



**Metropolitan Transportation Authority**

# **Capital Program Committee Meeting**

## **July 2022**

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### **Committee Members**

J. Lieber, Chair  
N. Zuckerman, Vice Chair  
A. Albert  
J. Barbas  
G. Bringmann  
N. Brown  
S. Chu  
M. Fleischer  
R. Glucksman  
D. Jones  
B. Lopez  
D. Mack  
H. Mihaltses  
J. Samuelson  
S. Soliman  
V. Tessitore

# **Capital Program Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Monday, 7/25/2022**

**12:45 - 2:00 PM ET**

## **1. SUMMARY OF ACTIONS**

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## **2. PUBLIC COMMENTS PERIOD**

## **3. APPROVAL OF MINUTES – JUNE 27, 2022**

*CPC Committee Minutes - Page 4*

## **4. 2022 – 2023 COMMITTEE WORK PLAN**

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## **5. MTA C&D CAPITAL PROGRAM UPDATE**

*Progress Report on Stations Business Unit - Page 13*

*IEC Project Review on 149th Street/ Grand Concourse & Tremont Ave - Page 19*

*IEC Project Review on ADA Package 1 - Page 24*

*IEC Project Review on ADA Package 2 - Page 30*

*IEC Project Review on ADA at 68th Street/Hunter College - Page 35*

*IEC Summary of the Stations Business Unit - Page 40*

## **6. C&D SAFETY REPORT**

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## **7. CAPITAL PROGRAM STATUS**

*Commitments, Completions, and Funding Report - Page 43*

## **8. C&D PROCUREMENTS**

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**CONSTRUCTION & DEVELOPMENT  
COMMITTEE ACTIONS  
SUMMARY for JULY 2022**

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
Contracts	Skanska Railroad Construction Joint Venture	\$ 199,955,000	MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract (A46030) for design-build services for improvements on the Flushing line.
Contracts	Skanska USA Civil Northeast, Inc.	\$ 114,970,000	MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract (E30641) for design-build services to replace seventeen (17) escalators at six (6) subway stations systemwide.
Contracts	E-J Electric Installation Company	\$ 25,450,000	MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract (QM-36 B/C) for design-build services for the relocation of Queens Midtown Tunnel refueling station and Queens Service Building switchgear.
Contracts	TC Electric/J-Track JV	\$ 5,378,820	MTA Construction & Development requests Board approval to award Modifications No. 41, 42 and 43 to the Contract to address deterioration and corrosion of electrical systems and equipment for the 53 <sup>rd</sup> Street Tube.
Contracts	Voltamp Electrical Contractors	\$ 3,775,000	MTA Construction and Development requests that the Board ratify Modification No. 11 to Contract P-36700 for the replacement of the existing transformer and rectifier equipment at the 41 <sup>st</sup> Street Substation in Queens.

MINUTES OF MEETING  
MTA CAPITAL PROGRAM COMMITTEE  
June 27, 2022  
New York, New York  
12:15 P.M.

CPC members present:

Hon. Janno Lieber  
Hon. Andrew Albert  
Hon. Jamey Barbas  
Hon. Norman Brown  
Hon. Randolph Glucksman  
Hon. David Jones  
Hon. Haeda Mihaltses  
Hon. Sherif Soliman  
Hon. Neal Zuckerman

CPC members present via video conference:

Hon. Gerard Bringmann  
Hon. Samuel Chu

CPC members not present:

Hon. Michael Fleischer  
Hon. Bianca Lopez  
Hon. David Mack  
Hon. John Samuelsen  
Hon. Vincent Tessitore, Jr.

MTA staff present:

Jim Allen  
Daniel Cardoza  
Evan Eisland  
Siu Ling Ko  
John McCarthy  
Tim Mulligan  
Steve Plochochi  
Joseph Reynolds  
Mark Roche  
Tom Savio  
Jamie Torres-Springer

Independent Engineering Consultant staff present:

Joe Devito

Elizabeth King

\* \* \*

Chairman Lieber called the June 27, 2022 meeting of the Capital Program Committee to order at 1:05 P.M.

### Public Comments Period

There were eight public speakers in the public comments portion of the meeting: Murray Bodin, Concerned Grandparents; Tyler Babb; Jason Anthony, Amazon Labor Union; Andy Pollack, Passengers United; Bruce Hain, Rail NYC Access; Aleta Dupree; Kara Gurl, PCAC; Frank Hardaway, Phillips Bus Service.

### Meeting Minutes

The minutes of the meeting held on May 23, 2022 were approved (with noted corrections).

### CPC Work Plan

There were no changes to the CPC Work Plan.

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

### President's Report

President Torres-Springer noted that C&D has reached significant milestones on several integrated mega projects since last month's presentations: the Governor and Chair Lieber announced that East Side Access service will be called Grand Central Madison; the Long Island Railroad has issued draft timetables showing the over 40% increase in LIRR service to Manhattan that the project will enable; the New Hyde Park Station -- delivered on time and under budget -- has since opened; and C&D has released a Request for Proposals to advance the design for the reconstruction of Penn Station. In addition, a major milestone was reached on the long-term path to achieving full accessibility within the transit system with the recently announced settlement with the Disability Community, a testament to C&D developing and

awarding stations at a faster pace, delivering them on time and on budget, and working on innovative new approaches to partner with the private sector to get more stations done faster. President Torres-Springer then cited a cost containment strategy underway for C&D's Owner-Controlled Insurance Plan (OCIP), expected to yield \$60M - \$ 95M in savings on MTA's next installment of project insurance. He then cited the rolling stock presentations on today's CPC agenda, noting that while the procurements are consolidated under MTA HQ, the contracts themselves are managed by staff at each operating agency, and C&D oversees the capital funding and provides programmatic oversight. In addition, before introducing the first presenter, President Torres-Springer emphasized several unique features inherent in rolling stock procurements: purchasing rolling stock is not a typical commodities procurement in that it is not an "off-the-shelf" item. Fabrication is very complex to meet MTA's high standards of safety and reliability, and there is a limited supply of U.S. train car and bus manufacturers available to the MTA. As a result, MTA uses every contractual and project management means at its disposal to drive schedule while ensuring delivery of a quality product. MTA is addressing several challenges, which have led to delays, including the Covid-19 pandemic and supply chain issues, the nation-wide shortage of skilled labor, and quality issues that have required rework to meet MTA's high standards. As evidence of MTA overcoming these challenges, new rolling stock that has been placed in passenger service has been averaging Mean Distance Between Failure (MDBF) – a key performance metric for rolling stock – that not only meets, but exceeds, MTA's stringent contractual requirements.

### C&D Capital Program Updates

#### **LIRR M-9 Railcar Project**

Mr. Allen noted that the M-9 cars will provide passenger service to Grand Central Madison, allowing retirement of M-3 cars, which were manufactured from 1984 to 1986. He then highlighted the following key features of the cars, which have been well-received by LIRR customers: closed loop armrests; powered B-End doors; electrical outlets at each row; improved bathroom amenities including touchless, improved sliding door and scratch-proof mirror; CCTV, which is a crime deterrent and incident investigation tool; and interior displays of car numbers within a consist. The M-9 contract, awarded to Kawasaki Railcar in Yonkers, New York in September 2013, included an initial base order of 92 cars with an option that has since been exercised for an additional 110 cars in July 2017 at a combined budget of approximately \$734M. While the cars are performing very well when placed in passenger service – as borne out by exceptional MDBF results, the project's acceptance schedule has been impacted by several workmanship issues by Kawasaki that must be corrected before LIRR will accept a car -- this in keeping with LIRR's mandate to not accept a car until it fully meets contractual requirements. Mr. Allen then noted that to address delays associated with the project, LIRR and MTA are currently engaged in discussions with Kawasaki's Senior Management; in addition, LIRR Project Management is engaged in discussions with its legal team to exercise contractual rights, while continuing to progress the work itself. In its Project Review of the LIRR M-9 contract, the IEC noted that overall, the project remains on budget, but has experienced significant delays due to

Kawasaki's inability to control initial quality, overcome supply chain issues and maintain a stable, qualified workforce before and during the Covid-19 pandemic. The LIRR Project Management Team forecasts completing conditional acceptance by September 2023, for a total project delay of 33 months from the original contract date, and to meet this date the production rate -- which has averaged 4 cars per month -- must increase to 5 cars per month for the final 72 vehicles. In the opinion of the IEC, an average monthly rate of 5 cars is achievable provided Kawasaki can overcome parts shortages and achieve workforce stability. The IEC concluded its remarks by noting that the LIRR M-9 Project Management Team is smart, aggressive, and committed to the goal of ensuring all new vehicles meet customer satisfaction expectations -- and the IEC fully agrees with LIRR's strategy of requiring quality workmanship from the contractor ahead of acceptance.

#### **NYCT Subway Car Program**

Ms. Ko stated that the overall goal of the Program is to maintain cars in a state of good repair and to ensure a safe and reliable fleet, which is achieved through regular maintenance programs and replacement of subway cars at the end of their useful life. In addition, she pointed out the need to support signal system modernization, which requires installation of communications equipment directly on subway cars with the latest signal technology and to retrofit existing cars to accommodate CBTC equipment. The R211 program supports these goals by replacing the 40+ year-old R46s with CBTC-equipped cars to enable CBTC expansion on the B-Division, including the 8th Avenue A, C, and E Lines. The R211s will also replace the Staten Island Railway R44 cars, which are close to 50 years old. The R211 contract was awarded to Kawasaki in February 2018 for up to 1,612 cars for NYCT and Staten Island Railway; the base order contract is for 535 cars, budgeted at \$1.75 B, and comprising 440 closed-end cars, 75 Staten Island Railway cars, and 20 open-gangway test cars. The Project Management Team is actively working with Kawasaki to mitigate schedule delays of 12 to 19 months at various milestones. Of note is that the new millennium fleet is outperforming the legacy fleet with a 250,000-mile MDBF compared to less than 100,000 miles on the older cars. Acknowledging the LIRR Project Team's close supervision of Kawasaki to bring the quality of the M-9's to an acceptable level, the R211 Program is expected to benefit from this experience and will utilize lessons learned to avoid quality issues. And, based on the late delivery of the R211 cars, MTA C&D is developing an alternative plan for the 8th Avenue CBTC cutover, which was then outlined by President Torres-Springer, as follows: while initially the 8th Avenue CBTC project was to progressively commission CBTC from north to south on both the express (A) and local (C and E) services, the current plan consists of first migrating to CBTC on the local tracks and then the express tracks; this revised approach allows MTA to start before the A is ready for CBTC, which requires receipt of the R211 base order. In its Project Review of the R211 contract, the IEC stated that overall, the project remains on budget at \$1.75B, but has experienced significant delay to car delivery. The forecast delivery of all R211 vehicles has moved from July 2023 to January 2025, an 18-month delay, due to workmanship and typical technical issues discovered during testing, as well as Covid-related impacts. The IEC's schedule analysis shows that an average production rate of 20 cars per month is required to meet this delivery schedule, which in the IEC's opinion is aggressive, and that meeting it will be challenging, with a risk of further delay to the project of up to 9 months. The IEC's analysis assumes swift resolution of supply chain and labor issues and

that Kawasaki will, for a time, utilize two production lines with two work shifts each. The IEC then noted that the R211 project team has directed Kawasaki to undertake actions intended to assist the car builder in achieving the stated production level, while delivering high quality cars for acceptance. The IEC concluded its remarks by stating that it remains concerned about the dependency of the 8<sup>th</sup> Avenue CBTC project testing schedule on the delivery of the R211A fleet (originally set to begin in February 2024). To address this coordination issue, NYCT and C&D are working closely to advance a mitigation plan that would require 300 cars to be available, thus allowing for testing by August 2024.

#### **Metro-North Railroad SC42 Locomotive Contract**

Mr. Reynolds noted the \$378M contract (including base and options), awarded to Siemens in March 2021, is for 27 locomotives to replace the aged P-32s, which have reached their useful life. With the program having completed the second stage of the locomotive design process, Mr. Reynolds noted that it is on schedule with delivery of the first locomotive in mid-2025, and with the last locomotive to arrive two years later. These locomotives will reduce hazardous exhaust to significantly lessen harmful emissions, in compliance with EPA Tier IV requirements. Furthermore, to the extent possible, the locomotives are being designed to maximize the use of the electric mode, which in turn will use less fuel and lower overall operating costs. In addition, among the key features of these locomotives is their reduced sound emissions, improved reliability, and ability to operate at higher speeds. Mr. Reynolds concluded his remarks by noting a lesson learned from previous programs: timely identification and resolution of issues through direct Program Team engagement throughout the various stages of the project.

#### **MTA New Bus Program**

Mr. Cardoza provided an overview of the current bus fleet, which consists of approximately 5,800 buses -- with an average fleet age of 7.89 years -- at 28 bus depots city-wide. Given a 12-year useful life, the ideal average fleet age is 6 years; purchases of over 950 buses from now through 2025 will bring the fleet closer to this ideal average. He then noted that all contracts for the 1,776 buses funded in the 2015-2019 Capital Program have been awarded and that to date, 89% of the buses have been accepted for revenue service. In addition, the remaining 131 buses from "in production" contracts are expected to be delivered by the end of 2022, bringing that number up to 96%. With respect to the 2020-2024 Capital Program, 7 contracts have been awarded for a total of 706 buses, or 29% of the program total. In addition to the current contracts, the Capital Program includes upcoming contracts for over 1,200 buses. Mr. Cardoza then announced that the Program has made significant steps towards electrifying the fleet, with plans to solicit 470 Battery-Electric Buses (BEB's) by the end of this year (of which 90 will be articulated) -- by far the largest BEB purchase to date. Of note is that other bus purchases in this program include the latest EPA standards and best available technology for clean diesel engine buses and compressed natural gas buses. All contracts are on budget, but due to the Covid-19 pandemic, bus manufacturers have experienced labor shortages and absenteeism, as well as supply chain issues with some components, which have resulted in production rate slowdowns. He noted, however, that the Program Team continues to work closely with each bus manufacturer to help mitigate issues and delays. The hybrid buses -- purchased with new electrified systems to help bridge the gap to BEB's -- experienced some infancy failures, typical



of risks associated with any new technology. The Program continues to hold vendors accountable for engineering solutions aimed at achieving long-term reliability. And despite the manufacturers' submission of force majeure claims, DOB continues to assess liquidated damages as the manufacturers work through their engineering solutions and schedule delays. Mr. Cardoza then noted significantly increased MDBFs on both Nova and New Flyer buses in the last 90 days. He concluded his remarks by noting that all buses come equipped with safety measures for both passengers and bus operators, as well as state-of-the-art amenities, including: advanced camera systems, which offer interior and exterior bus views for added safety and security; the Pedestrian Turn Warning System alerts pedestrians that the bus is turning; barriers have been enhanced to ensure added protection for bus operators; and efforts have been underway to improve on-route bus speeds through expanded Automatic Bus Lane Enforcement and Transit Signal Priority Programs. In its Project Review of NYCT & MTA Bus contracts, the IEC noted that overall, projects are forecast to be completed within the current budget and EAC. Regarding schedule, since last report, some contracts have experienced adjustments of up to 11 months, due to supply chain, Covid-19 impacts, as well as technical issues such as doors, batteries, and software. DOB has directed vendors to identify root causes to technical issues and together they are implementing solutions as swiftly as possible. Bus manufacturers have proposed revised delivery schedules for the delayed contracts, which are under review by DOB to ensure they are in line with delivery expectations and that outstanding risks are addressed -- while still achieving DOB's high-quality standards. The IEC concurs with DOB's strategy however, risks remain and there is potential of further delay as Covid-19 continues to impact equipment manufacturers' performance and ability to achieve timely bus delivery. Lastly, the IEC is encouraged that DOB has released an RFP to conduct an analysis of the BEB Program, including DOB's transition to a zero-emissions fleet.

Following the presentations, Board Member Brown asked to what extent do MTA's rolling stock procurements, i.e., bus, subway, and commuter rail, "hew to world comparables" in terms of price. Chairman Lieber then called for a follow-up response to the Committee to include not only a comparison to other properties from the standpoint of price, but that the response also cites MTA's ongoing efforts to "de-customize" rolling stock design requirements and specifications.

#### Procurement Actions

Stephen Plochochi, Senior Vice President ("SVP"), Contracts, MTA Construction & Development Company ("C&D") reported there was one procurement action being brought to the Capital Program Committee this month. SVP Plochochi then presented the action.

Upon a motion duly made and seconded, the Board:

Ratified Modification No. 20 to the Flood Mitigation at Three Bus Depots in the Boroughs of Manhattan, Queens and Staten Island contract (B-62032) with T. Moriarty & Son Inc., for a redesigned flood roller gate at the MJ Quill Bus Depot for a cost of \$1,235,001.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the June 27, 2022 meeting of the MTA Capital Program Committee at 2:20 PM.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## 2022-2023 CPC Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**September**

Overall Capital Program

- Railroads

OMNY  
Quarterly Traffic Light Report

**October**

Overall Capital Program

- Infrastructure

**November**

Overall Capital Program

- Signals and Train Control

Minority, Women and Disadvantaged Business Participation  
Small Business Development Program

**December**

Overall Capital Program

- B&T

Security Projects  
Quarterly Traffic Light Report

**January**

Overall Capital Program

- Integrated Megaprojects

**February**

Overall Capital Program

- Stations

**March**

Overall Capital Program

- Railroads

OMNY

Quarterly Traffic Light Report

**April**

Overall Capital Program

- Infrastructure

Minority, Women and Disadvantaged Business Participation

**May**

Overall Capital Program

- Signals & Train Control
- Rolling Stock

**June**

Overall Capital Program

- Integrated Megaprojects

Security Projects

Quarterly Traffic Light Report

**July**

Overall Capital Program

- Stations

## MTA Board & Capital Program Committee Update: Stations Projects July 2022

MTA Construction & Development's last report to the Capital Program Committee on Station projects was in January 2022. Of the 15 contracts scheduled to be awarded this year, the first, the 8<sup>th</sup> Avenue bundle contract was awarded with the remaining 14 scheduled for award through end of 2022. The total value of the projects for 2022 is approximately twice that of 2021 reflecting the overall needs of the Capital Program and in particular the ADA stations work to be committed. Our ability to increase our output has been achieved by bundling of projects, the use of Design-Build to enable projects to be executed faster, an increased focus on expert project management tools and professionals and by mobilizing the design community. In the years ahead, we intend to further increase our capacity and capability to enable the management of the increasing number of projects in construction and those in preparation.

Since our last committee meeting in January this year, C&D has successfully completed five contracts worth more than half a billion dollars. The completed projects added systemwide ADA-accessibility to three stations and improved the reliability of 23 elevators at 10 stations in four boroughs.

This document summarizes the progress on four of our most significant stations projects referenced as:

1. ADA at 149 St – Grand Concourse and Tremont Ave
2. ADA Package 1
3. ADA Package 2
4. ADA at 68 St – Hunter College

**ADA upgrade  
149 St-Grand  
Concourse and  
Tremont Av**

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

A37131  
A37134

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2023	July 2023
Budget	\$163 M	\$163 M
The project is approximately 50% complete.		

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

The project is approximately 50% complete and remains within budget but schedules are proving difficult to maintain due to third-party delays. Recent and current activities include:

Tremont Ave:

- Completed elevator 509 Elevator Machine Room (EMR) and vestibule structure, backfilled excavation, and restored pavement
- Installed super structural steel of elevator 509 at street level
- Installed elevator 511 rail brackets, traveling cable, and door operating rails and cab
- EMR room equipment for elevator 510 and elevator 511 was installed
- Elevator 510 rail Installation and alignment, and installation of hydraulic pipe and power conduit are ongoing
- Stairs S1, S2, M2, and M3 have been restored and placed in service, a barricade was built for closure of stairs S3, M4, and M5, and restoration work has commenced
- Work completed on both track platform edges

149 St-Grand Concourse Station:

- Complex and mezzanine expansion foundation and framing steel installation is ongoing.
- Elevator 101-shaft construction is completed, and the structural steel is being installed and painted
- Elevator 102 Maintenance & Protection of Traffic (MPT) installed at street level and excavation completed.
- Stairs ML1/ML3 were closed and demolition for elevator 102 shaft has commenced.
- Temporary bridge at middle track completed.

C&D is proactively mitigating schedule delays to keep the project on track. Mitigation strategies include:

- Third-party delays have impacted 149<sup>th</sup> street station by 20 working days based on the recovery schedule. The team is actively engaging stakeholders to further recover schedule delays
- Increasing use of multiple work shifts
- Potential time savings by overlapping commissioning activities

**Accessibility  
Upgrade at  
Eight Stations**  
A37141  
A37148

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

A37151  
 A37158  
 A37159  
 A37160  
 A37161  
 A37162  
 A37163  
 A37164  
 A37165  
 A80287

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2023	July 2023
Budget	\$324 M	\$324 M
<b>The project is approximately 45% complete.</b>		

This design-build project will provide elevators to all levels of the stations, including platforms, mezzanines, and streets. For the first time the elevator manufacturer is part of the design-build team and has a 15-year long-term elevator maintenance, repair, and inspection contract. Other ADA amenities include reconstruction of the platform edge, installation of platform edge warning strips, modification of entry/exit gates, agent booths, new lighting, and signage. In addition, the project will include State of Good Repair (SoGR) work at New Dorp and Metropolitan Avenue stations.

Bundling work on 18 elevators (12 machine-room-less and 6 hydraulic) across eight stations into one contract generates cost and schedule savings. Typical designs and detailed drawings can be replicated with minor modifications across various stations. With more substantial materials procurement, the Design-Builder is also able to get favorable pricing and priority treatment from fabricators.

The project is approximately 45% complete and remains within budget but schedule challenges remain. Current activities include:

- The design of all eight stations has been completed including major value engineering changes at each station; all drawings have been released for construction (RFC)
- Key interactions with third-party authorities are ongoing (1) station-specific variances are currently under NY State review and comment (2) signed and sealed plans for Department of Transportation (DOT) master lease agreements submitted for six of seven stations
- Construction is ongoing at all eight stations
- Utility relocation (Con Edison, National Grid, PSEG) is in the final stages of completion at all stations
- The Project Management Team is identifying schedule mitigation opportunities resulting from Contractor initiated value engineering change proposals

C&D and the Contractor (Judlau) see potential schedule impacts ahead and are closely interacting on key material supplies, manufacturing schedules, third party approvals and potential to overlap activities. We are currently examining the potential need to accelerate some activities to ensure that the project

finishes on schedule and does not affect potential outages and resources planned for the next and other projects.

**Accessibility Upgrade, Elevator Replacement, and Station Improvements at Eight (8) Stations**  
 A37146  
 A35304  
 A37169  
 A37135  
 A37136  
 E34047  
 A37121  
 A37184

*This bundled project is a design-build contract that will install new ADA compliant elevators at six (6) stations, replacement of elevators at two (2) stations and state of good repair (SoGR) work at two (2) of the new ADA stations. The new ADA projects cover work at the southbound platform on Eighth Avenue station on Sea Beach line (N), Westchester Square station on Pelham line (6), 181st Street station on Eighth Avenue line (A), Woodhaven Boulevard station on Jamaica line (J, Z), Court Square station on Crosstown line (G) and Queensboro Plaza station on Flushing line (N, W, 7). The elevator replacement projects cover work at Marcy & Flushing Avenue stations on the Jamaica line (J, M, Z). SoGR station work will be performed at the Westchester Square station on Pelham line (6) and the Woodhaven Boulevard station on Jamaica line (J, Z)*

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2024	September 2024
Budget	\$471 M	\$471 M
<b>The project progress is at 7.4% complete.</b>		

This design-build project will provide elevators to all levels of the stations, including platforms, mezzanines, and streets. The elevator manufacturer is part of the design-build team and has a separate 15-year long-term elevator maintenance, repair, and inspection contract. Other ADA amenities include reconstruction of the platform edge, installation of platform edge warning strips, modification of entry/exit gates, agent booths, new lighting, and signage. In addition, the project will include SoGR work at Westchester Square and Woodhaven Boulevard stations.

Mirroring the success and applying the lessons learned from ADA Package A, bundling work on 16 elevators (11 new elevators and 5 replacement elevators) across eight stations into one contract generates cost and schedule savings. Typical designs and detailed drawings can be replicated with minor modifications across various stations. With more substantial materials procurement, the Design-Builder is able to get favorable pricing and priority treatment from fabricators.

The project is approximately 7.4% complete and remains within budget. However, even though the project has only recently begun, we see some



potential schedule challenges ahead mainly associated with utilities interaction, State variance approvals, interactions with local stakeholders.

Current activities include:

- Design phase is approximately 60% complete, leading into Release for Construction (RFC) for some stations based on early design units (EDUs)
- MPT, Barricades/Enclosures being erected at stations that received full or partial construction permits
- Commercial agreements with third-party/utility companies are being established
- A separate track replacement project at Archer Ave has pushed the completion milestones for Flushing Ave and Marcy Ave stations
- A separate escalator replacement project (E-35012) at 181st street requires extensive coordination; some activities are being re-sequenced.
- The Project Management Team is identifying schedule mitigation opportunities, as a result of Value Engineering Change Proposals, to avoid concurrent installations, testing, and commissioning of elevators.

**Accessibility Upgrade at 68<sup>th</sup> Street / Hunter College Station**  
A36164  
A37375  
M44152

*This project is a design-build contract to provide ADA accessibility, including elevators and other improvements, at 68<sup>th</sup> Street / Hunter College Station on the Lexington Avenue Line (6) in the Borough of Manhattan.*

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2024	December 2024
Budget	\$177 M	\$177 M
The project is approximately 7% complete.		

This design-build project will provide three new elevators. One from street to mezzanine, and two elevators from the mezzanine to the northbound and southbound platforms. The elevators will be maintained under a separate contract. Other ADA amenities include reconstruction of platform edges, reconstructed stairways, new lighting and signage. In addition, the project will add two new street to platform entrances: one at the SW corner of 69th Street and Lexington, and one at the midblock of Lexington Avenue between 68th and 69th Streets.

The project scope also includes significant utility replacement and relocation, mezzanine expansion, track replacement work on the northbound rail, SoGR work throughout the station, and CCTV and Fire Alarm Systems.

The Project is approximately 7% complete and remains within budget. Current activities include:

- Design phase consists of 4 design units. The design of the first three units is complete and the final unit is underway
- Existing Stair S3 is closed for reconfiguration work. Demolition work is complete, and new concrete and steel work is underway
- Gas and electric utility lines are being reconstructed on 69<sup>th</sup> Street
- Received Department of Environmental Protection approval for the replacement of sewer and water main and waiting for approval for steam work
- Con Edison agreement in-hand and ECS utility agreement is pending

### **Factors affecting the delivery of station projects**

The Stations Business Unit is facing several challenges related to the delivery of its Capital Program.

- The Stations team capacity continues to increase from an annual commitment of approximately \$0.5B in 2019 to a planned commitment release of almost \$3B in 2022 to meet the ADA and SoGR Capital Plan needs. To achieve this capacity, we have been aggressive in bundling projects, adopting design build, with potential to adopt progressive design build in the future, all aimed at reducing cost and reducing project timelines. Challenges still exist with regards to: (1) design build capability, (2) leadership training and (3) personnel workforce, all of which are being addressed by MTA C&D.
- To manage the increasingly larger projects we have incorporated substantial project management teams from the private sector to enhance project management capabilities. With this scale of projects ahead of us, we are using the region's industry capacity and we are looking to encourage new players into the market to support us.
- To reduce the length of time to get projects to construction, we intend to issue two Progressive Design-Build projects in the near future. The reduced upfront efforts required for these projects will involve designers working in close cooperation with the builders during the preconstruction phase. This delivery model has the potential to substantially increase our capacity and capability.

# July 2022 CPC Independent Engineering Consultant Project Review

## Accessibility Upgrade 149<sup>th</sup> Street and Tremont Ave. Grand Concourse Project



MTA Independent Engineering Consultant

# Accessibility Upgrade 149<sup>th</sup> St and Tremont Ave.

## Project Summary:

The ADA station project provides accessibility at 2 Bronx Stations; 149<sup>th</sup> Street / Grand Concourse Station serving the White Plains and Jerome Lines (Lines 2, 4, 5) and Tremont Ave Station serving the Grand Concourse Line (Lines B, D).

- ▣ 6 new elevators and a free accessible station transfer will provide access between the White Plains line and Jerome line at 149<sup>th</sup> Street.
- ▣ The historic 149<sup>th</sup> Street headhouse, constructed in 1905 and closed in 1975 will be renovated and re-opened, providing new stairs, a new elevator and restored decorative terracotta and iron elevator enclosure grilles.
- ▣ The Design-Build contract was awarded to Tully Construction in August 2020.
- ▣ The Consultant Construction Management (CCM) contract was awarded to Systra.
- ▣ There are 2 contractual milestones.
  - ▣ Tremont Station – completion Aug 2022 (24-month duration).
  - ▣ 149<sup>th</sup> St Station – completion July 2023 (36-month duration).



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# Accessibility Upgrade 149<sup>th</sup> St and Tremont Ave.

## Schedule Review:

The latest contractor's schedule update shows a 4-month delay to the interim milestone at Tremont and a 3-month delay to the overall SC at 149<sup>th</sup> Street. This is a 3 month change to overall SC since our last report in January 2022. The project is actively working to reduce the forecast delay from October 2023 to July 2023.

- ▣ The overall project is 50% complete.

## Tremont Station:

- ▣ 61% complete. Milestone delayed from August to December 2022.
- ▣ Tremont critical path focuses on completion of the street elevator.
  - ▣ Progress at Tremont was impacted by Con Ed's late duct bank relocation, area of refuge design and delayed procurement of communication, life-safety and elevator architectural materials.

## 149<sup>th</sup> Street

38% complete. Forecast SC delayed from July to October 2023.

- ▣ 149<sup>th</sup> Street critical path runs through completion of the headhouse elevator.
  - ▣ Progress at 149<sup>th</sup> Street was impacted by Con Ed's delayed power to the temporary Electrical Distribution Room and currently due to the late start of headhouse interior demolition.
- ▣ The IEC's opinion is that increased manpower and work shifts are necessary at both stations to accelerate productivity and recover lost time.
  - ▣ The IEC's opinion is the Tremont Ave. interim milestone date cannot be fully recovered and the IEC forecasts a delay of up to 4 months.
  - ▣ The IEC is forecasting a delay of 3 months at 149<sup>th</sup> Street Station.



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# Accessibility Upgrade 149<sup>th</sup> St and Tremont Ave.

## **Budget Review:**

The project budget is \$163M and the Estimate at Completion (EAC) is \$163M.

- The IEC has reviewed all cost categories associated with the budget and expenditures to date and forecasts the budget is sufficient to complete planned work and that the project remains within budget.
  - Potential project cost risks have not been realized and are of relatively low probability and impact.
- In the IEC's opinion, the project retains sufficient contingency (10%) to cover additional costs for both unnegotiated and pending change orders as well as potential cost risks due to schedule delays.

# Accessibility Upgrade 149<sup>th</sup> St and Tremont Ave.

## Project Risks and Mitigations:

- ▣ Availability of sufficient contractor and force account support to complete the Tremont elevators.
  - ▣ The CCM is coordinating upcoming ADA inspections, testing and commissioning, systems installations for security, fire alarm and other life safety work to avoid further delay.
- ▣ Delays in the procurement and delivery of Long Lead Items and critical equipment and materials. Delays by the electrical sub has impacted testing and commissioning of the Tremont elevators and other fire and life safety systems.
  - ▣ The CCM is tracking materials at look ahead meetings and has offered to assist the contractor to ensure that important upcoming delivery dates are achieved.
- ▣ The IEC's opinion is that the mitigations outlined above are effective methods/strategies to avoid further delay. The IEC will also review the recovery schedule once it is made available.

## Observations:

- ▣ The IEC acknowledges the ongoing outreach and support by the project team to assist the contractor to improve performance and procurement obligations to maintain adherence to the schedule.

# July 2022 CPC Independent Engineering Consultant Stations Review

## Accessibility Upgrades at Eight Stations Package 1



*MTA Independent Engineering Consultant*



# ADA Upgrades at Eight Stations – Package 1

## Scope of Work

- The ADA Stations – Package 1 Design-Build contract will provide accessibility at 8 subway stations located across the five boroughs which will include the following ADA upgrades:
  - New Accessible Boarding areas
  - New stairs at certain stations
  - Installation of a total of 18 new elevators throughout all 8 stations, of which 12 new elevators will be machine room-less, reducing the amount of excavation and risks associated with underground utility relocations. This is the first wide-spread installation of this elevator technology at the MTA.
- Modern Elevator, the elevator manufacturer, is part of the design-build team and has a separate 15-year long-term elevator maintenance, repair and inspection contract to service the elevators after installation.
- The contract also includes State of Good Repair (SoGR) Option work to be exercised at two of the stations.



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# ADA Upgrades at Eight Stations – Package 1

## Scope of Work



# ADA Upgrades at Eight Stations – Package 1

## Schedule

- The ADA Stations – Package 1 Design-Build contract for 30 months was awarded to Judlau Contracting Inc. (JCI) and STV in December 2020 with a substantial completion of the last station by July 2023.
- Since the IEC’s last report in January 2022, there has been no change to the substantial completion. The latest schedule update from the contractor still reflects a previously reported delay to the work activities which would push the completion of the project to Q4; however, it has not been accepted by the project team.
  - The project team and the contractor have agreed upon the need for an accelerated schedule to meet the July 2023 date.
  - The project team is holding regular meetings with the contractor to review and refine the proposed schedule.
- The IEC has performed a schedule analysis and it is the IEC’s opinion that failure to execute an acceleration plan may result in a delay of 4 to 6 months.

# ADA Upgrades at Eight Stations – Package 1

## Budget

- ▣ The Independent Engineering Consultant's (IEC) analysis which includes the use of available contingency to address all known third party issues, change orders, claims, as well as risks on remaining work, indicates that the budget and EAC of \$324M is sufficient to complete the work required to achieve substantial completion.

# ADA Upgrades at Eight Stations – Package 1

## Risks and Mitigations

- Lack of contractor's resources may result in lower productivity than required to support the project schedule.
  - The project team is closely monitoring daily shift reports and has developed tracking tools to monitor daily manhours to ensure that the required resources are provided.

In the IEC's opinion, additional mitigation measures will likely be needed to accelerate the work.

- Disruptions to procurement of long lead time items for elevators may cause delays to the schedule.
  - An Elevator-Fabrication-Delivery Schedule as well as weekly updates on the delivery status are being provided by the contractor. The project team is visiting the factory to ensure that the manufacturer's progress is in line with the project's schedule.

The IEC concurs with this mitigation.

- The following risks remain to the project:
  - Further delays of steel delivery may add pressure to the schedule.
  - As excavation and demolition work continue at all 8 stations, additional, unforeseen repairs to steel, concrete, leaks, etc., might be needed, which may result in cost and/or schedule impacts.

# July 2022 CPC Independent Engineering Consultant Project Review

## Accessibility Upgrades at Eight Stations Package 2



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# ADA Upgrades at Eight Stations – Package 2

## Scope of Work

ADA accessibility improvements and State of Good Repair (SoGR) upgrades at eight stations in four boroughs that provide 16 elevators; 11 are new at six stations and five are replacements at two stations (Marcy Avenue and Flushing Avenue) making all eight stations fully ADA compliant.



# ADA Upgrades at Eight Stations – Package 2

## Schedule Review

- ▣ The 33-month contract was awarded in December 2021, with a NTP of January 2022.
- ▣ The project is 7.4% complete based on vendor payments.
- ▣ Beneficial Use dates for Marcy Avenue and Flushing Avenue Stations have changed due to the resequencing of work to coordinate ADA accessibility on the line.
- ▣ Review of the latest schedule update indicates the project remains on schedule to achieve Substantial Completion in September 2024.

Stations	Original Milestone Dates	Current Milestone Dates	Elevator
Court Square	Mar 2023	No change	New
8 <sup>th</sup> Ave	Apr 2023	No change	New
181 <sup>st</sup> Street	Jul 2023	No change	New
Flushing Ave	Aug 2023	Dec 2023	Replacement
Marcy Ave	Oct 2023	Jan 2024	Replacement
Woodhaven Boulevard	May 2024	No change	New
Westchester Square	May 2024	No change	New
Queensboro Plaza	Sep 2024	No change	New



# ADA Upgrades at Eight Stations – Package 2

## **Budget Review**

- ▣ The original project Budget and Estimate at Completion (EAC) of \$470.8M remain unchanged.
- ▣ The IEC's review of the project expenditures to date, change orders, unallocated contingency and risk on remaining work indicates that the project EAC remains within budget.



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# ADA Upgrades at Eight Stations – Package 2

## Risks and Mitigations

- Late request for design changes by external stakeholders (NYCDOT) may delay the start of critical work (Queensborough Plaza).
  - Project team is proposing a revised work plan which accommodates the requested changes while allowing the original scope of work to advance.
- Securing agreements with ECS/Verizon and National Grid, which impede proper planning and execution of activities.
  - Senior management discussions are taking place with the respective utilities to advance these agreements while keeping the project on track.
- Utility relocation work may negatively impact project cost and schedule.
  - The project team is engaging the utility companies early to resolve any utility rework in order to prevent impacts to the project.
- It is the IEC's opinion that while the mitigations seem reasonable, their effectiveness is dependent upon swift execution of agreements and utility company's response time to project needs.

# July 2022 CPC Independent Engineering Consultant Project Review

## ADA – 68<sup>th</sup> Street/Hunter College



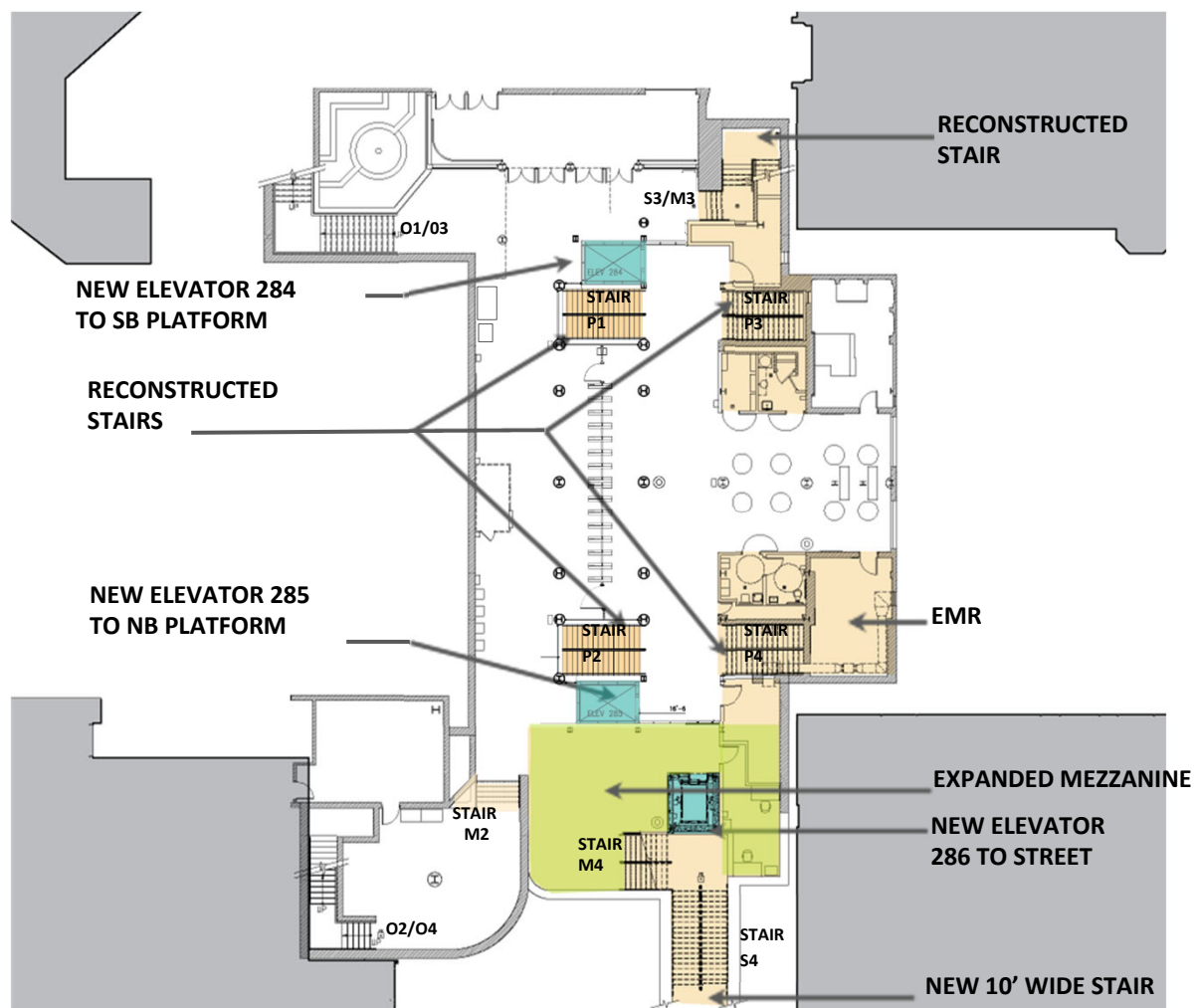
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# ADA – 68th Street/Hunter College

## Scope of Work

The project provides three (3) new hydraulic elevators, two (2) new stairs (street to platform), two (2) reconfigured stairs (street to mezzanine) as well as track, platform edge rehabilitation and other State of Good Repair (SoGR) upgrades.



# ADA – 68th Street/Hunter College

## Schedule Review

- ▣ The 36-month contract was awarded to Forte-Citnalta (JV) in December 2021.
- ▣ The project is 7% complete based on invoiced vendor payments.
- ▣ Review of the latest schedule update indicates the project remains on schedule to achieve Substantial Completion of December 2024.

Milestones	Completion
Place in Service Elevator 286	Oct-24
Place in Service Elevator 284	Dec-24
Place in Service Elevator 285	Dec-24

# ADA – 68th Street/Hunter College

## **Budget Review**

- ▣ The project Budget and Estimate at Completion (EAC) are \$177.4 M.
- ▣ The IEC's review of the project expenditures to date, change orders, unallocated contingency and risk on remaining work indicates that the project EAC remains within budget.

# ADA – 68th Street/Hunter College

## Risks and Mitigations

- Interference due to unforeseen utilities. To date, this has not been an issue, however, the risk remains.
  - The project team is engaging the utility companies to identify any utilities that may affect the work as well as to secure commitments for timely response.
- Finalization of Memoranda of Understanding (MOUs) between the MTA and the utilities.
  - The project team is working with the utilities to expedite the MOUs.
- In the IEC's opinion, the project team's actions should effectively mitigate the above risks.

# Summary of the Stations Business Unit

- In the June 2022 Traffic Light Report (TLR), the IEC reviewed 65 stations projects\*, including 27 accessibility related projects and 38 other station projects in the current Capital Program, for both Cost and Schedule Performance. The Station projects had exceptional performance results in the TLR.
  - 62 (95%) were Green
  - 2 (3%) were Previously Red, having triggered a variance in a prior quarter
  - 1 (2%) was Red
- The 1 red project had a schedule variance of 3 months. Historically schedule variances have been the overwhelming performance issue of station projects in the TLR.
- The RTO Facility Repair project at 3<sup>rd</sup> Ave and 138<sup>th</sup> Street. triggered the Key Performance Indicator (KPI) for schedule this quarter.
  - The delay was due to key parts shortages which impacted the delivery of critical communication and fire alarm equipment. To mitigate, the project team is investigating alternate supply sources to procure similar communication equipment.
- All 27 ADA projects in the June TLR are Green.
  - 17 stations undergoing ADA accessibility upgrades are associated with 4 design-build projects and all 4 are monitored by the IEC. The projects include; 68<sup>th</sup> St/Hunter College, ADA Packages 1 & 2 and 149<sup>th</sup> St/Tremont.
  - The IEC completed reports on the monitored stations providing more detailed budget, schedule and risk analysis on issues effecting the projects.



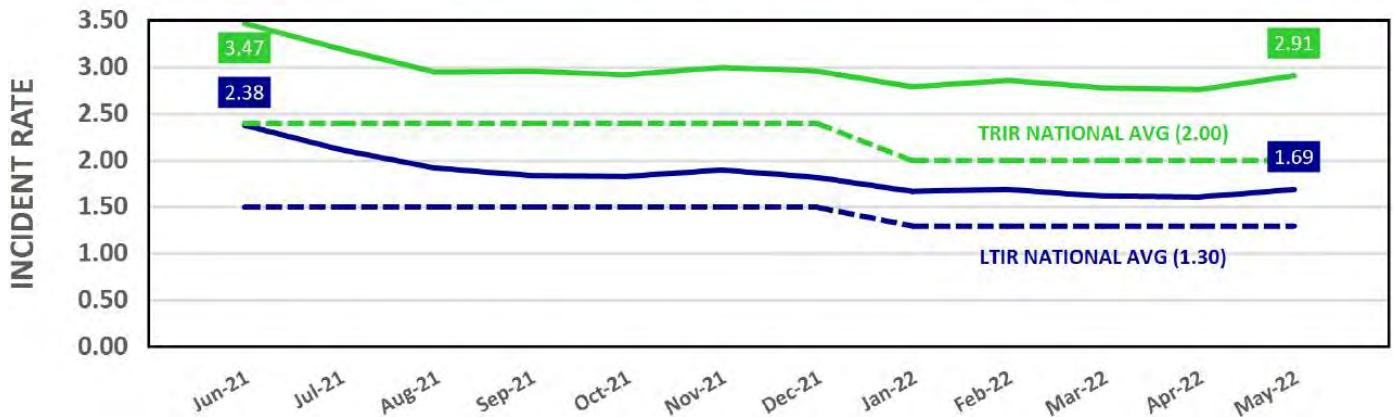
\*Projects may also be identified as project tasks

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# SAFETY SUMMARY

## TOTAL RECORDABLE INCIDENT RATE (TRIR) & LOST TIME INCIDENT RATE (LTIR)



### SAFETY NARRATIVE

#### INCIDENTS (MONTH of MAY) Eight (8) Lost Time and Nine (9) Recordable

- **Eight (8) Lost Time Incidents:** Infrastructure – Three (3), ESA – Two (2), and One (1) each for Stations, B&T, and MNR.
- **Nine (9) Recordable Incidents:** MNR – Four (4), and One (1) each for Infrastructure, Stations, Third Track, Penn Gateway and ESA.

#### AUDITS (June): INTERNAL – 182 EXTERNAL – 653 (157 Third-Party Safety Consultants; 496 OCIP Visits)

- Top Safety Hazards identified during project safety assessments include Housekeeping, Fall Protection, Stairs & Ladders, Electrical, Track Safety and Site Security/Public Protection.
- Top Positive Findings observed during project safety visits include General Safety, PPE, Safety Systems, Supervision/Organization, Hand & Power Tools and Fire Prevention/Protection.

#### TRENDS:

- The number of reported Contractor Incidents increased from April to May, combined with a reduction in reported Contractor labor hours, is contributing to the slight increase in the calculated Incidence Rates.
- A review of the reported incidents for the first half of 2022 shows that Slips, Trips, and Falls remain the leading cause of LT incidents (46%). Followed by Strains & Sprains (25%), Struck By (21%) and Others (8%)
- Over the January - May reporting period, reported STF incidents have decreased by 20% from 2021, Strain & Sprains have increased by 40% and Struck By have decreased by 28%
- The Contractor trades that are experiencing the LT incidents are, Electrician (43%), Laborer (32%), and Iron Worker (14%), Others (11%)

## ACTIONS:

- C&D Safety continues to increase the number of randomized Safety Inspections throughout C&D projects. However, due to staffing challenges, vetting the number of project Safety Submittals continue to hinder this effort.
- PMT's throughout the MTA C&D Business Units and Integrated Projects, are continually reminded of the need for their offices to continue being active participants in ensuring safety compliance and oversight of projects.
- The AECOM Safety Assessment Initiative continues to progress. Assessments have been completed on projects within 4 C&D BU's. The Team is moving onto B&T for Project Meetings and Site Observations. AECOM safety assessment kickoff meeting was conducted with four (4) BT selected projects staff to highlight goals and expectations. The Team continues to review project safety deliverables with the project teams, Contractor, PMC and MTA C&D Project Management. The Digital Solution component of the initiative continues to progress.
- B&T Safety Management will be targeting Material Handling in next quarter.
- During June, B&T BU staff total safety and health training hours were 501 hours.
  - Twenty-three (23) B&T BU staff completed NYC 8-hour Fall Prevention Safety Training courses.
  - Six (6) B&T BU staff completed Fall Arrest Equipment Donning & Doffing Training Certification. These participants were observed successfully applying the knowledge and skills to safely perform fall preventive procedures/practices
- C&D Safety is meeting with various NYCT committees to assist with the planning of work requiring Operational Support to assure that projects begin as close to schedule as possible.
- A Safety Focus Day, was held across the LIRR BU and PCEO's were reminded to ask questions and report items of concern during job safety briefings and when conditions change
- On the ESA project, Safety Quality Plus is on-site as third party for LIRR performing site inspections of; doors to RoW to ensure they are secured, Signage is posted, workers in field have ILRA training and the updated SWP's including RoW safety information are in the field for review
- The ESA Safety Team continues to issue Rail Activation Bulletins to project and Contractor teams advising of areas of Train Movement and Rail Energizations where access to the RoW, bench wall and rooms adjacent to the bench wall/ RoW is strictly prohibited
- On the Harold regional project, CH-058B - Worked with OCIP team and Contractor (RMJV) to address fall protection issues during concrete pours at pit excavations. Field audit of Contractors process was conducted on 6/17/22 during concrete pour, all previous concerns were addressed and SWP will be revised by the Contractor to reflect amended means and methods going forward.

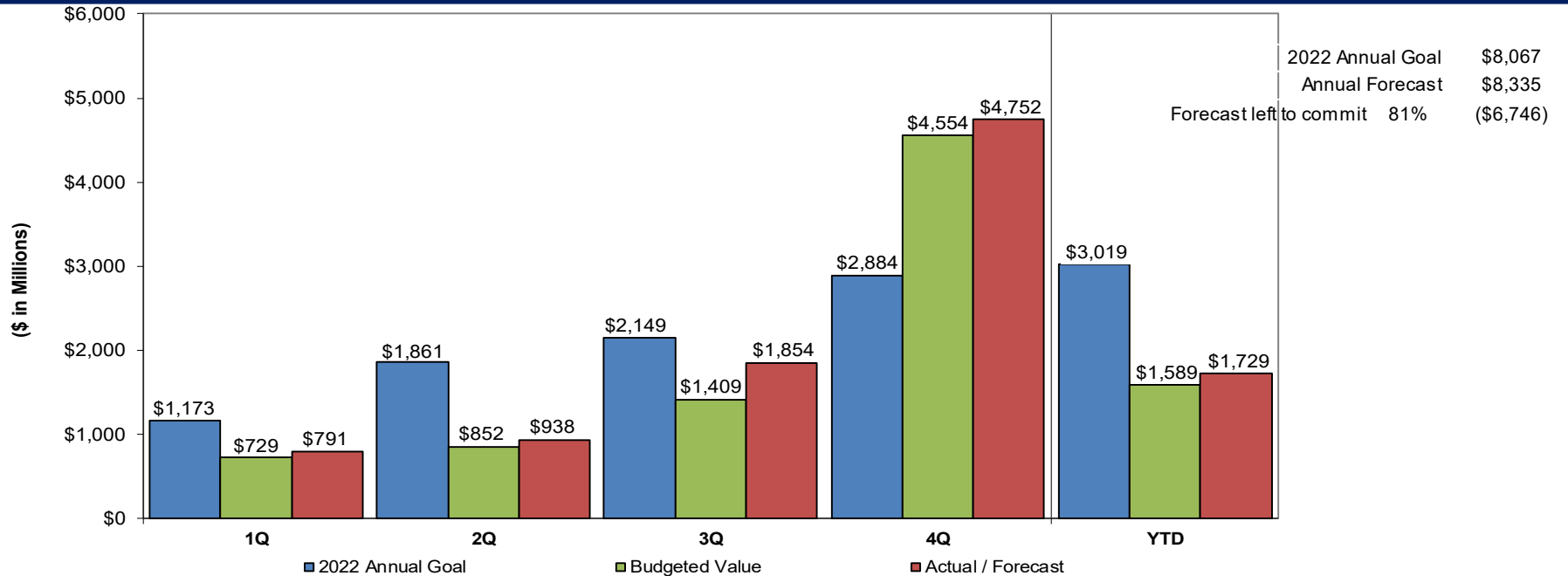
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# MTA Capital Program Commitments & Completions

through  
June 30, 2022

Capital Projects – Commitments – June 2022

MTA-wide 2022 Commitments



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

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

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

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

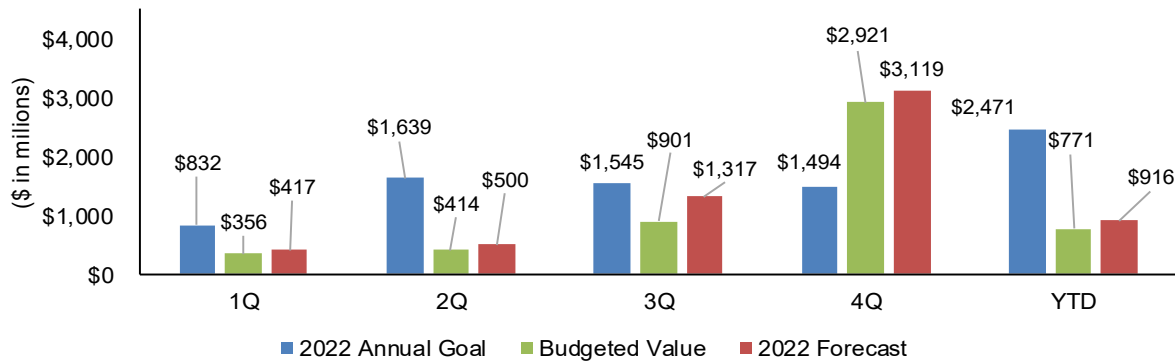
Commitments Summary

In 2022 the MTA plans to commit nearly \$8.1 billion worth of capital projects. Through June the MTA has committed \$1.7 billion versus a \$3.0 billion year-to-date goal. By year end the MTA projects committing \$8.3 billion (103%) of its annual commitments goal. Major commitments for the first half of the year which have delays are identified and explained on the following pages.

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

**NYCT and MTA Bus Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$832	\$1,639	\$1,545	\$1,494	\$2,471
2022 Forecast	\$417	\$500	\$1,317	\$3,119	\$916
Budgeted Value	\$356	\$414	\$901	\$2,921	\$771



**Q2 Schedule Variances**

Project	Commitment	Actual	Forecast
---------	------------	--------	----------

**5 NYCT/MTA Bus Amber Commitments (3 new this quarter)**

Amber delays are within 2 months of goal.

*Line Structures*

E. 180th St ROW Bundle / WPR, Dyre	Construction	Mar-22	May-22 (A)
		\$ 175.0	\$ 169.2

The award was delayed to address proposer concerns by removing negative rail work from the project scope as well as introducing B&T practices for structural painting into new specifications for use by NYCT.

*Facilities*

Tiffany Central Warehouse	Construction	Feb-22	Mar-22 (A)
		\$ 58.4	\$ 58.4

The award was rescheduled due to additional time needed to respond to questions and comments received from the proposers, which required technical changes to the contract documents.

Project	Commitment	Goal	Forecast
---------	------------	------	----------

**4 NYCT/MTA Bus Red Commitments (4 new this quarter)**

Red delays are beyond 2 months of goal.

*Superstorm Sandy Restoration and Mitigation*

<b>Sandy Mitigation: Rockaway Line (New Item)</b>	Construction	Jun-22	Dec-22
		\$ 177.7	\$ 177.7

Rockaway Line Resiliency and Viaduct Rehabilitation packages and the South Channel Bridge repair package, originally planned as three separate contracts, are now being bundled into a single contract package to ensure better coordination, minimize outages, and minimize risk to the projects and impacts to the public. The RFQ for the combined package was issued on 7/15 and the project is now scheduled for award in the 4th Quarter.

<b>Sandy Mitigation: Substation Hardening (New Item)</b>	Construction	Jun-22	Sep-22
		\$ 102.2	\$ 102.2

Submission of proposals was delayed to allow time to respond to proposer questions and make associated technical changes to the contract documents.

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

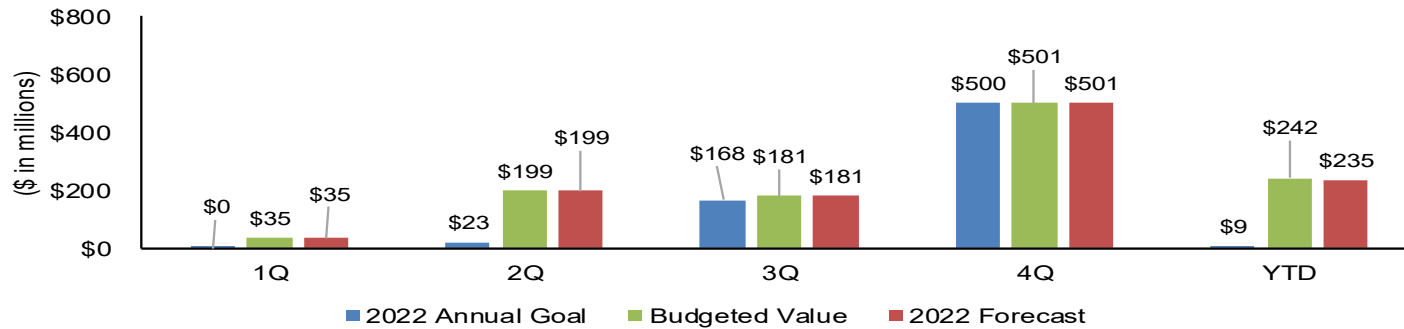
### Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>5 NYCT/MTA Bus Amber Commitments (continued)</b>				<b>4 NYCT/MTA Bus Red Commitments (continued)</b>			
Amber delays are within 2 months of goal.				Red delays are beyond 2 months of goal.			
<i>Line Structures</i>				<i>Power</i>			
<b>E 180th St ROW Bundle / WPR, Dyre (New Item)</b>	Construction	Mar-22	May-22 (A)	<b>Upgrade SCADA System (BMT) &amp; Backup PCC (New Item)</b>	Construction	Apr-22	Jul-22
	\$	175.0	\$ 169.2		\$	58.7	\$ 58.6
The award was delayed to address proposer concerns by removing negative rail work from the project scope as well as introducing B&T practices for structural painting into new specifications for use by NYCT.				The award was delayed due to additional time needed to respond to questions and comments received from proposers, which required technical changes to the contract documents and more recently to resolve issues relating to insurance requirements.			
<b>Overcoating: Jamaica Line (New Item)</b>	Construction	Jun-22	Aug-22	<b>Flushing Line: Contract 2 Station Renewals &amp; Component Rehab (New Item)</b>	Construction	Jun-22	Oct-22
	\$	257.4	\$ 258.0		\$	249.0	\$ 242.5
Contract was advertised in May. Delay in finalizing contract package was due to staffing constraints				Budget change reflects the latest estimate. Award is delayed due to staffing constraints.			
<i>Stations</i>				<i>Stations</i>			
<b>Flushing Line Contract 1: Station Renewals &amp; Escalators, Component, Track Rehab (New Item)</b>	Construction	Jun-22	Jul-22				
	\$	285.2	\$ 285.2				
RFP was issued in February and the Contract is being presented to the Board for approval this month. The delay was in the development of the package.							

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$0	\$23	\$168	\$500	\$9
2022 Forecast	\$35	\$199	\$181	\$501	\$235
Budgeted Value	\$35	\$199	\$181	\$501	\$242



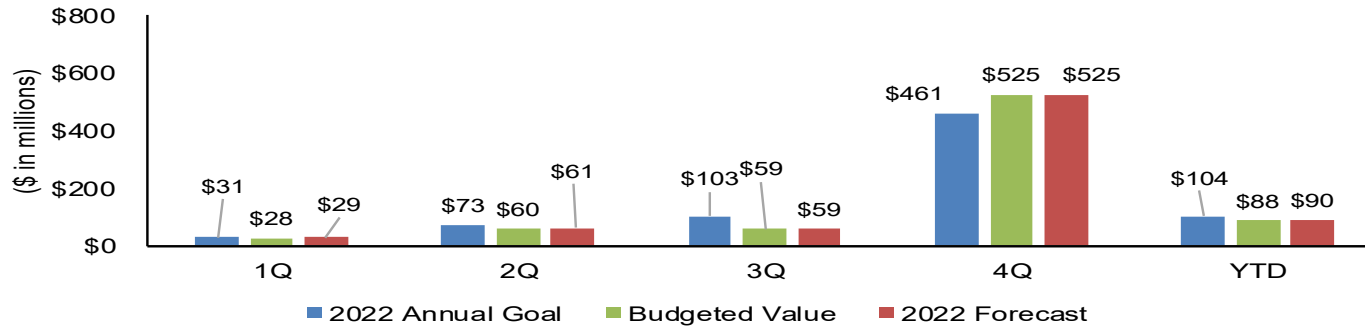
Q2 Schedule Variances

There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$31	\$73	\$103	\$461	\$104
2022 Forecast	\$29	\$61	\$59	\$525	\$90
Budgeted Value	\$28	\$60	\$59	\$525	\$88



Q2 Schedule Variances

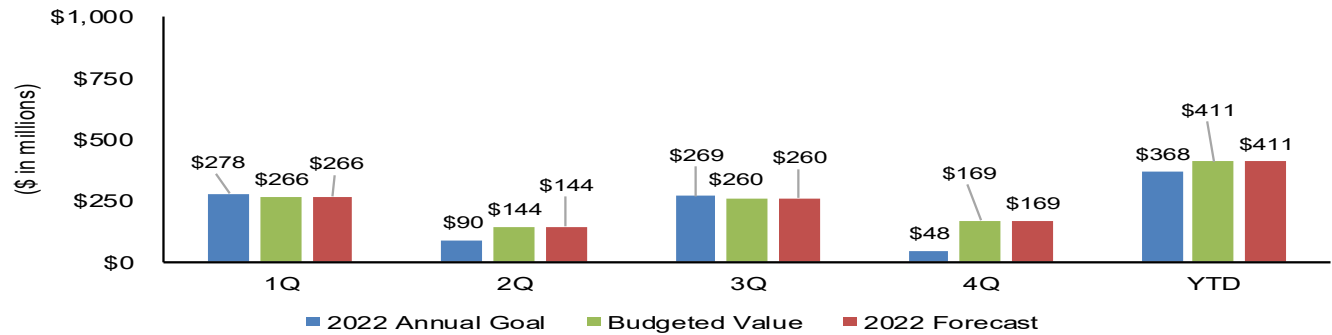
There are no major schedule slippages to report for Metro-North Railroad.



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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$278	\$90	\$269	\$48	\$368
2022 Forecast	\$266	\$144	\$260	\$169	\$411
Budgeted Value	\$266	\$144	\$260	\$169	\$411



Q2 Schedule Variances

Project	Commitment	Goal	Actual
---------	------------	------	--------

1 Network Expansion Amber Commitments

Amber delays are within 2 months of goal.

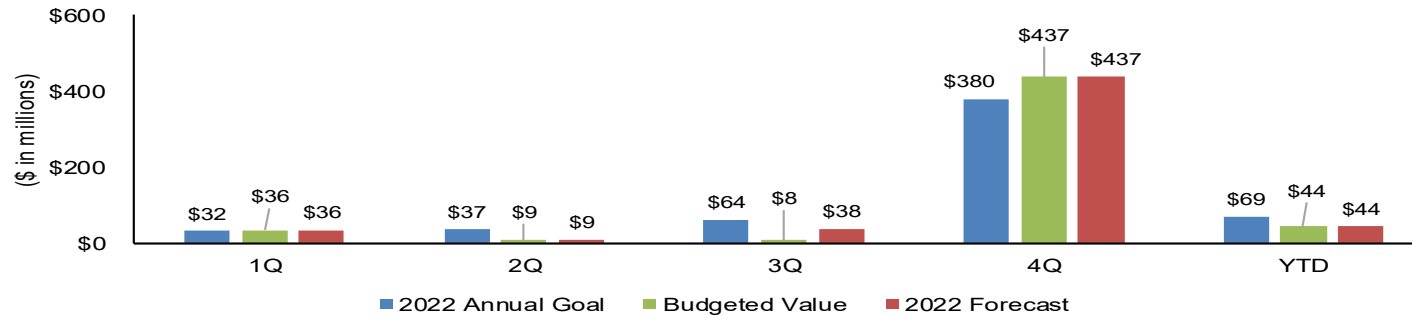
East Side Access

Interim Maintenance Contract	Construction	Mar-22	Apr-22 (A)
		\$32.6	\$20.8
<p>The award was delayed due to additional time required for final contract negotiations. A reduction in scope resulted in a reduced award value.</p>			

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

**B&T Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$32	\$37	\$64	\$380	\$69
2022 Forecast	\$36	\$9	\$38	\$437	\$44
Budgeted Value	\$36	\$9	\$8	\$437	\$44



**Q2 Schedule Variances**

Project	Commitment	Goal	Forecast
---------	------------	------	----------

**1 B&T Red Commitment NYCT/MTA Bus Amber Commitments**

Red delays are beyond 2 months of goal.

*Line Structures*

Relocation of QMT Refueling Station and QSB Switchgear (New Item)	Construction	Jun-22	Jul-22
		\$ 28.9	\$ 28.9

Procurement schedule has been adjusted to allow sufficient time for bidder proposals.

### Capital Projects – Completions – June 2022

Actual Goal	MTA-wide 2022 Major Completions												Post 2022	
	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22		
Total	53	2	1	4	3	3	5	3	7	3	3	4	14	1
Jan-22	1	1												
Feb-22	2			1				1						
Mar-22	5			3	1				1					
Apr-22	6				2		1	1					2	
May-22	3			1		2								
Jun-22	11					4	2	1	1				2	1
Jul-22	3	1	1										1	
Aug-22	5							4				1		
Sep-22	2						1		1					
Oct-22	3									3				
Nov-22	4										3	1		
Dec-22	8												8	

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

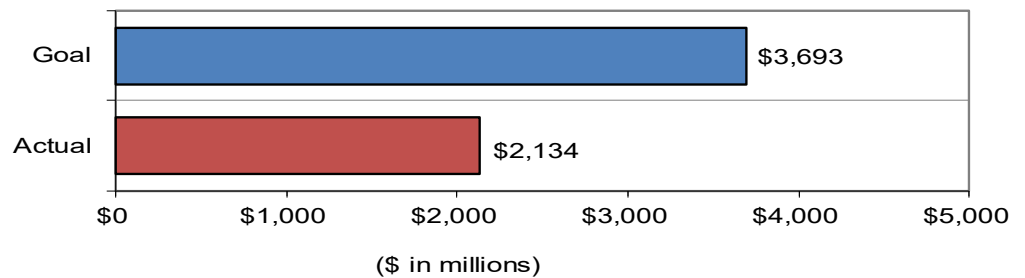
### Completions Summary

In 2022 the MTA plans to complete \$9.2 billion of projects. Through June, the MTA has completed \$2.1 billion versus a \$3.7 billion year-to-date goal. The shortfall is mostly due to delays of several major completions, all are identified on the following pages. Most of these delayed completions are all anticipated to be achieved later in the year.

By year's end the MTA forecasts achieving 93% its overall \$9.2 billion completions goal. The year-end shortfall is due to the combined impact of an additional delay to the LIRR's overall M9 fleet delivery and several non "major" completion delays to 2023. These include Track and Switch delays at NYCT and a 209 Standard Diesel Bus delivery with a total value of \$141 million.

### Budget Analysis

2022 Annual Goal                    \$9,234  
 Annual Forecast                    \$8,588  
 Forecast left to complete    75%    (\$6,454)

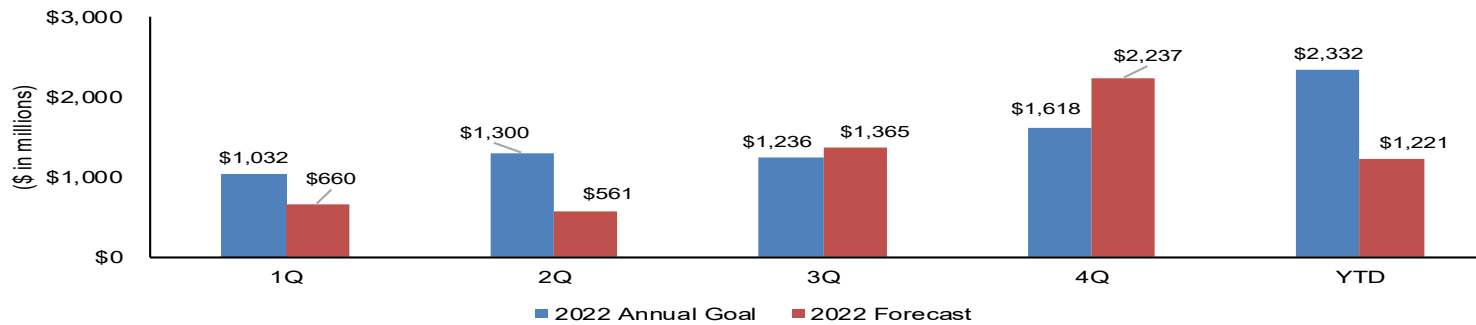


**NYCT/MTA Bus Capital Projects – Completions – June 2022 – Budget Analysis and Schedule Variances**

**NYCT and MTA Bus Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$1,032	\$1,300	\$1,236	\$1,618	\$2,332
2022 Forecast	\$660	\$561	\$1,365	\$2,237	\$1,221

2022 Goal (Rolling Stock)	\$185	\$287	\$80	\$407	\$472
Forecast (Rolling Stock)	\$99	\$86	\$226	\$407	\$185



**Schedule Variances**

Project	Completion	Goal	Actual
---------	------------	------	--------

**5 NYCT/MTA Bus Amber Completions (3 new this month)**

Amber delays are within 2 months of goal.

*Power*

New Substation: Harrison Pl / Canarsie	Construction	Feb-22	Apr-22 (A)
		\$ 51.3	\$ 51.3
The schedule change reflected the delayed completion of equipment wiring and breaker energization.			

*Stations*

ADA: Livonia Avenue / Canarsie	Construction	Mar-22	May 22 (A)
		\$ 84.3	\$ 84.3
The completion delay reflected the additional time required to complete steel repairs and station painting.			

Project	Completion	Goal	Forecast
---------	------------	------	----------

**6 NYCT/MTA Bus Red Completions (2 new this month)**

Red delays are beyond 2 months of goal.

*Power*

Power Upgrade: Rail Control Center, Power Control Center -	Construction	Feb-22	Aug-22
		\$ 63.4	\$ 63.4
The completion date reflects the additional time required to review and complete punch list work, including an additional work order for upgrades and a generator monitoring system.			

New Substations at New Dorp and Clifton	Construction	Apr-22	Dec-22
		\$ 50.4	\$ 50.4

Substantial completion has been delayed due to final cable connections and testing.

*Signals*

CBTC QBL West Ph.1 /Siemens	Construction	Jun-22	Dec-22
		\$ 214.6	\$ 217.7

Substantial completion has been delayed due to carborne hardware/firmware testing.

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

### Schedule Variances

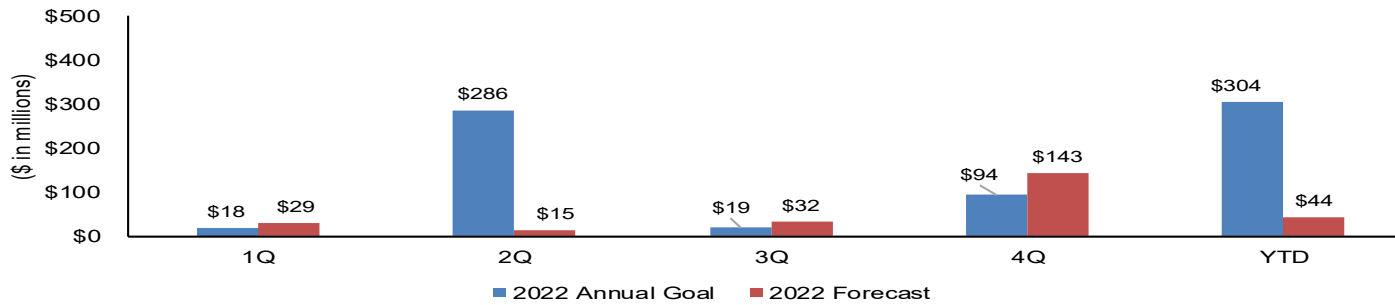
	Completion	Goal	Forecast
<b>6 NYCT/MTA Bus Red Completions (continued)</b>			
<b>Red delays are beyond 2 months of goal.</b>			
<i>Buses</i>			
Hybrid-Electric Standard Buses (Nova)	Bus Purchase	Apr-22	Dec-22
		\$ 253.9	\$ 253.9
Bus delivery schedules have been delayed due to supply chain issues w ith the final bus delivery anticipated for December 2022.			
<i>Shops &amp; Yards</i>			
<b>207th St. Maintenance &amp; Overhaul Shop Roof &amp; Component Repair (New Item)</b>	Construction	Jul-22	Dec-22
		\$ 57.6	\$ 57.6
Substantial completion has been delayed due to material and labor shortages.			
<i>Sandy Repair and Mitigation</i>			
<b>Sandy Mitigation: Upgrade Emergency Booth Comm System (New Item)</b>	Construction	Aug-22	Nov-22
		\$ 74.1	\$ 74.1
Substantial completion has been delayed due to resolution of integration and stability issues.			

Project	Completion	Goal	Forecast
<b>5 NYCT/MTA Bus Amber Completions (continued)</b>			
<b>Amber delays are within 2 months of goal.</b>			
<i>Line Structures</i>			
<b>Overcoating: Broadway - End of Line / Myrtle (New Item)</b>	Construction	Jun-22	Jul-22
		\$ 54.8	\$ 54.8
Substantial completion has been delayed due to reassessment of project scope.			
<i>Signals</i>			
<b>CBTC Queens Blvd West - 50th St. to Union Turnpike: Phase 1 - Thales (New Item)</b>	Construction	Jun-22	Jul-22
		\$ 52.1	\$ 52.1
Substantial completion has been delayed due to zone control capacity issues			
<i>MTA Bus</i>			
<b>257 Express Buses (New Item)</b>	Bus Purchase	Nov-22	Dec-22
		\$ 166.7	\$ 166.7
Delay due to supply chain issues w hich are impacting bus deliveries.			

**LIRR Capital Projects – Completions – June 2022 – Budget Analysis and Schedule Variances**

**LIRR Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$18	\$286	\$19	\$94	\$304
2022 Forecast	\$29	\$15	\$32	\$143	\$44
2022 Goal (Rolling Stock)	\$0	\$198	\$0	\$0	\$0
Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



**Schedule Variances**

Project	Completion	Goal	Forecast
---------	------------	------	----------

**2 LIRR Red Completion (1 new this month)**

Red delays are beyond 2 months of goal.

*Rolling Stock*

M9 Fleet Procurement	Fleet Purchase	Jun-22	Sep-23
		\$197.8	\$197.8

The schedule delay is a result of the LIRR holding Kawasaki responsible for correcting various workmanship issues prior to Conditional Acceptance. 44 cars will be accepted in 2023 to complete the order.

*Other Track Improvements*

<b>Jamaica Capacity</b>	Construction	Jun-22	Dec-22
<b>Improvements - Phase I (New)</b>		\$48.9	\$48.9

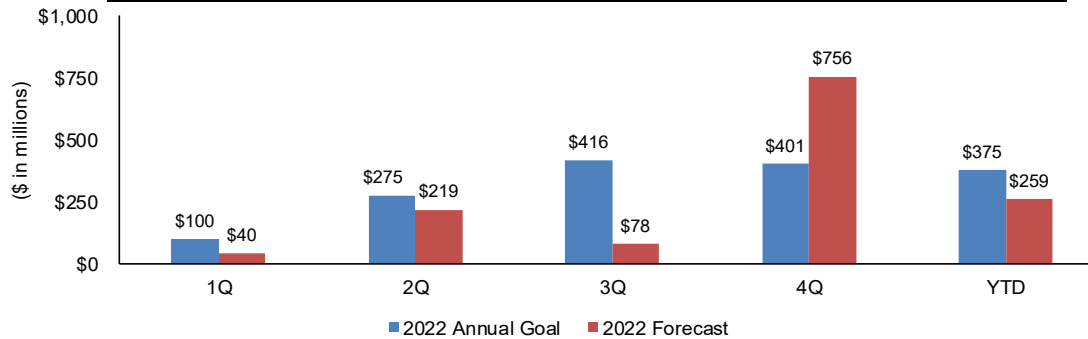
The original track outage to install a critical switch was rescinded. The next available outage will be in the 4th quarter of 2022.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$100	\$275	\$416	\$401	\$375
2022 Forecast	\$40	\$219	\$78	\$756	\$259

2022 Goal (Rolling Stock)	\$0	\$0	\$0	\$230	\$0
Forecast (Rolling Stock)	\$0	\$0	\$0	\$230	\$0



Schedule Variances

Project	Completion	Goal	Forecast
---------	------------	------	----------

**2 Metro-North Amber Completions**

Amber delays are within 2 months of goal.

*Communications*

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

Before the Dense Wave Division Multiplexing (DWDM) equipment could be put online, the deficiencies identified by Mitsubishi (HVAC unit manufacturer) needed to be rectified pushing this to a June 2022 completion.

*Stations*

GCT/East Side Access Unified Trash Facility	Construction	Jun-22	Aug-22
		\$33.3	\$33.3

Additional scope was added [Heat Trace Panels] which extends the completion by two

Project	Completion	Goal	Forecast
---------	------------	------	----------

**1 Metro-North Red Completion**

Red delays are beyond 2 months of goal.

*Power*

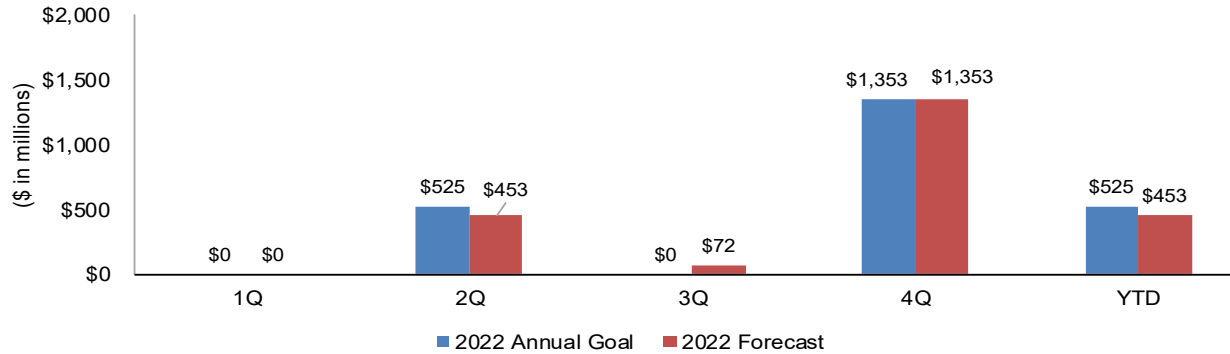
86th / 110th Substations	Construction	Mar-22	Sep-22
		\$30.3	\$30.3

This project is delayed due to completion of an asset study, completion of the removable panel air filter system, and equipment testing which has extended the overall project completion date to September 2022.

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$0	\$525	\$0	\$1,353	\$525
2022 Forecast	\$0	\$453	\$72	\$1,353	\$453



Schedule Variances

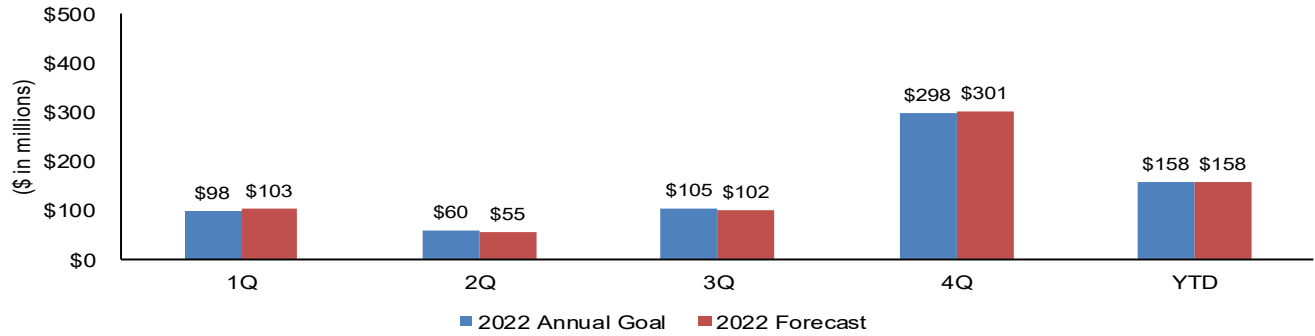
Project	Completion	Goal	Forecast
<b>2 Network Expansion Completion (1 new this month)</b>			
<b>Red delays are delayed more than 2 months of goal.</b>			
<i>East Side Access</i>			
Systems Package 2 - Tunnel	Construction	Apr-22	Aug-22
Systems - CS086		\$72.0	\$72.0
Additional completion scope including wiring/cabling, testing, and PTC work was added to CS086 which extends substantial completion to mid-August.			
<b>System Package 4 – Traction Power CS084 (New Item)</b>	Construction	Jun-22	Sep-22
		\$104.1	\$104.1
Delays continue due to ongoing acceptance testing.			



**B&T Capital Projects – Completions – June 2022 – Budget Analysis and Schedule Variances**

**B&T Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2022 Annual Goal	\$98	\$60	\$105	\$298	\$158
2022 Forecast	\$103	\$55	\$102	\$301	\$158



**Schedule Variances**

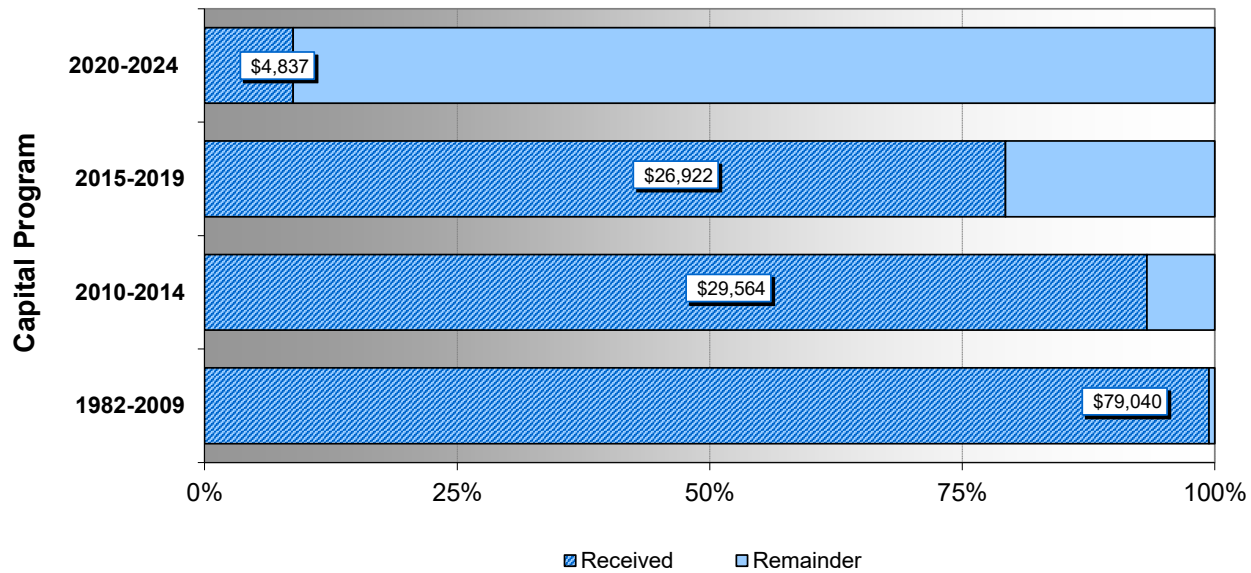
There are no major schedule slippages to report for MTA Bridges and Tunnels.

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## Status of MTA Capital Program Funding

### Capital Funding (June 2022)

\$ in millions



## Capital Funding Detail (June 2022)

\$ in millions

	Funding Plan		Receipts	
	Current	Thru May	This month	Received to date
<b>2010-2014 Program</b>				
Federal Formula, Flexible, Misc	\$5,786	\$5,781	\$ -	\$5,781
Federal High Speed Rail	173	173	-	173
Federal New Start	1,278	1,278	-	1,278
Federal Security	89	89	-	89
Federal RRIF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	770	-	770
MTA Bus Federal and City Match	132	113	-	113
MTA Bonds (Payroll Mobility Tax)	11,701	10,647	-	10,647
Other (Including Operating to Capital)**	1,271	1,124	-	1,124
B&T Bonds	2,022	1,864	-	1,864
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,697	6,697	-	6,697
<i>PAYGO</i>	171	171	-	171
<i>Sandy Recovery MTA Bonds</i>	659	225	-	225
<i>Sandy Recovery B&amp;T Bonds</i>	230	23	-	23
<b>Total</b>	<b>31,697</b>	<b>29,564</b>	<b>-</b>	<b>29,564</b>

	Funding Plan		Receipts	
	Current	Thru May	This month	Received to date
<b>2015-2019 Program</b>				
Federal Formula, Flexible, Misc	\$6,898	\$5,604	\$ -	\$5,604
Federal High Speed Rail	\$122	\$122	-	\$122
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	18	15	-	15
State Assistance	9,091	7,096	-	7,096
City Capital Funds	2,669	2,052	-	2,052
MTA Bonds	8,398	8,175	-	8,175
Asset Sales/Leases	803	315	-	315
Pay-as-you-go (PAYGO)**	2,156	1,572	-	1,572
Other	271	68	-	68
B&T Bonds & PAYGO/Asset Sale	2,942	1,902	-	1,902
<b>Total</b>	<b>33,969</b>	<b>26,922</b>	<b>-</b>	<b>26,922</b>

	Funding Plan		Receipts	
	Current	Thru May	This month	Received to date
<b>2020-2024 Program</b>				
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -
Capital from New Revenue Sources	10,000	461	887	1,349
MTA Bonds and PAYGO	9,754	202	-	202
Other Contribution	520	-	-	-
Federal Formula	7,500	2,799	-	2,799
State of New York	3,000	-	-	-
City of New York	3,007	127	19	146
Federal New Start (SAS Ph2)	2,905	-	-	-
Federal Flexible	275	51	-	51
Federal Other	15	15	-	15
Federal Security	30	10	-	10
B&T Bonds	3,327	266	-	266
<b>Total</b>	<b>55,334</b>	<b>3,930</b>	<b>906</b>	<b>4,837</b>

## **Contracts Department**

**David K. Cannon, Vice President**

### **PROCUREMENT PACKAGE**

**July 2022**

## PROCUREMENTS

The Procurement Agenda this month includes seven (7) actions for a proposed expenditure of \$349.5M.

<b>Subject</b> Request for Authorization to Award Procurement Actions					
<b>Contract Department</b> David K. Cannon, Vice President					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Capital Program Committee	7/25/22	X		
2	Board	7/27/22	X		

<b>Date:</b> July 22, 2022			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
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 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>\$ Amount</u>
C. Competitive Request for Proposals (Award of Purchase/Public Work Contracts)	3	\$ 340,375,000
SUBTOTAL	3	\$ 340,375,000

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
I. Modifications to Purchase and Public Work Contracts	3	\$ 5,378,820
SUBTOTAL	3	\$ 5,378,820

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
K. Ratification of Completed Procurement Actions	1	\$ 3,775,000
SUBTOTAL	1	\$ 3,775,000
TOTAL	7	\$ 349,528,820

**Budget Impact**

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

**Recommendation**

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 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 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.



July 2022

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)**  
 (Staff Summaries required for all items greater than \$1M)

- |    |   |                       |                                      |
|----|---|-----------------------|--------------------------------------|
| 1. | <b>Skanska Railroad Joint Venture</b><br><b>Contract No. A46030</b><br><b>980 Calendar Days</b> | <b>\$ 199,955,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|-----------------------|--------------------------------------|

MTA Construction and Development request Board approval to award a publicly advertised and competitively solicited contract for design-build services for improvements on the Flushing Line.

- |    |  |                       |                                      |
|----|--|-----------------------|--------------------------------------|
| 2. | <b>Skanska USA Civil Northeast</b><br><b>Contract No. E30641</b><br><b>1,447 Calendar Days</b> | <b>\$ 114,970,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|-----------------------|--------------------------------------|

MTA Construction and Development request Board approval to award a publicly advertised and competitively solicited contract for design-build services to replace seventeen (17) escalators at six (6) subway stations systemwide.

- |    |  |                      |                                      |
|----|--|----------------------|--------------------------------------|
| 3. | <b>E-J Electric Installation Company</b><br><b>Contract No. QM-36 B/C</b><br><b>Two (2) Years and Two (2) Months</b> | <b>\$ 25,450,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|----------------------|--------------------------------------|

MTA Construction and Development request Board approval to award a publicly advertised and competitively solicited contract for design-build services for the relocation of Queens Midtown Tunnel refueling station and Queens Service Building switchgear.

**Procurements Requiring Majority Vote:**

**Schedule I. Modifications to Purchase and Public Work Contracts**  
 (Staff Summaries required for all items greater than \$1M)

- |        |   |                     |                                      |
|--------|---|---------------------|--------------------------------------|
| 4 - 6. | <b>TC Electric/J-Track JV</b><br><b>Contract No. P36444.41, .42 &amp; .43</b> | <b>\$ 5,378,820</b> | <b><u>Staff Summary Attached</u></b> |
|--------|---|---------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award Modifications No. 41, 42 and 43 to the Contract to address deterioration and corrosion of electrical systems and equipment for the 53<sup>rd</sup> Street Tube.

**Staff Summary**

Item Number 1

<b>Dept &amp; Dept Head Name:</b> Stations/Barney Gray, Senior Vice President					
<b>Contracts Department:</b> Jessica Goldstein, VP and Associate General Counsel					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	7/25/22	X		
2	Board	7/27/22	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Skanska Railroad Construction Joint Venture	<b>Contract Number</b> A46030
<b>Description</b> Design-Build Services for Improvements on the Flushing Line	
<b>Total Amount</b>	
1. A46030:	\$199,955,000
2. Stipend Payments:	\$ 400,000
<b>Contract Term</b> 980 Calendar Days	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

**Purpose/Recommendation**

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Skanska Railroad Construction Joint Venture (“SRJV”), a joint venture consisting of Skanska USA Civil Northeast, Inc. and Railroad Construction Company, Inc., for design-build services for improvements on the Flushing Line in the Borough of Queens. The Contract is in the amount of \$199,955,000 and has a duration of 980 Calendar Days. 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 \$200,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$400,000 to the two unsuccessful proposers.

**Discussion**

Contract A46030 (the “Contract”) provides for state of good repair improvements at 61<sup>st</sup> St-Woodside Station, replacement of the existing escalators at 61<sup>st</sup> St-Woodside and the 74<sup>th</sup> Street-Broadway Stations, and painting and repair of structural defects between 48<sup>th</sup> Street and 72<sup>nd</sup> Street along the Flushing Line. The selected Design-Builder will be responsible for all aspects of design, engineering, scheduling, coordination, construction, and timely completion of the project.

A two-step procurement process was conducted for the Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of six statements of qualifications that were evaluated against pre-established criteria (addressing completeness and responsiveness, experience, past performance, organization and key personnel, project understanding and approach, responsibility, and financial strength). The following four firms were selected to receive the Request for Proposal (“RFP”) in Step 2:

- John Civetta & Sons, Inc. (“Civetta”)
- Judlau Contracting, Inc. (“Judlau”)
- Skanska Railroad Construction Joint Venture (“SRJV”)
- Tully Construction Company, Inc. (“Tully”)

**Staff Summary**

Item Number 1

Page 2 of 2

In response to the RFP, Judlau, SRJV, and Tully submitted technical and price proposals (Civetta notified C&D that they would not be submitting a proposal). The selection committee, consisting of representatives from C&D, New York City Transit and the Long Island Railroad first reviewed the technical proposals and heard oral presentations from each of the Proposers. The selection committee evaluated the technical proposals using the following pre-established selection criteria: construction plan, schedule, qualifications of key personnel and major participants, management plan, subcontractors and suppliers, prior experience, past performance, safety and quality, diversity compliance, quality and thoroughness of proposal and oral presentation, as well as other relevant matters. The selection committee determined that all three teams submitted technical proposals that were responsive and acceptable. The selection committee next opened the cost proposals, which were as follows: SRJV \$205,700,000; Judlau \$310,463,728; and Tully \$364,540,187.

Based upon its review of the technical and price proposals, the Selection Committee invited all three (3) teams for negotiations to discuss technical clarifications and pricing. While Judlau and Tully submitted strong technical proposals, their price was significantly higher than the price proposal submitted by SRJV. Negotiations with SRJV included discussions of the design requirements, project schedule, and overall cost. Following negotiations, a Best and Final Offer (“BAFO”) was requested from SRJV which provided a BAFO in the amount of \$199,955,000.

After review of the BAFOs, the selection committee unanimously determined that the proposal submitted by SRJV provided the best value to the MTA, due to the strength of its lead designer, key personnel, technical approach to the work, extensive prior experience, and a track record of completing similar projects on time and within budget. A cost and price analysis was performed and it was determined that the negotiated price submitted by SRJV was fair and reasonable.

**DBE/MBE/WBE/SDVOB Information**

The MTA Department of Diversity and Civil Rights (“DDCR”) has established a 22.5% DBE goal for the Design/Build Contract. Although this is a design-build contact with some undefined scope, SRJV is committed to meet the required DBE goal.

SRJV has not completed any MTA contracts with goals, therefore, no assessment of the firms DBE/MBE/WBE performance can be determined at this time. However, Skanska USA Civil Northeast, Inc. and Railroad Construction Company, Inc. individually have achieved their assigned DBE/MBE/WBE goals on previous completed MTA contracts.

**Impact On Funding**

Funding for the Contract and stipends for the three unsuccessful proposers are included in the New York City Transit 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**

Item Number 2

<b>Dept &amp; Dept Head Name:</b> Stations/Barney Gray, Senior Vice President					
<b>Contracts Department:</b> Jessica Goldstein, VP and Associate General Counsel					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	7/25/22	X		
2	Board	7/27/22	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Skanska USA Civil Northeast, Inc.	<b>Contract Number</b> E30641
<b>Description</b> Design-Build Services to Replace 17 Escalators at 6 Stations Systemwide	
<b>Total Amount</b>	
1. E30641:	\$114,970,000
2. Stipend Payments:	\$ 300,000
<b>Contract Term</b> 1,447 days	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	

**Purpose/Recommendation**

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract to Skanska USA Civil Northeast, Inc. for design-build services to replace seventeen (17) escalators at six (6) subway stations systemwide. The contract is in the amount of \$114,970,000 and has a duration of 1,447 days. 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 \$150,000 to be paid to each unsuccessful proposer whose proposal met the defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$300,000 to the two unsuccessful proposers.

**Discussion**

Contract E30641 (the “Contract”) is for the replacement of 17 escalators that have reached the end of their useful lives located at 6 subway stations in the Bronx, Brooklyn, and Manhattan. The Contract also includes the installation of new escalator equipment within the existing escalator machine rooms and the replacement of associated electrical, mechanical, and plumbing equipment. The selected Design-Builder will also perform state of good repair work in the vicinity of the escalators.

A two-step procurement process was conducted for the Contract. In Step 1, a Request for Qualifications (“RFQ”) was advertised, resulting in the submission of 5 statements of qualifications that were evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (team, key personnel, and organization, project approach, prior experience, past performance, and diversity compliance). Based on these criteria, the following three firms were selected to receive the Request for Proposal (“RFP”):

- J-Track LLC (“J-Track”)
- Schiavone Construction Co. (“Schiavone”)
- Skanska USA Civil Northeast, Inc. (“Skanska”)

In response to the RFP, all 3 teams submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments, first reviewed the technical proposals and heard oral presentations from each of the Proposers.

**Staff Summary**

Item Number 2

Page 2 of 2

The selection committee evaluated the technical proposals using the following pre-established selection criteria: key personnel and major participants, schedule, construction plan, management plan, safety and quality, prior experience, past performance, diversity practices, and other relevant matters. The selection committee determined that all three teams submitted technical proposals that were responsive and acceptable. The selection committee next opened the price proposals, which were as follows: J-Track \$123,555,240; Schiavone \$146,070,000; and Skanska \$118,500,000.

The Selection Committee invited all 3 teams for negotiations to discuss technical clarifications and pricing. While Schiavone submitted a strong technical proposal, its price was significantly higher than J-Track and Skanska and it offered the least schedule reductions. Best and Final Offers (BAFOs) were requested from Skanska and J-Track, requesting revised pricing and revised milestone durations based on the current (post-orals) understanding of the project. The results of the BAFOs were as follows: J-Track: \$119,475,000 with an overall duration of 1,389 days, and Skanska: \$114,970,000 with an overall duration of 1,447 days.

After review of the BAFOs, the Selection Committee unanimously determined that the proposal submitted by Skanska provided the best value to the MTA, due to the strength of its lead designer, key personnel, including vertical transportation experts, technical approach to the work, extensive prior experience with escalators, and a track record of completing similar projects on time and within budget. J-Track proposed technical approaches that met the project requirements, but they did not provide comparable value despite their higher pricing. A cost and price analysis was performed and it was determined that the negotiated price is fair and reasonable.

**DBE/MBE/WBE/SDVOB Information**

The MTA Department of Diversity and Civil Rights (“DDCR”) has established a 15% MBE, 15%WBE and 6% SDVOB goal for the Contract. Although this is a design-build contact with some undefined scope, Skanska is committed to meet the required MBE/WBE/SDVOB goal.

Skanska has achieved its DBE/MBE/WBE goals on previously completed contracts.

**Impact on Funding**

Funding for the Contract and stipends for the two unsuccessful proposers are included in the New York City Transit 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 the Contract.

**Staff Summary**

Item Number 3

<b>Dept &amp; Dept Head Name:</b> B&T Business Unit, Joe Keane, PE, Sr. VP and Chief Engineer					
<b>Contracts Department:</b> Jason Lange, VP and Associate General Counsel					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	7/25/22	X		
2	Board	7/27/22	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	President		
X	Deputy Chief, Delivery	X	Executive VP & General Counsel		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> E-J Electric Installation Company	<b>Contract Number</b> QM-36B/C
<b>Description</b> Design-Build Services for Relocation of QMT Refueling Station and QSB Switchgear	
<b>Total Amount</b> 1. QM-36B/C : \$ 25,450,000 2. Stipend Payments: \$ 150,000	
<b>Contract Term</b> Two (2) years and Two (2) months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	

**Purpose/Recommendation**

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for replacement and relocation of the Queens Midtown Tunnel (“QMT”) refueling station and Queens Service Building (“QSB”) switchgear to E-J Electric Installation Company in the amount of \$25,450,000 and a duration of two years, two months. 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 in the amount of \$50,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$150,000 to the three unsuccessful proposers.

**Discussion**

The work under Contract QM-36B/C (the “Contract”) generally consists of removing the existing refueling station and underground tanks from inside the QSB garage located on 51<sup>st</sup> Avenue in Long Island City and installing a new outdoor vehicle refueling station and electric vehicle charging stations at the nearby Borden Avenue lot adjacent to the Long Island Expressway. In addition, the work at the Borden Avenue lot will include new site lighting, security cameras and perimeter fencing. The work will also include constructing a new upgraded and resilient electrical distribution room in the QSB mezzanine area to raise the electrical equipment, currently in the basement, above the high-water level to prevent storm damage. This work will also include removal of the existing equipment in the basement.

A two-step procurement process was conducted for the Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of eight Statements of Qualifications, which were evaluated against pre-established selection criteria addressing record of performance for the design-build team, technical and managerial capacity and general responsibility. The following four firms were selected to receive the Request for Proposal (“RFP”) in Step 2:

- E-J Electric Installation Company (“E-J”)
- Five Star Electric Corp. (“FSE”)
- LiRo Engineers, Inc. (“LiRo”)
- TC Electric-Welkin, JV (“TCE”)

In response to the RFP, all four firms submitted technical and price proposals. The selection committee, consisting of representatives from C&D and Bridges and Tunnels, first reviewed the technical proposals and heard oral presentations from each of the respondents. The selection committee evaluated the technical proposals utilizing pre-established selection criteria set forth in the RFP addressing the respondents' technical approach, qualifications of the firm, team organization, schedule, and record of diversity practices. The selection committee determined that all four teams submitted technical proposals that were responsive and acceptable. The selection committee next opened the price proposals, which were as follows: E-J - \$26,291,200; FSE - \$21,270,000; LiRo - \$42,302,178; and TCE - \$27,789,000.

Based upon its review of the technical and price proposals, the selection committee determined that the proposals submitted by E-J and TCE demonstrated a superior combination of technical approach, price, and schedule and unanimously recommended that both firms submit Best and Final Offers ("BAFO"). E-J demonstrated a strong understanding of all components of the scope of work as established in their technical approach, and their key personnel have successfully completed design-build projects of similar scope and magnitude. E-J made mention of the criticality of the Short Circuit Study and has extensive experience working with Con-Edison. E-J also provided a stormwater drainage solution in the Borden Avenue parking lot area along with the associated risks and mitigations. TCE also demonstrated a strong technical understanding of the RFP, including design solutions for the QSB switchgear room to mitigate the challenges and risks associated with this project. Although LiRo proposed key personnel in relevant disciplines with extensive experience and demonstrated a strong technical understanding of the RFP their proposed price was the highest and was deemed to be cost prohibitive. FSE was not selected as their proposal failed to clearly demonstrate the experience and expertise needed for this scope of work. FSE did not provide a clear understanding of the site-specific challenges, nor did they provide details on construction risks. Further, FSE proposed a 31-month contract duration, exceeding the contract requirement of 30 months.

The BAFO's submitted by E-J and TCE were as follows:

E-J	\$25,766,200
TCE	\$25,995,000

After review of the BAFOs, the selection committee unanimously recommended E-J for award of the Contract. Both E-J and TCE included a reduction from their original prices: however, E-J's BAFO was still the lowest of the two. The selection committee determined that E-J offered the best value to C&D based on the strength of their technical proposal and reduction of the schedule to 26 months, which is 4 months less than the schedule contained in the RFP and 1 month less than the schedule proposed by TCE.

A final round of negotiations was held with E-J resulting in the parties agreeing to a price of \$25,450,000. A cost and price analysis was performed and it was determined that the negotiated price is fair and reasonable.

In connection with previous contracts awarded to E-J, E-J was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in August 2018. No new significant adverse information has been found relating to E-J and E-J has been found to be responsible.

**DBE/MBE/WBE/SDVOB Information**

The MTA Department of Diversity and Civil Rights has established 15% MBE, 15% WBE and 6% SDVOB goals on this contract. Although this is a design-build contract with some undefined scope, E-J is projecting to meet the required MBE/WBE/SDVOB goal requirements.

E-J has achieved the assigned D/M/WBE goals on previous completed MTA Contracts.

**Impact on Funding**

Funding for the Contract and stipends for the three unsuccessful respondents are Bridge and Tunnel funds derived from its portion of the MTA's 2020-24 Capital Program.

**Alternatives**

None are recommended. Currently, C&D lacks the in-house technical personnel to perform the scope of work associated with the Design-Build Contract.

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

Item Numbers 4 - 6

<b>Vendor Name (Location)</b> TC Electric/J-Track JV (Whitestone, New York)	<b>Contract Number</b> P36444	<b>Mod. #s</b> 41, 42 & 43
<b>Description</b> Design-Build Services for Rutgers Tube Rehabilitation	<b>Original Amount:</b>	\$ 90,500,000
<b>Contract Term (including Options, if any)</b> July 28, 2020 – December 31, 2021	<b>Prior Modifications:</b>	\$ 15,566,345
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>Current Amount:</b>	\$ 106,066,345
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 5,378,820
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amt.:</b>	5.9%
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche	<b>% of Modifications (including This Request) to Original Amount:</b>	5.1%

**Discussion:**

Contract P36444 (the “Contract”) is for the Rutgers Tube rehabilitation. MTA Construction and Development Company (“C&D”) requests Board approval to award Modifications No. 41, 42, and 43 to the Contract to address deterioration and corrosion of electrical systems and equipment for the 53<sup>rd</sup> Street Tube.

In October 2020, the Board approved Contract Modification No. 1 to the Contract which added work for pump room controls upgrades for the 53<sup>rd</sup> Street Tube which spans between the Lexington Avenue/53<sup>rd</sup> Street Station in Manhattan and the Court Square-23<sup>rd</sup> Street Station in Queens . The systems and components within the 53<sup>rd</sup> Street Tube were damaged during Superstorm Sandy from the storm surge inflow of saltwater. The 53<sup>rd</sup> Street work is essential to implement resiliency measures that will protect against future flooding of the Tube.

After award of Modification No. 1, the Contractor identified significant deterioration and corrosion of the electrical systems feeding the fan plants, pump rooms and related equipment at Nott Avenue, Roosevelt Island, and Sutton Place which has led to the additional work addressed by these Modifications.

Modification No. 41

The existing electrical system at Nott Avenue has deteriorated beyond a state of good repair and must be replaced to provide reliable power for the operation of the pumping systems and tunnel fans. This modification replaces the existing electrical system and includes the installation of new cables, conduits, and automatic transfer power switches and provides the necessary power redundancy for this location. The proposal for this modification was for \$1,512,987 and through negotiations the parties agreed to an amount of \$1,275,000.

Modification No. 42

At Roosevelt Island, the existing duct bank, where the new cables for the pumps were to be installed, has collapsed and cannot be used. To address this issue, new 480-volt cables will be installed on the walls of the tunnel instead of the 208-volt cables in the duct banks as originally planned. The use of 480-volt cables significantly reduces the size and quantity of the cables required to be mounted on the tunnel wall thus preventing interference with other systems as well as eliminating encroachment into the train clearance envelope. This modification is for the installation of the 480-volt cables and the installation of new 480-volt pumps that will replace the existing 208-volt pumps which are at of their life cycle. The pumps were purchased under a separate modification. This modification also includes the purchase and installation of transformers, conduits, motor control and automatic transfer switches all of which were necessitated by the switch to 480-volt cables. The proposal for this modification was for \$2,960,042 and through negotiations the parties agreed to an amount of \$2,948,820.

Modification No. 43

At Sutton Place, the existing electrical switchgear necessary to energize and de-energize the pumps and controls is severely corroded and requires replacement. This modification is to purchase the long lead-time switchgear equipment. The installation of this switchgear equipment will be addressed under a subsequent Modification. The proposal for this modification was for \$1,155,348 and through negotiations the parties agreed to an amount of \$1,155,000.



**Schedule I Modifications to Purchase and Public Work Contracts**  
Item Numbers 4 - 6

The agreed-upon lump-sum price for the three modifications is \$5,378,820 which is considered fair and reasonable.

Please note that future modifications will be presented to the Board to address installation of the above-mentioned switch gear and, purchase and installation of associated electrical equipment needed at Sutton Place and, to address the time impacts associated with these modifications.

JULY 2022

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

- |  |                     |                                      |
|--|---------------------|--------------------------------------|
| <b>7. Voltamp Electrical Contractors<br/>Contract No. P-36700.11</b> | <b>\$ 3,775,000</b> | <b><u>Staff Summary Attached</u></b> |
|--|---------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify Modification No. 11 to the Contract for the replacement of the existing transformer and rectifier equipment at the 41<sup>st</sup> Street Substation in Queens.

**Schedule K Ratification of Completed Procurement Actions**  
**Staff Summary**  
 Item Number 7

<b>Vendor Name (Location)</b> Voltamp Electrical Contractors (New Hyde Park, NY)
<b>Description</b> Component Replacement of High-Tension Switchgear at Seven Locations in the Boroughs of Brooklyn & the Bronx
<b>Contract Term (including Options, if any)</b> December 28, 2018 – December 27, 2021
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche

<b>Contract Number</b> P-36700	<b>AWO/Mod. #</b> 11
<b>Original Amount:</b>	\$ 17,469,358
<b>Prior Modifications:</b>	\$ 182,616
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 17,651,974
<b>This Request:</b>	\$ 3,775,000
<b>% of This Request to Current Amt.:</b>	21.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	22.7%

**Discussion:**

Contract P-36700 (the “Contract”) is for the removal and replacement of high-tension switchgear at seven substations located in the boroughs of Brooklyn and the Bronx. MTA Construction and Development (“C&D”) requests the Board ratify Modification No. 11 to the Contract for the replacement of the existing transformer and rectifier equipment at the 41<sup>st</sup> Street Substation in Queens.

The 41st Street Substation is an underground substation located in Astoria Queens providing DC power to the Queens Boulevard line (“QBL”). It was removed from service in 2014 due to a failed water heat exchanger resulting in water entering the transformer and rendering it inoperable and beyond repair. Although the other substations on the line have been able to provide sufficient DC power since 2014, the recently installed CBTC signal system and the new CBTC car classes on the QBL and their associated power requirements, necessitate the restoration of service at the 41st Street Substation. Doing so will equalize power loads and restore redundancy to QBL DC power which is critical during severe weather events and when other substations are taken offline for maintenance. This modification was initiated pursuant to an Immediate Operating Need declared by NYCT’s Vice President & Chief Maintenance Officer, Department of Subways, Maintenance of Way on December 7, 2021.

Under this modification the Contractor will restore service at the 41<sup>st</sup> Street Substation by removing the existing transformer and rectifier equipment and procuring, installing and testing the new transformer and rectifier equipment. Contract P-36700 was selected to address this additional work based on its similar scope and equipment requirements at seven Brooklyn and Bronx substations as well as the experience and positive past performance of the Contractor. The Contractor submitted a cost proposal of \$5,465,129. Negotiations resulted in the agreed upon lump sum price of \$3,775,000 which has been determined to be fair and reasonable.

With regard to schedule, the Contract was approximately 431 calendar days behind schedule based on prior excusable but non-compensable delays regarding access that could not be provided to the Contractor for two of seven substations in the Contract due to power capacity concerns associated with adjacent substations being offline for repairs. Combined with the excusable and compensable schedule impact resulting from this additional work, this modification includes agreement on a time extension of 794 calendar days, for which, impact/general conditions costs are included as part of the \$3,775,000 negotiated cost. This modification will result in a revised Substantial Completion date of February 29, 2024.

In order to partially mitigate the schedule impact of the procurement lead-time for the transformer and rectifier equipment, the President approved a retroactive waiver on June 24, 2022, and the Contractor was directed to proceed with the procurement of the long lead-time equipment and to commence breaking down and removing the existing equipment, including demolition of conduit and wires, as well as prepping the substation walls and floor. The Contractor was directed to proceed up to a not to exceed amount of \$1,700,000.