



Metropolitan Transportation Authority

Capital Program Committee Meeting

December 2024

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

Room 2

Monday, 12/16/2024

12:00 - 1:00 PM ET

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	MLJTC2 Mid-American Elevator Co., Inc.	\$281,100,000 \$17,605,000	Award of a publicly advertised and competitively solicited contract for Design-Build Services for ADA Upgrades – Package 6, which will provide for Americans with Disability Act and related improvements at five New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.
Contracts	BEI Holdings, Inc.	\$983,035	Award of a publicly advertised and competitively solicited contract for Design-Build Services for Digital Audio Call Recording System, which will upgrade the hardware and software for Metro North Railroad’s Private Branch Exchange system.
Contracts	ExterNetworks, Inc.	\$18,861,905	Award of a publicly advertised and competitively solicited contract for Design-Build Services for Radio System upgrades – Phase 1, which will replace Metro-North Railroad’s existing radio dispatch system.
Contracts	TUV Rheinland of North America, Inc.	\$1,470,821.27	Award of a publicly advertised and competitively solicited contract for an Independent Safety Assessor for the Signal System Modernization of the Rockaway Line Beach 105th Street Station Solid State Interlocking System.
Contracts	Walsh Construction Company II, LLC	\$2,575,000	Ratification of Modification Nos. 106 & 120. Modification 106 is for accessibility upgrades to the Relay Building A site at New York City Transit’s 207th Street Yard to be compliant with the Americans with Disabilities Act requirements. Modification 120 re-routes water and sewer lines to address differing site conditions and water pressure issues for Relay Building A.
Contracts	FOS Development Corp.	\$2,725,000	Ratification of Modification No. 5 for additional structural steel repairs to 41 roof beams and five columns on Tracks E1 and E4 in the vicinity of New York City Transit’s Bergen Street Station.
Contracts	John Civetta & Sons, Inc.	\$1,540,000	Ratification of Modification No. 40 to construct a dedicated exhaust system for the Unified Trash Facility at Grand Central Terminal.
Contracts	Atkins-HNTB, JV	\$3,575,889	Ratification of Modification No. 6, adding additional services in support of the implementation of Communications Based Train Control for New York City Transit and extending the period of performance by 12 months to March 31, 2025.

Minutes of the Meeting of the Committee of the Whole, comprised of the New York City Transit Authority and MTA Bus Committee, the Joint Long Island Rail Road Committee and Metro-North Commuter Railroad Committee, the Capital Program Committee, the Triborough Bridge and Tunnel Authority Committee, the Finance Committee, and the Safety Committee

Monday, November 18, 2024

9:00 a.m.

2 Broadway

New York, NY 10004

The following Committee Members were present:

Hon. Janno Lieber. Chair & CEO
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Randy Glucksman
Hon. Michael Fleischer
Hon. Marc W. Herbst
Hon. David Jones
Hon. Blanca Lopez
Hon. David Mack
Hon. Haeda B. Mihaltzes
Hon. Dr. John-Ross Rizzo
Hon. Lisa Sorin
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee Members were absent:

Hon. Meera Joshi
Hon. Daniel Garodnick
Hon. John Samuelsen

Demetrius Crichlow, President NYCTA, Catherine Rinaldi, President, Metro-North Railroad, Rob Free, President, LIRR, Jamie Torres-Springer, President, MTA C&D, Catherine Sheridan, President, B&T, Shanifah Rieara, Senior Advisor for Communications and Policy/ Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Evan Eisland, C&D General Counsel also attended the meeting.

A recorded audio public safety announcement was played.

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1. PUBLIC COMMENT SESSION

The MTA Moderator announced that the following public speakers will speak either virtually or in person.

The MTA Moderator reminded public speakers of the rules of conduct and decorum as well as the two minute time limit per speaker. The Moderator advised that all public comments will be recorded, published to the MTA website and available for MTA Board Members' review.

The following individuals provided comment (*live virtual comments):

Debra Greif, BFSSAC
Brian Fritsch, PCAC
Jason Anthony, LIRR ADA Task Force
Christopher Greif, NYCTRC & ACTA LIRR Metro North ASA
David Kupferberg, private citizen
Gian Pedulla, NYC Public Schools
Ron Mitchell, private citizen*
Murray Bodin, private citizen
Monica Barty, private citizen
Mike Howard, BCID/ Passengers United
Michael Ring, DIA
Evam Yamkey, BCID
Iris Kelley, DIA
Joe Rappaport, BCID
Kathleen Collin, private citizen
Monique Johnson, private citizen
Jean Ryan, DIA
Edwards Schrodeder, private citizen
Elizabeth Valdez, BSID
Miriam Fisher, private citizen*
Nicolas Vargas, Brooklyn Cener for the Disabled*
Aleta Dupree, Team Folds*
Eman Rimawi-Doster, NYLPI*

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speakers' statements.

Chair Lieber thanked members of the public for their comments.

2. B&T PRESIDENT'S REPORT

President Sheridan stated that year-to-date, TBTA's total support to mass transit is on target. Overall, TBTA's budget is performing well and TBTA should bring in a record surplus this year due to a combination of increased revenue and lower expenses. Toll revenue year-to-date is up 5.5% compared to the same period last year. Overall revenue recovery from all forms of collection is 63% through October.

Noting that new state legislation went into effect on September 1, 2024 allowing TBTA to enter and enforce civil judgments for unpaid toll violations without court proceedings, President Sheridan stated that as of mid-November, more than 70,000 judgment warning notices have been mailed to persistent toll violators, resulting in more than \$1.2 million collected in less than 3 months. Toll revenue recovered from customers with DMV-suspended vehicle registrations is almost 100% since the start of the referral program in 2016. As to customer behavior, unbillable transactions for 2024 are projected to be down \$3.3 million, or 0.01% as a percentage of overall transactions.

Turning to roadside enforcement, President Sheridan stated that license plate reader-generated vehicle interdictions are up 104% year-to-date vs. 2023. So far this year, TBTA has conducted 54 joint operations. These operations have resulted in 658 arrests, over \$25.2 million assessed, nearly 30,000 summonses issued, and more than 3,000 vehicles towed.

Regarding safety, President Sheridan reported that even with increased traffic, collisions are down more than 16% for the same period vs. 2023.

Shifting to a historic note, President Sheridan gave a slide presentation spotlighting the upcoming 60th anniversary on November 21st of the opening of the Verrazzano-Narrows Bridge. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

3. NYCT President's Report

Demetrius Crichlow, NYCT President, discussed NYCT's various efforts to improve ridership and safety, with recent milestones being reached across the system. He noted October was the busiest month for NYCT since the pandemic, with nearly 114 million subway rides and over 40 million bus rides. This is 10 million and 3 million more subway and bus riders than the same month in 2023. When the 1 billionth subway rider tapped into Atlantic Avenue-Barclay Center on November 4, it was two weeks earlier than the same milestone last year, and two months earlier than 2020.

President Crichlow reported on the opening of the new Paratransit Assessment Center in Manhattan, which will provide assessments to 75 customers a week. The opening was one of the

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improvements which have led to record-breaking ridership on Paratransit, which has seen the first 40,000-customer day in the service's history in October.

President Crichlow provided an update on NYCT's fare evasion reduction efforts on its subways and buses such as a new EAGLE teams deployment model to enforce fare payments on buses. Since the model was implemented, EAGLE team personnel are deployed on roughly 1,500 bus trips per day and about 80 locations each week. Ridership has notably, increased by about 20% on stops and routes where the EAGLE teams are present, and students at these stops are tapping with OMNY cards 24% more than last year.

It was also mentioned since 2022, unarmed security guards are positioned at exit gates in subway stations. Starting in October, guards will be strategically, redeployed to maximize their presence and impact on fare payment. President Crichlow noted Jay Street-MetroTech as an example. By efficiently deploying guards at this station, NYCT reduced costs by 60% while still increasing the amounts of fares paid. Overall, the new deployment strategies are changing customer behavior on buses and subways.

President Crichlow then presented October's KPIs. On subways, customer journey performance time was 84.8% and service delivered was 95.2%. The first of two planned work periods to replace switches at 59th Street-Columbus Circle was also just completed, which will provide better service to nearly half a million daily riders at the station.

On buses, NYCT saw similar progress in availability and service delivered (95.8%). Bus ridership increased for the second consecutive month, with a weekday average of 1.46 million paid customers. Paratransit saw a 19% increase in total ridership and a 22% increase in total trips compared to October 2023.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

4. LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

LIRR President Rob Free ("President Free") stated that the LIRR continues to see explosive ridership growth. Total ridership for the month of October was 7.2 million customers, which represents 88.2% of October 2019 ridership. October total ridership increased 16.8% over October 2023 and 16.7% compared to year-to-date ("YTD") 2023. The average weekday ridership for the month of October was 261,914 customers. The total monthly ridership to Grand Central Madison hit another record with almost 1.72 million customers, based on load weight. Total commutation ridership was 2.79 million customers and total customers with monthly tickets was 2.72 million. Non-Commutation ridership in October was the highest in recorded history at 4.3 million customers. That is six months in a row that non-commutation ridership has exceeded 4 million customers. YTD non-commutation ridership is at 38.9 million customers and represents a 21.8% increase over YTD 2023.

President Free reported that in October, on-time-performance ("OTP") was 95.95%, above the goal of 94%, and YTD OTP was also above the 94% goal at 95.6%.

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President Free stated that LIRR will operate a holiday schedule on Thanksgiving Day with six extra westbound trains in the morning for those attending the parade in Manhattan, and nine extra eastbound early-afternoon trains.

President Free reported on LIRR efforts to combat fare evasion. Issuances of “Commitment to Pay” invoices are down by 59% compared to baseline. The Penn Station Pre-Boarding Validation pilot was used 65 times since its inception, representing 360,000 customers validated, which has a positive impact on the farebox operating revenue.

President Free stated that the LIRR implemented a Station Spruce-Up program aiming to complete spruce-ups at eleven stations, some big and some not so big. LIRR in-house forces completed spruce-ups at ten of the eleven stations and the eleventh station is almost completed, pending delivery and installation of one final door. Depending on the needs of the station, these spruce-ups include repairs and improvements such as new paint, brighter and more energy-efficient lighting, bathroom facelifts, floor and wall tile replacements, signage, and platform improvements. President Free thanked the crews for doing an incredible job.

President Free stated that Tropical Storm Sandy brought devastation to our region. The LIRR system, especially the West End, took on a devastating amount of water during the storm surge. LIRR continues with waterproofing and system hardening projects to meet the climate resiliency roadmap. This includes the Long Island City flood wall project. Since the station and yard are so close to the East River and Newtown Creek, it was imperative to protect it from another destructive and costly weather event. The LIRR is close to substantial completion of this project, which included a perimeter flood wall with nine flood gates, three pumping stations, backup generators and relocated utilities. This month, LIRR performed a successful test of the wall. President Free thanked their partners in Construction and Development and LIRR’s amazing employees.

President Free reported on the new ways that LIRR is exploring eco-friendly operations. On November 4, the LIRR launched a pilot to test the use of renewable diesel fuel in one of the yard locomotives. This fuel presents an opportunity to reduce greenhouse emissions by up to 78% compared to traditional diesel and shows a lot of promise in terms of cold-weather performance, as it does not have the freezing and storage challenges of biodiesel fuels. This test will help determine the benefits and scalability of renewable diesel. LIRR will also be performing a cost assessment, analyzing impacts to performance and maintenance. This pilot, in addition to other investments in clean technology, further illustrate LIRR’s commitment to a cleaner and more environmentally friendly service.

President Free acknowledged the passing of Van Ritshie, who was the voice on LIRR’s M7 and Metro-North’s M7 and M8 trains.

President Free ended this month with a note of congratulations to Kara Mercado, Executive Assistant to the LIRR President, who retires after an incredible 35-year run at the railroad. Kara is a well-loved and invaluable member of the LIRR team who was instrumental in managing the Committee agenda and wrangling all the content for the meetings and the Board books every

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month, which is no small task. President Free wished Kara a long and healthy retirement and thanked her for her amazing work and support.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Free's remarks.

5. Metro-North President's Report

Metro-North President Catherine Rinaldi ("President Rinaldi") stated that October was a strong month for Metro-North ridership, with a total of 6.5 million riders, an increase of 13% from September and a 16.2% increase from October 2023. Metro-North's average weekday ridership of 230,449 is a post-pandemic record, at 79.2% of pre-COVID levels in October 2019. Average weekend ridership of 131,666 is 2.2% higher than pre-COVID levels in October 2019. Metro-North set several days of record ridership to and from Yankee Stadium for the World Series. Metro-North has operated several additional Leaf Peeper trains on the Hudson Line in October to accommodate everyone who wants to explore the villages and scenic beauty of the Hudson Valley. Metro-North planned to end the extra trains on November 10, which is usually when the ridership tapers off, but large numbers continue to ride, so Metro-North operated additional trains this past weekend. Service will be added this Saturday for the game at Yankees Station between Notre Dame and Army.

Metro-North's service-delivered rate, a measure of service reliability, for October was 99.9%. Systemwide OTP for October was 98.5%, above goal of 94%, while YTD OTP was also above goal at 98.4%. This is the best October OTP and the highest YTD OTP in Metro-North history. The Mean Distance Between Failures (MDBF) for the fleet was 297,411 miles in September 2024, above the goal of 200,000 miles. YTD MBDF performance also remains above goal at 315,364 miles.

President Rinaldi reported that Metro-North's initiatives that have been put in place to address fare evasion in response to the Blue-Ribbon Panel's report have yielded positive results. Fare-not-collected rates have continued to improve, decreasing from 5.7% in 2022, to 2.8% in 2023, and to 2.4% through the end of October. Credit goes to MNR's strong partnership with labor leaders and to train crews who are doing an outstanding job of collecting fares every day. Increased management oversight in the field along with improved MTAPD response times and expanded train patrols are also key drivers in these improvements. October has traditionally been one of the highest ridership months of the year, and with holidays and vacations affecting ridership in November, Metro-North expects a slight decrease this month.

President Rinaldi provided the holiday train schedule. Metro-North will have extra service on Wednesday, November 27, the day before Thanksgiving, and special schedules on Thanksgiving Day and on Friday, November 29. There will be expanded service on Saturday, November 30 and on Sunday, December 1, including the Shoppers Special service on the New Haven Line.

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On Friday, November 1, Metro-North unveiled the first two of the new Siemens SC-42 Charger locomotives at Harmon Shop. The locomotives arrived ahead of schedule and within budget. These SC-42 Chargers are part of a 27-locomotive order that the Board approved in 2021, along with six locomotives being purchased by the Connecticut Department of Transportation. The new locomotives are replacing the aging fleet of 27 GE P32AC-DM Genesis locomotives, which have served customers for over 25 years. These locomotives will enhance reliability and environmental responsibility, transitioning between electric and diesel power across Metro-North's 102-mile third-rail territory, which is a substantial improvement over the existing fleet's limited electric range. Compliant with Tier 4 environmental specifications, these locomotives significantly reduce pollutants, cutting airborne emissions by over 85 percent. The remaining 31 units will arrive over the next three years. President Rinaldi thanked the MNR employees—from procurement to operations—and partners at Siemens Mobility, who have made this milestone possible.

During the annual Veterans Day Wreath Hanging Ceremony at Grand Central Terminal on Monday, November 11, Metro-North honored the Nation's veterans' invaluable contributions and unwavering dedication, including Metro-North employees who have served in the United States Armed Forces. Attended by veterans, employees, commuters, and visitors, this ceremony expressed gratitude for the nearly 400 veterans in Metro-North's workforce. Performances by the MTAPD Pipes and Drums Band and MTAPD Officer James Volpe made the event even more memorable. President Rinaldi thanked all the veterans for their service, to "our own" American Legion Commodore Vanderbilt Post #158 for organizing this meaningful event, and to the MTAPD Pipes and Drums and MTAPD Officer James Volpe for their contributions to a truly special ceremony.

After the Veterans Day ceremony, President Rinaldi officiated the opening of the Holiday Fair in Grand Central Terminal's Vanderbilt Hall alongside LIRR President Free, the Costa Rica Ambassador to the UN, Maritza Chan, and representatives from the Costa Rica Tourism Board, this year's sponsor. The event featured traditional Costa Rican dancers and showcased 36 local artisans and small businesses who will be creating a memorable holiday shopping experience in the splendor of Grand Central Terminal. In addition to the Holiday Fair, Grand Central Terminal hosts several seasonal events. One of the favorites is the famous Holiday Train Show in the New York Transit Museum Shop. There's also the Thanksgiving Market in the Biltmore Room, which creates a festive and welcoming atmosphere for passengers, residents, and the hundreds of thousands of visitors to New York City each holiday, supporting small businesses and celebrating the spirit of New York this holiday season.

President Rinaldi stated that as a treat for this holiday season, Metro-North will begin operation of a specially decorated train on Friday, November 29, the day after Thanksgiving. The train will be decorated with holiday lights on the exterior to bring extra joy and magic to riders and will feature special holiday-themed announcements in the interior. The specially decorated train will operate on regularly scheduled trains on electrified segments of all three East of Hudson lines until the New Year.

President Rinaldi reported on the winter preparedness plan. Metro-North's Winter Preparedness Plan is designed to ensure operational functionality and the safety of customers and employees. This comprehensive plan is a year-round effort, beginning with summer maintenance on 375 specialized pieces of snow-clearing equipment and focusing on infrastructure readiness by autumn. The Maintenance of Way ("MofW") department focuses on snow melters and switch heaters while the Maintenance of Equipment (MofE) team pays special attention to power collectors, doors, couplers and HVAC systems. This coordinated approach, supported by external partners and MTA headquarters, enables Metro-North to respond effectively to winter's challenges, ensuring safe and reliable service for customers throughout the season.

President Rinaldi shared news of the retirement of Metro-North Chief of Executive Office Operations Tony Greco, after 32 years of dedicated service. Tony began as a coach cleaner and rose through roles such as customer service representative, ticket seller, and assignment clerk. His dedication, resourcefulness, and love for his work have left an enduring legacy at Metro-North. President Rinaldi wished Tony well in his retirement.

President Rinaldi wished all employees and customers a Happy Thanksgiving.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

6. C&D President's Report

Construction & Development ("C&D") President Jamie Torres-Springer ("President Torres-Springer") began his remarks by stating that C&D has already completed \$2.8 billion of work in 2024, with many more completions planned by the end of the year. President Torres-Springer then highlighted the following accomplishments in November: major progress towards making the three-station 14th St 1/2/3/F/M/L complex fully ADA accessible by completing the mezzanine to platform elevator on the Uptown side of the 1/2/3, following other elevator openings this summer, and completed glass mosaics by artist Fred Thomaselli of native bird species; the completion of five ADA stations with more to open by the end of 2024 and more than 30 in construction; the completion of ADA upgrades at Massapequa Park station on the Babylon branch, the fourth LIRR station made ADA accessible in 2024.

President Torres-Springer reported on the town hall event held the previous week in the Rockaways to inform riders of the resiliency and rehabilitation work C&D will be performing on the A and S lines this winter. President Torres-Springer explained that to be able to continue providing service to the Rockaway Peninsula for the next 50 years, C&D must fully reconstruct the 65-year-old Hammels Y, which connects Jamaica Bay to the viaduct that runs across the Rockaways peninsula. C&D must also rehabilitate the systems on the South Channel Bridge. To make these critical upgrades, President Torres-Springer explained that the MTA must fully close service during construction. NYCT and C&D are working to provide transit alternatives during the outage including free shuttle buses, steep discounts on the LIRR Far Rockaways branch, and a free shuttle train serving all stations on the peninsula between Far Rockaway and Rockaway Park. President Torres-Springer reiterated C&D's commitment to completing the work within 16 weeks, starting with the closure in January.

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President Torres-Springer shared that C&D is holding a series of town hall events on the 2025-2029 Capital Plan to provide information to the public and solicit feedback on the plan. Senator Leroy Comrie recently joined a town hall at the Queens Public Library main branch in Jamaica, and C&D held a town hall event in Grand Central station. C&D will be holding more town hall events in the future, including one at Brooklyn Borough Hall.

President Torres-Springer shared that full design would begin on the Interborough Express and that C&D had released a request for proposals for a preliminary engineering team to advance the project. With funding for the 2025-2029 capital plan, C&D will be able to complete design for NYC's first light rail line which will serve more than 100,000 daily riders and connect neighborhoods in Brooklyn and Queens.

President Torres-Springer noted that as part of Governor Kathy Hochel's Executive Order 30 initiative to build housing near transit, C&D released a request for proposals to redevelop a site at Beacon station on the Hudson line. This is an opportunity to use the Governor's Redevelopment of Underutilized Sites for Housing initiative (RUSH), which provides up to \$24 million to enable the developer to replace commuter parking.

President Torres-Springer then provided an update on the Vacant Retail Activation Program, which aims to fill vacant retail units in the subway system with creative installations and cultural programming. The program has now activated 12 units in nine stations and is working with over a dozen partners, including the Whitney Museum of American Art and ChaShaMa. The Vacant Unit Activation Program website lists available units.

7. SAFETY COMMITTEE REPORT

Mr. Hamann reported that safety metrics continue to positively reflect the efforts of safety and operating departments across all agencies. Customer accident and injury rates and employee loss time accidents have decreased in the past year. Subway fires have declined by over 25% on a rolling 12-month basis. Additionally, major crimes within the subway system have reduced by nearly 15% in the most recent 28 days, due to the collaborative work of Federal, State, and Local partners.

Mr. Hamann noted that updates to the National Transportation Safety Board's previously issued recommendations and the railroads grade crossing grants updates can be found in the committee book.

8. PRESENTATION ON DRUG AND ALCOHOL TESTING PROGRAM

Dr. Daria Luisi highlighted the MTA's commitment to maintaining a drug-free workplace to ensure safety for employees and customers, as well as compliance with federal regulations. Over 100,000 drug tests are conducted annually across seven clinical sites, with employee positivity rates consistency below 1%, significantly lower than the national average of 2% and job applicant rates, which have risen to over 5% since the legalization of marijuana in New York. The MTA plans to enhance its testing program by introducing oral fluid testing, which better detects recent drug use, reduces invasive collection methods, and streamlines post-incident processes. Lab-based

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oral fluid testing is federally approved but awaiting certification for DOT use, while rapid oral fluid testing is available for non-DOT scenarios such as reasonable suspicion or post-accident cases.

Board Member Mack asked what occurs if an employee consumes poppy seeds in their food prior to drug testing. Dr. Luisi clarified that if an employee's test results in a non-negative, it is not automatically declared as a positive. The medical review officer (MRO) will review the test and identify what caused the non-negative result before informing OHS.

Board Member Bringmann asked how the MTA's drug testing program handles the issue of legalized marijuana. Dr. Luisi explained that although the state has legalized marijuana, the federal government has not. The MROs are federally certified. Consequently, the program presently has zero tolerance for marijuana. When marijuana is present on a job applicant's test results, the MRO will provide information to the job applicant to seek help before applying again to the MTA.

Chair Lieber commended Dr. Luisi's leadership and the OHS team's work, noting their role in helping the MTA navigate the COVID pandemic. Chair Lieber highlighted their collaboration with Patrick Warren to implement a comprehensive COVID testing program using oral fluid tests, which supported the treatment of many MTA employees.

Board Member Bringmann asked whether OHS still tests for sleep apnea and if those screenings are conducted at the same time as drug testing. Dr. Luisi explained that employees visiting an OHS clinic who meet the high-risk criteria are tested for obstructive sleep apnea, with affected individuals referred to a sleep specialist through an external vendor.

Board Member Tessitore asked whether the FRA drug testing program views oral fluid testing differently from the DOT program. Dr. Luisi clarified that the FRA is a DOT agency, and while the methodology for lab-based oral fluid testing has been federally approved, certification for laboratories and testing devices is still pending. Dr. Luisi added that the non-DOT population, not governed by the FRA but often under the MTA's purview, can utilize both lab-based and rapid oral fluid testing.

9. LONG ISLAND RAIL ROAD PROCUREMENT

President Free reported on one procurement item. LIRR seeks Board approval for a contract to Loduca Associates Inc. ("Loduca") for the partial demolition of the LIRR-owned section of the Alphapointe building located in Richmond Hill, New York. Loduca will supply all elements of the project including labor, parts, material, equipment, and supervision. For this competitively solicited public works contract, two proposals were received, one from Loduca and the second from Gramercy Group Inc. ("Gramercy"). Both firms were found to be technically qualified. Loduca submitted a best and final offer ("BAFO") of \$1,298,000 and Gramercy submitted a BAFO of \$2,856,000. The selection committee determined that Loduca's proposal met the technical requirements and provided the best value to the MTA.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the procurement item.

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The details of this procurement item are contained in reports filed with the records of this meeting.

10. C&D PROCUREMENT

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

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

1. Award of a modification to a contract with Boyce Technologies, Inc. (Contract No. A37628) to add a new Emergency Elevator 2-Way Communication System into New York City Transit's existing Emergency Booth Communications System.

Refer to the staff summary and documentation filed with the records of this meeting for the details of this item, 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.

11. FINANCE COMMITTEE REPORT

Chair & CEO Lieber reminded the Board and the public that the November 2024 Financial Plan and the related proposed budget would be presented as part of the regular November 2024 Board meeting.

A. FINANCIAL PERFORMANCE REPORT

Kevin Willens, Chief Financial Officer presented highlights of the Financial Performance.

Mr. Willens stated that Net Operating results through October 2024 were favorable to the July 2024 Plan Forecast, which would provide a good foundation for the November 2024 Plan and the 2025 Budget that Jaibala Patel, Deputy Chief Financial Officer would present at the November 2024 Board Meeting.

B. MTA HEADQUARTERS AND ALL-AGENCY ITEMS

Lisette Camilo, Chief Administrative Officer reported one action item for MTA Headquarters. The action was found in the November 2024 Finance Committee Book.

The item was the ratification of a noncompetitive service contract awarded to Runwise Inc. ("Runwise") in the amount of \$908,500 to add 38 additional NYC Transit locations to enable the MTA to remotely monitor boilers and automatically adjust boiler temperature settings based on indoor temperatures, outdoor conditions, and weather forecasts. To date, 11 locations have been implemented under this contract. This boiler management software is proprietary to Runwise.

In October 2023, the MTA signed a three-year pilot program agreement for \$350,000 to implement the Runwise system at seven MTA locations. The pilot program resulted in a reduction in fuel

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consumption across the MTA locations where this software was implemented. The MTA collected data on fuel savings for seven locations for 2–3 months of the heating season, finding \$139,000 in savings over the previous year, which if extrapolated over the heating season, would be \$411,000.

For the 38 added locations, savings over the heating season is conservatively estimated at 25 percent, or a net savings of \$903K in Year 1, and approximately \$1.1 million in Year 2 and beyond.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the action item.

C. REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer stated that there were four transactional action items for consideration and approval.

All four items were for the MTA Long Island Rail Road and included: a license agreement with the Town of Oyster Bay for use of two parking lots in connection with the Hicksville Downtown Revitalization Initiative at Hicksville Station; the grant of a permanent easement to Brookhaven Logistics Center, LLC for a sewer connection in Yaphank; a license of land with Ellen Kirwin and Matt Kirwin for a residential use in Southampton; and a license of land with Hawkins Ave Development RHP2 LLC for a recreational use in Ronkonkoma.

Mr. Florio also presented two information items. The first item was for the MTA Bridges and Tunnels and was the fifth modification to the Option Agreement between B&T and the City of New York for property interests to facilitate improvements to the Robert F. Kennedy Bridge and its approaches on Randall's Island.

The second was with the MTA and was an acquisition of temporary and permanent easements from the City of New York in support of Second Avenue Subway – Phase 2.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the action item.

12. CHAIR'S REMARKS ON BOB PALEY RETIREMENT

Chair Lieber acknowledged Bob Paley's leadership at the MTA for Transit Oriented Development. He states that Mr. Paley has been responsible for so many incredible projects around the city and beyond. Chair Lieber thank Bob for being the leading thinker ideologist and proctologist of Transit Oriented Development. For details

13. JOINT ADMINISTRATIVE MATTERS

Chair Lieber asked agency presidents if there were changes to the workplans. C&D President Jamie Torres-Springer advised there is one change to the Capital Program workplan; the Railroads Business Unit will update the Board next month.

Committee of the Whole Meeting Minutes
November 18, 2024

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the change to the workplan.

Chair Lieber asked the Committee of the Whole to approve the October minutes of each committee as well as the July and September TBTA meeting minutes. The Committee of the Whole accepted the minutes as distributed.

14. ADJOURN

Chair Lieber noted that the agenda of the Committee of the Whole was complete, and the Board will meet later today to discuss Board business. The chair called for a motion to adjourn, and the Committee of the Whole was adjourned at 10:42 am.

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

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 & OMNY

May 2025

President's Update
Agency Initiatives

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

December 2025

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

MTA Capital Program Committee Update

Railroads Business Unit: LIRR & Metro-North Projects

November 2024

C&D reported to the Capital Program Committee on the Railroads projects in November 2023. Most notably, since that update, MTA C&D has placed seven ADA stations into service at Hartsdale, Scarsdale, Purdy's, Amityville, Copiague, Lindenhurst and Massapequa Park stations.

For LIRR:

Overall C&D is managing \$5.4B in active capially funded projects. This includes \$1.9B (36.2%) for in-house and other projects and \$3.5B (64.8%) for 123 C&D-managed projects.

C&D has completed several LIRR projects since the meeting with a value of \$93.7 million. These include the Northport Station Platform Replacement, West Side Storage Yard Restoration, Mets Willets Extensive Interior Cleaning Facility Relocation, and Merritts Rd. and Hempstead Tpke. Bridge Painting projects.

Work is currently advancing on Babylon Station and over the coming winter C&D plans to start construction at the new East Yaphank station, launch a new bridge over 150th street in Jamaica (part of the Hall Expansion project) and break ground on the bridge replacement for Webster Avenue in Nassau County.

In advance of the 25-29 Capital Program, procurement of design services for replacements of 5 Metro-North Harlem Line Stations located at Crestwood, Scarsdale, Hartsdale, Pleasantville and Chappaqua.

For MNR:

Overall C&D is managing \$2.39B in active capially funded projects. This includes an overall total of 61 active construction and design projects, including Force Account projects (\$212M) and Capital 3rd party (\$2.18B).

Year-to-date, C&D has achieved substantial completion on five construction projects and five Force Account projects, in addition to completing 1 design project and 1 study project, resulting in an overall total of \$188 million (3rd party and in-house projects). These projects included: dry water line installation on the Harlem Line and New Haven Line, installation of timber ties on Moodna Viaduct on MNR Right-of-Way and bridge painting at three locations. Additionally, C&D started construction on Park Avenue Viaduct Phase 2.

This document summarizes progress on the following 5 projects:

Park Avenue Viaduct Replacement Phase 1

The Park Avenue Viaduct (PAV) replacement project will replace the over 130-year-old railroad viaduct from E115th Street to E123rd Street (Phase 1) and E127th Street to E132 street (Phase 2), along Park Avenue in Harlem. The project encompasses the entire replacement of the existing viaduct including foundations, structure, tracks, power, communications and signals. As reported at previous CPC meetings, the viaduct has reached the end of its useful life. Extensive and ongoing repairs are continuously needed to keep the structure in a state-of-good repair.

This section of the viaduct is an elevated steel structure which carries four third-rail powered tracks over Park Avenue. All trains from the Hudson, Harlem and New Haven Lines use the viaduct to enter Grand Central Terminal. Approximately 750 trains per day traverse the viaduct – it is one of the most critical MNR assets.

While the viaduct is critical for MNR transportation, the space under the viaduct serves as a well utilized space for community and public use, such as various tenant purposes, including community events and parking. Steps have been taken and agreements have been reached with the City of New York to assist with the temporary relocation of tenants under the viaduct during construction.

The PAV replacement project will also provide multiple improvements to the community, including improving the lighting under the PAV to increase safety in the neighborhood; significantly improving the aesthetics of the community by replacing the existing painted brown structure with a welcoming new, light gray, galvanized steel structure which will brighten the neighborhood; an arts and design component; and will maintain service to the Harlem 125th Street station, which is the 3rd busiest station for MNR.

PROJECT STATUS	Original	Forecast
Substantial Completion (Phase 1)	April 2026	April 2026
Substantial Completion (Phase 2)	Sept. 2027	Sep. 2027
Budget	\$833.6M*	\$833.6M*
<p>The project is approximately 48% complete</p> <p>*Budget includes Phase 2.</p> <p>Design-Build Contractor: Halmar International</p>		

Since the last report, Phase 2, the PAV section between 128th to 131st Street was added to the project via a change order to take advantage of the existing Phase 1 outages saving a projected 51 months on the overall construction schedule compared to advancing the projects separately.

**GCT Train
Shed Sector
1**

The Train Shed Sector 1 replacement project will replace the street and sidewalk area and supporting superstructure around 270 Park Avenue (70,000 sf). JP Morgan Chase (JPMC), the owner of 270 Park Avenue, is acting as an agent for MTA to perform the construction of the train shed roof, which is closely tied with the construction of JPMC’s new headquarters. Tishman Speyer is performing project management along with Tishman Construction as the construction manager. The construction was awarded to John Civetta and Sons and commenced on January 31, 2022. Installation of column and girder repairs are on-going. Installation of the superstructure steel and the concrete deck on East 47th Street is in progress and is expected to be completed by the NYCDOT embargo date of 11/14/24. Once 47th street is open to traffic, the Contractor will concentrate on completing the remaining 48th street replacement and on southbound Park Avenue.

MTA recently entered into an agreement with JPMC to commence with the design of Sector 1.5, Phases 1 and 2. The design will include the replacement of the remaining area around 270 Park. This additional area is located on Park Avenue from East 46th to East 50th Street, East 46th Street from Madison Avenue to Park Avenue and Vanderbilt Avenue between East 46th and East 47th Streets (total area 139,500 sf). Anticipate construction start date is mid to late 2025.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2026	December 2026
Budget	\$293.5M	\$293.5M
This Project approximately 68% complete		
Contractor: John Civetta and Sons.		

ADA Stations Improvements – Package 1

Nine stations are included in the ADA Stations Package 1 D-B bundled scope. These include Amityville, Copiague, Lindenhurst, Massapequa Park, St. Albans, Laurelton, Locust Manor, Valley Stream (escalator replacement & elevator replacement) and Auburndale (elevator replacement).

Work includes the installation of new elevators/escalators, ADA station building amenities including code compliant egress and accessible restrooms, ADA path of travel amenities such as walkways, lighting and accessories, information, and directional signage in accordance with MTA Sign Manual & ADA requirements.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2025	December 2025
Budget	\$169.7 M	\$169.7 M
The project is approximately 50% complete		
Design-Build Contractor: Citnalta/Scalamandre Joint Venture		

Four of these elevators; Amityville, Copiague, Lindenhurst and Massapequa Park are already opened to the public and are in service. These four stations are all providing new ADA access for the first time, a major LIRR milestone.

Upon completion of this ADA Stations Package 1, the LIRR will have 119 stations ADA accessible out of 127 LIRR stations. Three additional stations in the package will be providing ADA access for the first time. These are St Albans, Laurelton and Locust Manor Stations.

Current status of the project:

- St Albans recently completed 3 consecutive weekend outages and finished installation of the new pedestrian tunnel, wing walls, elevator shaft, platform and removal of SOE. Work on enclosing the elevator shaft and installation of the elevator has commenced.

- Laurelton is progressing the excavations and formwork for the new pedestrian tunnel and new elevator shaft. Weekend track outages are scheduled for early 2025 supporting the remainder of the intrusive site work.
- Valley Stream station’s effort on the new elevator progresses. The new elevator shaft steel was installed and construction of the shaft’s wall is ongoing.
- Auburndale Station’s existing elevator was decommissioned and the contractor has mobilized at the station and rehabilitating the existing structure.
- Locust Manor Station has commenced utility relocations in advance of the tower construction for the new elevators.

ADA Station Improvements – Package 2

Three stations are included in the ADA Stations - Package 2. The Design-Build bundled scope included complete rehabilitation of Babylon, Hollis and Forest Hills Stations. Construction is advancing only on Babylon Stations with the other two stations on hold pending congestion pricing funding.

Babylon work generally includes replacement of the existing two center-island 12-car platforms with Automatic Snow and Ice Melting Systems (ASIMS), canopies, two new elevators, replacement of two existing elevators/escalators, plaza upgrades, lighting, communications, AVPS, accessories, information and directional signage.

Hollis’s scope includes platform replacements, extension of the platforms to serve 8-cars, ASIMs ready platforms (option to include boiler room), new platform canopies, one new elevator on the south side, ADA ramp on north side, rehabilitation of the existing tunnel, two new under-platform tunnels, lighting, communications, AVPS, accessories, information and directional signage.

Forest Hills scope includes platform replacements, extension of platforms to serve 10-cars, ASIMs ready platforms (option to include boiler room), new platform canopies, updated ADA egress (ramps), station restroom rehabilitation, lighting, communications, AVPS, accessories, information and directional signage.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2026	December 2026
Budget	\$329.1 M	\$329.1 M

- The project is approximately 13% complete.
- Babylon Station is approximately 23% complete.

**Jamaica
Capacity
Improvements
Phase 2,
Hall
Interlocking
Expansion**

The Jamaica Capacity Improvements (JCI) Program of Projects represents LIRR’s Master Plan for the future of railroad operations through Jamaica. This Plan for Jamaica was developed to address the complex Jamaica infrastructure needed to: (1) support East Side Access LIRR Service to Grand Central Madison Terminal; (2) increase Jamaica Station/Interlocking(s) capacity/speed for increased train service to/from all three west end city terminals and future growth; and (3) result in a state of good repair to Jamaica’s aged infrastructure.

The completed JCI Phase 1 included new Interlockings on the outskirts of Jamaica Station which provided operational flexibility and enables the construction of Phase 2. JCI Phase 2 construction will span several Capital Programs and will result in a complete realignment/reconstruction of the Jamaica interlockings, tracks, and associated railroad infrastructure.

The Hall Interlocking Expansion comprises Stage 3 and Stage 4 and includes the eastward extension of existing E-Yard tracks via the construction of a new bridge over 150th Street. The work also involves replacing/modifying existing retaining walls, associated track/3rd rail modifications and SOGR. Ultimately, this project will launch a 280-foot 2 track bridge to create two additional parallel routes within Hall Interlocking (new tracks E2 and E3) which is critical to the overall master plan of JCI Phase 2.

PROJECT STATUS	Original	Forecast
JCI Phase 2 Hall Exp. - Substantial Completion	October 2026	October 2026
Budget (Hall Interlocking Expansion)	\$168.6 M	\$168.6 M
The project is approximately 39% complete; design is 95% complete		
Contractor: MLJT		

December 2024 CPC Independent Engineering Consultant Project Review

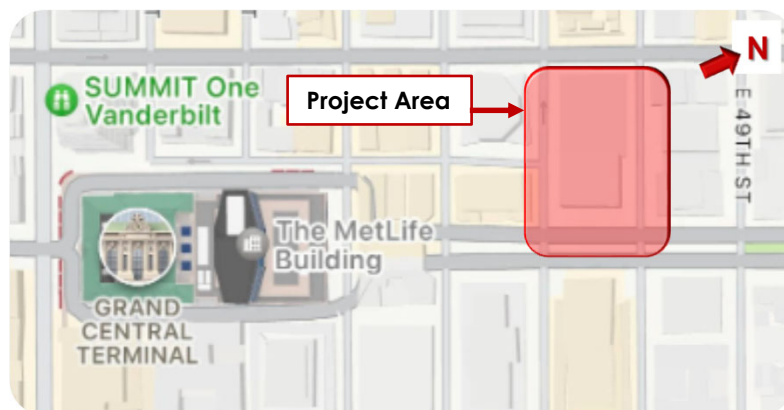
MNR - Grand Central Terminal Trainshed – Sector I



MNR – Grand Central Terminal Trainshed – Sector I

Project Details

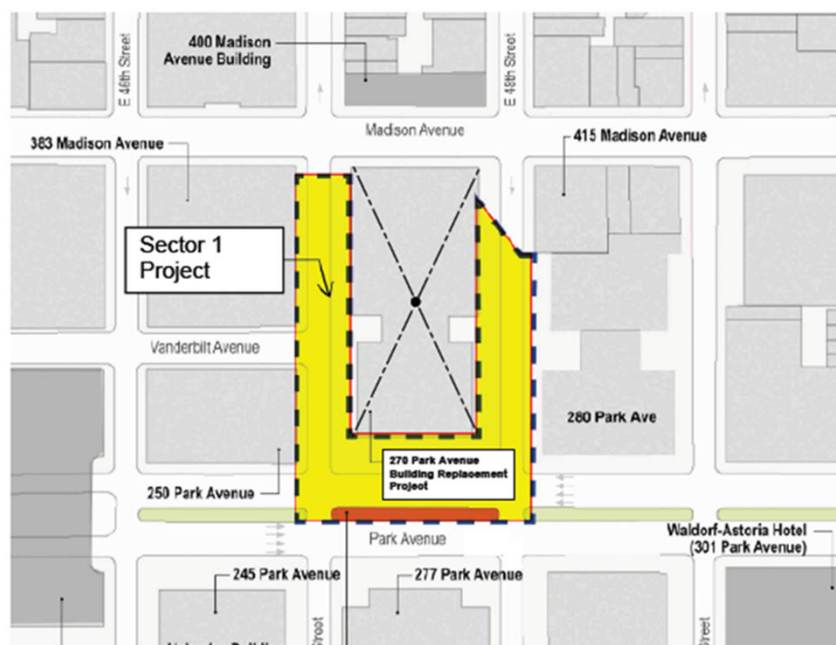
- The Grand Central Terminal Trainshed is Metro-North’s 30-acre, underground railroad yard located north of Grand Central Terminal. It is made up of two underground platform levels with 42 platform tracks and has various stakeholders.
- The trainshed required significant repairs due to failure of the waterproofing system causing deterioration to structural steel members.
- The rate of deterioration continues to increase warranting a more comprehensive approach. As a result, Metro-North will replace the entire trainshed roof with a new roof structure, with a sector-by-sector approach.
- This report focuses on Sector I which is the first phase of the Grand Central Terminal Artery Program shown in the figure below.



MNR – Grand Central Terminal Trainshed – Sector I

Scope of Work

- Sector I is a collaboration between the MTA and JP Morgan Chase Bank (JPMC). The work is being performed in conjunction with JP Morgan Chase’s reconstruction of 270 Park Avenue Building.
- Sector I is the replacement of the trainshed roof consisting of the streets surrounding 270 Park Avenue, including East 47th Street, East 48th Street and southbound Park Avenue up to the center line of existing Park Avenue Mall between East 48th Street and East 47th Street.
- The scope of work includes the replacement and rehabilitation of the superstructure and substructure within the upper level of the trainshed. This includes structural repairs to substructure columns and girders, replacement of roadway stringer and structural deck, removal/replacement of utilities, and waterproofing.



MNR – Grand Central Terminal Trainshed – Sector I

Major activities

- Majority of the deck demolition and stringer replacement along East 48th Street has been completed. The remaining work along East 48th Street is scheduled to be completed in Q2 2026, following the removal of the 270 Park Avenue hoist complex.
- The roadway structure, conduit installation, and abatement of top section of girders prior to stringer installation work on East 47th Street is progressing as per schedule. East 47th Street will reopen on November 15, 2024 based on NYCDOT holiday embargo requirements.
- The contractor is continuing to install demolition shielding along Park Avenue.
- The work below street level is progressing, this work includes lead abatement, crash wall, demolition, protective coating/paint application, column repairs and girder repairs.

Schedule

- The construction phase is currently 68% complete.
- JP Morgan Chase awarded the contract in October 2021, with a construction duration of 59 months to John Civetta & Sons.
 - Base Contract NTP – October 2021
 - Contractual Substantial Completion (SC) – December 2026
 - The project is currently ahead of schedule. The substantial completion is forecasted for September 2026.
- IEC reviewed CPM Schedule Update No. 33. The project is on schedule.

MNR – Grand Central Terminal Trainshed – Sector I

Budget

- ▣ MTA Base Budget is \$225M.
- ▣ Total Project Budget (MTA and JPMC Combined) is \$293M
 - ▣ JPMC Project Budget is \$68M.
- ▣ MTA Project EAC is \$225M.
- ▣ The IEC performed a review of the total project cost, inclusive of potential change orders and project risk. We conclude that the MTA C&D Program Budget of \$225M is sufficient to complete Grand Central Terminal Trainshed Sector I.

MNR – Grand Central Terminal Trainshed – Sector I

Risks and Mitigations

The following risks were identified and are active for this project:

- Delays with outside agency approvals, including Con Edison, ECS, NYCDEP, NYCDOT, Grand Central Partnership.
 - The project team has been collaborating closely with external agencies to secure necessary approvals, proactively scheduling meetings and submitting the required documentation at each phase of the project.
- Impacts to neighboring properties due to construction.
 - The project team is actively coordinating with neighboring properties to mitigate risks and advance the deck replacement process. This includes having regular meetings, sharing detailed construction schedules, and ensuring clear egress plans throughout the construction.
- Impacts due to the construction of JPMC 270 Park Avenue Building Redevelopment.
 - The PMT and PMC are actively coordinating construction activities for the GCT Trainshed and JPMC 270 Park Avenue Building Redevelopment projects, enabling the contractor to progress construction activities and mitigate risks to ensure there is no adverse impact on the scope, schedule, or budget of the GCT Trainshed project.
- Track outages availability to complete the construction work.
 - The PMT regularly coordinates with MNR Transportation to effectively utilize track outages to complete the construction work.
- The IEC finds the MTA Program Management Team comprised of MTA C&D, PMC, and DB are effectively mitigating the noted risks and it's the IEC's opinion that the mitigation strategies are reasonable.

MNR – Grand Central Terminal Trainshed – Sector I

Observations

- The collaboration between GCT Trainshed and JPMC 270 Park Avenue Building Redevelopment project and construction management teams is well established and demonstrating strong progress and has proven highly beneficial in accelerating current construction activities.
- MNR Force Account work need by the contractor to perform the work is coordinated through MTA C&D. The weekly track/power/flag requests rely on the accurate lookahead schedule generated in the weekly progress meetings and in separate break out meetings. These meetings have proven to be highly effective, enabling the contractor to secure all requested track outages needed for construction work and advancing the project ahead of schedule.
- The project team has been effectively coordinating with NYCDOT to secure full road closure permits and meet NYCDOT requirements, resulting in an accelerated schedule and project is on budget.

December 2024 CPC Independent Engineering Consultant Metro North Project Review

MNR - Park Avenue Viaduct Replacement Phase I and II



Michael Baker
INTERNATIONAL

We Make a Difference

MNR – Park Avenue Viaduct Replacement – Phase I & II

Scope

- The Park Avenue Viaduct is an elevated steel structure built in 1893 which carries four Metro-North Railroad tracks above Park Avenue in East Harlem.
- 98% of all Metro-North trains use the viaduct. The Park Avenue Viaduct services three East of Hudson lines and is the only corridor that carries all riders to and from Grand Central Terminal and Harlem- 125th Street Station.
- The Park Avenue Viaduct continues to exhibit signs of general deterioration in the steel structure and the current usage is well above the original design
- The project limit for Phase I is from East 115th Street to East 123rd Street. The project limit for Phase II is from East 127th Street to midblock between East 131st Street to East 132nd Street.



MNR – Park Avenue Viaduct Replacement – Phase I & II

Scope of Work – Phase I & II

- A design-builder has been retained to replace the existing Metro-North Railroad – Park Avenue Viaduct (MNR-PAV) Replacement Phase I and II. The Design Build (DB) project scope elements includes:
 - Demolition of the existing structure and all ancillary components.
 - Design and construction of all project components including, but not limits to, foundations, substructure, superstructure, drainage, track and systems (including direct fixation fastener system), communication and signals, traction power, and utility relocations.
 - There are no changes to the MNR service during the entire construction duration, including superstructure work, which will be performed utilizing continuous weekend outages.

Schedule

- The construction phase is currently 48% complete.
- MTA C&D awarded the DB contract in December 2022, which a construction duration of 39 months to Halmar International, LLC (HI). Based on the award of Phase II, the dates below reflect the updated milestone dates.
 - Base Contract NTP – January 2023
 - Milestone 1 (Phase I Completion) – April 2026
 - Contractual Substantial Completion (SC) – September 2027
- IEC reviewed CPM Schedule Update No. 15. The project is on schedule.

MNR – Park Avenue Viaduct Replacement – Phase I & II

Budget

- The Base Contract amount is \$622M.
 - Phase I was awarded to the DB in the amount of \$381M. Based on the award of Phase II, the base contract budget was increased by \$241M, resulting the base contract totaling to \$622M.
 - Federal DBE participation requirement goal is 22.5% of the contract amount.
- C&D Project Budget is \$834M.
- The IEC performed a review of the total project cost, inclusive of potential change orders and project risk. We conclude that the MTA C&D Program Budget of \$834M is sufficient to complete Park Avenue Viaduct Replacement Phase I and II.

MNR – Park Avenue Viaduct Replacement – Phase I & II

Risks and Mitigations

The following risks were identified and are active for this project:

- Potential delays in restoring full train operation at the end of each outage.
 - There is a detailed hour by hour schedule which includes all the detailed plans for bridge replacement outage. In addition, there are personnel confirming the work is on schedule and there are no issues with restoring operation at the end of each track outage. MTA prepared an operational contingency plan in the event that the track is not returned to operation in time for Monday morning rush hour.
- NYCDEP creating delays and/or requiring additional scope to contract due to deteriorated condition of the existing DEP infrastructure.
 - The DB developed and submitted contingency plans for any emergency repairs that may be required by NYCDEP infrastructure during construction as requested by NYCDEP.
- Delay in obtaining permit approvals by NYCDOT OCMC (Office of Construction Mitigation and Coordination) for Maintenance and Protection of Traffic (MPT) could impede construction progress
 - PMT, PMC, and DB work closely with NYCDOT to obtain approvals for OCMC permits by scheduling meetings and submitting the appropriate paperwork for all stages of the project. The project team created a permit tracker to ensure the permits have been approved and are active, in addition to taking the necessary steps to avoid the permits from expiring.
- Delay in delivery of material to the construction site.
 - PMT, PMC, and DB identified the long lead items and expedited the approvals. The project team has been working closely to monitor the progress and assure the materials are delivered on time.

MNR – Park Avenue Viaduct Replacement – Phase I & II

Risks and Mitigations continues

- Encountering differing subsurface conditions including utility locations within the Phase II project limits.
 - DB completed additional test pits to identify existing utility locations. The project team has been meeting and coordinating the maintenance and protection of the existing utility with the respective agencies.
- The IEC finds the MTA Program Management Team comprised of MTA C&D/PMC/MNR and DB are effectively mitigating the notes risks and it's the IEC's opinion that the mitigation strategies are reasonable.

MNR – Park Avenue Viaduct Replacement – Phase I & II

Observations

- MTA PMT has proactively engaged the PMC and DB to ensure that all construction activities for the bridge replacement outages are completed accurately, on schedule, and within the budget. This collaborative effort has resulted in the successful completion of ten bridge replacement outages this year, with no disruption to train operations.
- MTA PMT is managing this DB project by creating a systematic approach to meet the milestones and maintaining the schedule and budget.
- MTA PMT established roles and responsibilities for DB, PMC, and MNR which allows this complex project to remain on schedule and budget to date.
- MTA Park Avenue team and Public Outreach engagement with external stakeholders, Public Officials and Harlem Community action groups has been proven to be valuable.
 - PMT and PMC resolved concerns raised by people in the community regarding the noise and changes in parking. The project team has been proactive with distributing notifications regarding the construction updates and parking changes within the project limits.

December 2024 CPC Independent Engineering Consultant Project Review

LIRR-Jamaica Capacity Improvements- Phase 2 Hall Interlocking Expansion

Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Scope

Jamaica Capacity Improvements (JCI) is a multi-phased approach across multiple capital programs. The design of Jamaica Capacity Improvements Phase II, seeks to reconfigure/modify the Jamaica Interlocking(s) infrastructure for improving train throughput, extending the length of existing Jamaica Platforms A-E to accommodate 12-car capacity platform, and upgrade to a state of good repair. There are several stages that comprise the JCI Phase 2 program. The Hall Interlocking Expansion project represents the first stage.

- The Hall Interlocking Expansion project extends existing E-Yard tracks towards the east and will provide the capability for parallel routes out of Hall interlocking. The new extending tracks, planned for connection in a later stage of the JCI Phase 2 Program, will become Montauk Branch Track #2 and Mainline Branch Track #2.
 - The project also will advance work for the construction and installation of two new platforms for material storage, signal equipment and allow for proper workspace for employees around the platforms.
 - There is new track, crossovers, 3rd rail, power, signal, and the construction of a new closed deck rail bridge (across 150th Street) and other associated rail infrastructure.
 - The Guy R. Brewer bridge structure (further east from 150th Street) is an existing rail bridge comprised of three separate parallel bridge deck structures with deck gaps. The contractor will construct structural bridge in-fills to close the deck gaps for acceptance of a new rail infrastructure which is planned for future stages of JCI.

Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Schedule Review

A construction contract for Hall Interlocking Expansion was awarded in December 2022 to MLJT in the amount of \$91.6M with overall substantial completion forecast as October 2026. The project is 40% complete.

- The critical path of the schedule runs through the construction of the 150th Street Flyover Bridge which is slightly delayed due to the late delivery of steel required for the structure.
- Design and Construction activities continue to progress as planned.
- Key non-contractual milestones for tracking construction progress for the upcoming year are as follows:

Project ID	Baseline	Latest Update (21) Oct 1, 2024
Complete 150 th Flyover Bridge Steel Delivery	Q3 2024	Q4 2024
Install Pushing Jack and Monitoring System	Q4 2024	Q1 2025
Launch Final Flyover Bridge Box Girder Segments	Q4 2024	Q1 2025
Complete concrete wingwalls at 150 th Flyover Bridge	Q1 2025	Q2 2025
150 th Bridge Flyover complete	Q2 2025	Q3 2025

- In the opinion of the IEC, delay to beneficial use of the 150th flyover bridge can be mitigated, and C&D anticipates that overall substantial completion will not be affected by the analysis and decision regarding execution or deferral of the Guy R. Brewer scope of work.

Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Budget Review

- The C&D project budget and Estimate at Completion (EAC) for Hall Expansion remains \$168.6M, which was not changed since last report.
 - 12 change orders have been issued to date. The remaining 3rd party contingency is in line with percent work complete.
 - Project expenditures are in line with the progress to date.
- The IEC review of the total project cost, inclusive of work in place, soft costs, contingency, potential change orders to date and project reserves, indicates that the Project EAC of \$168.6M is sufficient to complete the original scope of the project.
 - C&D is reviewing the merits of a potential change order for bridge loading capacity for the Guy R. Brewer Bridge in-fill work which could impact the project budget.

Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Risks and Mitigations

- There is a risk in obtaining required track outages for the scheduled work.
 - The Project Management team continues to request details for planned activities as long-term track outages require six-month advanced notice. To date, the Design Builder has an approved a phasing plan which is maintained and adjusted as needed for planned activities.
 - In the opinion of the IEC, the PMC continues to work with the contractor for planning of resources required for track outages and LIRR F/A has sufficiently supported the project as planned.
- A risk exist regarding a potential lack of Force Account availability and coordination for planned work due to competing projects that are scheduled for similar completion periods.
 - The PMT continues to identify scheduling conflicts with internal and external projects. Accurate eight week look-a-head schedules are being maintained which permits planning and targets force account request for maximum availability.
 - Pre-outage planning meetings with Operations and Transportation prior to each outage are conducted.
 - The IEC believes the PMT has taken appropriate actions to mitigate this risk.

Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Risks and Mitigations Cont'd

- The scope of work needed to complete the new structural bridge in-fill for the Guy R. Brewer Bridge may present a risk to the Design-Builder's timely completion of planned work.
 - C&D has issued a change order to develop design for additional girders needed to support the bridge loading for future track alignments.
 - C&D plans to make a business decision regarding continuance with this work as beneficial use of the new track alignments is not planned until later stages of JCI development.
 - The IEC will continue to monitor the risk until the decision is made.

Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Observations

- The IEC observes that the PMT has experienced minimal impact to key non contractual 2024 milestones, highlighted in last CPC report, by actively mitigating downstream activities.
- The IEC notes that the PMT continues to demonstrate effective leadership by utilizing piggyback opportunities for weekly outages and minimizing 3rd party utility conflicts.
- The IEC observes that a risk identified last report for a potential schedule impact due to access difficulties in progressing work in landlocked locations has been mitigated.

December 2024 CPC Independent Engineering Consultant Project Review

LIRR - Stations and ADA Improvements Package II - Babylon, Forest Hills & Hollis

LIRR Stations & ADA Improvements Package II (Babylon, Forest Hills and Hollis)

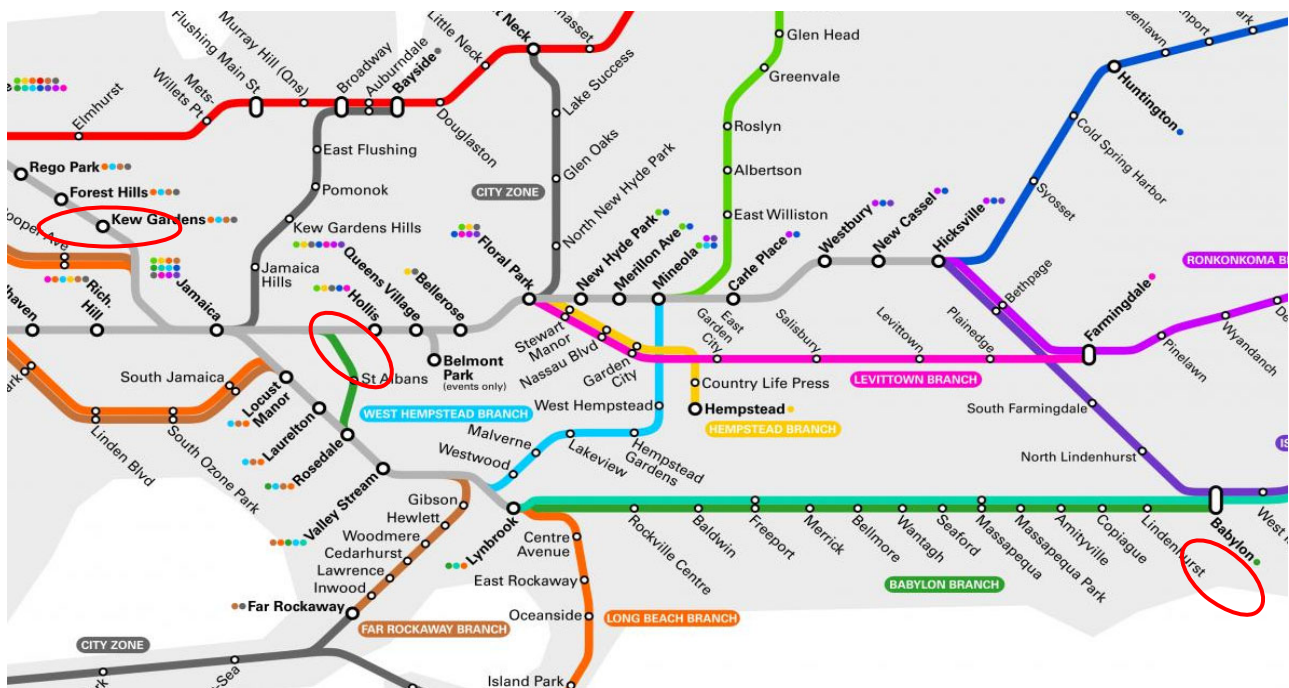
Scope

LIRR Stations and ADA Improvements Package II is a 36-month, Design-Build contract awarded to Forte Construction Corp. to replace and extend station platforms and improve/provide ADA accessibility at the Babylon, Forest Hills and Hollis Stations.

Since June 2024 there is a Stop Work Order (SWO) in effect at Forest Hills and Hollis Stations due to the delay in implementing Congestion Pricing. Last month (November 2024), a plan was presented to reactivate Congestion Pricing in 2025.

Some major scope of work elements include:

- Demolition of existing and provision of new and extended station platforms with automatic snow and ice melting systems (ASIMS).
- Provision of new elevators, boiler rooms, platform canopies and replacement of existing elevators and escalators.



LIRR Stations & ADA Improvements Package II (Babylon, Forest Hills and Hollis)

Schedule

- ▣ The project is 16% complete based on invoicing vs. 31% elapsed time.

Milestones	Contractual SC	Current SC	IEC Forecast SC
Babylon	Dec-2026	Dec-2026	Dec-2026
*Forest Hill	Dec-2026	TBD	TBD
*Hollis	Dec-2026	TBD	TBD

Budget

- ▣ The C&D Budget and EAC are \$329.1M and \$329.5M, respectively.
- ▣ The IEC's review of the project expenditures, executed, negotiated, pending change orders and remaining contingency, results in a forecasted EAC of \$324.4M which is within the project budget.

***Note:** The ongoing Stop Work Order at Forest Hills and Hollis may impact program cost and schedule which cannot be currently evaluated.

LIRR Stations & ADA Improvements Package II (Babylon, Forest Hills and Hollis)

Risks and Mitigations

- Potential negative impacts to schedule and budget increase as the Stop Work Order (SWO) remains in effect at Hollis and Forest Hills.
 - With the recent announcement of reactivating Congestion Pricing, C&D announced they will revisit work planned for the stations on pause.
- Potential delays in obtaining permits, code compliance or code compliance changes could negatively impact schedule.
 - C&D implementing early submissions of permit requests and a vigilant schedule tracking process.
- Potential for inadequate coordination of contractor, subcontractor work force and in-house (LIRR) trades.
 - C&D conducting on-site coordination meetings with subcontractors and in-house forces and sharing look ahead schedules to better align all parties with upcoming work.
- Potential unforeseen utilities and other site conditions could increase cost and construction period.
 - C&D managing D-B's execution of test pits, detailed state of good repair inspections and core sampling to uncover unforeseen items early, giving more time to resolve them.
- It is the IEC's opinion that the proposed mitigations are reasonable and should effectively address the identified risks.

Observation

- Notwithstanding the stop work order at the other two stations, work at the Babylon Station has been progressing well.

December 2024 CPC Independent Engineering Consultant Project Review

LIRR - Accessibility Stations Improvements at Nine Stations - Package 1



Accessibility Stations Improvements at Nine Stations - Package 1

Scope

- The Accessibility Stations Improvement – Package 1 Design-Build contract to provides accessibility and various improvements at nine LIRR stations. The stations are located across four LIRR branches: Babylon, Atlantic, Montauk, and Port Washington Branches and will include the following scope:
 - 8 New Elevators at Amityville (1), Copiague (1), Laurelton (1), Lindenhurst (1), Locust Manor (2), Massapequa Park (1), and St. Albans (1) stations
 - Replace 2 Elevators at Auburndale and Valley Stream Stations
 - Replace Escalator at Valley Stream
 - Reconstruction of Pedestrian Tunnels at St. Albans and Locust Manor
 - New Utility spaces
 - Partial Platform replacement
 - Site and sidewalk improvements
- This will bring all nine stations into full ADA compliance with elevators, ADA path of travel, and signage. Once these stations are completed, 97% of LIRR’s system will be ADA compliant.

Accessibility Stations Improvements at Nine Stations - Package 1

Schedule

- The Accessibility Stations Improvement – Package 1 Design-Build contract was awarded to Citnalta-Scalamandre JV in December 2022, with a 36-month duration, and a forecast Substantial Completion date of December 2025. It is currently 53% complete, based on expenditures.
- The project has progressed well, and while there has been some loss in float, the project remains on-schedule through the latest update.
- The project’s design is divided into 4 units with the corresponding Stations and Beneficial Use dates.

Design Unit	Station	BU Date Baseline	BU Date Current	IEC Forecast
DU 1	Amityville	April 2024*	June 2024 (A)	June 2024 (A)
	Copiague	April 2024*	May 2024 (A)	May 2024 (A)
	Lindenhurst	April 2024*	June 2024 (A)	June 2024 (A)
	Massapequa Park	August 2024	October 2024 (A)	October 2024 (A)
DU 2	St Albans	October 2025	July 2025	July 2025
	Laurelton	September 2025	August 2025	August 2025
DU 3	Valley Stream	August 2025	September 2025	September 2025
DU 4	Locust Manor	August 2025	October 2025	October 2025
	Auburndale	June 2025	June 2025	June 2025

Accessibility Stations Improvements at Nine Stations - Package 1

Budget

- The project budget and EAC of \$170M has not changed since award.
 - To date, there are several change orders, and the project team is prioritizing the ones most critical to the schedule. A good percentage of the change orders are potential credits to the contract.
 - This project is essentially in the middle of the contract and expenditures are in line with progress.
- The IEC determines there is sufficient funding based on the available contingency, project's reserve, expenditures to date, and potential risks on remaining work.

Accessibility Stations Improvements at Nine Stations - Package 1

Risks and Mitigations

The following risks were identified and are active for this project:

- Limited availability of resources and materials due to supply chain issues
 - Locust Manor is now on the critical path due to the specified high-tension cable not being available.
 - C&D's project team is mitigating the potential project impacts by using some of the LIRR's stock and directing the contractor to replenish once their order is delivered.
- There is a risk to additional customer impact due to the difficulty of the pedestrian tunnel construction at St. Albans and Laurelton stations.
 - The project team is mitigating this risk with the scheduling of 9 double track outages, at each location and receiving a detailed work plan, with timeline, from the contractor.
 - Of note, the St. Albans location completed the challenging pedestrian tunnel construction recently and was successful with minimal issues.
- The activities related to the fabrication, installation, and commissioning of the elevators and enclosures remains a risk. However, with the sequential BU dates of the Auburndale, St. Albans, Laurelton, Valley Stream, and Locust Manor stations, the probability is not as high as the Babylon line stations.
 - The project team will schedule regular inspections at the facilities to ensure production is progressing as required, to mitigate potential delays in fabrication.
 - The contractor will implement additional shifts, with various trades, to mitigate prolonged installation of the elevator components and shaft glazing.
 - To advance the testing and commissioning process, the project team will have activities, wherever possible, run concurrently, to mitigate a delay in the final hurdle in opening the elevators.

Accessibility Stations Improvements at Nine Stations - Package 1

Observations

- ▣ This is the first package to bring all LIRR stations into ADA compliance.
- ▣ The elevators at Copiague, Lindenhurst, Amityville, and Massapequa Park have been completed and are now open to the public.
- ▣ The project team is minimizing customer impact by sequencing the work so there are fewer track outages. The St. Albans temporary trestle was removed successfully in October.
- ▣ The contractor has been efficient during these outages and resequencing work when required to minimize schedule impacts.
- ▣ The project team is updating the risk register to match current conditions and making it a useful project management tool.

MTA Capital Program Committee Update

Bridges & Tunnels Business Unit

December 2024

MTA Construction & Development's last report to the Capital Program Committee on Bridges and Tunnels (B&T) projects was submitted in December 2023. As reported at that time, several projects totaling approximately \$860 million were pending award. These projects were awarded before year end, resulting in a final 2023 commitment of nearly \$1B, vs. a plan of \$476M. B&T's 2024 commitment plan totaled \$686M in commitments. As a result of the congestion pricing pause on capital commitments, most of B&T's larger commitments have been deferred to 2025 and beyond. Therefore only \$90M will be awarded in 2024. Since December 2023, the Bridges and Tunnels Business Unit reached substantial completion on 15 projects including CBDTP, totaling \$770 million vs. a plan of 12 projects totaling \$619 million, and made significant progress on many more projects.

This document summarizes the progress on several recently completed and ongoing projects.

Reconstruction of the Randall's Island Ramps at the Robert F. Kennedy Bridge (RFK)

This Design-Build project includes two new vehicular ramps (to replace existing ramps) and three replacement shared-use path (SUP) ramps on Randall's Island. This project, improves traffic operations and pedestrian/bicycle access while also addressing state of good repair needs. The project also facilitates the reconstruction of the RFK Manhattan Plaza structure in a future capital program. These improvements benefit thousands of people during special events on Randall's Island, as well as hundreds of everyday park users.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2025	December 2024
Budget	\$124.7 M*	\$ 119.4 M
Status: Substantially Complete (four months ahead of schedule)		
Contractor: Defoe Corporation		
*does not include \$7.5 M in project reserves		

Structure Rehabilitation of the Cross Bay Bridge (CBB)

This Design-Build project bundled several small projects at the Cross Bay Bridge (CBB) and the Marine Parkway Bridge (MPB). At the CBB this project replaced the pedestrian ramp with an ADA compliant Bike-Ped Ramp and resurfaced the walkway, while also rehabilitating the navigation spans and strengthening the bridge to meet truck loads, as well as installing a weigh in motion systems to detect illegal overweight vehicles. With the ramp opening in September 2024, there is now an ADA compliant bike-ped path across the entire CBB connecting Broad Channel to the Rockaways. At the MPB this project replaced the finger joints, installed a prototype replacement deck panel and installed a weigh in motion system to detect illegal overweight vehicles.

PROJECT STATUS	Original	Forecast
Substantial Completion	November 2024	November 2024
Budget	\$43 M	\$37.4 M
Status: Substantially Complete		
Contractor: El Sol		

Structural Rehabilitation/Bike/Pedestrian Path Improvements at the Henry Hudson Bridge (HHB)

This Design-Bid-Build A+B project includes widening of the existing narrow pedestrian path on the bridge’s lower-level span as well as construction of new ADA-compliant bike/pedestrian connections to the lower-level path on both the Inwood Hill and Spuyten Duyvil ends of the Bridge. In addition, the project includes abutment and wingwall upgrades to meet both state of good repair and current seismic requirements. This project provides a 10’ wide shared use path across the bridge and ramps at both approaches ensuring ADA-compliant bike/pedestrian connectivity across the bridge, and completes the last remaining seismic retrofit of the entire Henry Hudson Bridge.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2024	December 2024
Budget	\$23.7 M	\$ 19.8 M
Status: Substantially Complete Contractor: DeFoe Corp.		

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

This Design-Build project addresses electrical and flood resiliency and includes demolition of the existing substation within the Dyckman Street Bridge Abutment, and the construction of a new, stand-alone replacement substation at a higher elevation, along with the replacement of the Kappock Street Substation to ensure full electrical redundancy for the Henry Hudson Bridge. The project also included the reconstruction of Maintenance facilities under the South Approach of the bridge as well as various modifications to facilitate operations.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2024	April 2024
Budget	\$46.9 M	\$ 42.9 M
Status: Substantially Complete Contractor: E. J. Electric Installation Co.		

Bridge-Belt Parkway Merge Improvements at the Verrazzano-Narrows Bridge

This Design-Bid-Build A+B project eliminated the current nonstandard center lane merge of the Belt/Shore Parkway with the VNB Exit Ramp to the Belt Parkway and also includes improvement to the westbound approach to the VNB from the Belt parkway. This project significantly improves traffic flow and reduces traffic queuing and collisions on the VNB, improving customer throughput and safety while facilitating future VNB reconstruction work along with associated environmental and community benefits.

PROJECT STATUS	Original	Forecast
Substantial Completion	January 2025	December 2024
Budget	\$40.5 M	\$ 38.5 M
Status: Substantially Complete (one month ahead of schedule) Contractor: Triumph Construction		

Miscellaneous Structural Repairs and Painting at the Bronx-Whitestone Bridge (BWB)

This Design-Bid-Build A+B project includes a full overcoating of both BWB towers as well as concrete jacketing and sealing of the tower pedestals. This project preserves and protects the tower and pedestal structures from marine conditions for years to come.

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2024	June 2024
Budget	\$36.9 M	\$ 33.3 M
Status: Substantially Complete (three months ahead of schedule)		
Contractor: Ahern Painting Contractors Inc.		

Miscellaneous Structural Repairs and Painting at the Throgs Neck Bridge (TNB)

This Design-Bid-Build A+B project includes painting of the steel barriers on the Queens approach, as well as bearing replacement and rehabilitation of concrete piers on the Cross Island Parkway ramps. This project preserves and protects the bridge steel from the elements, as well as maintains the bridge in a state of good repair for years to come.

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2024	July 2024
Budget	\$24.3 M	\$17.9 M
Status: Substantially Complete		
Contractor: Ahern Painting Contractors Inc.		

Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge (RFK)

This Design-Bid-Build A+B project includes miscellaneous structural repairs on the deck, concrete pedestals, and piers. This project maintains the bridge in a state of good repair for years to come.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2024	December 2024
Budget	\$13.4 M	\$ 9.4 M
Status: Substantially Complete		
Contractor: El Sol		

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

This Design-Build project includes the construction of a new outdoor fueling station along with electric vehicle charging stations, the demolition of the existing in-door fueling station, and upgrades to and relocation of switchgear equipment within the service building to both meet current codes and place it above the 100-year flood level. This project improves facility resiliency and safety.

PROJECT STATUS	Original	Forecast
Substantial Completion	October 2024	April 2025
Budget	\$31.2 M	\$ 28.9 M

Status: approximately 95% complete
 Contractor: E. J. Electric Installation Co.

The project substantial completion was delayed due to a major supply chain issue for electrical equipment. B&T partnered with the Contractor to mitigate delays to the extent possible, and achieve beneficial use of the new switchgear by December 2024. Final substantial completion is forecast for April 2025.

Lower Level Suspended Span Deck Rehabilitation at the Verrazano-Narrows Bridge (VNB)

This Design-Bid-Build A+B project will extend the useful life of the 56 year old lower-level deck of the VNB, deferring the need to implement a full deck replacement project. This rehabilitation effort includes concrete deck repairs, complete repaving of the deck, finger joint rehabilitation, miscellaneous substructure steel repairs, and electrical and painting work, as well as the installation of a weigh in motion system to detect illegal overweight vehicles. The project also includes a reduction in the thickness of the asphalt overlay, reducing the load on the main cables. The project also includes installation of FDNY fiber optic communications work that was coordinated with and funded by FDNY via an interagency agreement.

PROJECT STATUS	Original	Forecast
Substantial Completion	January 2026	December 2025
Budget	\$121.1 M	\$ 109.6 M

Status: approximately 70% complete
 Contractor: Restani Construction Corporation

Progress to date:

- Completed concrete deck repairs and repaving for all lanes on Staten Island side span
- Completed finger joint replacement at towers, finger joint replacement at anchorages ongoing
- Completed installation of FDNY conduits, fiber installation ongoing
- Project is currently ahead of schedule

2025 Look Ahead:

- Complete concrete deck repairs on main span and Brooklyn side span
- Complete structural steel repairs and painting
- Complete Finger Joint replacement
- Complete FDNY Fiber installation
- Install Weigh-in-motion system
- Achieve Substantial Completion

Power Redundancy and Resiliency Improvements at the Bronx-Whitestone Bridge (BWB) and Verrazzano-Narrows Bridge (VNB)

This Design-Build project includes upgrades to the power distribution system on both the Bronx-Whitestone Bridge (BWB) and the Verrazzano-Narrows Bridge (VNB) to improve reliability and redundancy. The work at the BWB includes interconnecting the electric power distribution system of the Service Building with the bridge service feeds, as well as the installation of a new redundant electrical feeder across the bridge from Queens and the replacement of the standby generator to provide reliable backup power for the entire facility. The project at the BWB also includes installation of FDNY fiber optic communications work that was coordinated with and funded by FDNY via an interagency agreement. At the VNB, work includes upgrades to existing substations, the PLC controls, and other electrical and communication systems to improve resiliency, as well as upgrades to the bridge’s lane use signal system.

PROJECT STATUS	Original	Forecast
Substantial Completion	November 2025	March 2026
Budget	\$92.5 M	\$ 84.7 M

Status: approximately 35% complete
 Contractor: Hellman Electric/PJS Construction, JV.

The project is behind schedule due to a supply chain issue for electrical equipment. B&T continues to work with Contractor to mitigate delays to the extent possible.

Progress to date:

- Completed replacement of internal electrical feeders at the BWB
- Completed replacement of service building exterior doors at BWB
- Completed replacement of boilers, installation of piping ongoing at BWB
- Completed construction of flood wall at the lower garage at BWB
- Commenced construction of flood wall around the facility building at BWB
- Installation of 5 kV feeder and FDNY fiber conduits ongoing at BWB
- Completed new lane control signal installation at VNB
- Installation of new power monitoring system ongoing at VNB
- Substation upgrades ongoing at VNB

2025 Look Ahead:

- Complete replacement of service building roof and rooftop HVAC system at BWB
- Complete construction of new electrical equipment platforms and expansion of Queens meter room at BWB
- Complete installation of new 5 kV electrical equipment and new feeders at BWB
- Complete installation of FDNY fiber at BWB
- Complete electrical upgrades at VNB
- Complete installation of new Power Monitoring system at VNB

Suspended Span Retrofit and Painting at the Robert F. Kennedy Bridge (RFK)

This Design-Build project includes structural upgrades on the suspended spans including the anchorage structures, main cable dehumidification, an overcoat painting of the steel on the suspended spans and installation of an enforcement grade weigh-in-motion system to detect overweight vehicles. This project improves aerodynamic performance of the bridge and pedestrian/bicycle access while also addressing state of good repair needs.

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2027	September 2027
Budget	\$513.7 M	\$466.0 M
Status: approximately 5% complete		
Contractor: American Bridge-Commodore, JV		

Progress to date:

- Design ongoing
- Completed installation of work platform under the Queens Approach
- Installation of work platform under the suspended spans ongoing
- Commenced structural repairs

2025 Look Ahead:

- Complete design packages
- Complete installation of work platform
- Complete orthotropic deck repairs
- Continue structural repairs
- Complete installation of main cable access and commence installation of cable dehumidification system.
- Complete installation of enforcement grade WIM
- Complete demolition of south sidewalk and installation of new south SUP

Tower Painting and Electrical Upgrades at the Verrazzano-Narrows Bridge (VNB)

This Design-Build project includes a complete exterior painting of the almost 700 foot high VNB towers, removing original lead based paints and addressing corrosion of these iconic structures. This project also includes steel repairs and electrical work at the tower locations. Upon the completion of this project, 100% of lead based paints will have been removed from the exteriors of our bridges and replaced with B&T's modern paint system.

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2026	July 2026
Budget	\$168.6 M	\$146.2 M
Status: approximately 28% complete		
Contractor: Ahern Painting Contractors Inc.		

Progress to date:

- Roadway protection platform installed above the Upper-Level roadway on the Staten Island Tower.
- Blasting and prime coat painting progressing on the Staten Island Tower

- Commenced electrical work for the tower floodlights
- Surface preparation and painting of main cables progressing on west cable.

2025 Look Ahead:

- Complete painting of Staten Island Tower
- Install Roadway protection platform above the Upper-Level roadway on the Brooklyn Island Tower.
- Commence Painting of Brooklyn Tower
- Continue surface preparation and painting of main cables
- Continue electrical work at both towers

Tower Fender Protection and Painting at the Throgs Neck Bridge (TNB)

This Design-Build project includes a complete replacement of the existing tower ship collision protection system to meet current American Association of State Highway and Transportation Officials (AASHTO) guidelines. The project also includes tower painting, rehabilitation of the tower elevators and main cable and suspender rope work.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2027	April 2027
Budget	\$197.8 M	\$180.2 M
Status: approximately 35% complete		
Contractor: Trevcon Construction Co. Inc		

Progress to date:

- Completed painting of Queens Tower exterior
- Began painting of Queens Tower interior
- Began painting of Bronx tower exterior
- Completed painting of suspender ropes
- Began concrete repairs on Bronx Tower pedestal.
- Commenced pile driving for fender foundation at Bronx Tower

2025 Look Ahead:

- Complete Painting of Bronx Tower exterior and interior
- Complete painting of Queens Tower interior
- Begin rehabilitation of tower elevators
- Complete main cable inspection
- Complete concrete repairs on Bronx and Queens Tower Pedestal
- Complete pile driving for fender foundation at Queens Tower

Security Upgrades at the Hugh Carey Tunnel (HCT) and the Queens Midtown Tunnel (QMT)

This Design-Build project includes a complete upgrade and expansion of the security systems at the Hugh L. Carey and Queens Midtown tunnels.

PROJECT STATUS	Original	Forecast
Substantial Completion	October 2026	October 2027
Budget	\$51.6 M	\$48.8 M
Status: approximately 15% complete		
Contractor: E-J Electric		

Progress to date:

- Completed designs for digital video management system, access control system and door upgrades/high-security lock upgrades at QMT and HLCT facility buildings
- Installation of electrical equipment for digital video management system and access control systems ongoing
- Commenced installation of new electric locks and door hardware for access control systems
- Performed pre-installation field-of-view surveys for new security cameras

2025 Look Ahead:

Complete design packages

- Continue installation of electrical equipment for digital video management system and access control systems
- Continue installing new doors, upgraded locks and hardware in facility buildings
- Commence replacement/addition of cameras and access hardware and intercoms in facility buildings
- Test installed cameras and access control equipment and integrate with video analytics software

December 2024 CPC Independent Engineering Consultant Project Review

B&T - Structural Rehabilitation of the East River Spans and Anchorages at the Robert F. Kennedy Bridge



Structural Rehabilitation of the East River Spans and Anchorages at the Robert F. Kennedy Bridge

Scope

The East River Span is one of the three bridges comprising the Robert F. Kennedy Bridge complex. This project addresses improvements to achieve State of Good Repair, extending the service life of the span. It also features a new ADA-compliant walkway (Shared Use Path (SUP)). The major elements of the scope are:

- Structural rehabilitation to extend the life of the span.
 - Steel and concrete repairs and strengthening to preserve the structure and address deficiencies as reported in the Biennial Inspection Reports.
 - Orthotropic deck repairs
 - Structure overcoat painting
- Enhance walkways and relocate to improve aerodynamic performance.
- Install new dehumidification systems to preserve and extend the life of the main cables, including the cables within the anchorages.
- Roadway barrier replacement to improve aerodynamic performance.
- Enhance lighting infrastructure for greater safety and aesthetics.
- Install the existing Weigh in Motion (WIM) system with a new WIM system that features real-time tracking, improved data collection and has the capability of direct enforcement.

Structural Rehabilitation of the East River Spans and Anchorages at the Robert F. Kennedy Bridge

Schedule

- The Design-Build (DB) contract was awarded to American Bridge-Commodore JV, in December 2023. Construction duration is 43 months.
 - Notice to Proceed (NTP): 03/2024
 - Contractual milestones
 - Milestone 1: Pedestrian routing: 487 Days for completion and implementation of ADA-compliant SUP
 - Milestone 2: Completion of orthotropic deck repairs: 03/2025
 - Milestone 3: WIM System replacement: 03/2025
 - Substantial Completion (SC): 09/2027
- The project is 11% complete with 18% time elapsed.
- The October 2024 schedule update reflects on-time project completion.
- The IEC concurs with the project team's forecast for substantial completion.

Budget

- The Estimate at Completion (EAC) is \$529M from a Total Project Budget of \$531M.
- The IEC agrees that the project budget is sufficient to complete the project scope.

Structural Rehabilitation of the East River Spans and Anchorages at the Robert F. Kennedy Bridge

Risks and Mitigations

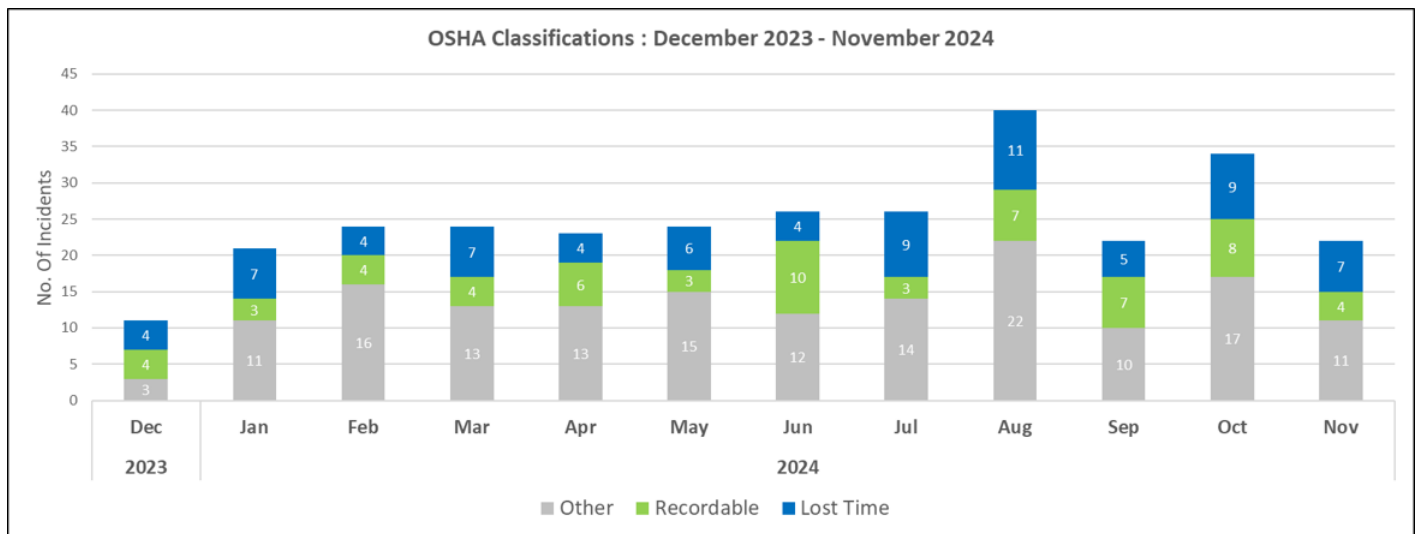
These risks and mitigations have been identified and evaluated at the monthly Risk Review meetings:

- Cost impact for potential of full implementation of supplemental secondary support beams to reduce stress to the orthotropic deck.
 - Mitigation: RFP will be issued to the DB for three phases:
 - Analysis and modeling of prototype
 - Design, construction of prototype, and monitoring for effectiveness
 - Potential retrofit for the entire Robert F. Kennedy Bridge ERSS
 - The IEC agrees with this approach and will monitor potential issues with beam fabrication.
- Unforeseen conditions associated with steel repairs (stringer plates and stringer pins).
 - Surveys will be conducted to identify stringer plate conditions and stringer pin repairs. If stringer pin repairs are confirmed to fall outside of the contract scope, the project team will perform a cost analysis to determine the cost impact.
 - The IEC concurs with this mitigation.

Structural Rehabilitation of the East River Spans and Anchorages at the Robert F. Kennedy Bridge

Observations

- The project team demonstrates a strong relationship and level of teamwork to address issues and progress activities.
 - Due to upcoming legislation impacting WIM, the project team collaborated for a resolution and proposed a contract modification. The modification would decrease the impact to Milestone 3 while maintaining the contractual Substantial Completion date.



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

NOVEMBER UPDATE:

- 22 safety incidents were reported in November 2024, including:
 - Seven (7) lost time incidents,
 - Four (4) recordable incidents.
- The reported lost time incidents in November 2024 decreased by two incidents compared to October 2024.
- The Leading lost-time and recordable incident types for November 2024 were Struck by/Against (36%), Strain/Sprain (27%), and Slip/Trip/Fall (27%).
- **SERIOUS INCIDENTS: None**

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 73 Lost Time incidents have been reported YTD (through November 30, 2024). The top injury types associated with lost time incidents YTD are Struck By/Against, currently at (38%) Slips, Trips and Falls (27%), and Strains/Sprains (23%). There was a 2-incident decrease in reported Lost Time incidents from the previous month.
- **RECORDABLE INCIDENT TRENDS:** 59 Recordable incidents have been reported YTD (through November 30, 2024). The top injury types associated with recordable incidents YTD are Struck By/Against, currently at (54%) & Slips, Trips, and Falls (19%), and Caught In Between (19%). There was a five-incident decrease in the reported recordable incidents from the previous month.
- **SERIOUS INCIDENTS: None**

INSPECTIONS & AUDITS: Active Capital Projects for November – **208 Projects with 376 Sub-Projects**

- **NOVEMBER INSPECTIONS:**
 - **INTERNAL – 311**
 - **EXTERNAL – 725** (63 Third-Party Safety Consultants; 662 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 2,911**
 - **EXTERNAL – 8,035** (763 Third-Party Safety Consultants; 7,272 OCIP Visits)
- **NOVEMBER NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fire Protection/Prevention, Fall Protection, Industrial Hygiene, Supervision/Organization, Stairs/Ladders, Electrical, and Maintenance and Protection of Traffic (MPT).
- **NOVEMBER POSITIVE OBSERVATION(S)** – Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Tools (Hand & Power), Stairs/Ladders, Maintenance & Protection of Traffic, and Motor Vehicles/Heavy Equipment.

- **INVESTIGATIONS & LESSONS LEARNED:**

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

MTA C&D STRATEGIC INITIATIVES:

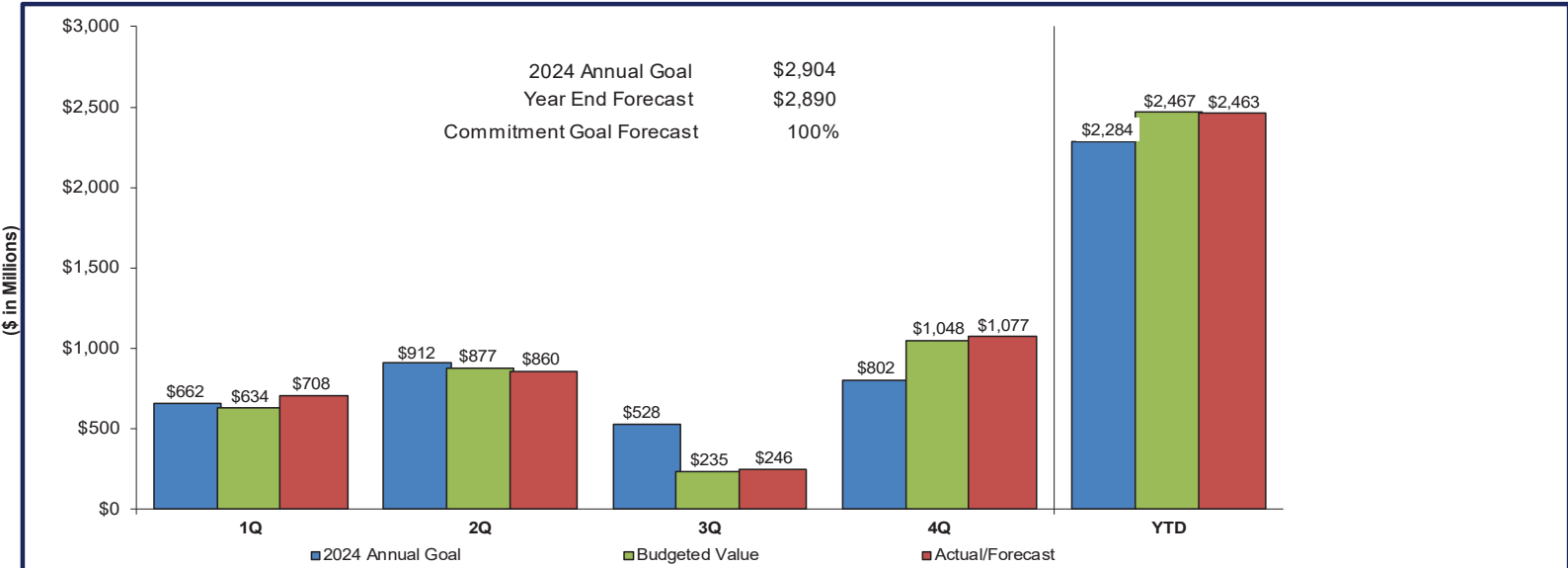
C&D Safety has successfully implemented the mobile safety inspection application provided by our OCIP Safety program vendor. We are actively addressing all concerns brought up by field and office users in collaboration with the vendor. Our commitment to excellence is reflected in our bi-weekly meetings with various safety teams, where we rigorously review the platform's performance and discuss necessary updates, changes, and enhancements. To empower our users, we have developed a comprehensive video training module for PCEOs and other personnel, ensuring they are equipped and ready to use the system effectively. One of the key enhancements we have rolled out is the ability for PCEOs to designate team members to address any open corrective actions. Furthermore, our safety team offers thorough training for PCEOs and their delegates on properly utilizing the system. We are dedicated to making this platform as effective and user-friendly as possible.

- C&D is proactively engaging with the Building Trades Employers' Association (BTEA) and other key organizations, including the General Contractors Association (GCA), to assess C&D trends and identify promising collaboration opportunities.
- C&D Emergency Management has decisively selected the next project to participate in the Tabletop Exercise. We are actively finalizing plans with the agency's Emergency Management team, and the exercise will take place in January 2025 as scheduled. C&D is committed to developing a robust emergency management system to improve MTA stakeholders' coordination and streamline operations.
- C&D is actively collaborating with Corporate Quality to close the gaps identified in the ISO 45001 pre-audit as we prepare for the next step in the certification process. Our team is committed to resolving the remaining open items and addressing the minor findings. We are determined to achieve full certification for the corporate safety program.
- C&D is actively collaborating with AECOM to finalize the rollout phase, which is crucial for aligning our current practices and enhancements with existing contracts. We are committed to updating the current version of the Safety Management System (SMS) and refining our safety processes. Furthermore, C&D Legal is working with AECOM in the process of revising the Division 1 contract to include references to the new safety programs explicitly. All newly awarded contracts will be mandated to adhere to the updated SMS and its associated programs when the new Div 1 is implemented. These new SMS initiatives are designed to significantly elevate our safety practices and strengthen our safety culture, with rigorous plans for future revisions.
- C&D is developing and revising new policies and procedures to prioritize safety training. This effort particularly focuses on OSHA standards and additional programs such as the Site Safety Training (SST) established by the New York City Department of Buildings. The organization is also creating supplementary training programs to enhance safety awareness among MTA project personnel. Furthermore, new protocols regarding incident investigations and employee occupational health and safety have been implemented. These initiatives include measures for hearing conservation and respiratory protection.
- C&D Security is actively leading a collaborative effort with all MTA Security departments to implement streamlined processes across all Construction and Development (C&D) contracts and MTA operating agencies. We are also developing and updating robust security procedures specifically for C&D staff and projects.
- As part of the Safety Management System (SMS) Communication initiative, C&D is committed to delivering a monthly safety newsletter named "Safety Zone." This newsletter will ensure that all C&D staff and project teams are well-informed about critical safety topics, best practices, and essential subjects that enhance safety across various C&D project sites.
 - Furthermore, C&D provides a quarterly agency-wide "Safety Moment" presentation and issues a monthly Safety Digest. The Safety Digest will comprehensively cover various safety topics pertinent to ongoing projects and office staff. We are dedicated to fostering a culture of safety throughout the organization.

MTA Capital Program Commitments & Completions

**through
November 30, 2024**

Capital Projects – Commitments – November 2024



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

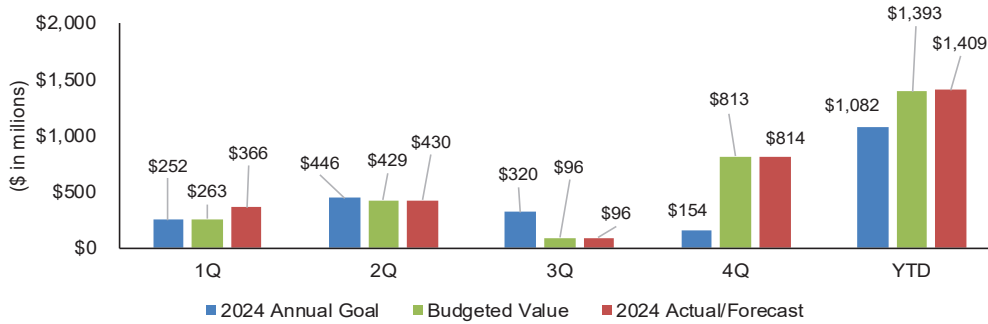
Due to the impact of delaying congestion pricing funding the MTA plans to commit \$2.9 billion worth of capital projects in 2024. Through November, the MTA has committed \$2,463 million of the \$2,284 million YTD goal. The higher-than-anticipated performance is primarily a result of awarding a ~\$400 million option in November to an ongoing electric bus contract; this option had not been part of the anticipated 2024 commitment goals. The bus award partly offsets other year-to-date commitment shortfalls such as the Equipping B Division with CBTC Radio, which has been delayed to January 2025.

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 – November 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	\$1,082
2024 Actual/Forecast	\$366	\$430	\$96	\$814	\$1,409
Budgeted Value	\$263	\$429	\$96	\$813	\$1,393



Q1-Q3 Schedule Variances

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

Red delays are beyond 2 months of goal.

Line Structures

Line Structure Component Repair: BW7 & 8AV North	Construction	Apr-24	Dec-24
		\$266.0	\$182.2

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	Dec-24
		\$43.6	\$43.6

Project was delayed due to the unavailability of Congestion Pricing funding. Current award date reflects latest procurement schedule.

Signals

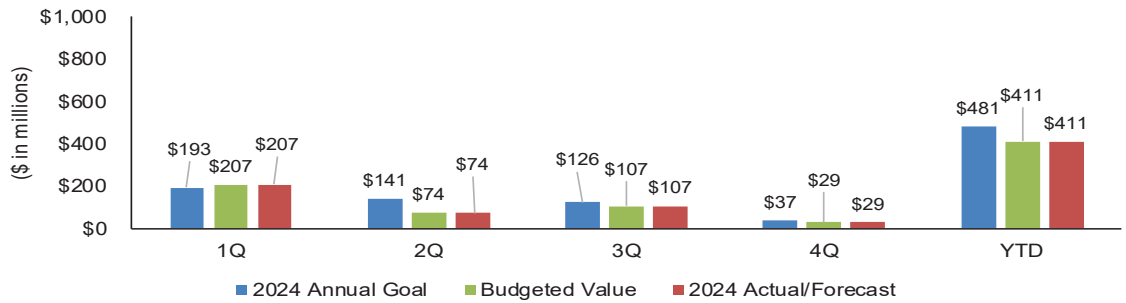
Equip B Division with Second CBTC Radio	Construction	Jul-24	Jan-25
		\$200.0	\$184.6

Change in award date reflects latest procurement schedule. Change in cost reflects RTA estimate.

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$193	\$141	\$126	\$37	\$481
2024 Actual/Forecast	\$207	\$74	\$107	\$29	\$411
Budgeted Value	\$207	\$74	\$107	\$29	\$411



Q1-Q3 Schedule Variances

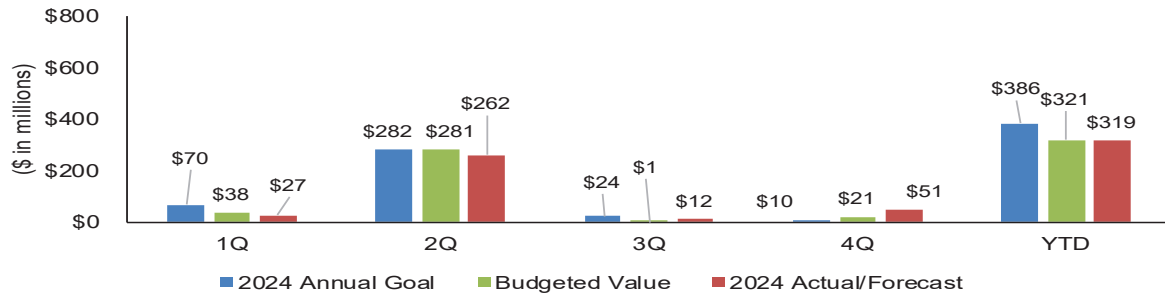
Project	Commitment	Goal	Act./Forec.
1 LIRR Amber Commitment			
Amber delays are within 2 months of goal.			
<i>Stations</i>			
Brookhaven National Lab Station (East Yaphank Station)	Construction	Jul-24	Aug-24 (A)
		\$12.5	\$6.7
Initial low bidder retracted their bid. Work then had to be negotiated with the next low bidder.			

Project	Commitment	Goal	Act./Forec.
2 LIRR Red Commitment			
Red delays are beyond 2 months of goal.			
<i>Yards</i>			
West Side Yard Flood Wall	Construction	Jun-24	Jun-25
		\$106.0	\$106.0
The proposal due date for this RFP was extended to February 2025.			
<i>Rolling Stock</i>			
Dual Mode Locomotives	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 – November 2024 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$70	\$282	\$24	\$10	\$386
2024 Actual/Forecast	\$27	\$262	\$12	\$51	\$319
Budgeted Value	\$38	\$281	\$1	\$21	\$321



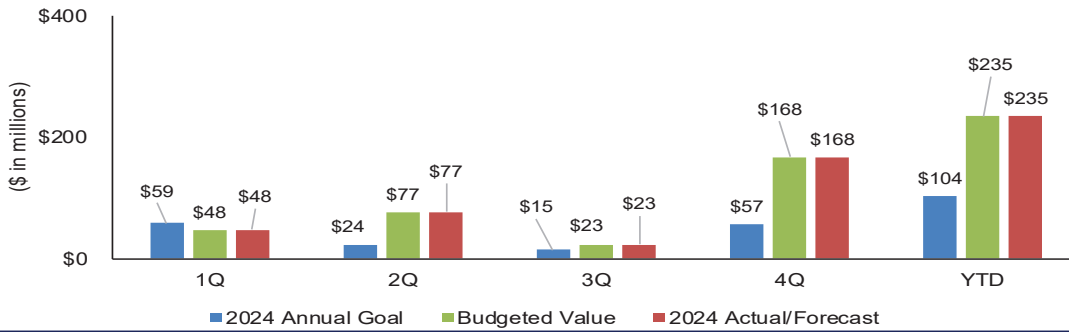
Q1-Q3 Schedule Variances

There are no major schedule slippages to report for MNR.

MTA Network Expansion Projects – Commitments – November 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	\$104
2024 Actual/Forecast	\$48	\$77	\$23	\$168	\$235
Budgeted Value	\$48	\$77	\$23	\$168	\$235



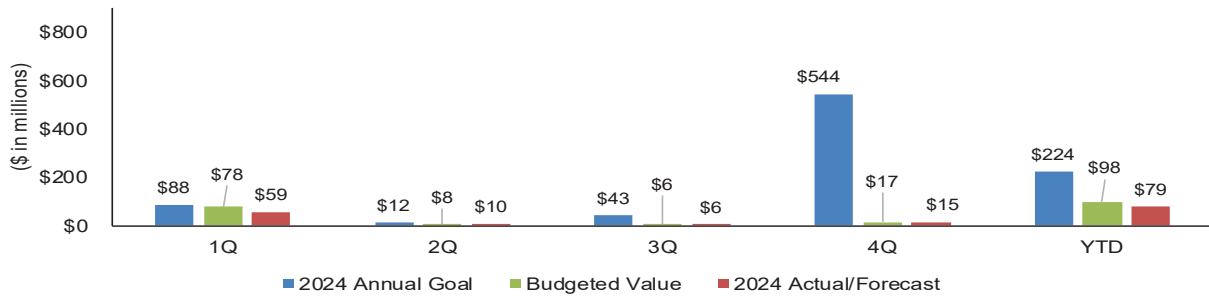
Q1-Q3 Schedule Variances

There are no major schedule slippages to report for Expansion.

B&T Capital Projects – Commitments – November 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	\$224
2024 Actual/Forecast	\$59	\$10	\$6	\$15	\$79
Budgeted Value	\$78	\$8	\$6	\$17	\$98



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 – November 2024

Forecast		MTA-wide 2024 Major Completions												Post
Goal		Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	2024
Total	59	3	4	2	2	3	5	3	1	1	1	2	20	12
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				1	2
Sep-24	8							1		1			4	2
Oct-24	2												1	1
Nov-24	3										2			1
Dec-24	15						1						9	5

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

Count	Percent	Change from Prior Month
3	5%	-
25	42%	↓ 2
7	12%	-
24	41%	↑ 2
59	100%	-

Completions Summary

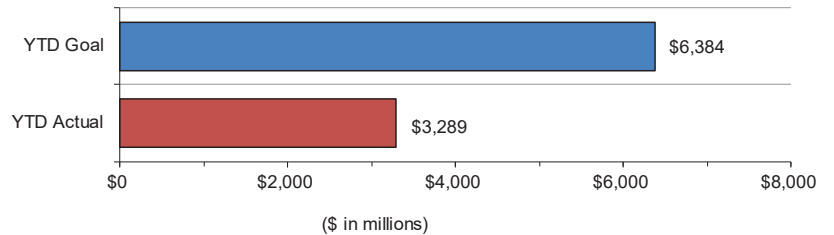
In 2024 the MTA plans to complete \$8.4 billion of projects. 59 Major completions will be tracked throughout the year.

Through November, the MTA has completed \$3,289 million versus its year-to-date goal of \$6,384 million. The shortfall is primarily due to the delays of several bus purchases with MTA Bus, the 207th St Yard project, CBTC Culver, Bus Radio System project, and ADA Package 2. Overall, there are 32 major completions still to be achieved, all but 12 of which expected by year's end.

By the year's end the MTA forecasts achieving 79% of its annual completions goal. This shortfall can be attributed to the several projects that have slipped out of the year at NYCT, Network Expansion and the LIRR. 79% reflects several new slips from 2024 to 2025 since last month.

Budget Analysis

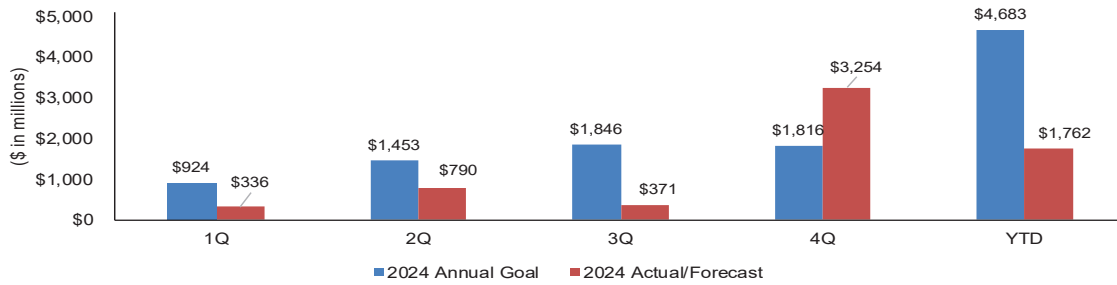
2024 Annual Goal	\$8,415
Year End Forecast	\$6,678
Completion Goal Forecast	79%



NYCT/MTA Bus Capital Projects – Completions – November 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	\$4,683
2024 Actual/Forecast	\$336	\$790	\$371	\$3,254	\$1,762
2024 Goal (Rolling Stock)	\$0	\$96	\$89	\$251	\$436
2024 Actual/Forecast (Rolling Stock)	\$0	\$101	\$0	\$330	\$347



Schedule Variances

Project	Completion	Goal	Act./Forec.
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3 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)
		\$278.8	\$270.5
Change in schedule reflects delay in fire alarm testing due to ConEd power issues at Metropolitan Ave station.			

Track			
Direct Fixation Track Replacement:	Construction	Apr-24	Jun-24 (A)
		\$183.4	\$207.7
The change in project schedule was due to pending as-built drawings.			

Project	Completion	Goal	Act./Forec.
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Stations

Platform Components & Track / BW7	Construction	Oct-24	Dec-24
		\$72.3	\$72.3
The delayed schedule is due track access coordination adjustments needed for change orders			

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

Schedule Variances

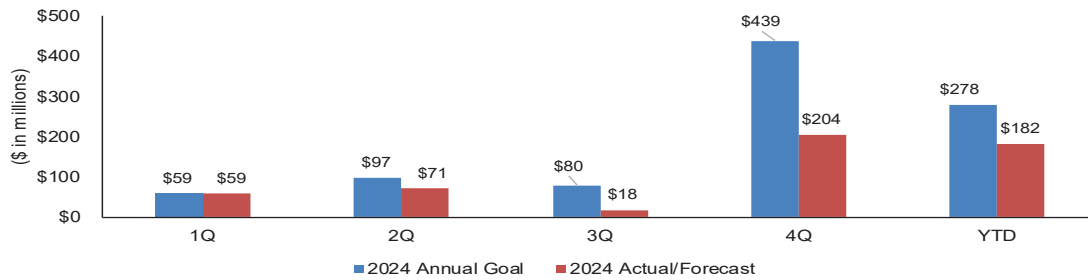
Project	Completion	Goal	Act./Forec.
14 NYCT/MTA Bus Red Completions (1 new this month)			
Red delays are beyond 2 months of goal.			
<i>Shops & Yards</i>			
207th Street Yard: Sandy Repair/Mitigation	Construction	May-24 \$600.7	Dec-24 \$608.9
Change in schedule due to field conditions and pending as-built drawings. Change in cost reflects latest estimate at completion.			
<i>MTA Bus</i>			
Storeroom Expansion - LaGuardia	Construction	Mar-24 \$7.4	Jan-25 \$7.4
Due to the complaint about the area's bird infestation and resulting guano, the storeroom relocation has been 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 \$16.8	Dec-24 \$16.8
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 \$17.7	Dec-24 \$17.7
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 \$61.9	Dec-24 \$61.9
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.			
Spring Creek Compressed Nat. Gas Upgrade (new item)	Construction	Jul-24 \$7.0	Oct-24 (A) \$7.0
Completion date adjusted to account for delay in delivery of CNG gas dispensers.			
<i>Stations</i>			
Passenger ID CCTV: Various Locations	Construction	Nov-24 \$65.7	Jun-25 \$65.7
Change in schedule due to ongoing coordination with Department of Subways on system integration.			

Project	Completion	Goal	Act./Forec.
<i>Signals</i>			
CBTC Culver	Construction	Aug-24 \$452.0	Feb-25 \$453.2
Change in schedule due to delay in the submission and approval of as-builts and Operations and Maintenance (O&M) manuals as well as wayside corrective work.			
<i>Stations</i>			
Replace 12 Escalators	Construction	Sep-24 \$83.8	Apr-25 \$94.9
Change in schedule due to other escalator work at Lexington Ave station and Elevator Maintenance Room (EMR) structural repairs. Change in cost reflects latest EAC.			
ADA Pkg 2: ADA/Elevators at Legacy Stations	Construction	Sep-24 \$411.2	Dec-24 \$421.1
Change in schedule due to additional steel defects to be addressed. Change in cost reflects latest estimate at completion.			
ADA: 149 St & Tremont Av	Construction	Dec-24 \$157.5	Mar-25 \$163.0
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	Construction	Aug-24 \$263.7	Dec-24 \$252.3
Substantial completion date subject to mediation with contractor. Change in cost reflects latest estimate at completion.			
<i>Power</i>			
Rehabilitate Forsyth St. Fan Plant	Construction	Sep-24 \$80.6	Mar-25 \$80.9
Delay in completion is due to ongoing work to address minor water leaks at fan plant.			
<i>Communications</i>			
Sandy Mitigation: Upgrade Emergency Booth Comm System	Construction	Dec-24 \$75.8	Aug-25 \$80.6
Change in schedule due to change order to incorporate Elevator 2-Way Communication System (E2CS). Change in cost reflects latest estimate at completion.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$59	\$97	\$80	\$439	\$278
2024 Actual/Forecast	\$59	\$71	\$18	\$204	\$182
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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4 LIRR Amber Completions

Amber delays are delayed less than 2 months of goal.

ADA

ADA Copiague	Construction	Apr-24	May-24 (A)
		\$18.0	\$17.4
Delay with materials for the curtain wall and installation of the elevator components.			
ADA Lindenhurst	Construction	Apr-24	Jun-24 (A)
		\$18.0	\$18.0
Delay with materials for the curtain wall and installation of the elevator components.			
ADA Amityville	Construction	Apr-24	Jun-24 (A)
		\$15.5	\$15.5
Delay with materials for the curtain wall and installation of the elevator components.			

Shops & Yards

Mets-Willets EIC Relocation	Construction	Apr-24	May-24 (A)
		\$28.7	\$19.9
Date moved out due to a delay in force account work.			

Project	Completion	Goal	Actual(A)
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7 LIRR Red Completions (1 new this month)

Red delays are beyond 2 months of goal.

Shops & Yards

Long Island City Yard Resiliency	Construction	Sep-24	Dec-24
		\$26.3	\$26.3
Delay due to unforeseen site conditions and log lead items.			
Long Island City Phase 3 B Construction	Construction	Sep-24	Dec-24
		\$15.0	\$15.0
Delay due to unforeseen site conditions and long lead items.			
Long Island City Yard - Construction	Construction	Sep-24	Dec-24
		\$2.4	\$2.4
Delay due to unforeseen site conditions and long lead items.			

Power

Hall & Babylon Signal Power Generator Repl.	Construction	Oct-24	Aug-25
		\$19.5	\$19.5
Delay due to coordination with ConEd on final direction for primary and secondary service feeders.			

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

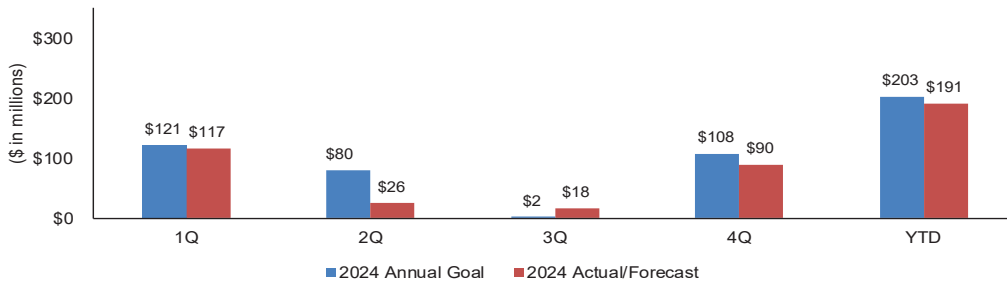
Schedule Variances

Project	Completion	Goal	Act./Forec.
7 LIRR Red Completions (continued)			
Red delays are beyond 2 months of goal.			
<i>Facilities</i>			
Fire Protection Improvements	Construction	Dec-24	May-25
		\$25.0	\$25.0
Completion date extended due to delays with design review, submittal, and safety workplan.			
Rehab of Employee Facilities	Construction	Dec-24	Jul-25
Bethpage		\$24.3	\$24.3
Delay due to HVAC Force Account support work unable to be completed until July 2025.			
<i>Stations</i>			
ADA Accessibility and Components 24 Stations DES (new item)	Construction	Dec-24	Sep-25
		\$19.8	\$19.8
Delay due to considerations for the designs of Bellerose, Bellmore and Mineola.			

MNR Capital Projects – Completions – November 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	\$90	\$191
2024 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2024 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



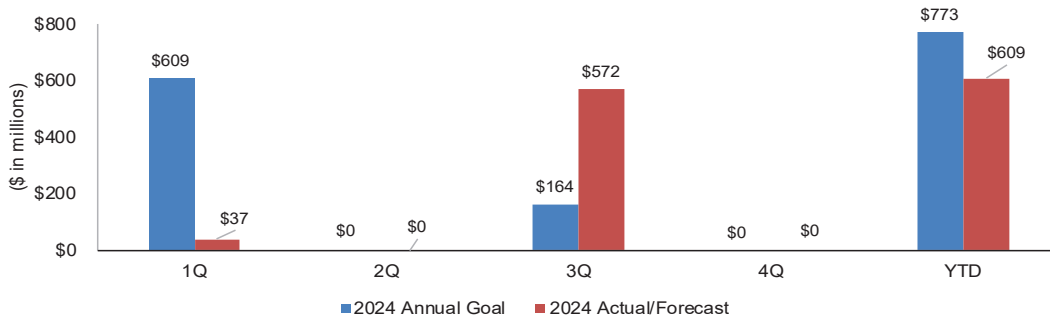
Schedule Variances

Project	Completion	Goal	Act./Forec.
1 Metro-North Red Completion			
Red delays are beyond 2 months of goal.			
<i>Power</i>			
Harlem & Hudson Power Improvements (City Water Substation)	Construction	Jun-24 \$23.7	Dec-24 \$23.7
Problems stemming from equipment performance issues. Substantial Completion letter drafted and circulating for signature pending short circuit test results.			

MTA Network Expansion Projects – Completions – November 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	\$0	\$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 CM014B	Construction	Mar-24	Jul-24 (A)
		\$572.0	\$572.0

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

East Bound Re-Route

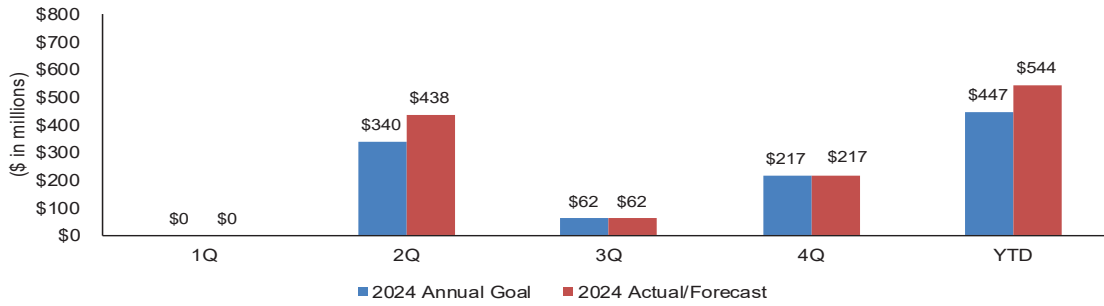
East Bound Re-Route CH058B	Construction	Aug-24	Feb-25
		\$163.6	\$163.6

Ongoing delays continue to be impacted by Track Outage availability. The completion data recently slipped from 12/2024.

B&T Capital Projects – Completions – November 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	\$447
2024 Actual/Forecast	\$0	\$438	\$62	\$217	\$544

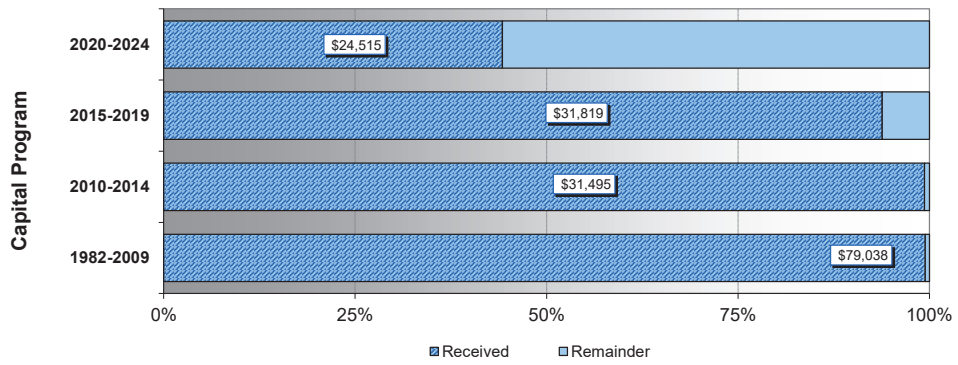


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (November 2024)
\$ in millions



Capital Funding Detail (November 2024)

\$ in millions

	Funding Plan		Received/Secured		Remainder
	Current	Thru October	November	Secured to date	
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	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					
Insurance Proceeds/Federal Reimbursement	6,697	6,697	-	6,697	-
PAYGO	18	18	-	18	-
Sandy Recovery MTA Bonds	659	658	-	658	0
Sandy Recovery B&T Bonds & Cash	383	383	-	383	-
Total	31,704	31,495	-	31,495	209 1%

	Funding Plan		Received/Secured		Remainder
	Current	Thru October	November	Secured to date	
2015-2019 Program					
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	-
Total	33,913	31,819	-	31,819	2,094 6%

	Funding Plan		Received/Secured		Remainder
	Current	Thru October	November	Secured to date	
2020-2024 Program					
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	811	-	811	2,290
City of New York	3,007	3,031	-	3,031	(24)
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
Total	55,442	24,515	-	24,515	30,928 56%

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.

Third Quarter 2024 TLR Summary

- In the Third Quarter 2024 a total of 261 projects were reviewed in the Traffic Light Report (TLR) for Cost and Schedule adherence:
 - 11 in Design
 - 0 in Post-Design to Construction
 - 150 in Construction
- Of these:
 - 175 (67%) were Green
 - 59 (23%) had variances in prior quarters
 - 27 (10%) were Red

It is important to note that projects in the TLR are represented by both singular and multiple tasks which form the basis for each project. The majority of tasks are bundled together by C&D during development of a project's scope and budget, prior to award.

This quarter, 27 projects, all in construction triggered a variance. Each Cost and Schedule variance is identified by a red traffic light.

Of the 27 projects this quarter, 22 were triggered by Schedule, 1 by Cost and 4 were impacted by both cost and schedule issues.

- For each project with a variance, C&D prepared a brief report that summarizes the issues encountered and the actions taken this quarter to mitigate the problem. The IEC reviewed the report content and worked with the project teams and Business Units in preparation of the final variance reports.
- The 27 projects which experienced variances this quarter, were impacted by challenging issues seen across all business units including; unforeseen field conditions, scope changes, lack of project support and resources, coordination priorities which required diverting resources to other projects, limitations on track access and poor contractor performance.

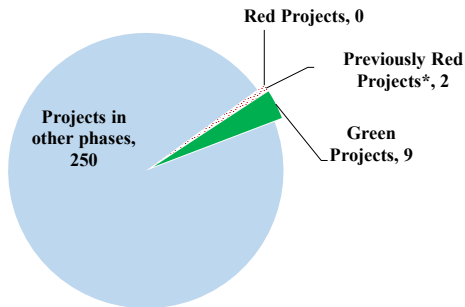


3rd Quarter 2024 Traffic Light Report on the MTA Capital Program

A total of 261 Projects were Reviewed for the 3rd Quarter 2024

The 261 active projects include 11 projects in Design, 0 in Post-Design to Construction Award, 250 in Construction

11 of 261 Projects in Design



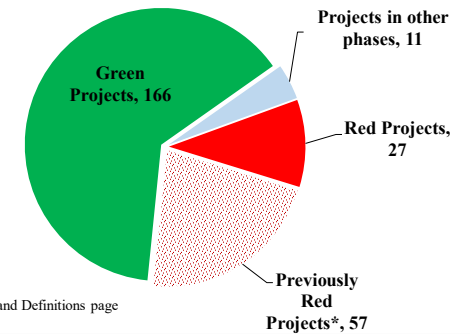
* see Terms and Definitions page

0 of 261 Projects in Post-Design to Construction Award

Projects in other phases, 261

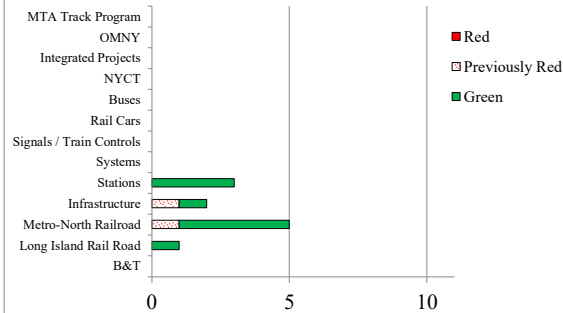
* see Terms and Definitions page

250 of 261 Projects in Construction



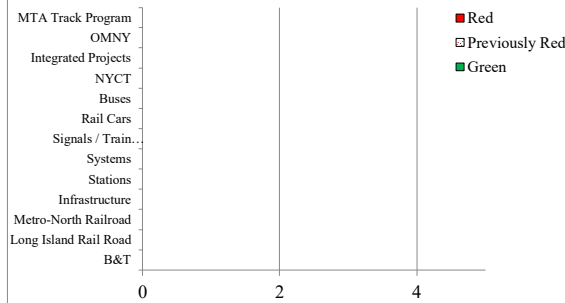
* see Terms and Definitions page

11 Projects in Design



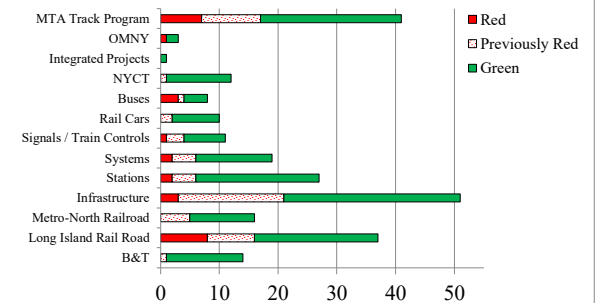
Third Quarter 2024: 11 Projects were reviewed in this phase with 9 designated green, 2 as previously red, and none red.

0 Projects in Post-Design to Construction Award



Third Quarter 2024: No Projects were reviewed in this phase.

250 Projects in Construction










Third Quarter 2024: 250 Projects were reviewed in this phase with 166 designated green, 57 previously red, and 27 red. The 27 red projects had root causes of coordination with other projects, unforeseen site conditions, scope changes, design error, contractor performance, general orders, MTA resource support, and testing and commissioning.





Project Terms and Definitions 3rd Quarter 2024 Traffic Light Report

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

Project Terms and Definitions

Projects in Design: 11
 Green: Indices less than 110% and index movement of less than 10%.
 Red: Cost Index - An EAC increase of 10% (or index movement of 10% or more since the last Traffic Light Report).
 Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last Traffic Light Report.
 Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in design that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

Projects in Post Design to Construction Award Phase: 0
 Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.
 Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.
 Previous Red: Previously indicated as red with no new substantial change since the last TLR. Project may be returned to Green when it has been in compliance with two performance indicators for two consecutive quarters.

Projects in Construction: 250
 Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.
 Red: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).
 Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.
 Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.



Project Terms and Definitions 3rd Quarter 2024 Traffic Light Report

Projects in Planning:

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

Completed Projects:

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

Report Index Formulas and Criteria:

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

3rd Quarter 2024 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle Projects									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$125,153,562	28	1.00	■	0	■	G
T8041311	ADA: Borough Hall LEX	Construction	\$39,980,570	28	1.00	■	0	■	
Broadway Junction Bundle Projects									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	11	1.00	■	0	■	G
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$9,400,135	11	1.00	■	0	■	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$347,180,495	11	1.00	■	0	■	
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,226,473	17	.99	■	0	■	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	11	1.00	■	0	■	
ADA 14th St Complex Projects									
T7041251	Platform Components: 5 Locs CNR	Construction	\$3,577,939	92	.99	■	4	▲	R
T70412F4	Subway Street Stairs: 14th Street 6AV	Construction	\$3,649,384	92	1.00	■	4	▲	
T70412L2	Platform Components: 14 St 6 AV	Construction	\$8,055,574	92	.99	■	4	▲	
T7041330	ADA: 14th St 6th Av/7th Av Complex DES	Construction	\$4,008,390	92	.89	▼	4	▲	
T7041346	ADA: 6 Av CNR	Construction	\$54,821,504	92	1.00	■	4	▲	
T7041347	ADA: 14 St 6AV	Construction	\$29,358,070	92	.99	■	4	▲	
T7041348	ADA: 14 St BW7	Construction	\$50,732,408	92	.99	■	4	▲	
T8041221	Station Ventilators CNR	Construction	\$2,107,462	92	1.00	■	4	▲	
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	\$32,806,122	92	1.00	■	4	▲	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA 14th St Complex Projects									
T8041230	Platform Components: 14th Street / 6 Ave	Construction	\$5,042,631	92	1.00	■	4	▲	
T8041283	Track Wall Tiles: 14 St / Broadway-7 Ave	Construction	\$2,359,540	0	1.00	▼	4	▲	
T8041304	ADA: 6 Ave / Canarsie	Construction	\$33,980,146	92	1.00	■	4	▲	
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	\$31,382,439	92	1.00	■	4	▲	
T8070312	LSCRP 8th Ave CNR	Construction	\$34,975,533	92	1.00	■	4	▲	
ADA 149th Street and Tremont Ave Bundle Projects									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$112,172,168	76	.98	■	0	■	Ⓡ
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$53,271,659	94	.98	■	0	■	
ADA 68th St-Hunter College Projects									
T7041324	ADA: 68 St-Hunter College LEX	Construction	\$144,643,219	88	1.00	■	0	■	Ⓞ
T8041225	Platform Components: 68 St. - Hunter College LEX	Construction	\$6,738,734	91	1.02	■	0	■	
T8050244	Mainline Track Replacement 2021 / Hunter College	Construction	\$4,245,102	100	.99	■	0	■	
ADA Package 2 Projects									
T6041323	ADA: 8th Ave/Sea Beach (Southbnd Ph2)	Construction	\$9,968,899	99	.99	■	0	■	
T7041213	Renewal: Woodhaven Blvd JAM	Construction	\$56,851,173	84	.99	■	0	■	
T7041314	ADA: Court Square XTN (Elevator Phase)	Construction	\$24,248,499	99	.98	■	0	■	
T7041316	ADA: Woodhaven Boulevard JAM	Construction	\$39,071,718	84	.99	■	0	■	Ⓞ
T7041327	ADA & Station Improvements: Westchester Sq PEL	Construction	\$90,284,470	95	1.00	■	0	■	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 2 Projects									
T7041335	ADA: Queensboro Plaza FLS	Construction	\$73,977,816	94	.99	■	0	■	
T8040708	Replace 5 Elevators at 2 Locations JAM	Construction	\$38,488,996	99	.97	■	0	■	
T8041232	Station Renewal: Woodhaven Boulevard/PEL	Construction	\$23,496,231	84	.96	■	0	■	
T8041329	ADA: Woodhaven Blvd/JAM	Construction	\$26,882,430	84	.97	■	0	■	
T8041330	ADA & Station Improvements: Westchester Sq/PEL	Construction	\$31,746,241	95	.97	■	0	■	
T8041345	ADA: 181 St 8AV	Construction	\$46,641,989	99	.99	■	0	■	
T8050246	ML Track Replacement: Westchester Square /Pelham	Construction	\$1,120,000	99	.93	■	0	■	
ADA Package 4 Projects									
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	58	1.00	■	0	■	G
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	58	1.00	■	0	■	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,188,332	58	1.00	■	0	■	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$77,371,485	58	.99	■	0	■	
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,646,509	58	1.00	■	0	■	
T8041371	ADA: 137 St BW7	Construction	\$37,740,218	58	1.00	■	0	■	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$14,157,321	58	1.01	■	0	■	
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	36	1.00	■	0	■	
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,890,911	5	1.00	■	0	■	

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	5	1.00	■	0	■	G
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	60	1.00	■	0	■	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	5	1.00	■	0	■	
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	45	1.00	■	0	■	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	25	.99	■	0	■	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	43	1.00	■	0	■	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	10	1.00	■	0	■	
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	20	1.00	■	0	■	
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$35,461,756	18	1.09	■	0	■	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$640,608	0	1.00	■	0	■	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$15,494,507	17	1.05	■	0	■	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$35,200,636	17	1.12	■	0	■	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,410,857	17	1.10	■	0	■	
T8041302	ADA: 96th St/8Av	Construction	\$50,659,438	19	1.06	■	0	■	
T8041306	ADA: 86th St / Lex	Construction	\$72,092,802	18	1.05	■	0	■	
T8041309	ADA: 81st St / 8 Av	Construction	\$63,128,841	19	1.06	■	0	■	
T8041322	ADA: Classon Ave XTN	Construction	\$61,363,181	20	1.07	■	0	■	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T8041323	ADA: New Lots Ave/NLT	Construction	\$53,837,118	19	1.07	■	0	■	G
T8041326	ADA: 36th St / 4 Av	Construction	\$108,058,237	18	1.06	■	0	■	
T8041334	ADA: 242nd Street	Construction	\$48,081,401	19	1.05	■	0	■	
T8041341	ADA: Bway/Astoria	Construction	\$59,017,740	19	1.06	■	0	■	
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$91,370,669	18	1.07	■	0	■	
T8041352	46th St- Bliss St/Flushing	Construction	\$79,963,843	18	1.07	■	0	■	
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$28,593,314	18	1.05	■	0	■	
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$59,878,950	18	1.06	■	0	■	
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$47,368,075	17	1.07	■	0	■	
All Other Stations Projects									
Component Repairs - 8th Ave Line Projects									
T8060518	Tunnel Lighting, 50th St to 7th Ave - 8th Ave Line	Construction	\$18,399,742	20	1.00	■	0	■	G
T8060519	Fan Plant Fiber Repairs - 8th Ave Line	Construction	\$17,378,521	20	1.00	■	0	■	
T8070329	Line Structure Repairs - 8th Ave Line	Construction	\$79,169,957	20	1.01	■	0	■	
Station Renewal - Flushing Line - Bundle 1 Projects									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	41	1.02	■	0	■	
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	.95	■	0	■	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$42,530,808	73	1.00	■	0	■	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 1 Projects									
T8041258	Station Renewal: Woodside 61st Station	Construction	\$78,707,421	41	1.00	■	0	■	G
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,579,565	37	1.00	■	0	■	
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$129,416,454	30	1.00	■	0	■	
Escalator Replacement Bundle Projects									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$57,918,480	87	1.20	▲	5	▲	R
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,557,760	93	1.00	■	5	▲	
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$33,626,897	96	1.00	■	5	▲	
Station Renewal - Jamaica Line Projects									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$46,312,071	32	1.01	■	0	■	R
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$44,934,824	80	.99	■	0	■	
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,757,606	10	1.00	■	0	■	
T8041249	Platform Edges Wrap-Up: 104St & 121St/JAM	Construction	\$242,529	0	1.00	■	0	■	
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$11,002,525	32	1.00	■	0	■	
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,748,186	80	1.00	■	0	■	
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,045,438	10	1.00	■	0	■	
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$281,815	0	1.00	▼	0	■	
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	65	1.00	■	0	■	

**3rd Quarter 2024 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Grand Central Bundle Projects									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$22,877,745	72	.99	■	0	■	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$88,181,963	72	1.02	■	0	■	
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$17,822,057	95	1.00	■	0	■	
Replacement of 37 Elevators at 17 Stations Projects									
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$5,569,282	10	1.00	■	0	■	G
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,827,997	10	1.00	■	0	■	
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	10	1.00	■	0	■	
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	10	1.00	■	0	■	
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,599	65	1.01	■	0	■	G
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	25	.99	■	0	■	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,577,786	65	1.00	■	0	■	
T7041217	Renewal: 69 St FLS	Construction	\$42,977,984	25	.99	■	0	■	
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	25	1.00	■	0	■	
T8041243	Station Renewal: 111 St / FLS	Construction	\$14,403,140	65	1.00	■	0	■	
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$14,094,227	25	1.01	■	0	■	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$12,355,852	65	1.00	■	0	■	
T8041246	Station Renewal: 69 St / FLS	Construction	\$13,383,988	25	1.00	■	0	■	



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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 2 Projects									
T8041247	Station Renewal: 52 St / FLS	Construction	\$15,894,371	25	1.00	■	0	■	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,277,620	65	1.00	■	0	■	
Grand Central Circulation Improvements Projects									
T8041239	Grand Central: Center Core East / Flushing	Construction	\$111,617,941	68	1.03	■	0	■	G
T8041240	Grand Central: Widening Stairs U2/U6 / Lexington	Construction	\$3,468,971	55	1.00	▼	0	■	
Platform Components - Broadway-7th Ave Line Projects									
T8041218	Platform Components: 5 Locs BW7	Construction	\$72,344,190	94	1.00	■	1	▲	G
T8050239	ML Track Replacement 2021 / 86th St (Bway-7th Ave)	Construction	\$9,879,541	0	1.00	■	1	▲	
Station Components Projects									
T8041215	Station Components - Phase 1 (43 Locs) - Design	Construction	\$20,512,262	16	1.05	■	0	■	
T8041238	Station Components - Phase 1 (43 Locs)	Construction	\$60,214,870	16	1.10	■	0	■	G
ADA Package 8 Projects									
S8070106	ADA: Clifton SIR	Design	\$0	0	.00	■	0	■	G
S80701DD	SIR ADA Design	Design	\$1,271,030	20	1.00	■	0	■	
T7041219	Platform Components: Neptune Ave CUL DES	Design	\$810,000	20	1.00	■	0	■	
T7041341	ADA: Neptune Ave CUL DES	Design	\$3,438,606	20	1.00	■	0	■	
T8041203	Plat, Mezz, & Interior Stair Comps: ADA Locations	Design	\$0	20	.00	■	0	■	
T8041208	Misc. Station Component/Renewal Work	Design	\$10,265,651	20	1.00	■	0	■	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
ADA Package 8 Projects									
T8041215	Station Components Design	Design	\$336,176	20	1.00	■	0	■	
T8041215	Station Components Design	Design	\$334,280	20	1.00	■	0	■	
T80413DD	ADA Design	Design	\$1,447,744	20	1.00	■	0	■	
T80413DD	ADA Design	Design	\$1,330,096	20	1.00	■	0	■	
T80413DD	ADA Design	Design	\$1,247,744	20	1.00	■	0	■	
T80413DD	ADA Design	Design	\$1,221,030	20	.98	■	0	■	
T80413DD	ADA Design	Design	\$1,221,030	20	1.00	■	0	■	
All Other Stations Projects									
T8040711	4 Escalators at 2 Locs Dekalb 4Av & 181 St BXC	Construction	\$49,517,599	84	1.00	■	0	■	Ⓡ
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,658,460	41	.99	■	0	■	Ⓢ
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	\$81,130,897	52	1.00	■	0	■	Ⓢ
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	36	1.00	■	0	■	Ⓢ
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	8	1.00	■	0	■	Ⓢ
T8041260	Stormwater Mitigation: Street Stairs Package 1	Construction	\$7,070,981	100	1.00	■	0	■	Ⓢ
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	\$21,135,776	90	1.00	■	2	▲	Ⓡ
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$12,942,382	2	1.00	■	0	■	Ⓢ
T8041255	Station Condition Survey (Group 2)	Design	\$8,436,663	12	1.00	■	0	■	Ⓢ
T8041255	Station Condition Survey (Group 1)	Design	\$25,039,778	30	3.05	▲	0	■	Ⓢ

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Construction & Development Infrastructure									
207th St Yard Rehab Projects									
ET100210	Power Cable Replacement- 207th Street Yard	Construction	\$46,803,985	99	1.09	■	-8	▼	
ET100218	Sandy Repairs: 207th St Yard Signals	Construction	\$306,668,943	92	1.02	■	-8	▼	
ET100219	Sandy Repairs: 207 St Yard Track	Construction	\$64,938,112	99	1.07	■	-8	▼	
ET100220	Sandy Repairs: 207 St Yard Switches	Construction	\$52,072,061	98	1.04	■	-8	▼	
ET100310	Long Term Perimeter Protection: 207th St Yard	Construction	\$173,937,370	88	1.10	■	-8	▼	Ⓡ
ET100312	Sandy Mitigation: 207th Street Yard Portal	Construction	\$28,633,659	95	1.01	■	-8	▼	
Tiffany Warehouse Mitigation Projects									
ET160312	Sandy Mitigation: Tiffany Central Warehouse	Construction	\$26,226,433	99	1.04	■	-2	▼	
T7160723	Tiffany Warehouse Exterior Wall Structural Repair	Construction	\$20,910,246	99	1.11	■	-2	▼	
T7160727	Roof Replacement: Tiffany Central Warehouse	Construction	\$19,627,264	99	1.06	■	-2	▼	Ⓡ
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	58	1.00	■	9	▲	
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$71,108,920	58	1.01	■	9	▲	Ⓡ
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$64,154,261	58	1.00	■	9	▲	
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	58	1.00	■	9	▲	
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	58	1.00	■	9	▲	
Overcoat Painting - Jamaica Line Projects									
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$82,856,572	24	.99	■	0	■	
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$74,388,237	24	1.00	■	0	■	Ⓢ

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Construction & Development Infrastructure									
Overcoat Painting - Jamaica Line Projects									
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$59,607,283	24	1.00	■	0	■	
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	24	1.00	■	0	■	
Steinway Tunnel Portal Resiliency Projects									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	34	1.00	■	0	■	G
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$20,376,426	45	.98	■	0	■	
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	0	1.00	■	0	■	
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,475,829	78	1.00	■	0	■	
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	15	1.00	■	0	■	
Hardening of 26 Substations Projects									
ET090307	Hardening of Substations at 24 Locations	Construction	\$100,352,376	41	1.02	■	0	■	G
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,487,444	41	.95	■	0	■	
ET090314	Hardening Substations: Tudor City	Construction	\$6,124,971	41	.98	▼	0	■	
T60412J3	Sandy Mitigation: 26 Substations - Core 1	Construction	\$23,971,377	20	1.00	■	0	■	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	20	1.00	■	0	■	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	20	1.00	■	0	■	
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$19,000,000	20	1.00	■	0	■	
Jamaica Bus Depot Reconstruction Projects									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$6,192,109	0	.73	■	0	■	
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	■	0	■	



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Construction & Development Infrastructure									
Jamaica Bus Depot Reconstruction Projects									
T8120303	Jamaica Depot Reconstruction	Construction	\$599,816,424	13	1.04	■	0	■	Ⓡ
T8120307	Bus Parking Lot at York College	Construction	\$26,971,177	99	1.00	■	0	■	
Substation Renewal - 3 Locations Projects									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,741,749	33	1.00	■	0	■	Ⓢ
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,324,258	33	1.00	■	0	■	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$350,000	33	1.00	■	0	■	
T8090221	Substation Renewal: 13 St / CUL	Construction	\$28,992,599	33	1.00	■	0	■	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$26,171,108	33	1.00	■	0	■	
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,379,497	33	1.00	■	0	■	
Coney Island Abutment Wall and St. Mark's Ave Bridge Projects									
T8070332	Repair Abutment Wall: Coney Island Yard	Construction	\$13,794,837	99	.89	■	-1	▼	Ⓢ
T8070333	Replace Bridge: St Marks Ave/Franklin Ave Shuttle	Construction	\$17,559,730	98	.86	▼	-1	▼	
Rehabilitation of Pumping Facilities Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,345,022	0	1.00	■	0	■	Ⓡ
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	\$1,969,458	95	1.00	■	0	■	
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	\$14,980,873	90	1.02	■	0	■	
Fresh Pond Yard Lighting and Fencing Rehab Projects									
T8100405	Yard Fencing: Fresh Pond Yard	Construction	\$800,000	0	1.00	■	0	■	Ⓢ
T8100418	Yard Lighting: Fresh Pond Yard	Construction	\$11,875,180	60	.98	■	0	■	

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Construction & Development Infrastructure									
Fresh Pond Yard Lighting and Fencing Rehab Projects									
T8100424	Yard Fencing: Fresh Pond Yard	Construction	\$12,145,057	10	.97	■	0	■	
Bus Radio System Projects									
T6120403	Replace Bus Radio System	Construction	\$228,810,399	90	1.06	■	1	▲	Ⓡ
T6120444	Repair of East New York Tower	Construction	\$5,925,000	94	1.27	■	1	▲	
T8120410	Bus Radio System - CCM Contract	Construction	\$24,100,165	50	1.10	▼	1	▲	
U6030226	Bus Radio System	Construction	\$34,763,603	90	1.07	■	1	▲	
U7030211	Bus Radio System - MTA Bus Share	Construction	\$43,068,173	91	1.02	■	1	▲	
U7030224	Repair of East New York Tower (MTAB)	Construction	\$1,826,956	98	1.17	■	1	▲	
U8030233	Bus Radio System - MTAB	Construction	\$1,612,500	90	1.00	■	1	▲	
New Substations at New Dorp and Clifton Stations Projects									
S7070106	New Power Substation: New Dorp	Construction	\$26,408,403	98	1.08	■	0	■	Ⓡ
S7070107	New Power Substation: Clifton	Construction	\$35,558,714	98	1.16	■	0	■	
Portable Bus Lift Replacement Bundle Projects									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	38	1.00	■	0	■	Ⓢ
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	29	1.00	■	0	■	
Substation Component Replacement - Multiple Locations Projects									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,237,485	0	1.00	■	0	■	
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	0	1.00	■	0	■	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$23,548,411	48	1.05	■	0	■	Ⓢ

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Construction & Development									
Infrastructure									
Substation Component Replacement - Multiple Locations Projects									
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,936,611	16	1.00	■	0	■	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$25,757,210	15	1.00	■	0	■	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	9	1.00	■	0	■	
T8090230	Repair Components 62 Rd Substation QBL	Construction	\$3,619,205	0	1.00	■	0	■	
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$2,050,215	0	.00	■	0	■	
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,298,205	39	.99	■	0	■	
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$82,599,021	29	1.01	■	0	■	
ET070312	Rockaway Line Long Term Protection	Construction	\$74,569,967	22	1.01	■	0	■	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	22	1.00	■	0	■	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,523,522	4	.99	■	0	■	
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	■	0	■	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$117,988,006	32	1.00	■	0	■	
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	\$3,320,572	27	.92	■	0	■	
T8070310	Rehab Hammels Wye - DES	Construction	\$2,716,750	23	1.18	■	0	■	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,275,039	27	1.00	■	0	■	
T8070324	Rehab Hammels Wye	Construction	\$106,344,382	23	1.00	■	0	■	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	12	1.00	■	0	■	



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Construction & Development Infrastructure									
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$9,873,244	10	1.01	■	0	■	G
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	9	1.00	■	0	■	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$16,623,604	9	.96	■	0	■	
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	\$35,477,112	15	.88	■	0	■	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,662,777	15	.99	▼	0	■	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations	Construction	\$317,922	5	1.00	■	0	■	G
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,711,261	10	.98	■	0	■	
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	5	.98	■	0	■	
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	10	1.00	■	0	■	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	10	1.00	■	0	■	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations	Construction	\$388,658	0	1.00	■	0	■	G
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,573,606	5	.98	■	0	■	
ET090244	Traction Power Repairs: Various Locations	Construction	\$94,373,341	5	.99	■	0	■	
T6160212	Storm Mitigation Studies	Construction	\$56,300	5	1.00	■	0	■	
Substation Component Replacement Bundle Projects									
T7090206	Replace High Tension Switchgear at 7 Substations	Construction	\$31,247,541	100	1.02	■	0	■	R

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Construction & Development Infrastructure									
Substation Component Replacement Bundle Projects									
T8090216	Replace Transformer and Associated Equip - 41 St Substation	Construction	\$6,052,500	100	.87	▬	0	▬	
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	8	1.00	▬	0	▬	
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	7	1.00	▬	0	▬	G
All Other Infrastructure Projects									
ET070209	Sandy Repairs: Rockaway Line Wrap Up	Construction	\$49,190,445	95	.99	▬	-1	▼	R
ET100314	Sandy Mitigation: 207th Street Sewers	Construction	\$140,734,812	95	.94	▬	0	▬	R
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	\$16,925,776	35	1.01	▬	0	▬	G
S8070112	SIR Track and Switch Replacement	Construction	\$84,599,975	17	.96	▬	0	▬	G
T7060506	Rehab Forsyth St Vent Plant	Construction	\$86,375,555	99	.93	▬	2	▲	R
T7070308	Rehabilitation of Emergency Exit at 168th St. Station, BWY7 Line	Construction	\$18,690,642	27	.96	▬	0	▬	R
T7090202	Substation Renewal: Av Z CUL	Construction	\$33,700,151	96	.98	▼	0	▬	R
T7090219	New Substation: Canal St 8AV	Construction	\$80,690,052	39	1.00	▬	0	▬	G
T7100441	New Railcar Receiving Improvements	Construction	\$115,543,972	80	.95	▬	0	▬	G
T7120306	Generator: Yukon Depot	Construction	\$11,852,566	98	1.00	▬	1	▲	R
T7120321	East New York Depot Windows and Facade	Construction	\$18,759,537	0	1.02	▬	1	▲	R
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$208,043,721	0	1.00	▬	0	▬	G
T8041282	Sutphin Blvd -Archer Ave: Comm and Security	Construction	\$7,435,951	5	.98	▬	-1	▼	G
T8060505	Rehab Deep Wells & Control Upgrade Nostrand Line	Construction	\$23,185,506	83	1.03	▬	0	▬	R



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Construction & Development									
Infrastructure									
All Other Infrastructure Projects									
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,868,100	80	1.00	■	0	■	Ⓡ
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$27,926,979	18	1.00	■	0	■	Ⓢ
T8060524	Deep Wells Backflushing, 2 Locations	Construction	\$11,896,040	24	1.00	■	0	■	Ⓢ
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$93,767,598	25	.93	■	0	■	Ⓢ
T8070345	Steel Repair, Culver Line North	Construction	\$47,134,014	60	.88	▼	0	■	Ⓢ
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	4	1.00	■	0	■	Ⓢ
T8070354	LSCRП Lexington / Jerome	Construction	\$84,893,935	16	.97	■	0	■	Ⓢ
T8090215	New Substation: 28 St / 8AV	Construction	\$71,157,643	66	1.00	■	0	■	Ⓢ
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$59,640,994	36	1.04	■	0	■	Ⓢ
T8100417	207th St OH Facility	Construction	\$38,939,117	74	.99	■	0	■	Ⓢ
T8120304	Roof Topping & Expansion Joints Replacement at MJQ	Construction	\$12,703,525	95	.98	▼	3	▲	Ⓡ
T8160705	Livingston Plz Elec, Mechanical, Generator Phase B	Construction	\$69,791,199	92	1.01	■	3	▲	Ⓡ
T8160706	EMD Facility: Hoyt-Schermerhorn FUL	Construction	\$21,907,877	95	1.50	■	0	■	Ⓡ
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,460,688	72	1.00	■	3	▲	Ⓡ
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	\$17,720,993	16	1.00	■	0	■	Ⓢ
ET040340	Sandy Mitigation: Outstanding Street Level Opening	Design	\$9,570,923	30	1.01	■	0	■	Ⓢ
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$77,732,109	51	1.00	■	0	■	Ⓡ



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Construction & Development Systems									
Upgrade SCADA System - BMT Division Projects									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$11,801,368	89	.88	▼	0	■	G
T8090406	Upgrade SCADA BMT	Construction	\$44,843,461	89	.88	▼	0	■	
Modernization of Fire Alarm Systems - DOS Projects									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,141,936	19	.96	■	0	■	G
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$82,591,066	19	1.00	■	0	■	
Communication Room Upgrades Projects									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	\$2,237,400	0	1.00	■	0	■	G
T8080660	Comm Room Upgrade: APC Repl	Construction	\$18,147,777	23	1.00	■	0	■	
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	\$394,253	23	1.00	■	0	■	
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$84,032,283	96	1.07	■	0	■	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$49,747,384	40	1.12	■	0	■	R
T8080615	Liftnet Transition to Ethernet; Ph. 2 - Package 1	Construction	\$5,984,416	100	.67	■	-1	▼	R
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$7,394,325	69	.97	■	0	■	R
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,051,280	11	1.00	■	0	■	G
T8080641	Asych Fiber Optic Network Ring F	Construction	\$24,026,122	0	.87	■	0	■	R
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$22,649,771	35	.99	■	0	■	G
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$32,844,267	16	1.00	▲	0	■	G
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,593,143	46	1.00	■	0	■	G



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Construction & Development Systems									
All Other Systems Projects									
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,270,579	12	.99	■	0	■	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,265,834	4	1.00	■	0	■	G
Signals / Train Controls									
CBTC - QBL East Projects									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	55	1.00	■	0	■	G
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$430,997,509	55	1.04	■	0	■	
CBTC - Crosstown Line Projects									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$688,151	35	1.06	■	0	■	G
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$592,216,633	34	1.00	■	0	■	
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	35	1.00	■	0	■	
T80803DD	Signal Modernization Design	Construction	\$5,286,917	100	1.00	■	0	■	
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$225,768,659	85	1.03	■	0	■	G
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	85	1.00	■	0	■	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$249,475,618	87	.96	■	0	■	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	87	1.00	■	0	■	
Culver Yard Flood Mitigation Projects									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$117,038,513	1	1.00	■	0	■	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	1	1.00	■	0	■	

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Construction & Development									
Signals / Train Controls									
CBTC - Culver Line Projects									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$112,133,763	96	.91	■	3	▲	R
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$137,457,920	96	1.03	■	3	▲	
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$181,218,203	96	.96	■	3	▲	
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,929,364	96	1.01	■	3	▲	
CBTC - QBL West Projects									
T6080319	CBTC Queens Blvd Ln West Ph 1	Construction	\$88,210,074	100	1.01	■	0	■	R
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	\$11,900,000	67	1.00	■	0	■	
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	\$55,498,782	98	1.11	■	0	■	
T8080332	CBTC QBL West (additional costs)	Construction	\$5,183,116	77	1.00	■	0	■	
All Other Signals / Train Controls Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	59	.99	■	0	■	R
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$36,476,901	58	.99	■	0	■	R
T8080316	CBTC: GEC Services	Construction	\$22,246,440	69	1.00	■	0	■	G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,878,358	47	1.00	■	0	■	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	0	1.00	■	0	■	G
NYCT									
ABLE Phase 2B Bundle Projects									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	34	1.00	■	0	■	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	27	1.00	■	0	■	

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Construction & Development									
NYCT									
All Other NYCT Projects									
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,478,119	66	1.00	■	0	■	G
T8041254	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	Construction	\$9,182,508	89	1.00	■	0	■	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	■	0	■	G
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	6	1.00	■	0	■	G
T8070334	Rehab of Emergency Exits - 2022	Construction	\$12,507,676	100	1.00	■	0	■	G
T8070355	Rehab Emergency Exits	Construction	\$9,314,125	69	1.00	■	0	■	G
T8070356	LSCR: Defects w/in Stations(I/H) E Bdwy 6AV	Construction	\$17,757,786	62	1.00	■	-3	▼	R
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	0	1.00	■	0	■	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$22,407,624	0	1.00	■	0	■	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	■	0	■	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$20,226,398	15	1.42	■	0	■	G
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	93	1.00	■	0	■	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$23,939,948	79	.88	■	4	▲	R
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$8,929,477	86	1.10	▲	3	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$48,377,291	75	1.00	■	0	■	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$23,298,058	82	.98	■	0	■	R



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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050266	ML Track - 2022/ White Plains Rd	Construction	\$19,552,082	94	1.02	▬	2	▲	Ⓡ
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	\$87,636,053	82	.85	▼	0	▬	ⓐ
T8050272	ML Track - 2023 DES/EFA	Construction	\$16,203,809	50	1.00	▬	0	▬	ⓐ
T8050274	ML Track - 2023 / AST	Construction	\$16,839,567	52	1.00	▬	0	▬	Ⓡ
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$28,085,121	34	1.00	▬	0	▬	ⓐ
T8050276	Mainline Track Replacement 2023 / Jamaica	Construction	\$12,204,511	81	1.00	▬	0	▬	ⓐ
T8050277	ML Track - 2023 / CNR	Construction	\$56,144,604	40	1.00	▬	0	▬	ⓐ
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$22,006,107	59	1.12	▲	3	▲	Ⓡ
T8050284	Mainline Track Replacement 2023 / 4 Avenue	Construction	\$11,292,382	45	1.00	▬	0	▬	Ⓡ
T8050289	ML Track Replacement 2023/ White Plains Rd	Construction	\$12,882,077	88	1.00	▬	3	▲	Ⓡ
T8050290	ML Track Replacement 2023/ Bwy (Canal St)	Construction	\$14,037,902	48	1.00	▬	0	▬	Ⓡ
T8050293	ML Track Replacement 2024/ Pelham	Construction	\$15,271,509	54	1.00	▬	0	▬	ⓐ
T8050294	ML Track Replacement 2024/ White Plains Road	Construction	\$23,624,597	14	1.00	▬	0	▬	ⓐ
T8050295	ML Track Replacement 2024/ Jamaica	Construction	\$27,989,918	32	1.00	▬	0	▬	ⓐ
T8050296	ML Track Replacement 2024/ Eastern Parkway	Construction	\$15,666,923	50	1.00	▬	0	▬	ⓐ
T8050297	Continuous Welded Rail 2024	Construction	\$33,734,111	89	1.00	▬	0	▬	ⓐ
T8050298	ML Track- 2024 DES/EFA	Construction	\$16,203,809	20	1.00	▬	0	▬	ⓐ
T8050299	ML Track Replacement 2024/ 4 Avenue	Construction	\$24,232,055	55	1.00	▬	7	▲	Ⓡ



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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T80502A1	ML Track Replacement 2024/ Queens	Construction	\$7,580,646	86	1.00	■	0	■	G
T80502A2	ML Track Replacement 2024/ Brighton	Construction	\$7,526,581	40	1.00	■	6	▲	R
T80502A3	ML Track Replacement 2024/Broadway	Construction	\$7,499,425	0	1.00	■	0	■	G
T80502A5	ML Track Replacement 2024/Dyre	Construction	\$8,355,210	7	1.00	■	8	▲	R
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$21,321,211	68	1.00	■	8	▲	R
T8050334	ML Switches -2023 DES/EFA	Construction	\$17,713,385	70	1.00	■	0	■	G
T8050336	ML Switches - 2023 / FUL	Construction	\$40,796,690	20	1.00	■	0	■	R
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	50	1.00	■	0	■	R
T8050342	Mainline Switches - 2024 DES/EFA	Construction	\$17,713,385	10	1.00	■	0	■	G
T8050343	Mainline Track Switches 2024/ 8th Ave-Fulton	Construction	\$30,919,045	87	.88	▼	-4	▼	G
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	60	1.00	■	0	■	G
T8050346	Mainline Track Switches 2024 / Lenox-WPR	Construction	\$7,866,899	78	1.00	■	0	■	G
T8050350	Mainline Track Switches 2024 / Dyre	Construction	\$10,032,534	88	1.01	■	2	▲	G
T8050351	Mainline Track Switches 2024 / West End	Construction	\$8,840,060	86	1.00	■	0	■	G
LIRR and MNR Track Projects									
All Other MTA Track Program Projects									
L8030109	2024- Annual Track Program	Construction	\$81,183,363	58	1.00	■	0	■	G
M8030103	Mainline Turnouts - 2024	Construction	\$9,329,916	97	1.51	▲	0	■	G



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Construction & Development									
MTA Track Program									
LIRR and MNR Track Projects									
All Other MTA Track Program Projects									
M8030107	MoW Equipment	Construction	\$37,679,977	16	.90	■	0	■	G
M8030112	2024 Cyclical Track Program	Construction	\$26,921,838	25	.81	▼	0	■	G
Commuter Railroads									
Long Island Rail Road									
Babylon Interlocking Projects									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,640,000	38	1.00	■	0	■	G
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$92,900,000	38	1.00	■	0	■	
Babylon to Patchogue Signals Projects									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,991,638	42	.97	■	42	▲	R
L8050203	Babylon to Patchogue	Construction	\$10,109,200	42	1.01	■	33	▲	
Long Island City Yard Resiliency Projects									
EL0602ZL	Long Island City Yard Restoration - Phase 3B	Construction	\$32,453,511	80	.99	■	3	▲	R
EL0603ZS	Long Island City Yard Resiliency - Wall and Pumping System	Construction	\$26,276,403	80	.99	■	3	▲	
EL0603ZU	Long Island City Yard - Construction	Construction	\$3,003,533	80	1.26	▲	3	▲	
L606016J	Long Island City Yard - Phase 3B Core	Construction	\$30,570,169	80	1.74	▲	3	▲	
LIRR Centralized Train Control Integration Projects									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$17,000,000	65	1.00	■	0	■	R
L8050204	Centralized Train Control	Construction	\$19,211,386	88	1.36	▲	0	■	

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
LIRR ADA Package Projects									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,787,433	12	1.00	■	0	■	G
L8020413	ADA Copiague Platform and New Elevator	Construction	\$18,045,726	87	1.00	■	1	▲	
L8020414	ADA St Albans New Elevator	Construction	\$25,459,146	33	1.00	■	0	■	
L8020420	ADA Amityville Station	Construction	\$15,469,291	86	1.00	■	2	▲	
L8020421	ADA Laurelton Station	Construction	\$22,210,135	21	1.00	■	0	■	
L8020422	ADA Massapequa Park Station	Construction	\$15,900,038	80	1.00	■	-14	▼	
L8020423	ADA Lindenhurst Station	Construction	\$17,982,066	85	1.00	■	2	▲	
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$23,671,492	22	1.00	■	0	■	
L8020425	Auburndale Elevator Replacement	Construction	\$7,879,055	16	1.00	■	0	■	
LIRR ADA Package 2 Projects									
L8020409	ADA Hollis Station	Construction	\$97,713,934	8	1.00	▲	0	■	G
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,306,086	9	1.00	■	0	■	
L8020426	Babylon Station Platforms	Construction	\$125,885,447	19	1.00	▼	0	■	
All Other Commuter Railroads Projects									
L70204UA	Station Component Replacement	Construction	\$8,859,428	30	1.00	■	0	■	G
L70204UO	East Yaphank Station	Construction	\$20,055,280	0	1.00	■	0	■	G
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$19,508,192	52	1.00	■	8	▲	R
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	62	1.00	■	0	■	R



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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L80204DD	ADA Accessibility and Components 24 Stations DES	Construction	\$21,354,484	71	1.29	▲	0	■	G
L8020701	GCT Facility Needs	Construction	\$11,375,186	61	1.00	■	0	■	R
L8030101	Construction Equipment	Construction	\$43,460,093	12	1.08	▲	0	■	G
L8030102	Various Right of Way Projects	Construction	\$10,850,000	50	1.08	▲	9	▲	R
L8030105	Queens Interlocking	Construction	\$128,476,782	59	1.01	■	17	▲	R
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,584,964	28	1.00	■	0	■	G
L8040104	Small Business Mentoring Program - Bridges	Construction	\$7,434,544	40	1.00	■	0	■	G
L8040109	Webster Avenue Bridge Replacement	Construction	\$17,011,322	12	1.08	▲	0	■	G
L8050101	Comm. Pole Line	Construction	\$8,000,000	97	1.00	■	0	■	G
L8050102	Comm Component Replacement	Construction	\$8,015,076	56	1.00	■	3	▲	R
L8050103	Fiber Optic Network	Construction	\$24,000,000	35	1.33	■	12	▲	R
L8050106	Radio Head-End Replacement	Construction	\$12,000,000	29	1.00	■	3	▲	R
L8050205	Positive Train Control	Construction	\$66,145,894	61	1.06	■	3	▲	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$20,000,000	93	1.00	■	0	■	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	■	0	■	G
L8060105	Mid Suffolk Yard Phase 2	Construction	\$29,527,770	20	.98	■	0	■	R
L8060403	Fire Protection Improvements	Construction	\$24,955,366	9	.99	■	0	■	R
L8060406	Rehabilitation of Employee Facilities - Bethpage	Construction	\$16,464,588	60	1.03	▼	0	■	G



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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	\$9,370,043	60	1.00	■	0	■	G
L8070101	Substation Replacements	Construction	\$21,191,823	73	1.00	▼	0	■	G
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	33	1.00	■	0	■	R
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	33	1.00	■	0	■	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	55	1.00	■	0	■	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	66	1.00	■	0	■	G
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	30	1.00	■	0	■	G
L8070106	Substation Component Renewal	Construction	\$16,825,781	25	1.00	■	0	■	R
L8070107	Jamaica Substation	Construction	\$77,402,454	26	1.00	■	6	▲	R
L8040103	Systemwide Bridge Assessment Study	Design	\$37,033,154	42	1.57	■	0	■	G
Metro-North Railroad									
86th and 110th St Substations Projects									
M6050103	H&H Power (86th St / 110th St)	Construction	\$18,839,688	100	1.00	■	0	■	R
M7050113	H&H Power (86th St / 110th St)	Construction	\$18,298,250	99	1.37	■	0	■	
West of Hudson Yard Sidings Projects									
M6060103	West of Hudson Yard Improvements - Passing Sidings	Design	\$1,860,000	32	1.00	■	0	■	
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$6,415,924	32	.83	■	0	■	G

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
Park Avenue Viaduct Replacement Projects									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$537,383,716	51	.92	■	17	▲	G
M8030215	Park Avenue Viaduct Replacement - Phase 2	Construction	\$250,000,000	37	1.00	■	17	▲	
Grand Central Terminal Trainshed Projects									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	62	1.00	■	0	■	G
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	62	1.00	■	0	■	
M8020101	GCT Trainshed - Sector 1	Construction	\$200,054,746	62	1.00	■	0	■	
All Other Commuter Railroads Projects									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,595,118	97	1.00	■	0	■	R
M7030303	F/A Undergrade Bridge Rehabilitation West of Hudson	Construction	\$9,404,423	76	1.04	■	0	■	R
M7030304	Moodna/Woodbury Viaduct (incl timbers/walkways)	Construction	\$15,303,804	99	.96	■	0	■	G
M7050101	Replace MA's in Signal Substations	Construction	\$32,047,411	60	1.14	▼	1	▲	R
M7050105	Harlem & Hudson Power Improvement & City Water Substation	Construction	\$29,167,521	90	1.22	■	1	▲	R
M8020201	Upper Hudson and & Harlem Station Priority Repairs	Construction	\$38,545,784	95	.81	■	0	■	G
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$173,158,303	6	.79	■	0	■	G
M8030104	Rock Slope Remediation - East of Hudson	Construction	\$6,406,932	86	.87	■	0	■	G
M8030212	Replace South Street and Fulton Ave Bridges (MtV)	Construction	\$50,501,275	77	1.03	■	0	■	G
M8040104	Network Infrastructure	Construction	\$13,049,213	1	.90	■	0	■	G
M8050109	NHL Pelham Substation Replacement	Construction	\$43,467,068	6	.96	■	0	■	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Metro-North Railroad									
All Other Commuter Railroads Projects									
M8050110	Rebuild 2 NHL AC Substations	Construction	\$66,388,210	12	.99	■	0	■	G
M8060101	Upgrade Automotive Fuel System	Construction	\$12,447,285	62	.96	■	0	■	G
M8020101	GCT Trainshed Study and Inspection	Design	\$11,516,586	98	.76	■	2	▲	R
M8020102	Park Avenue Tunnel Improvements	Design	\$14,247,047	60	1.08	▲	0	■	G
M8030304	Moodna/Woodbury Viaduct Repairs	Design	\$38,903,228	50	.97	■	0	■	G
M8050106	Hudson Line Track 1 Electrification	Design	\$37,301,508	68	.84	■	0	■	G
B&T									
BW Bridge Structural Steel Rehab and Painting Projects									
D801BW14	Miscellaneous Structural Rehabilitation	Construction	\$23,613,657	100	.85	■	0	■	G
D807BWPT	BW Facility-Wide Painting Program	Construction	\$9,326,855	100	.94	■	0	■	
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$4,601,535	100	.69	■	0	■	G
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	24	.86	■	0	■	
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	24	.86	■	0	■	
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$14,698,186	24	.76	■	0	■	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$48,554,418	24	.88	■	0	■	
Henry Hudson Bridge Retaining Walls and Shared Use Path Projects									
D801HH37	HHB - North Abutment & Retaining Wall Replacement	Construction	\$4,609,800	38	.51	■	0	■	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
Henry Hudson Bridge Retaining Walls and Shared Use Path Projects									
D802HH07	Henry Hudson Bridge - Shared Use Path	Construction	\$14,947,065	38	.84	■	0	■	G
TN Bridge Structural Steel Rehab and Painting Projects									
D801TN52	Miscellaneous Structural Steel Rehabilitation at TN Bridge	Construction	\$4,738,507	100	.65	■	0	■	G
D807TNPT	TN Facility-Wide Painting Program - Phase 1	Construction	\$11,956,917	100	.70	■	0	■	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$26,798,430	5	.88	■	0	■	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$121,812,958	23	.87	■	0	■	G
Structural Rehab. at Cross Bay and Marine Parkway Bridges Projects									
D801CB30	Structural Rehabilitation of CBB	Construction	\$29,654,154	85	.83	■	0	■	G
D801MP16	Miscellaneous Steel Repairs	Construction	\$6,800,000	85	.75	■	0	■	
VN Bridge Lower Level Deck Rehabilitation and Painting Projects									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$87,380,224	52	.86	■	0	■	G
D807VN81	Structural Painting - Verrazzano Narrows Bridge	Construction	\$16,720,604	52	.95	■	0	■	
Utility Redundancy and Resiliency Improvements at BW and VN Bridges Projects									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,218,904	33	.87	■	0	■	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$15,868,795	28	.86	■	0	■	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	33	.88	■	0	■	
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	16	.81	■	0	■	

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK19	RFK Suspended Span Retrofit	Construction	\$400,540,936	16	.86	■	0	■	G
D807RK19	Painting of RFK Suspended Span	Construction	\$44,972,747	16	.88	■	0	■	
All Other B&T Projects									
D801RK93	Reconstruct / Relocate Randall's Island Ramps (QR & RM)	Construction	\$116,355,953	83	.87	■	0	■	G
D802VN86	Widening Belt Parkway, Phase 1B	Construction	\$36,733,790	75	.90	■	0	■	G
D805AWX9	Service Building Upgrades	Construction	\$8,566,681	13	.88	■	0	■	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$28,205,028	71	.90	■	0	■	R
Cross Agency									
Integrated Projects									
Penn Station Access Projects									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$250,000,000	28	.89	■	0	■	G
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$30,332,150	28	1.00	■	0	■	
G7110107	Penn Station Access D/B Stations	Construction	\$0	0	.00	■	0	■	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	28	1.00	■	0	■	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	0	1.00	■	0	■	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	28	1.00	■	0	■	
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	28	1.00	■	0	■	
G8110114	Penn Station Access Systems	Construction	\$186,074,700	28	1.00	■	0	■	
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	28	1.00	■	0	■	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Integrated Projects									
Penn Station Access Projects									
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	28	1.00	■	0	■	
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	28	1.00	■	0	■	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	28	1.00	■	0	■	
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	28	1.00	■	0	■	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	28	1.00	■	0	■	
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	28	1.00	■	0	■	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	28	1.00	■	0	■	
OMNY									
NYCT OMNY Projects									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,955,710	99	1.00	■	9	▲	R
T7040401	New Fare Payment System, Phase 2	Construction	\$471,053,495	42	1.00	■	9	▲	
T8040405	Additional Work: Fare Collection	Construction	\$21,704,846	61	.94	■	9	▲	
All Other OMNY Projects									
L8020406	Fare Collection Program	Construction	\$29,080,040	0	.64	▼	0	■	G
M8020206	New Fare Payment Equipment	Construction	\$55,167,245	23	1.21	▲	0	■	G
Rolling Stock									
Rail Cars									
MNR M8 Fleet Purchases Projects									
M6010102	M-8 New Haven Line Purchase	Construction	\$217,116,915	90	.99	■	0	■	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Rolling Stock									
Rail Cars									
MNR M8 Fleet Purchases Projects									
M7010102	M-8 Fleet Purchase	Construction	\$117,375,862	90	.99	■	0	■	
M42 Dual-Mode Locomotives Projects									
M7010101	Locomotive Purchase	Construction	\$259,842,061	40	1.01	■	0	■	G
M8010102	Locomotive Replacement	Construction	\$143,189,067	40	.59	■	0	■	
Purchase of R211 B-Division Cars - Kawasaki Projects									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	10	1.00	■	0	■	R
T7010101	Purchase 440 B-Division Cars	Construction	\$1,408,500,472	59	1.00	■	0	■	
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$79,905,106	29	1.00	■	0	■	
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	5	1.00	■	0	■	
NYCT and SIRTOA Flat Cars Projects									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	50	1.00	■	0	■	G
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	50	1.00	■	0	■	
All Other Rolling Stock Projects									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$28,889,741	33	.96	■	8	▲	G
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	58	1.00	■	0	■	G
T7130211	Purchase Locomotives	Construction	\$256,092,473	55	1.00	■	0	■	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	65	1.00	■	0	■	G
L70101ME	M-9 Procurement (110 Cars)	Construction	\$386,665,819	91	1.04	■	0	■	R

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Rolling Stock									
Rail Cars									
All Other Rolling Stock Projects									
L8030101	New Track Geometry Car	Construction	\$20,000,000	5	1.00	■	0	■	G
Buses									
Purchase of 205 Battery Electric Buses Projects									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	0	1.00	■	0	■	G
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	0	1.00	■	0	■	
T8030214	Bus Purchase Design	Construction	\$350,000	0	1.00	■	0	■	
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	■	0	■	
Purchase of 60 Battery Electric Buses - New Flyer Projects									
T7030216	Purchase 45 Standard Electric Buses	Construction	\$56,662,073	70	1.02	■	3	▲	R
T8030213	Purchase 15 Standard All-Electric Buses	Construction	\$23,758,359	14	1.07	■	3	▲	
Purchase of 135 Diesel Buses - Nova Projects									
U7030219	Purchase 25 Standard Diesel Buses	Construction	\$16,419,960	97	.97	■	3	▲	R
U8030216	Purchase 25 Standard Diesel Buses	Construction	\$18,100,000	88	1.00	■	3	▲	
U8030217	Purchase 85 Standard Diesel Buses	Construction	\$61,917,132	79	1.00	■	3	▲	
All Other Rolling Stock Projects									
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$59,502,804	79	1.00	■	0	■	R
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	1	1.00	■	0	■	G
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	\$10,581,362	12	1.00	■	5	▲	R

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Rolling Stock									
Buses									
All Other Rolling Stock Projects									
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	0	1.00	■	0	■	G
U8030218	173 Standard Diesel Buses (Nova)	Construction	\$149,359,420	36	1.00	■	0	■	G
MTA Security Program Systems									
Electronic Security System Projects									
T8080644	ESS: Jay St Metro Tech (DES)	Construction	\$1,710,675	100	.91	■	0	■	G
T8080645	ESS: West 4th St	Construction	\$14,130,628	85	1.00	■	0	■	
All Other Systems Projects									
T8080612	Passenger ID CCTV - 88 Locations	Construction	\$65,961,426	98	1.00	■	7	▲	R
T8080614	Under River Tubes - Phase 3	Construction	\$107,681,956	31	.99	■	0	■	G
T8080650	Passenger ID CCTV	Construction	\$82,211,551	19	.99	■	0	■	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$138,615,408	22	1.00	■	0	■	G
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$47,600,000	15	.89	■	0	■	G

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Stations Business Unit Program Overview

The Stations Business Unit currently oversees 212 active projects (excluding active financial closeout 142 projects), including 149 projects in construction, with a budget of \$11.0B. In addition to ADA Package 3 bundle, C&D’s first Public-Private Partnership includes 21 new elevators at eight stations. Notable projects under construction are State of Good Repair work at 6 Stations on Flushing Line, 2 stations on QBL and 5 stations on B’way/7th Ave. Line; The replacement of 54 elevators and 71 Escalators at various locations/lines; Installation of 3 new Elevators and Sta. Renewal work at Borough Hall; and the Livonia-Junius connector; and ADA Package 5 including ADA work at 13 stations.

The IEC’s Traffic Light Report currently tracks 29 projects spanning four capital programs. Of those, two projects (7%) were flagged red. The reports below describe why these project tasks (ACEPs) were flagged, and what C&D is doing to remediate.

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

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – 12 Escalators Replacement		
Project Budget at award: \$89.1M	Current Budget: \$89.1M	EAC: \$100.4M
Substantial Completion at Award: September 2024	Current Substantial Completion: April 2025	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 95%

This bundled contract includes the following ACEPs:

- T7040707: 6 Escalators Replacement at Various Locations
- T7040713: 5 Escalators Replacement at Various Locations
- T7040707: 1 Escalator Replacement at Intervale - White Plains Road Line

The project work consists of the replacement of 12 escalators at six locations: 4 escalators at Lexington Avenue/53 Street on QBL, 4 escalators at High Street on 8th Ave. Line, 2 escalators at Roosevelt Island (IND, E63), 1 escalator at Bowling Green on the Lex. Line and 1 escalator at Interval Avenue on WPR Line. The major scope of work includes the replacement of existing escalator controllers, status monitoring system, electrical panels, communications systems, CCTV System, smoke and fire detection systems as well as providing ethernet connection between status monitor and the E & E control center (ECC) and all structural components. The project was designed by in-house staff, and design was completed July 30, 2019. The construction contract was awarded to Forte Construction Corp. on November 4, 2021, with a construction duration of 34 months.

During third quarter 2024, the project had a budgetary shortfall of \$11.3M and the Substantial Completion date was extended by five months, from November 2024 to April 2025, due unforeseen site conditions. During surveys, the contractor found excessively deteriorated steel in the escalator machine room requiring structural steel replacement and the structural slab.

The PCEO office and PMC staff is continuously working with contractor and the users' groups of Subways to mitigate a further delay by,

- Resequencing planned work activities, including ancillary plumbing, communications, and escalator work to advance project progress.
- Scheduling additional night and weekend shifts to further reduce incurred delays.
- Coordinate with end-user to expedite testing, inspections, and bulletin approvals.

The \$11.3M EAC increase was due to additional needs of \$2.8M in Contingency due to unforeseen field conditions led to compensable time impact and change orders, \$3.8M in TA Labor for the addition of platform conductors to mitigate overcrowding while the work is performed behind barricades at 53rd & Lex, \$3.2M in EFA due to additional design work for unforeseen field conditions, and \$1.5M in CCM tasks because of the contract was extended.

Bundled Contract – 14th St. Stations Complex, BL01-2539		
Project Budget at award: \$305.1M	Current Budget: \$305.1M	EAC: \$305.1M
Substantial Completion at Award: August 2024	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 95%

This bundled contract includes the following ACEPs:

- T70412L2: Platform Component: 14 St./6th Ave. Line
- T8070312: LSCR: West (14 St./8th Ave. to 1st Ave.)
- T8041221: Station Ventilator Reconstruction: 8th Ave./Canarsie Line
- T70412F4: Stair Rehab.: 14 St./6th Ave. Line
- T7041330: New Stair: 14 St./6th Ave. Line
- T7041346: ADA: 6 Ave./Canarsie Line
- T7041347: ADA: 14 St./6th Ave. Line
- T7041348: ADA: 14 St./B'way – 7th Ave.
- T8041283: Track Wall Tiles: 14 St./B'way – 7th Ave.
- T7041251: Platform Component: 6 Ave./Canarsie Line

This contract will provide a total of 9 elevators at the 6th Avenue/14th Street, 7th Avenue/14th Street and 14th Street/6th Avenue Stations encompassing the (F/M), (1/2/3) and (L) subway stations as well as the State of Good Repair work in the Canarsie line from 8th to 1st Avenue. The project's scope also includes the Installation of ramps, structural work and repairs, utility relocation, construction of new Elevator Machine Rooms, stairways reconstruction of existing stairs, and reconfiguration of control area and modifications to platforms to make the stations fully ADA accessible.

During the third quarter 2024, the Substantial Completion date was extended four months, from August 2024 to December 2024, due to

- Two Developers each at the corner of 6th Avenue/14th street intersection had late removal of their MPT's. This created an 8-month delay start for CFJV to set up their MPT for the street elevators and new stairway construction.
- Con Edison delays in relocating primary cables along 7th Avenue/14th street locations for the two elevators that accessed the mezzanine to platforms. The delay had a 14-month impact on the schedule.

- Unforeseen bedrock excavation at the North-West corner of 6th Avenue/14th street at the location of Elevator 612 and the combined Elevator Machine Room with Elevator 610 created a 4-month schedule impact.

The preponderance of the above major delays in conjunction with other concurrent minor delays provided a compounded 26-month schedule impact on all the interim milestone dates. Consequently, the Contractor and the Project Management Team-(PMT) got together and came up with a series of mitigation plan to recover some of the lost time. The mitigation was challenging since the Contractor had to perform most of the work within a compressed time and at the same token maintain safety within the construction site. The mitigation plan included resequencing of the activities within the baseline schedule, increased working hours by introducing swing shifts and night shifts and lastly, increased the number of daily activities. Through these efforts, the team was successful in mitigating the delays to only 4 months.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 201 active projects comprised of 321 sub-projects, with a budget of \$11B, including 57 projects comprised of 105 sub-projects in construction (\$5B).

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

The IEC’s Traffic Light Report currently tracks 53 projects in the Infrastructure BU. Of those, 3 projects (6%) were flagged red. The reports below describe why these tasks were flagged, and what C&D is doing to remediate, if anything.

Infrastructure BU Response to the IEC Traffic Light Report

Individual project descriptions

T8160705: Livingston Plaza Elec and Mech Sys Improvements, Generator Phase B		
Project Budget at Award: \$69.0M	Current Budget: \$69.0M	EAC: \$69.8M
Substantial Completion at Award: December 2023	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 94%

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

During the third quarter of 2024, the Substantial Completion date was extended by another three months, from September 2024 to December 2024, due to lack manpower to support the project. An earlier change order for the user’s request to replace the water tank, on the 13th floor rooftop, required continuous fire watch throughout the building. Building management did not have certified staff available for fire watch until the end of September. Installation of the water tank was completed in September and contractor is expediting the completion of all remaining work, including flood testing and testing of the roof drains, which will conclude by year’s end.

U7030207: Storerooms and Depot Reconfiguration: LaGuardia Depot		
Project Budget at Award: \$7.4M	Current Budget: \$7.6M	EAC: \$7.6M
Substantial Completion at Award: July 2022	Current Substantial Completion: March 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 72%

This project will reconfigure the LaGuardia Bus Depot facility to accommodate a new storeroom location within the existing bus circulation and maintenance bay areas. The reconfiguration will ensure the logical use of space and sufficient storage for all materials and parts needed to support a comprehensive bus maintenance program.

During the third quarter of 2024, Substantial Completion was delayed an additional three months, from August 2024 to November 2024, to resolve complaints about bird infestation and nesting. The relocation to the new storeroom was suspended in August to enable the contractor to install bird spikes.

The new storeroom was completed and turned over for operations on September 29, 2024. On October 28, 2024, portions of the existing storage area were released to the contractor but have not yet been fully vacated because of the limited areas available for temporary storage.

After the reporting period, Substantial Completion was delayed four months further, to March 2025, when the existing storage area is anticipated to be completed.

Bundled Contract – Structural Rehab and Overcoat Painting at 180th St		
Project Budget at Award: \$142.6M	Current Budget: \$147.1M	EAC: \$147.8M
Substantial Completion at Award: January 2025	Current Substantial Completion: October 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 58%

This bundled contract includes the following ACEPs:

- T6080337: Walkway for 8 Bridges/Dyre
- T7070301: Elev Struct Rehab – Boston Rd-Abut of 180th St-WPR/Paint 90 Bent
- T7070310: Overcoat: 17 Bridges & Flyover at E 180 St DYR
- T7070357: East 180 Street Flyover/Dyre Av
- T8070341: Demolition of Abandoned Structures - WPR - Phase 2

The scope of work includes:

- Structural repairs, abrasive blasting and painting of 17 bridges on the Dyre Avenue Line
- Structural repairs to portions of the elevated White Plains Road Line structure including rehabilitation of the East 180th Street abutment wall
- Abrasive blasting and painting of the elevated White Plains Road Line structure between 175th Street and the East 180th Street abutment wall and the East 180th Street Flyover.

During the third quarter 2024, the Substantial Completion date was delayed nine months, from January 2025 to October 2025, due to the discovery of additional defects during post-abrasive blasting inspections of the elevated White Plains Road Line structure.

C&D has addressed additional defects as the project budget and schedule allowed. Anticipating that overhead steel repair quantities will continue to increase, C&D anticipates a future project for additional quantities.

Signals / Train Controls Business Unit Program Overview

The Signal’s Business Unit currently oversees 30 active projects, including 12 projects in construction, with a budget of \$7.3B. Notable projects under construction include CBTC QBL West, CBTC QBL East, CBTC 8th Ave, CBTC Culver Line, and CBTC Crosstown Line.

The IEC’s Traffic Light Report currently tracks 11 projects in the Signal’s program. Of those, 1 project was flagged red. The table below describes why this project was flagged, and what C&D is doing to remediate. The BU is also seeking to identify and remediate issues at the program level, i.e. across projects.

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

Individual project descriptions

Bundled Contract: CBTC - Culver Line		
Project Budget at award: \$482.3M	Current Budget: \$482.3M	EAC: \$470.7M
Substantial Completion at Award: August 2022	Current Substantial Completion: March 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 96%

This bundled contract includes the following ACEPs:

- T7080307: Interlocking Modernization: Ditmas - Culver Line
- T7080332: CBTC: Culver Line (Church Ave to West 8th Street)
- T7080333: Interlocking Modernization: Ave X – Culver Line
- T7080343: 2018 M/L Switch Repl: 7 Switches CBTC - Culver Line

This project will install a Communications-Based Train Control (CBTC) system and will modernize Avenue X and Ditmas Avenue Interlockings along the Culver Line in the Borough of Brooklyn.

During the Third Quarter 2024, the forecasted Substantial Completion date of the 3P System Integrator was extended three months, from August 2024 to November 2024, due to contractor performance. The contractor has not been providing as-built drawings and did not update the CBTC database as planned. CBTC on the Culver Line has been in service since September 2024.

Subsequent to the reporting period, the SC date slipped another 4 months to the first quarter of 2025.

Systems Business Unit Program Overview

The C&D Systems Business Unit (BU) is responsible for the delivery of all C&D Systems projects and supporting other Business Units in implementing C&D Systems best practices. The C&D Systems BU manages projects totaling \$4B. This includes 68 active projects (including sub projects) with a budget of \$2.2B, 23 of which are in construction (\$1B), per the Project Status Report (PSR). In addition, the C&D Systems BU manages two major public/private partnership license agreements that are not included in the PSR: namely, the \$1B Cellular/WiFi Expansion, and the \$300M Ad concession. Some of the major core projects currently underway include, upgrading of Public Address/Customer Information Signs (PACIS), systems-wide expansion of the Connection Oriented Ethernet (COE) wide-area network, deploying a new Enhanced Emergency Booth Communication System, and upgrading the Supervisory Control and Data Acquisition (SCADA) system for the BMT Division’s traction power and building an Emergency Power Control Center. The C&D Systems BU continues to identify and address issues at the program level and is routinely evaluating and adapting its organizational structure to best manage internal and stakeholder staffing challenges, by streamlining workflows and procuring consultant support.

The Traffic Light Report tracks 18 projects, in the Systems BU. Of those, two (11%) were flagged red; one for a schedule delay and one for a cost overrun. The reports below describe why these projects were flagged, and what C&D is doing to mitigate, if anything

Individual project descriptions

T8080612: Passenger Identification Closed Circuit TV - 88 Locations		
Project Budget at Award: \$66.6M	Current Budget: \$66.6M	EAC: \$66.6M
Substantial Completion at Award: November 2023	Current Substantial Completion: June 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 98%

This Design-Build (DB) project will provide Passenger Identification Closed Circuit TV cameras at 88 Subway Stations in Brooklyn, Manhattan, Queens, and the Bronx.

During the third quarter 2024, the Substantial Completion date was pushed out a further seven months, from November 2024 to June 2025, due to a lack of MTA Resource Support. All equipment has been installed, but manpower constraints have affected the project’s review, approval and witnessing of electrical bulletins. To date 55 of the required 88 electrical bulletins have been completed. To mitigate further delays in the execution of electrical bulletins, C&D’s Delivery Services Office (DSO) is currently testing a new system to track and manage the bulletin review and approval process, which is expected to be implemented soon.

S7070104: UHF T-Band Radio System Replacement, SIR - S80501		
Project Budget at Award: \$44.2M	Current Budget: \$44.2M	EAC: \$51.3M
Substantial Completion at Award: August 2024	Current Substantial Completion: March 2026	
Trigger: Cost	Phase: Construction	Phase Complete: 45%

This project will replace the existing inadequate Staten Island Railway (SIR) Ultra High Frequency T-band analog radio system, with a new 800 MHz (megahertz) digital radio system. The new 800MHz radio system will increase coverage and enhance reliable communication along the right of way for SIR, improving public safety and customer experiences.

During the third quarter 2024, the project had a budgetary shortfall of approximately, \$7.0M due to design changes in monopole heights, relocations of monopoles, radio shelters and the foundations construction methods. Subsequent to the reporting period, the approved design and its material lead time resulted in an additional seven month slip to a new substantial completion date of March 2026.

A budget modification for the shortfall is in circulation.

NYCT Department of Subways Program Overview

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

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

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

NYCT Department of Subways Response to the IEC Traffic Light Report

Individual project descriptions

T8050232: 2021 Mainline Track Replacement – Jamaica Line		
Project Budget at award: \$27.0M	Current Budget: \$27.0M	EAC: \$23.9M
Substantial Completion at Award: August 2022	Current Substantial Completion: March 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 81%

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

During the third quarter 2024, the Substantial Completion date was extended a further four months, from August 2024 to December 2024, due to the unavailability of General Orders (GOs). The GOs could not be supported due to the lack of drivers for the required shuttle buses. Those resources were needed to support the Crosstown CBTC work. GOs are scheduled for early 2025.

Subsequent to the reporting period, the SC date has slipped an additional three months, to March 2025.

T8050237: 2021 Mainline Track Replacement – Lenox-White Plains Road Line		
Project Budget at award: \$8.0M	Current Budget: \$8.0M	EAC: \$11.8M
Substantial Completion at Award: April 2022	Current Substantial Completion: February 2025	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 92%

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

During the third quarter 2024, the project had a budgetary shortfall of \$3.8M and the Substantial Completion date was extended three months, from November 2024 to February 2025, due to delays with the delivery of FFU ties. The materials have been delivered & only 2 more GOs are needed to complete this work. The cost overrun is due to the use of tapered ties which are more expensive than the tangent ties that were originally estimated for. Additionally, the scope was increased from 46 panels to 48 panels.

T8050279: 2023 Mainline Track Replacement – Lenox- White Plains Road Line		
Project Budget at award: \$19.6M	Current Budget: \$19.6M	EAC: \$27.6M
Substantial Completion at Award: September 2024	Current Substantial Completion: December 2025	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 62%

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

During the third quarter 2024, the project had a budgetary shortfall of \$8M and the Substantial Completion date was extended three months, from September 2024 to December 2024, due to the unavailability of weekend General Orders. This work is being done on weekdays which spreads the work out over a longer period. The cost overrun is due to material mischarges. Materials for a different contract on the same line were charged to this contract by mistake. These charges will be reversed.

T8050299: 2024 Mainline Track Replacement – 4th Avenue Line		
Project Budget at award: \$24.2M	Current Budget: \$24.2M	EAC: \$24.2M
Substantial Completion at Award: November 2024	Current Substantial Completion: June 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 55%

This project will reconstruct segments of mainline track, along the 4 Avenue Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third quarter 2024, the Substantial Completion date was extended seven months, from November 2024 to June 2025, due to switch work at 59th Street taking priority. The switch job was labor intensive and all supporting manpower had to be diverted to finish this work. GOs have been scheduled, during the first and second quarters of 2025, to complete this project.

T80502A2: 2024 Mainline Track Replacement – Brighton Line		
Project Budget at award: \$7.5M	Current Budget: \$7.5M	EAC: \$7.5M
Substantial Completion at Award: July 2024	Current Substantial Completion: February 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 40%

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

During the third quarter 2024, the Substantial Completion date was extended 6 months, from August 2024 to February 2025, due to the unavailability of General Orders. The GOs were not available because of conflicting work on the Culver Line, and they are scheduled for later this month.

T80502A5: 2024 Mainline Track Replacement – Dyre Line		
Project Budget at award: \$8.4M	Current Budget: \$8.4M	EAC: \$8.4M
Substantial Completion at Award: October 2024	Current Substantial Completion: June 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 7%

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

During the third quarter 2024, the Substantial Completion date was extended eight months, from October 2024 to June 2025, due a switch project taking priority. The switch work is more labor intensive and has less flexibility with scheduling. GOs have been scheduled in 2025.

T8050328: 2022 Mainline Track Switches – Brighton Line		
Project Budget at award: \$21.3M	Current Budget: \$21.3M	EAC: \$21.3M
Substantial Completion at Award: June 2023	Current Substantial Completion: December 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 68%

This project will replace mainline switches, along the Brighton Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the switches scope, signal and cable work will also be completed as needed.

During the third quarter 2024, the Substantial Completion date was extended a further eight months, from October 2024 to June 2025, due to the unavailability of General Orders. Switch work is very labor intensive and has limited scheduling flexibility, so we could not accommodate this job due to the scheduling and manpower restraints for switches. GOs are scheduled in 2025.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 65 active projects with a budget of \$2.5B, including 41 projects in construction (\$1.3B). Notable projects under construction include Hall Interlocking, Queens Interlocking, and ADA Packages 1 and 2. Non-C&D LIRR projects tracked by the LIRR BU include 48 active projects with a budget of \$1.1B.

The IEC’s Traffic Light Report currently tracks 38 projects in the C&D LIRR program. Of those, eight projects (21%) were flagged red. The description below describes why these project tasks were flagged, and what C&D is doing to remediate, if anything.

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

L70701XX: Hall & Babylon Signal Power Motor Generator		
Project Budget at award: \$19.2M	Current Budget: \$19.5M	EAC: \$19.5M
Substantial Completion at Award: October 2024	Current Substantial Completion: August 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 60%

This project includes the replacement of Signal Power Motor Generators (MGs) at Hall and Babylon MG substations to address current and future signal system requirements and maintain a State of Good Repair. Signal Power MGs supply electrical power to the signal system and are critical to LIRR operations. Work includes replacing: MG unit in a prefab modular building; MG switch gears including transformers and circuit breakers; PT Cabinets, disconnects, soft starter, electrically operated switches; MG Controls including new battery system and state-of-the-art Programmable Logic Controller system; buildings and foundations including lighting, HVAC systems, fire alarm, security, and surveillance systems.

During the third quarter 2024, the forecasted Substantial Completion date was extended eight months, from December 2024 to August 2025, due to delays by Con Ed. The Design Builder is responsible for design coordination with Con ED for two feeds to the MG. Con Ed was initially slow to respond and then was unresponsive during the summer moratorium. Con Ed finally provided information regarding the availability of one 500Kva feeder with a plan to investigate a second feeder. In mid-October 2024, Con Ed revised their position, requesting a redesign for two 1000kva feeders.

L8030102: Retaining Walls/Right of Way Projects		
Project Budget at award: \$10.0M	Current Budget: \$10.0M	EAC: \$10.0M
Substantial Completion at Award: September 2024	Current Substantial Completion: September 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 83%

This project provides for improvements of the ROW to ensure safe and efficient operation of trains systemwide. This project will construct/renew retaining walls, culverts, and address areas with drainage & flooding conditions in order to ensure the track structures and other Long Island Rail Road assets along the ROW are in a state of good repair.

During the third quarter 2024, the forecasted Substantial Completion date was extended 9 months, from December 2024 to September 2025, due to additional time required to obtain an easement agreement for the installation of the Huntington siding retaining wall, the final wall in this project. The construction of the retaining

wall requires an agreement with the adjacent property owner to access the work location and for a material laydown area. The adjacent property owner was contacted in March 2024. MTA C&D-LIRR BU & MTA Real Estate were progressing with a no-cost easement, however in July 2024 the property owner reconsidered. A new easement negotiation commenced with the new property owner, in September 2024, and is anticipated to be executed by December 2024.

L8030105: Queens Interlocking		
Project Budget at award: \$86.5M	Current Budget: \$152.8M	EAC: \$152.8M
Substantial Completion at Award: January 2025	Current Substantial Completion: June 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 70%

This project includes the modification and improvement of the track geometry and switch layout within the three Queens Interlockings. This is necessary to support the expanded service resulting from the opening of Grand Central Madison Terminal and the new Elmont Station. The project will allow full access to the new Elmont Station's east and westbound platforms from any of the Main Line or Hempstead Branch tracks. The project's work will take place at various locations ranging from Hollis, Queens to Floral Park in Nassau County, and includes work in Belmont Yard.

During the third quarter 2024, the forecasted Substantial Completion date was extended 17 months, from January 2025 to June 2026, due to manpower constraints. The LIRR Track Dept does not have the resources to install two new crossovers until the first quarter of 2026 because of other projects.

L8050102: Communication Component Replacement		
Project Budget at award: \$8.0M	Current Budget: \$8.0M	EAC: \$8.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: June 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 66%

This project includes the installation of 48 Volt Direct Current (VDC) power and battery backup plants/Uninterruptible Power Supplies (UPS) at 100 Station Communication Rooms throughout the 11 LIRR branches. This project will encompass surveying, designing, procuring, and installing the new 48 VDC power plants and the HVAC systems.

The UPS equipment currently used by the LIRR is in a state of disrepair. The equipment has been in operation beyond the manufacturer's recommended lifecycle. Because of the age, the battery backup capacity is also unreliable and susceptible to overheating, creating the potential for the sealed lead acid cell cases to rupture and discharge toxic gases, affecting the safety and health of employees along with reducing the reliability of critical communications electronic components.

During the Third Quarter 2024, the forecasted Substantial Completion date was extended 3 months, from December 2024 to March 2025, due to the following factors:

- Design changes – The type of battery equipment initially planned for installation at Station Comm Rooms had to be re-evaluated due to space constraints in various Communication rooms throughout other parts of the system. Through surveys performed during the 4Q 23, it was determined that a different type of battery with a smaller footprint was required. The final decision for the new battery was made in Feb 2024.

- Long Lead procurement – Once a decision was made, there was considerable wait time to obtain the equipment, which has since been received.

Subsequent to the reporting period, the SC slipped another three months, to June 2025, due to the reasons above.

L8050103: Fiber Optic Network		
Project Budget at award: \$6.0M	Current Budget: \$24.0M	EAC: \$24.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 48%

This project includes the installation of a new Cisco Network Convergence System that will replace 121 nodes which were installed in a previous Capital Program. The equipment needs to be replaced due to the discontinuation of parts and support by the manufacturer. The large quantity of existing nodes and the magnitude of costs associated with replacing the system necessitates the replacement be performed in a phased manner by the Communications department. The scope also includes the installation of approximately 150,000 feet of fiber optic cable, along with the associated supporting infrastructure, to support fiber plant redundancy.

During the Third Quarter 2024, the forecasted Substantial Completion date was extended 12 months, from December 2025 to December 2026, due to budgetary constraints at the beginning of the project. The additional \$18M was not approved until Q2 2024. Once the funds were approved, the schedule was adjusted accordingly to account for the additional activities added to the scope/schedule.

L8050106: Radio Head-End Replacement		
Project Budget at award: \$6.0M	Current Budget: \$12.0M	EAC: \$12.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: March 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 67%

The current LIRR redundant Radio Head-End system installed in 2014 is based on legacy analog Time Division Multiplexing (TDM) infrastructure that is no longer supported. To continue to keep system operations in a state of good repair, the LIRR Communications Department is upgrading the current Radio Head Ends Equipment to a fully digital Radio Over Internet Protocol (ROIP) system - allowing for a modern system - utilizing current industry protocols with enhanced system flexibility, system maintainability, and operational reliability. Additionally, LIRR Communication Dept. will replace all 115 radio base stations, as they are no longer supported by the manufacturer, and it has proven difficult to obtain the necessary replacement parts for their repair.

During the Third Quarter 2024, the forecasted Substantial Completion date was extended 3 months, from December 2024 to March 2025, due to a scope change. During the development of this project, it was determined that the Land Mobile radio base stations needed to be replaced. LIRR requested an additional \$6.0M to replace all existing radio base stations that are part of the LIRR radio system.

L8070107: Jamaica Substation		
Project Budget at award: \$57.5M	Current Budget: \$77.4M	EAC: \$77.4M
Substantial Completion at Award: August 2025	Current Substantial Completion: April 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 27%

This project will replace the Jamaica Substation. This substation is operating beyond its useful life and needs replacement along with technological upgrades. A design-build contractor will construct a new substation that

meets/exceeds LIRR specs and standards. The scope includes the replacement of retaining walls within the yard and the design, fabrication and installation of a new 2 floor prefabricated modular substation with basement. This substation will come with pre-installed AC switchgear, rectifiers, DC switchgear, control cabinets, associated equipment, and demolition of the old Substation.

During the third quarter 2024, the forecasted Substantial Completion date was extended 6 months, from October 2025 to April 2026, due to a change in process. After award, there was a change in the law that transferred jurisdiction for storm water permitting (SWPPP) from NYSDEC to NYCDEP. The application was submitted three times to NYCDEP with a minimum review cycle of 45 days per submission.

Bundled Contract: Long Island City Yard Flood Wall		
Project Budget at award: \$50.9M	Current Budget: \$78.8M	EAC: \$92.3M
Substantial Completion at Award: October 2023	Current Substantial Completion: December 2024	
Trigger: Cost & Schedule	Phase: Construction	Phase Complete: 82%

This bundled contract includes the following ACEPs:

- EL0602ZL: Long Island City Yard Restoration - Phase 3B
- EL0603ZS: Long Island City Yard Resiliency - Wall and Pumping System
- EL0603ZU: Long Island City Yard - Construction
- L606016J: Long Island City Yard - Phase 3B Core

This project includes construction of a perimeter flood protection wall system and gates; three pumping stations with two diesel generators; underground utilities; storm water detention and management system; installation of Tracks 11 and 12; and traction power systems.

During the Third Quarter 2024, the project had a budgetary shortfall of \$13.5M and the Substantial Completion date was extended a further 3 months, from September 2024 to December 2024, due to unforeseen site conditions, which included existing duct banks and abandoned footings and retaining walls along the north property line of the yard. These obstructions were in direct conflict with the contractual duct bank required to operate the pump stations and generators. A revised design layout to reroute the new electrical and communications duct banks around the obstructions was required.

Bus Procurements Response to the IEC Traffic Light Report
Individual project descriptions

T8030215: Purchase 5 Standard Battery Electric Buses Test/Eval (Nova)		
Project Budget at award: \$10.6M	Current Budget: \$10.6M	EAC: \$10.6M
Substantial Completion at Award: April 2024	Current Substantial Completion: August 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 13%

The purpose of this project is the purchase of 5 standard battery electric buses for MTA NYC Transit. The buses will be used for testing and evaluating a new product to further increase competition. The buses will be designed to operate in revenue service for a useful life of 12 years or 500,000 miles and will meet Environmental Protection Administration emission standards as well as Americans with Disabilities Act standards. The work is being performed in Plattsburgh, NY.

During the third quarter 2024, the substantial completion date was delayed a further six months, from February 2025 to August 2025, due to Material Availability. The project has slipped previously because of a recall on the batteries and the delivery of the batteries is taking longer than expected. The pilot bus will be completed by the end December 2024, and the bus will be placed in service for a 120-day in-service evaluation.

Bundled Contract: Purchase 135 Standard Diesel (Nova)		
Project Budget at award: \$96.8M	Current Budget: \$96.8M	EAC: \$96.4M
Substantial Completion at Award: December 2021	Current Substantial Completion: March 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 88%

This bundled contract includes the following ACEPs:

- U7030219: Purchase 25 Standard Diesel Buses
- U8030216: Purchase 25 Standard Diesel Buses
- U8030217: Purchase 85 Standard Diesel Buses

The purpose of this project is the purchase of 135 standard diesel buses by MTA NYC Transit for MTA Bus Company. The buses will be used for the replacement of the fleet throughout the City that are beyond their useful life. The buses will be designed to operate in revenue service for a useful life of 12 years or 500,000 miles and will meet Environmental Protection Administration emission standards as well as Americans with Disabilities Act standards. The work is being performed in Plattsburgh, NY.

During the third quarter 2024, the substantial completion date was delayed a further three months, from September 2024 to December 2024, due to the installation of the back ordered parts taking longer than expected.

Subsequent to the reporting period, the SC date slipped an additional three months, to March 2025, due to high labor hours and long lead times needed to complete the final four remaining buses.

Bundled Contract: Purchase of 60 Battery Electric Buses (New Flyer)		
Project Budget at award: \$72.3M	Current Budget: \$77.4M	EAC: \$80.4M
Substantial Completion at Award: September 2023	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 89%

This bundled contract includes the following ACEPs:

- T7030216: Purchase 45 Standard Electric Buses
- T8030213: Purchase 15 Standard All-Electric Buses

The purpose of this project is the purchase of 60 standard battery electric buses by MTA NYC Transit. The buses will be used for the replacement of the fleet throughout the City that are beyond their useful life. The buses will be designed to operate in revenue service for a useful life of 12 years or 500,000 miles and will meet Environmental Protection Administration emission standards as well as Americans with Disabilities Act standards. The work is being performed in St. Cloud, MN.

During the third quarter 2024, the substantial completion date was further delayed three months, from September 2024 to December 2024, due to integration challenges within the bus charging infrastructure and bus batteries. To date 51 of the 60 buses have been accepted for revenue service.

OMNY Response to the IEC Traffic Light Report
Individual project descriptions

Bundled Contract: New Fare Payment System, Phase 2		
Project Budget at award: \$772.0M	Current Budget: \$772.0M	EAC: \$772.0M
Substantial Completion at Award: July 2023	Current Substantial Completion: December 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 85%

This bundled contract includes the following ACEPs:

- T6040405: New Fare Payment System, Phase 2
- T7040401: New Fare Payment System, Phase 2
- T8040405: Additional Work: Fare Collection

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

During the 3rd Quarter 2024, the project’s Substantial Completion was further extended nine months, from March 2025 to December 2025, due to various scope changes. A re-baselining effort intended to establish a realistic Substantial Completion date, was necessary primarily because of rapid advances in technology and enhancements for special programs (Reduced Fare, Fair Fares, Paratransit).

As a result of this agreement, the substantial completion date is now December 2025 with a final completion set for December 2026.



**Projects in CPC’s Risk-Based Monitoring Program
(3rd Quarter 2024 Traffic Light Report – Period Ending September 30, 2024)**

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

Projects in CPC's Risk-Based Monitoring Program

Capital Programs			Project
2010-14	2015-19	2020-24	
Integrated Capital Projects			
	X	X	Second Avenue Subway - Phase 2
	X	X	Penn Station Access
Systems Business Unit			
		X	Emergency Alarm Roll Out - Phase I
		X	Connection over Ethernet (COE) - Phase 3C
Signals and Controls Business Unit			
		X	Communications Based Train Control – Queens Blvd East
	X		Communications Based Train Control – 8 th Ave Line
		X	Communications Based Train Control – Crosstown Line
	X		Communications Based Train Control – Culver Line
X	X		Replace Bus Radio System
Subway Car, Bus, and Rolling Stock Procurement			
	X	X	New Subway Car Procurement
	X	X	New Bus Procurement
	X	X	Commuter Rail Road Rolling Stock Procurement
Stations Business Unit			
	X	X	OMNY New Fare Payment System – Phase 2
	X		ADA 149 th St/Tremont Ave Stations
		X	ADA Accessibility Packages 2, 3, 4, and 5
		X	ADA 68 th St / Hunter College
		X	ADA Borough Hall / Water Condition Remediation
		X	ADA Broadway Junction Complex



**Projects in CPC’s Risk-Based Monitoring Program
(3rd Quarter 2024 Traffic Light Report – Period Ending September 30, 2024)**

Capital Program			Project
2010-14	2015-19	2020-24	
Passenger Stations Program – cont’d			
		X	21 Escalator Replacements at 6 stations
		X	61 st Street / Woodside Station Renewals
		X	Flushing Line Station Renewals
Infrastructure Business Unit			
		X	Jamaica Bus Depot
		X	Rockaway SGR-Hammels Wye / ROW / Elevated Structure
		X	207 th Street Yard Sewer Relocation
		X	Structural Repairs and Overcoat Painting - Jamaica Line
		X	Structural Rehab and Overcoat Painting at 180th Street
Sandy Program			
Sandy Program			207 th Street Yard Long Term Perimeter Protection
Sandy Program			Sandy Mitigations - Coney Island Yard
Sandy Program			Corona Yard Flood Mitigation
Commuter Railroads Business Unit			
		X	LIRR – ADA Package #1
		X	LIRR – ADA Package #2
		X	MNR – GCT Trainshed Rehabilitation
		X	MNR – Park Avenue Viaduct Replacement
		X	Jamaica Capacity Improvements Phase 2 – Hall Interlocking
Bridges and Tunnels Business Unit			
		X	RFK Bridge - Structural Rehab East River Suspended Spans and Anchorage Retrofit

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
DECEMBER 2024**

PROCUREMENTS

The Procurement Agenda this month includes 10 actions for a proposed expenditure of \$330.4 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	12/16/24	X		
2	Board	12/18/24	X		

Date: December 12, 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 award Competitive Procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	4	\$	318,549,940
SUBTOTAL	4	\$	318,549,940

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
F. Personal Service Contracts	1	\$	1,470,822
SUBTOTAL	1		1,470,822

MTA Construction & Development proposes to award Ratifications 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	5	\$	10,415,889
SUBTOTAL	5	\$	10,415,889
TOTAL	10	\$	330,436,651

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

DECEMBER 2024

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
 (Staff Summaries required for items requiring Board approval.)

1-2.	MLJTC2 Contract A37806	\$281,100,000	<u>Staff Summary Attached</u>
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	Mid-American Elevator Co., Inc. Contract No. 60000000035120	\$17,605,000	<u>Staff Summary Attached</u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build Services for ADA Upgrades – Package 6, which will provide for Americans with Disability Act and related improvements at five New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.

3.	BEI Holdings, Inc. Contract No. MN133778R	\$983,035	<u>Staff Summary Attached</u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build Services for Digital Audio Call Recording System, which will upgrade the hardware and software for Metro North Railroad’s Private Branch Exchange system.

4.	ExterNetworks, Inc. Contract No. MN187450	\$18,861,905	<u>Staff Summary Attached</u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build Services for Radio System upgrades – Phase 1, which will replace Metro-North Railroad’s existing radio dispatch system.

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

5.	TUV Rheinland of North America, Inc. Contract No. D81491	\$1,470,822	<u>Staff Summary Attached</u>
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MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for an Independent Safety Assessor for the Signal System Modernization of the Rockaway Line Beach 105th Street Station Solid State Interlocking System.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Item Number 1-2					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/16/24	X		
2	Board	12/18/24	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
1. MLJTC2	1. A37806
2. Mid-American Elevator Co., Inc.	2. 600000000035120
Description	
Design Build Services for ADA Upgrades -- Package 6	
Total Amount	
1. Design Build Contract	\$281,100,000
2. Long Term Elevator Maintenance Contract	\$17,605,000
3. Stipend	\$900,000
Contract Term (including Options, if any)	
1. A37758	1,360 Calendar Days
2. Maintenance Contract	15 years
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes** <input checked="" type="checkbox"/> No*
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input checked="" type="checkbox"/> Federal* <input type="checkbox"/> Other:	

*Design Build Contract **Maintenance Contract

ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to MLJTC2, a joint venture between MLJ Contracting Corp. and TC Electric, LLC (“MLJTC2”), a publicly advertised and competitively solicited contract for Design-Build Services for ADA Upgrades -- Package 6 (the “Contract”). The Contract is in the amount of \$281,100,000 (inclusive of an option valued at \$1,977,000) and for a duration of 1,360 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. (“Mid-American”) in the amount of \$17,605,000 and for a duration of 15 years. In accordance with MTA policy regarding the use of Design-Build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$300,000 to be paid to each of the three unsuccessful proposers for a total amount of \$900,000.

DISCUSSION

This Contract is one of a series of Americans with Disabilities Act (“ADA”) projects in support of the MTA’s commitment to make stations ADA accessible, providing for design-build services for ADA upgrades at five New York City Transit (“NYCT”) stations: Norwood Avenue Station (J, Z), Myrtle Avenue Station (J, M, Z), Avenue I Station (F), Burnside Avenue Station (4), and Middletown Road Station (6). The work consists of installing new ADA-compliant elevators and other ADA upgrades at each of these stations, and, at the Burnside Avenue station, platform component repairs and replacements to bring the station platforms to a state of good repair. The Contract includes an Option for work at Burnside Avenue Station to be funded by the New York City Department of Transportation, to improve pedestrian access and wayfinding to buses and crosswalks. C&D also seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract, providing for all maintenance, repairs, tests and inspections, and emergency services required to ensure optimum performance and longevity of the elevators and ancillary equipment. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and their subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the NYCT system, but to also take into consideration the elevator subcontractor’s ultimate responsibility under a performance-based, long-term Maintenance Contract. The

Maintenance Contract is for a fifteen-year term, commencing on achievement of Substantial Completion of the Contract, and includes two options, each to extend the maintenance period for an additional five years.

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

- Citnalta-Scalamandre Joint Venture, a joint venture between Citnalta Construction Corp. and Peter Scalamandre & Sons, Inc. (“CSJV”),
- ECCO III Enterprises, Inc. (“ECCO”),
- Forte Construction Corp (“Forte”), and
- MLJTC2.

In response to the RFP, CSJV, ECCO, Forte, and MLJTC2 all submitted technical and price proposals. CSJV, ECCO, Forte, and MLJTC2 all proposed Mid-American Elevator Co., Inc. as the elevator manufacturer and installer, and therefore, for the long-term elevator maintenance contract. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYC Transit Department of Subways – Division of Stations, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: CSJV: \$366,972,415 inclusive of Option valued at \$3,508,000 (maintenance - \$17,605,000); ECCO: \$432,140,000 inclusive of Option valued at \$2,500,000 (maintenance \$17,605,000); Forte: \$314,669,000 inclusive of Option valued at \$962,700 (maintenance: \$17,605,000); and, MLJTC2: \$280,800,000 inclusive of Option valued at \$1,627,000 (maintenance: \$17,605,000).

The selection committee invited Forte and MLJTC2 to participate in negotiations. CSJV and ECCO were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Forte and MLJTC2 included detailed discussions of the proposers’ overall cost as well as proposed schedules and approach to the design and construction. Following negotiations, the two proposers were asked to submit Best and Final Offers (“BAFO”). As a result of scope clarifications received during negotiations, MLJTC2s BAFO included adjustments to certain items such as utility work, General Requirements and other project-wide costs. The BAFOs submitted by the proposers were as follows: Forte: \$305,600,000 inclusive of Option valued at \$1,620,000 (maintenance: \$17,605,000); and MLJTC2: \$281,100,000 inclusive of Option valued at \$1,977,000 (maintenance: \$17,605,000).

The selection committee unanimously recommended MLJTC2 for award of the Contract and Mid-American Elevator Co., Inc. for the award of the long-term elevator maintenance contract. In addition to providing the lowest competitive price, the selection committee determined that MLJTC2’s proposal offered the best value to the MTA when also considering the quality of its technical proposal. MLJTC2’s technical proposal demonstrates an ability to complete the work safely, on time, and within budget and provides a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. MLJTC2’s BAFO of \$281,100,000 (inclusive of an option valued at \$1,977,000) and Mid-American’s Proposal of \$17,605,000 are deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established a DBE goal of 22.5% for the Contract. MLJTC2 is committed to meet the required goal requirements. MLJTC2 has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with goals, therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

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

ALTERNATIVES

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

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Item Number 3					
Department, Department Head Name: Delivery, MNR, Ziona Rubin, Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/16/24	X		
2	Board	12/18/24	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
BEI Holdings, Inc.	1000133778R
Description	
Design-Build Services for Digital Audio Call Recording System	
Total Amount	
\$ 983,035	
Contract Term (including Options, if any)	
270 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award to BEI Holdings, Inc. (“BEI”) a publicly advertised and competitively solicited contract for Design-Build Services for Digital Audio Call Recording System (the “Contract”). The Contract is in the amount of \$983,035 and for a duration of 270 Calendar Days.

DISCUSSION

This Contract will provide for design-build services to upgrade the hardware and software for Metro North Railroad’s (“MNR”) Private Branch Exchange (“PBX”) system.

It is crucial for MNR to accurately record and monitor all service calls including safety-critical calls between the Rail Traffic Controller (RTC) and employees working on and around tracks to ensure regulatory compliance, including forensic evaluation, quality monitoring and training. This Contract will integrate a recording system into the PBX system that will locally record audio communications at MNR’s Operations Control Center (“OCC”), its back-up OCC and at key facilities throughout the Hudson, Harlem, and New Haven Lines, including shops, yards, and stations. It will also provide a feed to MNR’s Network Attached Storage Site for redundancy and archival purposes.

A one-step Request for Proposal (“RFP”) procurement process was conducted for this Contract. In response to the RFP, five proposers submitted technical and price proposals. Proposals were received from the following proposers:

- BEI,
- CRC Associates, Inc. (“CRC”),
- Dictation Sales & Services, Inc. doing business as Equature (“Equature”),
- ExterNetworks, Inc. (“ExterNetworks”), and
- Interaction Insight Corporation (“Interaction”).

The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts, and MNR Communication and Signals, reviewed the technical proposals and held oral presentations with all five proposers. All proposals were evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing design and construction, schedule, management plan, experience, record of performance, safety and quality – record and plan, diversity compliance, and other relevant matters).

Revised proposals were requested from BEI, Equature, and Interaction to identify their proposed Engineer of Record and to address diversity goals as required in the RFP. Equature failed to identify an Engineer of Record. Accordingly, Equature's proposal was deemed non-responsive and eliminated from further consideration. The selection committee thereafter opened the price proposals of the remaining proposers, which were as follows: BEI: \$983,035,00; CRC: \$8,905,000,00; ExterNetworks: \$3,979,292,00; and Interaction: \$1,254,730.83.

Based upon its review of the technical and price proposals, and discussions during the oral presentations, the selection committee determined that BEI's proposal provided the best value to MTA, as it provided the lowest price, and proposed the shortest schedule – five months shorter than the maximum duration permitted under the Contract. BEI's capability to perform the Contract is bolstered by the fact that it previously worked successfully with Metro-North on its PBX system components. BEI's price proposal of \$983,035,00 is deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, WBE goal of 15%, and SDVOB goal of 6% for the Contract. BEI is committed to meet the required goal requirements and its utilization plan is under review. BEI has not recently completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

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

ALTERNATIVES

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

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Item Number 4					
Department, Department Head Name: Delivery, MNR, Ziona Rubin, Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/16/24	X		
2	Board	12/18/24	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
ExterNetworks, Inc.	1000187450
Description	
Design-Build Services for Radio System Upgrades- Phase 1	
Total Amount	
1. Design-Build Contract:	\$18,861,905
2. Stipend Payments:	\$40,000
Contract Term (including Options, if any)	
775 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award to ExterNetworks, Inc. (“ExterNetworks”) a publicly advertised and competitively solicited contract for Design-Build services for Radio System upgrades – Phase 1 (the “Contract”). The Contract is in the amount of \$18,861,905 and for a duration of 775 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$20,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$40,000 to the two unsuccessful proposers.

DISCUSSION

This Contract will provide for design-build services to replace Metro-North Railroad’s (“MNR”) existing radio dispatch console system in two control centers and upgrade radio and network communications equipment at approximately 80 field locations. The rail dispatch system enables rail traffic controllers to communicate with mobile train radios and wayside personnel.

MNR’s current system connects over 200 analog and IP phone lines and radio communication lines across 80 locations in New York and Connecticut and supports over 700 mobile train radios and 3,000 portable radios. The project replaces dispatch console hardware and software at Metro-North’s Operational Control Center in Grand Central Terminal and Emergency Control Center at 525 North Broadway, White Plains, and connects the current analog field radios to an upgraded digital system to enhance reliability and maintainability with minimal downtime.

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

- CRC Associates, Inc. (“CRC”),
- ExterNetworks,
- Verde Electric Corporation (“Verde”), and
- Wabtec Transportation Systems, LLC (“Wabtec”).

In response to the RFP, CRC, ExterNetworks, and Verde submitted technical and price proposals. Wabtec withdrew from participating in the RFP stating that, after review of the RFP Documents, the scope of work was outside of its expertise. The selection committee, consisting of representatives from C&D Delivery, Contracts and Development, and MNR Stations Operations & Services, reviewed the technical proposals and heard oral presentations by each of the remaining three proposers. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters.

The selection committee thereafter opened the price proposals which were as follows: CRC: \$38,800,000.00; ExterNetworks: \$29,698,320.00; Verde: \$38,648,678.79.

All three Proposers were invited in for scope clarifications to ensure all elements of the Work were understood. In parallel, C&D re-evaluated and de-scoped certain project elements which deleted the relocation of the radio systems room at Grand Central Terminal. Proposers were invited to submit revised technical and price proposals based on the reduced scope. The selection committee then opened the revised price proposals which were as follows: CRC: \$31,800,000.00; ExterNetworks: \$22,488,151.62; Verde: \$27,323,258.04.

After reviewing the price proposals, the selection committee invited ExterNetworks for negotiations. CRC and Verde were not invited to participate in negotiations as their price proposals were outside of the competitive range. Following negotiations, ExterNetworks submitted a Best and Final Offer (“BAFO”) in the amount of \$18,861,905.00.

The selection committee unanimously recommended ExterNetworks for award of the Contract. In addition to providing the lowest price, the selection committee determined that ExterNetworks proposal offered the best value to the MTA in light of the quality of its technical proposal and its overall price. ExterNetworks’ proposed solution contained a detailed cutover plan to ensure a seamless transition without downtime with a system that has an extensive history of reliable performance in other large transportation industries (specifically, airline and freight). ExterNetworks’ BAFO of \$18,861,905.00 is deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, WBE goal of 15%, and SDVOB goal of 6% for the Contract. ExterNetworks is committed to meet the required goal requirements and its utilization plan is under review. ExterNetworks has not recently completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract and stipends for the two unsuccessful proposers is included in the MNR portion of the MTA’s 2020-2024 Capital Program.

ALTERNATIVES

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

Staff Summary

Schedule F: Personal Service Contracts

Item Number	5				
Department, Department Head Name:					
Signals & Train Control, Sofia Georgiadis, Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/16/24	X		
2	Board	12/18/24	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TUV Rheinland of North America, Inc	D81491
Description	
Independent Safety Assessor for the Signal System Modernization of the Rockaway Line Beach 105 th Street Station Solid State Interlocking System	
Total Amount	
\$1,470,821.27	
Contract Term (including Options, if any)	
44 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to TUV Rheinland of North America, Inc (“TUV”) for an Independent Safety Assessor for the Signal System Modernization for the Rockaway Line Beach 105th Street Station Solid State Interlocking System (“the Contract”). The Contract is in the not-to-exceed amount of \$1,470,821.27 and for a duration of 44 months.

DISCUSSION

The existing conventional relay-based interlocking system is being replaced at New York City Transit’s (“NYCT”) Beach 105th Street Station with solid state interlocking technology under design-build contract C35327. In accordance with MTA’s Rail Safety Program Plan requirements, an Independent Safety Assessor must review each phase of the work to verify that all safety related requirements are met.

Selection was determined via a one-step qualifications-based procurement process required by the Brooks Act for federally-funded engineering services contracts. Under the Brooks Act, contracts are negotiated with the firm that is determined to be the most technically qualified by the selection committee based on established evaluation criteria. Price is not a consideration in the selection or ranking of the firm. A Request for Proposals was publicly advertised resulting in the submission of proposals from three firms:

- TUV,
- Battelle Memorial Institute (“Battelle”), and
- SYSTRA Engineering Inc. (“SYSTRA”).

The proposals were evaluated and scored by a selection committee, consisting of representatives from C&D Delivery, Signals & Train Control and Contracts, and NYCT Engineering, utilizing the following pre-established selection criteria: Experience and Availability of Project Team/Key Personnel, Management Approach, Technical Work Proposed and Plan of Approach, Qualifications of Firm and Experience in Relevant Areas, and Other Relevant Matters.

After reviewing technical proposals, the selection committee voted to shortlist Battelle and TUV for oral presentations. SYSTRA was not shortlisted for oral presentations because its technical proposal did not demonstrate its ability to manage project scope and schedule. Its quality assurance plan lacked sufficient detail and did not provide staffing with the requisite experience.

Upon conclusion of the oral presentations, the selection committee determined TUV to be the highest technically ranked and recommended TUV for negotiations. TUV presented a management approach with a defined schedule that ensures staffing availability consistent with the construction schedule. TUV's technical proposal and oral presentation also adequately addressed the scope of services, deliverables, and identified potential challenges with workable solutions.

TUV's initial cost proposal was \$1,285,034. Negotiations were conducted, focusing on the scope of work, adherence to the criteria timeline for deliverables, levels of effort, staffing, and fixed fee. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. Additional resources were included for hazard analyses, modeling and working group participation. After the negotiations concluded, TUV submitted a Best and Final Offer ("BAFO") in the amount of \$1,470,821.27.

The selection committee unanimously recommended TUV for award. The selection committee determined that TUV provided the best overall value to the MTA given the quality of TUV's technical proposal and final price. The firm and its proposed team have extensive experience performing similar work and TUV's technical proposal delineated a management approach that complements the construction schedule and mitigates system integration risks. Based on the foregoing, TUV's BAFO was determined to be fair and reasonable.

DBE INFORMATION

The MTA Department of Diversity and Civil Rights has established a Disadvantage Business Enterprise ("DBE") goal of 22.5% for the Contract. TUV has submitted a DBE utilization plan that exceeds the DBE goal requirement. TUV has not completed any MTA contract with goals; therefore, no assessment of its DBE performance can be determined at this time.

IMPACT ON FUNDING

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

ALTERNATIVES

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

DECEMBER 2024

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

6-7. Walsh Construction Company II, LLC \$2,575,000 Staff Summary Attached
Contract C34838

MTA Construction and Development requests Board approval to ratify Modification Nos. 106 & 120. Modification 106 is for accessibility upgrades to the Relay Building A site at New York City Transit’s 207th Street Yard to be compliant with the Americans with Disabilities Act requirements. Modification 120 re-routes water and sewer lines to address differing site conditions and water pressure issues for Relay Building A.

8. FOS Development Corp. \$2,725,000 Staff Summary Attached
Contract C48703

MTA Construction and Development (“C&D”) requests that the Board ratify Modification No. 5 for additional structural steel repairs to 41 roof beams and five columns on Tracks E1 and E4 in the vicinity of New York City Transit’s Bergen Street Station.

9. John Civetta & Sons, Inc. \$1,540,000 Staff Summary Attached
Contract MN135846

MTA Construction and Development Company requests that the Board ratify Modification No. 40 to construct a dedicated exhaust system for the Unified Trash Facility at Grand Central Terminal.

10. Atkins-HNTB, JV \$3,575,889 Staff Summary Attached
Contract PS21002

MTA Construction and Development Company requests that the Board ratify Modification No. 6, adding additional services in support of the implementation of Communications Based Train Control on New York City Transit’s Fulton Street and Sixth Avenue & 63rd Street Lines and extending the period of performance by 12 months to March 31, 2025.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 6-7

Vendor Name (& Location) Walsh Construction Company II, LLC (Little Falls, New Jersey)	
Description Sandy Repair and Flood Mitigation at 207 th Street Yard, Perimeter Wall, Portal, Signals, Track and Power Work, 8 th Avenue Line (IND) Division in the Borough of Manhattan	
Contract Term (including Options, if any) September 4, 2018 – July 8, 2024	
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	AWO/Modification #
C34838	106 & 120
Original Amount:	\$ 383,564,083
Prior Modifications:	\$ 26,144,042.18
Prior Budgetary Increases:	\$ 6,057,333.58
Current Amount:	\$ 415,765,458.76
Modification No. 106	\$ 1,100,000
Modification No. 120	\$ 1,475,000
This Request	\$ 2,575,000
% of This Request to Current Amount:	0.62%
% of Modifications (including This Request) to Original Amount:	7.48%

DISCUSSION:

Contract C34838 (the “Contract”) is for Sandy repairs and flood mitigation at the 207th Street Yard (the “Yard”) in Manhattan. MTA Construction and Development (“C&D”) requests Board approval to ratify Modification Nos. 106 & 120. Modification 106 is for accessibility upgrades to the Relay Building A site to be compliant with the Americans with Disabilities Act (“ADA”) requirements. Modification 120 re-routes water and sewer lines to address differing site conditions and address water pressure issues.

Modification No. 106

The Contract did not include provisions to comply with certain ADA requirements for accessible routes including a walkway ramp and ADA-compliant driveway, parking, and passenger loading facilities in the area around Relay Building A. The absence of the site/ADA requirements from the Contract design is an in-house design error/omission. This oversight will be addressed with the in-house design teams to ensure that ADA requirements are incorporated into future designs. This modification also includes a credit for the typical site grading originally required in the Contract. In order to mitigate delays to the project from this modification, authorization was previously obtained to proceed with the work up to a not-to-exceed amount of \$300,000. The Contractor’s proposal was submitted in the net amount \$1,426,888.90. Negotiations were held and agreement was reached on the net amount of \$1,100,000, which is considered fair and reasonable.

Modification No. 120

The Contract provides for installation of an 8” gravity sewer line for Relay Building A as well as connections for a 6” fire suppression line and a 3” domestic water line. During excavation for the sewer line, interferences were encountered with an existing 12” water line and underground equipment and utilities which made it necessary to reroute the sewer line. This modification provides for the rerouting of the sewer line. In addition, during the course of the work the project team discovered that the pressure in the existing 12” water line was insufficient for the new fire suppression and domestic water lines. Accordingly, the modification provides for a new water service connection from a 20” water main located at 9th Avenue which will resolve the pressure issue. In order to mitigate delays to the project from this modification, authorization was previously obtained to commence work up to a not-to-exceed amount of \$1,500,000. The Contractor’s proposal was submitted in the net amount of \$1,632,420.14. Negotiations were held and agreement was reached on the net amount of \$1,475,000, which is considered fair and reasonable.

Delays in the project schedule caused by these Modifications have already been addressed by an extension of time being issued pursuant to another modification.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 8

Vendor Name (& Location) FOS Development Corp. (Woodside, New York)
Description Line Structure Component Repair Program, Eastern Parkway Line (IRT), in the Borough of Brooklyn
Contract Term (including Options, if any) June 18, 2020 – October 18, 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 C48703	AWO/Modification # 5
Original Amount:	\$ 33,205,427
Prior Modifications:	\$ 1,470,519
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 34,675,946
This Request	\$ 2,725,000
% of This Request to Current Amount:	7.86%
% of Modifications (including This Request) to Original Amount:	12.64%

DISCUSSION:

This Contract provides for concrete and steel repairs in the Eastern Parkway IRT Line tunnel, between the Borough Hall and Franklin Avenue Stations in Brooklyn. MTA Construction and Development (“C&D”) requests that the Board ratify Modification No. 5 for additional structural steel repairs to 41 roof beams and five columns on Tracks E1 and E4 in the vicinity of Bergen Street Station.

The Contract work includes steel repairs, replacement of beams and columns, concrete spall repairs, and crack and leak repairs on ceilings and walls of the tunnel and in work areas at the Hoyt St./Nevins St. Stations, Bergen St. Station, and Eastern Parkway-Brooklyn Museum Station. In the course of performing the Contract work, roof beams and columns beyond those identified in the Contract as requiring repair were identified as exhibiting severe deterioration, including holes, corrosion and evidence of section loss.

This modification provides for additional steel repairs to 41 roof beams and 5 columns, including removing concrete encasement from steel members, installing steel plates, painting repaired steel and replacing concrete encasements. The repairs were performed during scheduled General Orders and were completed within the Contract’s duration. The Contract is 100% complete and Substantial Completion was declared on October 18, 2023.

The Contractor submitted a proposal in the amount of \$2,757,092.04. Negotiations were held and agreement was reached on a lump sum cost of \$2,725,000, which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 9

Vendor Name (& Location) John Civetta & Sons, Inc. (Bronx, New York)
Description Construction Services for Grand Central Terminal and East Side Access Unified Trash Facility
Contract Term (including Options, if any) September 2, 2020 – March 2, 2022
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 type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
MN135846	40
Original Amount:	\$ 24,321,500.00
Prior Modifications:	\$ 2,894,839.61
Prior Budgetary Increases:	\$ 3,415,531.33
Current Amount:	\$ 27,216,339.61
This Request	\$ 1,540,000
% of This Request to Current Amount:	6%
% of Modifications (including This Request) to Original Amount:	18%

DISCUSSION:

The Contract provides for the repurposing of Grand Central Terminal’s (“GCT”) Track No. 115 to build the Unified Trash Facility (“UTF”). MTA Construction and Development Company (“C&D”) requests that the Board ratify Modification No. 40 to construct a dedicated exhaust system for the UTF.

The UTF will support the waste management needs of both the Grand Central Madison and Grand Central Terminal facilities. As originally planned in the Contract, the UTF was to connect to the Grand Central Madison ventilation system and to provide exhaust for the UTF through the Grand Central Madison ventilation system. However, the Grand Central Madison ventilation system was not designed to support the full-time exhaust required to exhaust trash air from the UTF and cannot fulfill that function while providing ventilation for the rest of the facility. For that reason, a separate exhaust system for UTF is required.

This modification will provide for a dedicated exhaust system for the UTF, including re-routing and extending the ducts to tie into the exhaust ducts of the MetLife Building through GCT’s southwest shaft, installation of an exhaust fan and variable frequency drive, and all associated track wall demolition, electrical & mechanical work, and testing. The Contractor submitted a cost proposal in the amount of \$1,670,190. Negotiations resulted in agreement of a lump sum price of \$1,540,000, which is considered fair and reasonable.

The lead time for the required 40 HP variable frequency drive and 40 HP exhaust fan is approximately 18 weeks. To ensure the new ventilation system is operating at peak efficiency as soon as possible and to mitigate impact to Final Completion, authorization was obtained on November 14, 2024, to allow the Contractor to commence work up to a not-to-exceed amount of \$500,000.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 10

Vendor Name (& Location) Atkins-HNTB, JV (New York, New York)
Description General Engineering Services for NYC Transit Communications Based Train Control
Contract Term (including Options, if any) April 1, 2022 – March 31, 2024
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number PS21002	AWO/Modification # 6
Original Amount:	\$ 18,154,956
Prior Modifications:	\$ 5,833,309.77
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 23,988,265.77
This Request:	\$ 3,575,889
% of This Request to Current Amount:	14.9%
% of Modifications (including This Request) to Original Amount:	51.8%

DISCUSSION:

The Contract provides for general engineering consultant (“GEC”) services to assist the MTA in the implementation of its Communications Based Train Control (“CBTC”) program for New York City Transit (“NYCT”) subway service. MTA Construction and Development (“C&D”) requests that the Board ratify Modification No. 6, an amount not-to-exceed \$3,575,889, to add additional services and extend the period of performance by 12 months to March 31, 2025.

The Contract work includes design, engineering and procurement support, and program administration services in support of the expansion CBTC to the Fulton Street Line (IND, B-Division), the Sixth Avenue & 63rd Street Line (IND, B-Division), and the Crosstown Line (IND, B-Division). This modification will add support for modifications to existing contracts to equip MTA’s R211, R179 and R160 class subway trains with the 5G Data Communication System equipment required for CBTC operation. Additionally, the modification provides for continuation of reliability and availability monitoring and analysis of the current CBTC systems, and ongoing design support for the Interoperability Interface Specification subgroup. This modification also provides additional funding in the amount of \$330,000 for an early incentive payment earned by the consultant for completion of preliminary design and contract documents in connection with the contract for the Sixth Avenue & 63rd Street Line. In order to continue with necessary work and prevent schedule delays, authorization was obtained from the President of MTA C&D to continue to provide the required GEC support up to the not-to-exceed amount of \$618,000.

The consultant submitted its cost proposal in the amount of \$2,401,740. Following negotiations, Atkins-HNTB JV submitted a Best and Final Offer (“BAFO”) of \$3,575,888.68 (comprised of a total amount not-to-exceed \$3,245,888.68 for additional GEC support and \$330,000 for the early incentive payment earned), which is considered fair and reasonable.