Jan-25</b> \$7.42
Due to the complaint about the area's bird infestation, the storeroom relocation is put on-hold. The contractor's estimate was much higher than anticipated. Therefore, an alternative solution was proposed and is pending approval.			
Purchase 25 Standard Buses	Purchase	Jun-24 \$16.81	Dec-24 \$16.81
Completion date slipped due to production delays, 110 of the total 135 buses were delivered by end of June with the rest expected in December.			
25 Standard Buses	Purchase	Jun-24 \$17.68	Dec-24 \$17.68
Completion date slipped due to production delays, 110 of the total 135 buses were delivered by end of June with the rest expected in December.			
85 Standard Buses	Purchase	Jun-24 \$61.92	Dec-24 \$61.92
Completion date slipped due to production delays, 110 of the total 135 buses were delivered by end of June with the rest expected in December.			
Passenger ID CCTV: Various Locations	Construction	Nov-24 \$65.70	Jul-25 \$65.70
Change in schedule due to ongoing coordination with Department of Subways on system integration.			
<i>Power</i>			
Rehabilitate Forsyth St. Fan Plant (New Item)	Construction	Sep-24 \$80.56	Dec-24 \$80.56
Delay in completion is due to ongoing work to address minor water leaks at fan plant.			

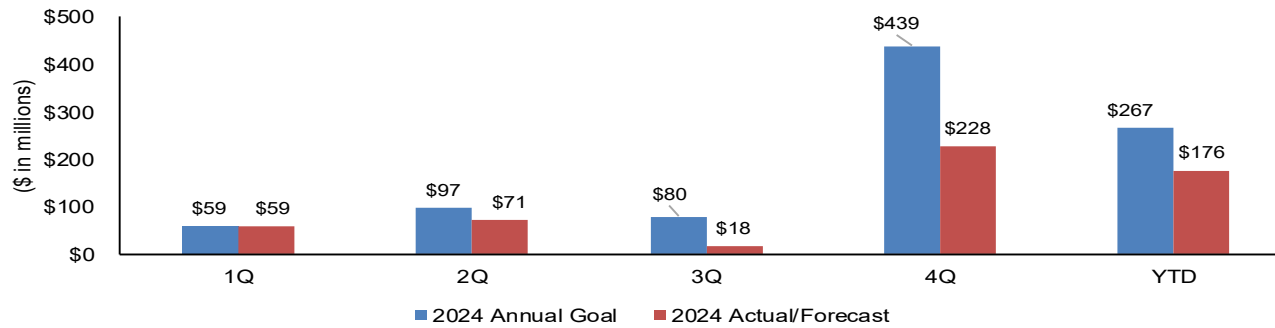
Project	Completion	Goal	Act./Forec.
<b>12 NYCT/MTA Bus Red Completions</b>			
Red delays are beyond 2 months of goal.			
<i>Signals</i>			
CBTC Culver	Construction	Aug-24 \$451.98	Nov-24 \$451.98
Delays due to discrepancies in grades, scope of work, and a CBTC cutover schedule adjustment.			
<i>Stations</i>			
Replace 12 Escalators	Construction	Sep-24 \$83.80	Apr-25 \$95.11
Change in schedule due to other escalator work at Lexington Ave Station.			
ADA Pkg 2: ADA/Elevators at Legacy Stations (New Item)	Construction	Sep-24 \$411.17	Dec-24 \$411.55
Change in schedule due to additional steel defects to be addressed. Change in cost reflects latest estimate at completion.			
ADA: 149 St & Tremont Av (New Item)	Construction	Dec-24 \$157.54	Mar-25 \$159.85
Change in schedule due to delays in fabrication and installation of street elevator at 149 St-Grand Concourse. Change in cost reflects latest estimate at completion.			
<i>Buses</i>			
Bus Radio System (New Item)	Construction	Aug-24 \$263.73	<b>Nov-24</b> \$252.32
Substantial completion date subject to mediation with contractor. Change in cost reflects latest estimate at completion.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$59	\$97	\$80	\$439	\$267
2024 Actual/Forecast	\$59	\$71	\$18	\$228	\$176

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



Schedule Variances

Project	Completion	Goal	Act./Forec.
<b>4 LIRR Amber Completions</b>			
Amber delays are delayed less than 2 months of goal.			
<i>ADA</i>			
ADA Copiague	Construction	Apr-24	May-24 (A)
		\$18.05	\$17.44
Delay with materials for the curtain wall and installation of the elevator components			
ADA Lindenhurst	Construction	Apr-24	Jun-24 (A)
		\$17.98	\$17.98
Delay with materials for the curtain wall and installation of the elevator components			
ADA Amityville	Construction	Apr-24	Jun-24 (A)
		\$15.47	\$15.47
Delay with materials for the curtain wall and installation of the elevator components			
<i>Facilities</i>			
Mets-Willets EIC Relocation	Construction	Apr-24	May-24 (A)
		\$28.70	\$19.93
Date moved out due to a delay in force account work.			

Project	Completion	Goal	Actual(A)
<b>6 LIRR Red Completions (1 new this month)</b>			
Red delays are beyond 2 months of goal.			
<i>Yards</i>			
Long Island City Yard Resiliency	Construction	Sep-24	Dec-24
		\$26.29	\$26.29
Delay due to unforeseen site conditions and log lead items.			
Long Island City Phase 3 B	Construction	Sep-24	Dec-24
Construction		\$14.95	\$14.95
Delay due to unforeseen site conditions and log lead items.			
Long Island City Yard -	Construction	Sep-24	Dec-24
Construction		\$2.38	\$2.38
Delay due to unforeseen site conditions and log lead items.			
<i>Power</i>			
Hall & Babylon Signal Power	Construction	Oct-24	Aug-25
Generator Repl.		\$19.51	\$19.51
Delay due to coordination with ConEd on final direction for primary and secondary service feeders.			

## LIRR Capital Projects – Completions – October 2024 – Budget Analysis and Schedule Variances

### Schedule Variances

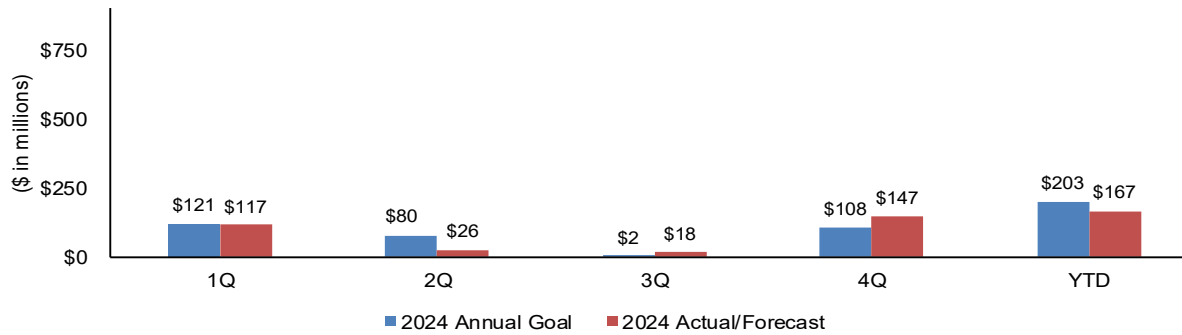
Project	Completion	Goal	Act./Forec.
<b>6 LIRR Red Completions (continued)</b>			
Red delays are beyond 2 months of goal.			
<i>Facilities</i>			
Fire Protection Improvements	Construction	Dec-24	May-25
		\$25.00	\$25.00
Completion date extended due to delays with design review, submittal, and safety workplan.			
<b>Rehab of Employee Facilities Bethpage (New Item)</b>	Construction	Dec-24	Jul-25
		\$24.30	\$24.30
Delay due to HVAC Force Account support work unable to be completed until July 2025.			

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$121	\$80	\$2	\$108	\$203
2024 Actual/Forecast	\$117	\$26	\$18	\$147	\$167

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



Schedule Variances

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

Red delays are beyond 2 months of goal.

*Shops*

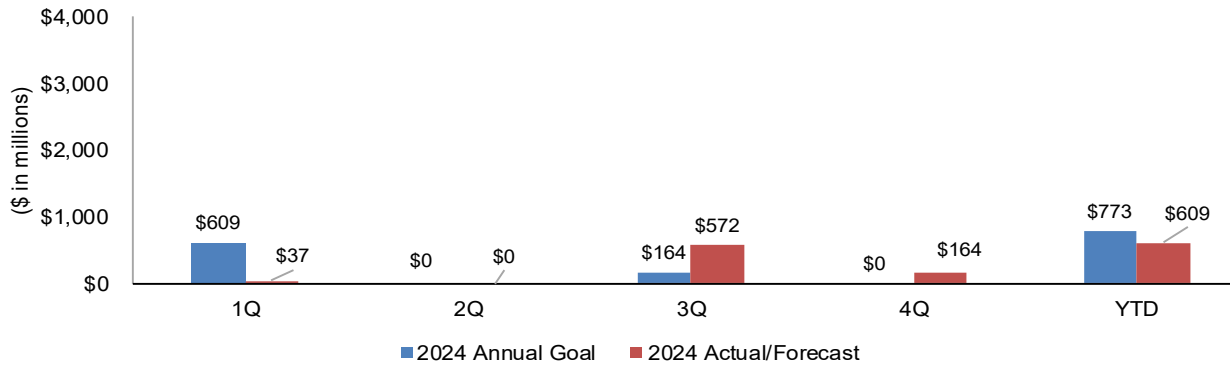
Harlem & Hudson Power Improvements (City Water Substation)	Construction	Jun-24	Dec-24
		\$23.70	\$23.70

Problems stemming from equipment performance issues. Substantial completion will be declared upon successful short circuit testing.

MTA Network Expansion Projects – Completions – October 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	\$773
2024 Actual/Forecast	\$37	\$0	\$572	\$164	\$609



Schedule Variances

Project	Completion	Goal	Act./Forec.
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**2 Network Expansion Red Completions**

Amber delays are delayed less than 2 months of goal.

*East Side Access*

GCT Concourse & Facilities	Construction	Mar-24	Jul-24 (A)
CM014B		\$572	\$572

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

*East Bound Re-Route*

East Bound Re-Route CH058B	Construction	Aug-24	Dec-24
		\$163.6	\$163.6

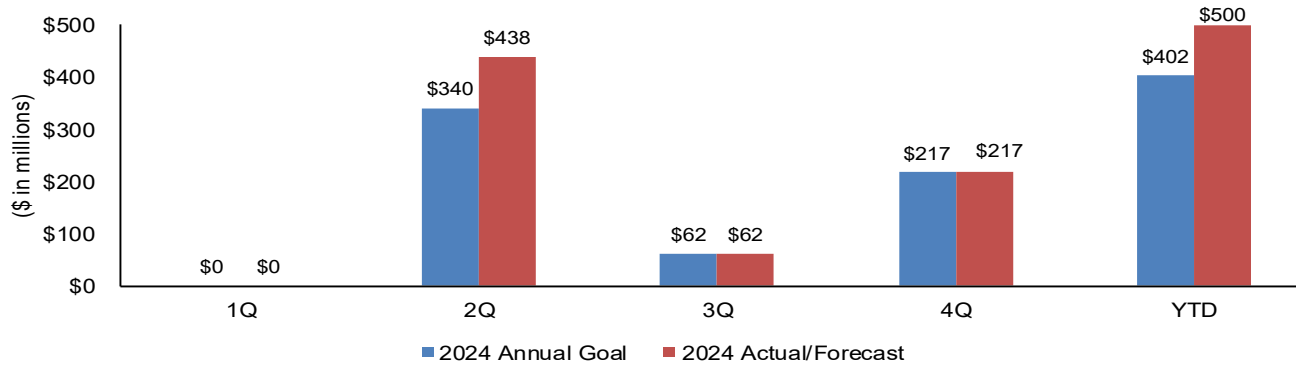
Delay due to Track Outage availability



**B&T Capital Projects – Completions – October 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	\$402
2024 Actual/Forecast	\$0	\$438	\$62	\$217	\$500



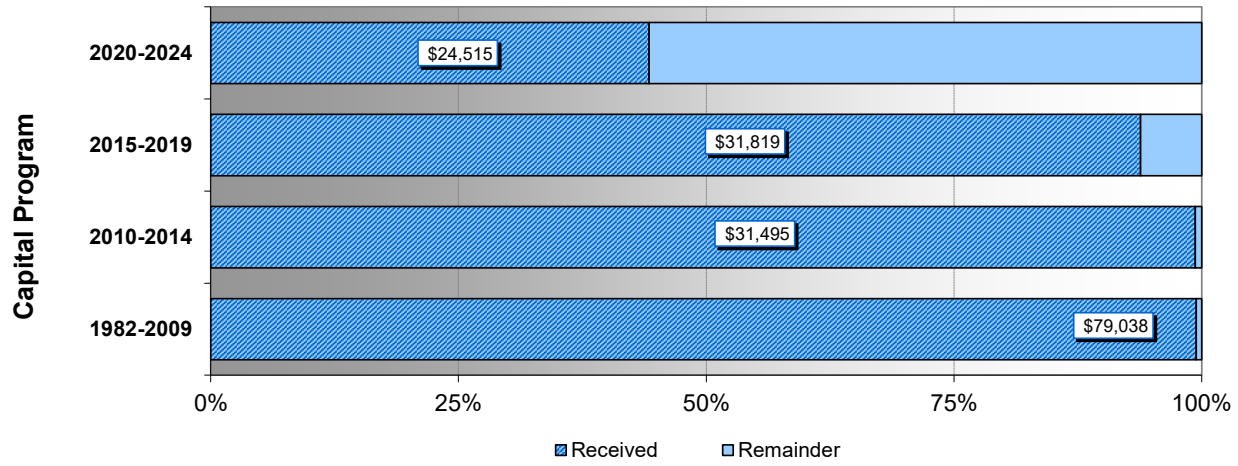
**Schedule Variances**

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

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## Status of MTA Capital Program Funding

**Capital Funding (October 2024)**  
\$ in millions



## Capital Funding Detail (October 2024)

\$ in millions

	Funding Plan		Received/Secured		
	Current	Thru September	October	Secured to date	Remainder
<b>2010-2014 Program</b>					
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	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
Hurricane Sandy Recovery					
<i>Insurance Proceeds/Federal Reimbursement</i>	6,697	6,697	-	6,697	-
PAYGO	18	18	-	18	-
<i>Sandy Recovery MTA Bonds</i>	659	658	-	658	0
<i>Sandy Recovery B&amp;T Bonds &amp; Cash</i>	383	383	-	383	-
<b>Total</b>	<b>31,704</b>	<b>31,495</b>	<b>-</b>	<b>31,495</b>	<b>209</b> 1%

	Funding Plan		Received/Secured		
	Current	Thru September	October	Secured to date	Remainder
<b>2015-2019 Program</b>					
Federal Formula	\$4,873	\$4,877	\$ -	\$4,877	(\$3)
Federal Flex & Other (Incl HSR/Security/Core Capacity)	528	628	-	628	(100)
Federal New Start	1,400	1,400	-	1,400	-
State Assistance	9,064	8,248	-	8,248	817
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	70	-	70	147
B&T Bonds & PAYGO/Asset Sale	2,942	2,942	-	2,942	-
<b>Total</b>	<b>33,913</b>	<b>31,819</b>	<b>-</b>	<b>31,819</b>	<b>2,094</b> 6%

	Funding Plan		Received/Secured		
	Current	Thru September	October	Secured to date	Remainder
<b>2020-2024 Program</b>					
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -	\$15,000
Capital from New Revenue Sources	10,000	5,604	-	5,604	4,396
MTA Bonds and PAYGO	7,393	723	-	723	6,671
Other Contribution	542	-	-	-	542
Federal Formula	9,984	10,445	-	10,445	(461)
State of New York	3,101	511	300	811	2,290 a
City of New York	3,007	3,001	30	3,031	(24) b
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-
Federal Flexible & Other	1,084	1,148	-	1,148	(64)
B&T Bonds	3,327	748	-	748	2,579
<b>Total</b>	<b>55,442</b>	<b>24,184</b>	<b>330</b>	<b>24,515</b>	<b>30,928</b> 56%

a) Receipt of \$300m in State capital funds for the 2020-2024 Capital Programs

b) Receipt of \$30m in City capital funds for NYCT's 2020-

NOTE: The 2010-2014, 2015-2019 AND 2020-2024 funding plans reflect the last Board approved values. These plans will be updated in the next plan amendment to reflect receipt of unplanned fund sources recognized in the Receipt Report.

## **Contracts Department**

**Evan Eisland, Executive Vice President and General Counsel**

**PROCUREMENT PACKAGE  
NOVEMBER 2024**

## PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$2.3 M.

# Staff Summary

<b>Subject</b> Request Authorization for Several Procurement Actions					
<b>Contracts Department</b> Evan Eisland, Executive Vice President and General Counsel					
<b>Board Action</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	11/18/24	X		
2	Board	11/20/24	X		

<b>Date:</b> November 14, 2024			
<b>Internal Approvals</b>			
	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 a Competitive Procurement in the following category:

Schedules Requiring Majority Vote

I. Modifications to Purchase and Public Work Contracts

	# of Actions	\$	Amount
	1	\$	2,300,000
<b>SUBTOTAL</b>	1	\$	2,300,000
<b>TOTAL</b>	1	\$	<b>2,300,000</b>

**Budget Impact**

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

**Recommendation**

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

**MTA Construction & Development**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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



**NOVEMBER 2024**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule I. Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$1M. Approval required for change orders greater than 10% of the original contract amount or duration.)

- |    |   |                    |                                      |
|----|---|--------------------|--------------------------------------|
| 1. | <b>Boyce Technologies, Inc.<br/>Contract A37628</b> | <b>\$2,300,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|--------------------|--------------------------------------|

MTA Construction and Development requests the Board's approval of a modification to add a new Emergency Elevator 2-Way Communication System into New York City Transit's existing Emergency Booth Communications System.

# Staff Summary

## Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Boyce Technologies Inc. (Long Island City, NY)	
<b>Description</b> Enhanced Emergency Booth Communications System	
<b>Contract Term (including Options, if any)</b> 4/24/2018 – 10/01/2021	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Eric Jones, Senior Vice President (in delegation), Systems Business Unit	

Contract Number	AWO/Modification #
A37628	15
<b>Original Amount:</b>	\$ 49,338,169
<b>Prior Modifications:</b>	\$ 1,066,226
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 51,805,077
<b>This Request:</b>	\$ 2,300,000
<b>% of This Request to Current Amount:</b>	4.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	6.8%

### DISCUSSION:

Contract A-37628 (the “Contract”) will provide New York City Transit (“NYCT”) with an upgraded Emergency Booth Communications System (“EBCS”) that utilizes the latest technology to improve emergency communication and mass notification between NYCT’s Operations Control Center (“OCC”) and its station agents. MTA Construction and Development (“C&D”) requests the Board’s approval of a modification to add a new Emergency Elevator 2-Way Communication System (“EE2CS”) into the EBCS for a total added cost of \$2,300,000. This modification will also provide for an extension to the Contract’s Substantial Completion date of approximately forty-eight months to the end of August 2025.

Section 3001 of the Building Code of New York now requires that text notification for emergency communications be available to hearing- and speech-impaired individuals. New elevators, installed since the enactment of this requirement, use a proprietary interface that is separate from the main EBCS emergency call system. The main EBCS call system is the system that existing elevators, without text messaging capability, use to communicate. This modification will enhance the capabilities of the EBCS by enabling the integration of new Code-compliant non-proprietary (off-the-shelf) EE2CS elevator intercoms with text messaging capabilities. This work will bring all Subway Stations’ emergency communications onto a single interface, expand and improve incident management and reporting capabilities, and streamline MTA OCC staff operations. In addition, the use of non-proprietary equipment will enable the installation of elevator communications equipment from a variety of manufacturers, maximizing market competition for these components.

The Contractor submitted a proposal of \$2,711,457 for this modification. Negotiations yielded a final lump sum amount of \$2,300,000 for all costs associated with the work as well as an agreed extension of time of approximately nine months, which is considered fair and reasonable.

In addition to the time extension associated with this additional work, this modification also includes a preceding non-compensable time extension of approximately thirty-nine months to Substantial Completion from October 1, 2021 to December 2024. This extension was required due to (i) necessary cybersecurity upgrades performed by MTA which delayed access to the Contractor to NYCT’s communication network and (ii) delays caused by a necessary rephasing of the rollout of the new EBCS due to issues with the old EBCS system and the capacity of in-house resources to support the testing, repairs, and firmware upgrades associated with the cutover and integration processes. In total, this modification will extend the Substantial Completion date from October 1, 2021 to the end of August 2025.