



Metropolitan Transportation Authority

Capital Program Committee Meeting

July 2024

Committee Members

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

Capital Program Committee Meeting

Monday, 7/29/2024

9:15 - 10:00 AM ET

1. SUMMARY OF ACTIONS

C&D CPC Summary of Actions - Page 3

2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES- JUNE 24, 2024

C&D CPC Committee Minutes - Page 4

4. 2024-2025 COMMITTEE WORK PLAN

CPC Work Plan - Page 9

5. C&D INTEGRATED PROJECTS UPDATE

Integrated Projects Update - Page 10

IEC Project Review on Penn Station Access - Page 16

IEC Project Review on Second Avenue Subway Phase 2 - Page 22

6. C&D SAFETY REPORT

CPC Safety Report - Page 27

7. CAPITAL PROGRAM STATUS

C&D Commitments, Completions, and Funding Report - Page 29

8. C&D PROCUREMENTS

C&D Procurements - Page 46

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Tutor Perini Corporation	\$1,905,486	Award of a modification to Contract CS179 to replace fire standpipe valves in the East Side Access tunnels and retest the fire suppression system.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
June 24, 2024
New York, New York
1:00 PM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. Haeda Mihaltses
Hon. John Ross Rizzo

CPC Members not present:

Hon. Samuel Chu
Hon. Michael Fleischer
Hon. Dan Garodnick
Hon. David Jones
Hon. Meera Joshi, Vice Chair
Hon. Blanca López
Hon. David Mack
Hon. John Samuelson
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

MTA staff present:

Frank Annicaro
Christine Budhwa
Daniel Cardoza
Craig Daly
Lewis Deara
Evan Eisland
Siu Ko*
Steven Loehr
Tim Mulligan
Joseph Reynolds
Mark Roche
Jamie Torres-Springer
Lourdes Zapata

Independent Engineering Consultant staff present:

Elizabeth King
Sirish-Sarat Peyyeti

* Attended virtually.

* * *

Chairman Lieber called the June 24, 2024, Capital Program Committee Meeting to order at 2:28 PM.

Public Comments Period

There were nine public speakers during the hybrid public comment period: Bruce Hain, Jason Anthony, Jack Connors, Jesse Figueroa, Charlton D'souza*, Senator Jessica Scarcella-Spanton*, Assemblyman David Weprin*, District Leader Jasi Robinson*, and Theo Allan*.

*Provided comment virtually.

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

Procurement Actions

Christine Budhwa, Assistant Vice President, Contracting Services, MTA Construction & Development Company (C&D), reported that MTA C&D had one procurement action being brought to the Capital Program Committee this month. Assistant Vice President Budhwa then presented the item.

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

- 1) Ratification of a modification to a contract with LK Comstock and Company LLC (P36721) for the replacement of the transformer and rectifier at the 62 Road substation. This modification is valued at \$2.9 million.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

President's Report

President Torres-Springer first took a moment to spotlight accessibility, noting that the Long Island Rail Road Amityville Station was made fully ADA accessible this month with Lindenhurst Station soon to follow. Next, focusing on State of Good Repair projects, President Torres-Springer showed a video of the innovative techniques employed to replace full sections of the Park Avenue Viaduct without interrupting train service. Finally, President Torres-Springer reminded the Committee that there would be a presentation on the re-prioritization of the 2020-24 Capital Plan at the Wednesday, June 26th full Board meeting.

Rolling Stock Update

Craig Daly, Chief Rolling Stock Programs Officer of Long Island Rail Road (LIRR), reported to the Committee that the M-9 Project budget remains on track, all 202 cars have been delivered, and the mean distance between failure has improved by 40% compared to 2023.

Reporting on the LIRR M-9 Project, Sirish Peyyeti, Program Director of the IEC, concurred with the agency's car acceptance forecast, noting a 12-month slip from the previous forecast caused by ongoing quality issues and parts shortages. Additionally, the IEC agreed that the mean distance between failure rate continues to far exceed contract requirements, a positive measure of car quality.

Next, Siu Ko, Vice President, and Chief Mechanical Officer of Car Equipment in the New York City Transit (NYCT) Department of Subways, reported that, overall, the R211 Project budget remains on track but there has been a delay due to assembly workmanship issues that affected 70 R211A subway cars and five R211S Staten Island Railway cars. Vice President Ko assured the Committee that the issue has been addressed.

Vice President reported that the Kawasaki plant is fully staffed and when fully staffed able to produce a car a day. At that rate, Kawasaki projects 355 cars will be delivered by the end of the year. Separately, Vice President Ko reported a software issue was detected with the Automatic Train Control on the R211S during testing. Countermeasures have been deployed, and delivery is now expected in Q4 2024. Finally, the R211T trains, the open gangway cars, went into service on February 1st and are being evaluated for performance, durability, maintenance complexity, and passenger experience.

Reporting on the R211 Project for the IEC, Director Peyyeti agreed with Vice President Ko's budget report and noted that the rate of production of subway cars has dramatically improved since last year. Additionally, the rollout of the open gangway cars has been an incredible success. The IEC reported that after a four-month slip, the delivery schedule for R211A and R211S cars has now stabilized. Overall, Director Peyyeti endorsed initiatives currently underway to ensure that fleet performance meets or exceeds requirements. The director applauded the project teams' close monitoring of schedule performance and car quality, underscoring that the CBTC project and R211 vehicle delivery must continue to be closely coordinated.

Next, Joseph Reynolds, Senior Director, Metro North Railroad Rolling Stock Delivery Integration, provided a status update on the SC42-Dual Mode Locomotive Project. SC42-Dual Locomotives are more reliable and greener than the locomotives they are replacing, the P32 Locomotives. Director Reynolds reminded the Committee that switching to SC42-Dual Mode locomotives will reduce pollutants like nitrogen oxide and particulate matter by more than 80%, reduce carbon emissions by more than 25,000 metric tons annually, and allow Metro North trains to operate in electric mode through the entirety of the 102-mile electric territory. The next steps include months of locomotive performance validation; the project remains on budget and schedule.

Reporting on the Metro North SC42-Dual Mode Locomotive Project for the IEC, Director Peyyeti agreed that the project remains on schedule and on budget. Additionally, the IEC reported that funding has been identified for the diesel exhaust fluid storage and dispensing system, which is required for the diesel fuel additive to achieve the expected 85% emission reduction on the new locomotives.

Next, Daniel Cardoza, Vice President, and Chief Maintenance Officer for NYCT Department of Buses, reported that of the 2177 total new buses in the 2020-2024 Capital Plan, 46% have been delivered or are in production, 36% in solicitation or pre-production phase, and the remaining 18% are in an open status as Congestion Pricing impacts are being studied. There are currently eight open bus contracts, all of which are on budget. The MTA is working closely with each manufacturer to mitigate risk and delays and continues to make progress on the Zero-Emissions Bus Fleet transition. The MTA is also testing several safety improvements to the bus operator compartment, and the Automated Camera Enforcement Program now allows for ticketing vehicles blocking bus stops or double parked in bus routes, leading to an increase in bus speed and a reduction in collisions.

Frank Annicaro, Senior Vice President for the NYCT Department of Buses, spoke next, praising the national effort, led by the MTA, to focus on the United States' capacity to manufacture clean buses at a pace that can meet market demands. SVP Annicaro pointed to both the February Federal Transportation guidance to suppliers that included recommendations directly from the MTA and the MTA lead working group developing common specifications for a base bus model as evidence of MTA leadership in the field. The overall aim is improving lead times, increasing the vendor pool, and lowering the cost of the development of the machinery to make Zero-Emissions fleet possible.

Reporting on the Bus Updates for the IEC, Director Peyyeti first noted that the several active contracts remain on budget, but their delivery dates have slipped since the last IEC report. Additional contracts remain in active procurement but, due to funding constraints, the base orders have been reduced. Three new solicitations are in process. Lastly, the IEC reviewed the initial Zero-Emissions Fleet Transition study and will continue to monitor its implementation.

Diversity Update

Lourdes Zapata, Chief Diversity and Inclusion Officer at the MTA, reported to the Committee on the Minority/Women-Owned and or Disadvantaged Business Enterprise (MW/DBE) and Service-Disabled Veteran-Owned Business (SDVOB) participation on MTA Capital Projects for fiscal year 2023-2024. While meeting and exceeding New York State MBE goals, the MTA fell short of the New York State WBE goal and SDVOB goals by 3% and 2%, respectively. Currently, the MTA is reporting federal DBE participation at 11%, but Officer Zapata stated that as the projects unfold there will be more opportunities for DBE firms to participate, and she is confident the MTA will meet the 20% participation goal.

Additionally, per Chief Officer Zapata, the MTA signed on to the Equity in Infrastructure Pledge to affirm that the MTA will award at least \$1 billion of work to MWBE and/or DBE firms each year, increase the MTA-certified pool of MW/DBE firms, and increase discretionary contracts for design and engineering MW/DBE firms by 20% over the next five years. The MTA has already awarded over \$1 billion in 2022-2023 and is on track to do so again in 2023-2024. Chief Officer Zapata congratulated the Small Business Development Program--which provides access to prime construction bidding opportunities, business development, and access to working capital and surety bonding to small businesses--for training over 1200 businesses and awarding over \$700 million to date. Finally, taking advantage of new federal programs, the MTA is piloting a 20% local hiring goal on four key projects. The initial results of the pilot are promising.

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the June 24th, 2024 Capital Program Committee Meeting at 3:43 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2024-2025 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

September 2024

President's Update
Agency Initiatives
Quarterly Traffic Light Report

October 2024

President's Update
Stations

November 2024

President's Update
Railroads

December 2024

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2025

President's Update
Infrastructure

February 2025

President's Update
Agency Initiatives

March 2025

President's Update
Signals
Quarterly Traffic Light Report

April 2025

President's Update
Systems

May 2025

President's Update
OMNY

June 2025

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2025

President's Update
Integrated Projects

MTA Construction & Development’s (C&D’s) last report to the Capital Program Committee (CPC) on integrated projects was in July 2023. Since the last report, progress has continued on the Penn Station Access and Harold Interlocking projects, and the first Second Avenue Subway Phase 2 contract was awarded. Below are updates for MTA C&D’s ongoing integrated projects as of June 30, 2024.

Metro-North
Penn Station Access
 CBX001

Penn Station Access will provide Metro-North Railroad New Haven Line customers with service into and out of Penn Station via Amtrak’s Hell Gate Line. The project includes four new ADA-accessible stations in the East Bronx, introducing rail service to communities underserved by public transit, drastically reducing travel times, and increasing reverse commute opportunities. The project also includes bridge rehabilitations, 19 miles of new and rehabilitated track work, new and reconfigured interlockings, modernization of signal, power and communication infrastructure, and the expansion of Metro-North’s New Rochelle Yard. By bringing Amtrak’s Hell Gate Line to a state of good repair (SOGR), the project will also improve reliability and on-time performance for Amtrak customers and prepare the Northeast Corridor for high-speed rail in the future.

PROJECT STATUS	Original	Forecast
Substantial Completion	March 2027	Q4 2027*
Budget	\$2.867B**	\$2.867B**
*Under review as noted below		
**Budget does not include new Metro-North rolling stock.		
The project is approximately 20% complete.		

Since the start of construction, the project has been hampered by limited access and protection on the Amtrak right-of-way (ROW). This was primarily due to the limited availability of Amtrak Force Account support. Contractor performance in complying with constraints of working on Amtrak ROW has also been a factor. Amtrak initially committed to provide a minimum of thirty 55-hour weekend single-track outages per year, which were not provided in 2022. That, together with other Contractor delays has resulted in significant construction delays. In an attempt to mitigate these delays, Amtrak provided the project with a six-month long-term track outage in 2023 and a three-month long-term track outage in 2024.

The 2024 long-term outage has been more productive as a result of increases to Amtrak’s force account staffing levels, improved coordination, and development of a recovery plan to address Amtrak’s force account limitations. In particular, the project management team has worked with Amtrak to implement rule changes, conducted training for all contractor staff to reduce Amtrak staffing requirements, and developed a Book of Rules documenting Amtrak’s rules for working adjacent to live track. There is a significant effort underway to finalize a complete resequencing of the schedule and to work with Amtrak/CSX to create additional schedule efficiencies. The budget will be re-evaluated upon completion of the project resequencing.

Significant progress has now been made in design and construction. Most design units have been developed to a 90% design level, with 21 early works packages completed. Foundations, ground grids and some communications and signals packages have been “broken out” of their main packages to expedite design and begin construction. Design workshops including all relevant parties have accelerated design review, allowing construction to start sooner and earlier procurement of critical long lead items.

On the construction side, efforts are being made to permit the design-build contractor to work at multiple locations simultaneously. Work activities made possible by these efforts include:

- Construction at all four of the new stations (Hunts Point, Parkchester/Van Nest, Morris Park, and Co-op City) is underway.
- Construction at four bridges (Eastchester, Bronxdale, Pelham Lane, and Bronx River Bridge) is underway.
- Overhead catenary structure (OCS) steel erection in the Leggett Interlocking and Van Nest areas has made significant progress. Installation of drainage system and portion of new Track 3 in Parkchester.

A major upcoming milestone will be the construction of the Leggett Interlocking. This interlocking will provide more flexibility for Amtrak to operate service around work areas during outages. The signal design was advanced up to 90% and special track work up to 100%. Commissioning of this interlocking is scheduled for late 2024.

Coordination with third-party agencies (NYCDOT, NYSDOT, Con Edison, NYCDEP, USCG, USACE, etc.) continues. The real estate acquisition process continues, and the project team is working to obtain all the properties necessary to complete the project.

Harold Interlocking Project

CH058B
 CH063
 FHA03/04
 FHL03/04
 CH057A2
 CH059A1
 FQA65

This project is part of the Northeast Corridor Congestion Relief Project to reconstruct Harold Interlocking to create two grade-separated conflict-free routes (Eastbound Reroute and Westbound Bypass) for Amtrak and Metro-North trains traveling between Penn Station and the Hell Gate and New Haven lines along the Northeast Corridor, thus increasing speed, capacity, and operational flexibility. Some Long Island Rail Road (LIRR) trains will also be able to use these new tracks, especially Port Washington Branch trains.

The Eastbound Reroute and Westbound Bypass include box structures that traverse below main line tracks in Harold Interlocking, approach structures, and support facilities. The new routes add approximately 12,000 linear feet of additional track, third rail, catenary, and several track switches to facilitate movement to and from the East River tunnels and Sunnyside Yard through Harold Interlocking. The project also modifies and reconstructs Loop Track Interlocking to increase the speed and capacity to Sunnyside Yard through which Amtrak trains can pass, and has demolished existing Amtrak buildings to make way for future construction of additional storage tracks.

Funding includes \$294 million from an FRA High Speed Intercity Passenger Rail (HSIPR) grant. A grant amendment removed the Amtrak car washer scope from the MTA’s grant. Amtrak will be responsible for this work and will award a contract for their new car wash facility after MTA C&D completes construction of Loop Interlocking.

PROJECT STATUS	Original	Forecast
Program Completion	October 2028	October 2028
Budget	\$1.4B	\$1.4B

The program is approximately 62% complete.

Historically, project progress within Harold Interlocking has been constrained due to limited availability of Amtrak Force Account support and challenges obtaining required outages. The MTA has worked closely with Amtrak with respect to prioritization of outages and personnel and to direct Amtrak resources to the most critical activities. Additionally, the project team has progressed contractor training to reduce Amtrak’s staffing requirements.

Eastbound Reroute

- The cut and cover tunnel box structure is complete; trackwork, catenary and third rail work is in progress and will be followed with catenary tie-ins and restoration. The current forecast for substantial completion is December 2024.
- East and West approach structure concrete operations are complete. Track, third rail, catenary and signal installation are in progress
- Project element is currently 88% complete. Once done, the interlocking will provide conflict-free eastbound operations for LIRR trains to

Jamaica, LIRR Port Washington Branch trains, Metro-North Penn Station Access service, and Amtrak.

T Interlocking

- Sections of several loop tracks have been replaced and upgraded to include third rail to facilitate LIRR moves to the East Side Access (ESA) Midday Storage Yard. A new catenary sectionalizing switch will be installed in conjunction with Amtrak ET forces to provide track and power outages to complete the additional crossover between Amtrak's loop tracks and the Midday Storage Yard.
- The Penn Lead trackwork is complete. The third rail is being installed and will be followed by the LIRR and Amtrak signal cutover. When implemented, the Penn Lead and DS tracks will relieve the single point of operational failure in and out of the ESA Midday Storage Yard.

Westbound Bypass

- A construction contract is nearing completion.
- MTA/Amtrak term sheet, which delineates specific conditions associated with personnel, work zones, track outages, labor clearances and other key elements is nearing completion.
- When complete, this new infrastructure will provide conflict-free westbound train operations for LIRR trains from Jamaica, LIRR Port Washington Branch trains, Metro-North Penn Station Access service, and Amtrak.

**Second Avenue
 Subway Phase 2**
 C26001

Second Avenue Subway Phase 2 (SAS2) will extend from the northern limit of SAS Phase 1 at 105 St, proceed north under Second Ave, and then turn west along 125 St, with storage tracks extending beyond Malcolm X Blvd. SAS2 will repurpose a tunnel segment from 110 St to 120 St built in the 1970s. Three new stations will be constructed at 106 St, 116 St, and 125 St. The project will also provide a connection to the Lexington Avenue Line (4,5,6) and Metro-North Railroad at 125 St. The project will enhance mobility and access for East Harlem residents and businesses, reducing travel times and serving 100,000 new riders per day.

PROJECT STATUS	Original	Forecast
Substantial Completion	Q3 2032	Q3 2032
Budget	\$6.968B*	\$6.968B*
<i>*Budget figure does not include financing costs</i>		

As a result of the recently-announced pause in the Central Business District Tolling Program (CBDTP), MTA is currently unable to utilize \$15 billion in proceeds from CBDTP to support the 2020-2024 Capital Plan. This CBDTP revenue was not directly funding SAS2; however, because the MTA anticipated this revenue when prioritizing needs for the 2020-24 Capital Plan, MTA is now re-prioritizing its currently-available capital funding to ensure safe, adequate, and efficient service can be maintained across the system. The MTA remains deeply committed to advancing Second Avenue Subway Phase 2 once the broader funding issues are resolved and continues to progress mission-critical activities for the project, including design of the three remaining contracts and acquisition of necessary real estate.

Contract 1 for Early Relocation of Utilities and Building Protection at 106 St Station was awarded in December 2023. Recent progress includes:

- Relocation of the Second Avenue bike lane to First Avenue
- Installation of instrumentation monitoring equipment
- Set up of lay down areas on side streets
- Soil sampling test pits
- Asbestos and pre-construction surveys

The status of subsequent contracts is as follows:

- Contract 2: Construction of Underground Structural Shell and Associated Tunnel Boring Machine (TBM) Tunnels at 116 St and 125 St Stations – RFP package preparation is ongoing
- Contract 3: Construction of Underground Structural Shell and Associated Cut-and-Cover Tunnels at 106 St Station – design completed
- Contract 4: Fitting-Out of Stations and Tunnels with Architectural Systems, Mechanical, Electrical, Plumbing, and Systems – to be advanced

- as a design-bid-build (DBB) final design
- Project Management Consultant (PMC) – advertised in October 2023; proposals are under review and award will coincide with advancement of procurement for Contract 2

**July 2024 CPC
Independent Engineering Consultant
Project Review**

Metro-North Penn Station Access

Metro-North Penn Station Access

Scope of Work

- Provide improved rail access to Penn Station from southern Connecticut, Westchester County, and the eastern Bronx. The Project is needed to:
 - Reduce travel times to and from Penn Station by providing direct service to Metro-North Railroad (MNR) New Haven Line customers.
 - Introduce convenient, direct rail service to the east Bronx, currently underserved by mass transit.
 - Provide infrastructure improvements that meet the transportation and infrastructure industry standard for sustainability.
 - Provide alternative/redundant route to the regional transportation network in case of service interruption.
- The Design Build (DB) project scope elements include:
 - Realigning existing tracks and constructing two new passenger tracks, a total of 19 miles of track within the 6-mile project area of the Hell Gate Line.
 - Construct four New Metro-North ADA Accessible stations at Co-Op City, Morris Park, and Parkchester/Van Nest.
 - Upgrade signals and communications; 3rd rail traction power and Overhead Catenary Systems (OCS).
 - Five new interlockings and reconstruct one existing interlocking.
 - Rehabilitate/reconstruct four rail bridges.
 - Public outreach keeping Project Stakeholders and Community informed.
 - Metro-North's New Rochelle Yard (NRY) Improvements.

Metro-North Penn Station Access

Schedule

- MTA C&D awarded the Design-Build (DB) Contract to Halmar International, LLC/Railworks, Joint Venture (HRJV) with a construction duration of 63 months and a substantial completion date of March 31, 2027.
 - Base contract Notice to Proceed (NTP) - January 3, 2022
 - New Rochelle Yard Improvements option NTP - December 2022.
- There have been significant delays in the project schedule primarily due to Amtrak and CSX's inability to provide track access and sufficient support resources. The remaining work activities reflect baseline production rates and durations for Amtrak force account resources as required by contract that have yet to be met. In the IEC's opinion, full recovery of the PSA schedule is unlikely.
- As such, the Project Management Team (PMT) is working with Amtrak and the DB to re-sequence the project schedule based on available Amtrak force account resources and track outages. Schedule mitigations are being developed that may include potential scope deferral/reduction.
- Finalization of the re-sequenced schedule is contingent on agreement from Amtrak to provide the required support and Long-Term Outages (LTOs). Once the schedule is approved, the IEC will provide an updated Schedule analysis.
- The completion of Leggett Interlocking is critical to the advancement of the project schedule. This new interlocking allows for extended single-track outages during construction activities, so that construction work on the project can move forward without disruptions to Amtrak passenger service.
 - The current LTO (May 2024-August 2024) allows for the completion of signal, communication, track and overhead catenary structure (OCS) work within the interlocking that will lead to a fully functional Leggett Interlocking by November 2024. The IEC finds this date achievable.

Metro-North Penn Station Access

Budget

- ▣ The current project budget and Estimate at Completion (EAC) stands at \$2.867 B.

MNR PSA Budget Status	Design Build Contract	Program Budget	Project Forecast EAC	IEC Forecast EAC
Current Status as of 7/2024	\$1.876B ¹	\$2.867B ²	\$2.867B	TBD

¹Includes \$133 M for the New Rochelle Yard Expansion and Reconfiguration executed option work and \$25 M in executed contract modifications.

²Does not Include \$512 M for a new service fleet for PSA allocated under a separate project.

- ▣ The DB contract is 31% complete based on expenditures to date, a target which per the baseline plan should have been met by May 2023. Further analysis of the cost-loaded baseline schedule indicates that planned expenditures were expected to be 54% at this point. The lag in current expenditures is consistent with the behind-schedule status.
- ▣ The IEC has performed a review of the total project cost, including all known issues, pending/potential change orders, and risk on remaining work, soft costs, contingency, and financial reserves, and finds the project budget of \$2.867B remains sufficient to meet the current substantial completion (SC) date in Q4 2027.
- ▣ The IEC notes if the re-sequenced schedule SC goes beyond 2027, the project budget of \$2.867B will need to be re-evaluated. Once the schedule is agreed to, the IEC will provide an EAC analysis.

Metro-North Penn Station Access

Observations

- As reported previously by MTA C&D, the DB had proposed modifications to some of Amtrak's contractor work rules ("Book of Rules") that included use of engineered controls to support work. These changes in work rules were approved by Amtrak in February 2024 and have allowed for efficiencies in using Amtrak resources.
- Extensive Executive level coordination meetings have continued, specifically with Amtrak and CSX, to ensure LTOs can be supported. Amtrak Support has seen some improvement in the past few months with conductor flaggers and track force account being provided at or above contractual requirements.
 - Additional resources will be required to support the re-sequenced schedule as critical field activities increase in multiple locations on the right of way.
- The completion of the Westbound Bypass (WBBY), part of the Harold Interlocking projects, will serve to improve service by providing conflict free operations for Metro North trains to Penn Station. The Request for Proposals (RFP) for this work was expected to be released in Q1 2024 but has yet to be issued.
 - Amtrak commitment on required track outages and protection levels is necessary to complete the WBBY. Discussions are continuing with Amtrak and a new timeline is being established.
- The PSA Risk register and a Quantitative Cost/Schedule Risk assessment are expected to be updated as there have been significant delays and re-sequencing of work. While the top PSA risks are expected to remain, the project team anticipates further mitigation with the development of the re-sequenced schedule.

Metro-North Penn Station Access

Risks and Mitigations

- Additional time may be required for the Testing & Commissioning (T&C) of the critical Leggett Interlocking by November 2024 than what is currently captured in the PSA project schedule.
 - Mitigation: The PMT is meeting with the DB and Amtrak to develop a T&C responsibility matrix and finalize T&C plan for Leggett Interlocking.
- Limited Force Account Resources:
 - The effectiveness of the long-term outage (LTO) and other work dependent on Amtrak forces can be impacted by a lack of Amtrak Force Account staff to provide protection of multiple operations during day, night, and weekend shifts.
 - Mitigation: Amtrak continues to make efforts to fill new positions. PMT is strategizing with Amtrak and the DB to maximize coverage with the available crews and employ current force account personnel as efficiently as possible.
 - Competing Amtrak Projects/Critical Operations: Demand from other projects or emergency operations can pull Amtrak Force Account support from the PSA Project, resulting in lost time.
 - Mitigation: Amtrak long-term positions are to be assigned only to the PSA work.
- Amtrak approval process of design package(s), Construction Work Plans(CWPs) and Safety Work Plans (SWPs): Continuing delays due to Amtrak's increased durations for reviews and/or approvals on design packages and revisions to CWPs/SWPs.
 - Mitigation: Weekly meetings are being held between MTA C&D, Amtrak and the DB to prioritize the approvals necessary to support the project schedule. Further mitigation is anticipated with the development of the re-sequenced schedule.

The IEC agrees with the mitigations as presented above. Considerable progress has been made on these efforts over the past few months.

**July 2024 CPC
Independent Engineering Consultant
Project Review**

Second Avenue Subway – Phase 2

Second Avenue Subway – Phase 2

Scope

The Second Avenue Subway (SAS) Phase 2 project will extend the Q subway line service north of 96th Street Station constructed under SAS Phase 1, to a new terminal at 125th Street and Lexington Avenue.

- ▣ Connection to the Lexington Avenue Subway Line and the Metro North Railroad.
- ▣ Three New ADA Stations.
 - ▣ 106th Street – 4 elevators and 4 escalators
 - ▣ 116th Street – 4 elevators and 8 escalators
 - ▣ 125th Street – 9 elevators and 16 escalators
- ▣ Utility Relocation and Building Remediation
- ▣ Retrofit of existing 1970s Tunnel
- ▣ Six Entrance Structures (2 at each station)
- ▣ Seven Ancillary Buildings housing electrical and mechanical equipment
- ▣ Traction Power substations & Circuit Breaker Houses
- ▣ Train storage tracks extending west beyond 5th Avenue along 125th Street.

The Project is divided into four construction contracts:

CONTRACT		DESCRIPTION
C26201 (Contract 1)	DBB ⁽¹⁾	Building Remediation and Utility Relocations from 104 th to 112 th St.
C26202 (Contract 2)	DB ⁽²⁾	TBM Launch Box, 125 th Street Station Cavern, TBM Running Tunnels and 116 th Street Station Construction
C26203 (Contract 3)	DB ⁽²⁾	106 th Street Station Cut & Cover Structure
C26204 (Contract 4)	DBB ⁽¹⁾	Station and Tunnel Fit-Out, Systems, and Construction of Ancillary Buildings and Entrances.

⁽¹⁾DBB: Design-Bid-Build, ⁽²⁾DB: Design-Build

Second Avenue Subway – Phase 2

Status

- The Federal Funding Grant Agreement (FFGA) was signed in November 2023 with an anticipated Revenue Service Date of SAS Phase 2 by September 2032.
- Contract 1, for the Utility Relocation and Building Remediation, was awarded to CAC Industries in December 2023 with a 42-month duration.

There is a total of five contractual Milestones (MS) for this contract:

MS	DESCRIPTION	DURATION
MS 0A	Bike Lane Relocation from 102 nd St. to 112 th St.	5 months from NTP
MS 0B	Bike Lane Relocation from 112 th St. to 124 th St.	9 months from NTP
MS 1	Utility Relocation on the East Side of Second Avenue	19 months from NTP
MS 2	Utility Relocation on the West Side of Second Avenue	31 months from NTP
MS 3	South Station Area Completion	33 months from NTP

- The first two milestones, MS 0A and MS 0B are scheduled for final inspection.
- Test pits, surveys and installation of Building Monitoring & Instrumentation in preparation for MS 1 and MS 2 are continuing as planned.
- A partial Stop Work Order has been issued for the work that requires a permanent Maintenance & Protection of Traffic (MPT) set up along Second Avenue.
 - The Project Team is developing a resequencing plan for the utility relocation to advance work on the side streets of Second Avenue first.
- The baseline schedule has been accepted by C&D. Schedule impacts because of the partial stop work order, are yet to be determined. A schedule that captures resequencing of work will be required and upon its completion, the IEC will provide a comparison analysis.
- At MTA’s June Board Meeting it was announced that the remaining contracts 2, 3 & 4 will be temporary deferred until funding availability for the 2020-2024 Capital Plan is resolved.
- The PMC Contract, which will assist C&D’s Project Team to manage contracts 2, 3 & 4, was advertised in October 2023. Bids were opened in May 2024; proposals are currently under review and an award date is being assessed.

Second Avenue Subway – Phase 2

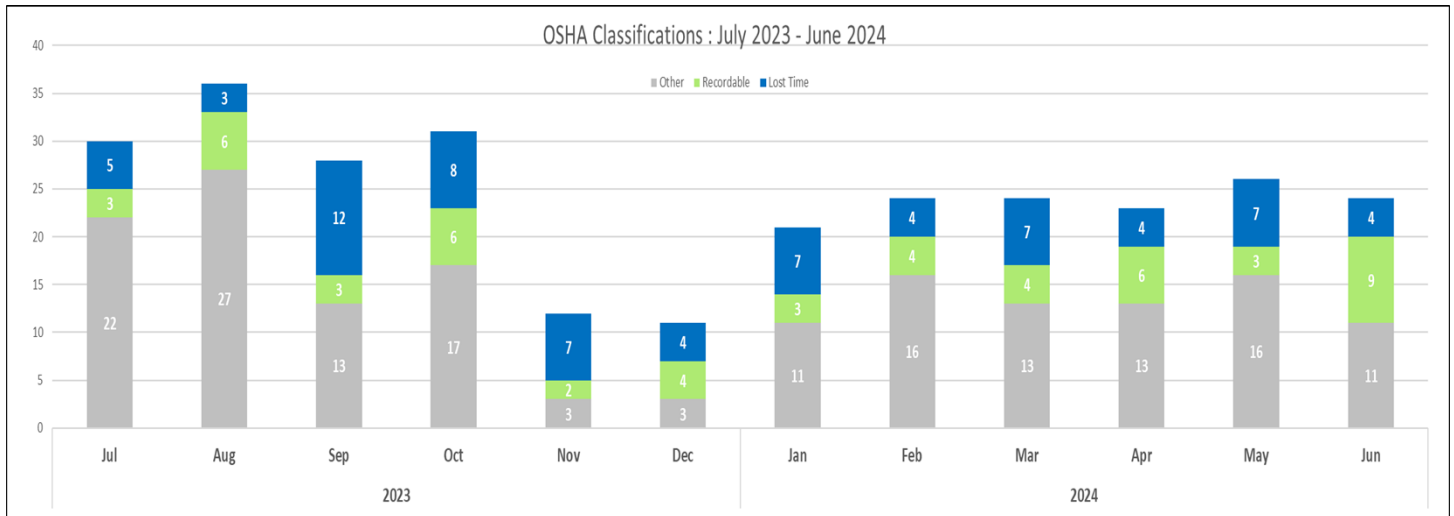
Budget

- The total project anticipated cost is \$6.968B and is funded as follows:
 - The Committed Grant Amount (FTA share) for the overall project is \$3.405B.
 - The remaining \$3.563B will be covered by MTA Capital Funding (Local Share).
- For Contract 1, the budget and Estimate at Completion (EAC) is \$182M.
 - While within budget, any cost impacts due to the partial stop work order have yet to be determined.
- The project team is revising the project's budget allocation for each contract and the IEC will review once it is complete.

Second Avenue Subway – Phase 2

Concerns

- The IEC notes that the uncertainty related to the timing of local funding availability to finance the project may have the following implications:
 - A delay to the construction start of Contract 3 if Contract 1 – MS 3 (handover South of 109th Street) is missed as a result of the partial stop work order.
 - Missing of procurement milestones for the remaining contracts may result in depletion of the project schedule contingency and possibly extending the project duration.
 - Market conditions: limited number of bidders, due to active project density in the NYC area, may lead to less qualified contractors and higher bids than anticipated.



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

SAFETY NARRATIVE

JUNE UPDATE:

- 24 safety incidents were reported in June 2024, including:
 - Four (4) lost time incidents.
 - Nine (9) recordable incidents.
 - Eleven (11) notifications or minor construction-related events.
- The reported lost time incidents in June 2024 decreased by 43% (3 incidents) compared to May 2024.
- Leading lost-time and recordable incident types for June 2024 were Struck By/Against (77%) and Strains/Sprains (15%).
- Overall, the total reported incidents in June 2024 decreased by 8% (2 incidents) over those reported in May 2024
- No Serious incidents were reported.

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 33 Lost Time incidents have been reported YTD (through June 30, 2024), an increase of 22% (or six (6) incidents) vs. the same reporting period in 2023. The top injury types associated with lost time incidents YTD are Struck By/Against, currently at (36%) and Slips, Trips and Falls (33%).
- **RECORDABLE INCIDENT TRENDS:** 29 Recordable incidents have been reported YTD (through June 30, 2024), a decrease of 9% (or three (3) incidents) vs. the same reporting period in 2023. The top injury types associated with recordable incidents YTD are Struck By/Against, currently at (55%) & Slips, Trips and Falls (17%).
- **SERIOUS INCIDENTS: None**

INSPECTIONS & AUDITS: Active Capital Projects for May - 385

- **JUNE INSPECTIONS:**
 - **INTERNAL – 230**
 - **EXTERNAL – 741** (82 Third-Party Safety Consultants; 659 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 1,390**
 - **EXTERNAL – 4,359** (472 Third-Party Safety Consultants; 3,887 OCIP Visits)
- **JUNE NEGATIVE OBSERVATION(S)** – General Safety/Housekeeping, Fall Protection, Stairs/Ladders, Fire Protection/Prevention, Supervision/Organization, and Barricades/Enclosures.
- **JUNE POSITIVE OBSERVATION(S)** – Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Stairs/Ladders, and Electrical.

- **INVESTIGATIONS & LESSONS LEARNED:**
 - **NUMBER OF INVESTIGATIONS for JUNE – None**

MTA C&D SAFETY STRATEGIC INITIATIVES:

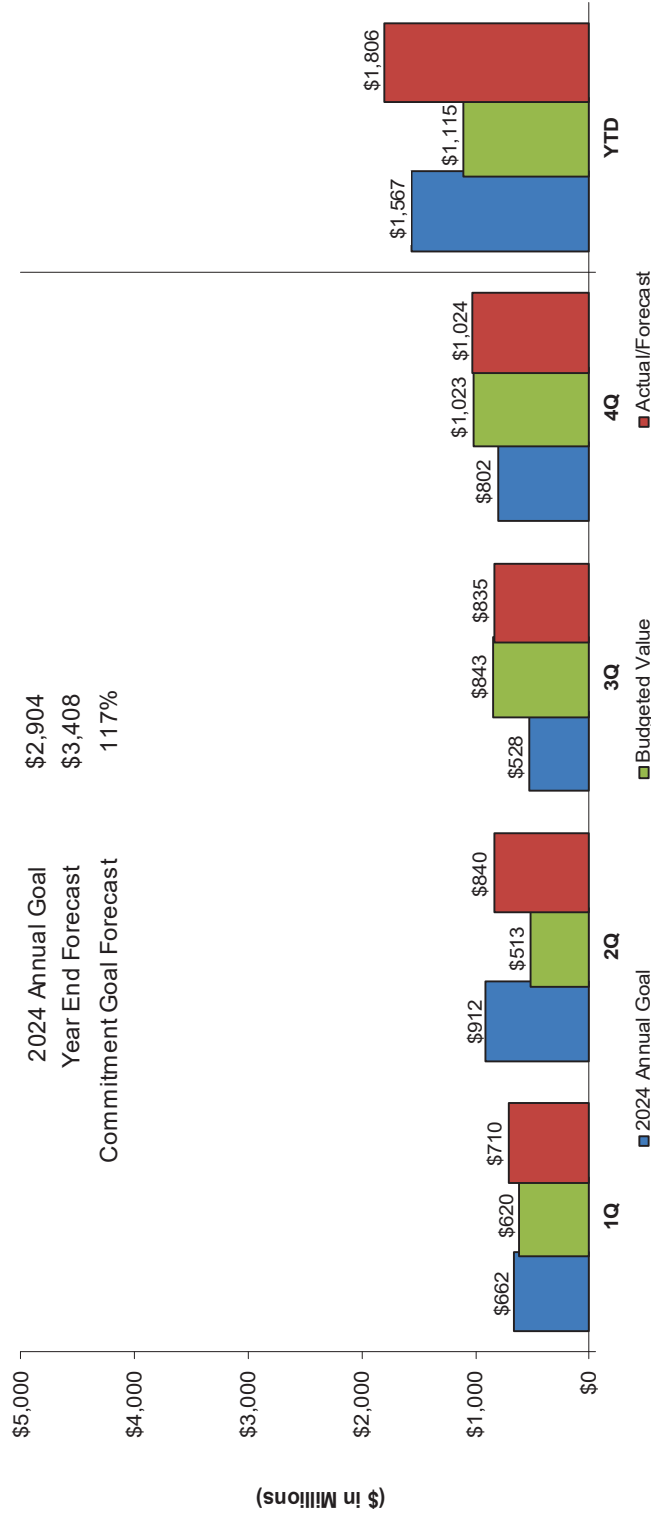
- C&D Safety continues supporting the business units by partnering with the Safety Teams to conduct unannounced project safety assessments and promote the observational approach process outlined in the SMS. These expanded safety assessments are shared with the project Safety Teams and the business unit leadership to assist them in identifying at-risk projects or Contractors. The results of these additional assessments, in conjunction with those performed at the contract management level, will be used during reviews of leading indicators to better focus communication and enforcement strategies.
- C&D Safety is working with the OCIP team to test the use of their Safety program mobile application and to build a new temporary solution module while the ESS all-agency program progresses. Meetings are being coordinated with their vendor to determine potential usage. At the same time, we continue to utilize the interim program built within C&D and continue using the in-house interim safety management reporting program. C&D Safety continues to look for alternative solutions while working with MTA HQ, OCIP, and other agencies.
- C&D Safety continues its outreach with the Building Trades Employers' Association (BTEA) and other trade and organizations like the Construction Management Association of America (CMAA) to review and discuss C&D Safety trends and possible collaborations.
- C&D Emergency Management has selected a project for the next C&D Business Unit Tabletop Exercise. The exercise parameters and particulars are being finalized and expected to be performed in August. The goal continues to be to perform these exercises quarterly. In addition, the team continues working on drafting an agency Emergency Management system. The goal is to streamline contracts and operations coordination with MTA stakeholders better.
- C&D Safety has implemented the Safety Management System – C&D Safety continues working with AECOM to finalize the Phase 2 training materials rollout and enhancement to the SMS. The tentative rollout is currently scheduled for early Q3 of 2024.
- C&D Safety continues conducting training sessions on incident notifications for project teams to support the timely and accurate reporting of project incidents throughout all MTA operating agencies where C&D construction occurs.
- The C&D Safety Analytics team is continuing to work on integrating all Safety Data statistics, including observations, incidents, labor reporting hours, and labor force counts, onto the current project dashboards. These would be available when filters are selected to view the specific projects or overall BU programs. This effort is currently planned for early Q3 of 2024.
- C&D Safety continues to work on several new and updated policies and procedures. In addition, the department has begun working on the various safety training elements that make up the New York City DOB SST Training requirements, which will be used to enhance the safety training and knowledge of C&D staff/personnel, which is an integral part of the SMS. Additional work on creating supplementary safety training for MTA project staff is ongoing.
- As part of the Safety Communication component of the SMS, C&D Safety has developed a monthly safety newsletter (Safety Zone) to inform C&D staff and the project teams on relevant safety topics, identified best practices or other subjects that can be used to ensure safety at the various C&D project sites.
 - An additional safety communication component developed by C&D Safety is the use of an agency-wide "Safety Moment" presentation. This C&D-wide initiative is being modeled after an identified best practice currently used by a C&D Business Unit. This initiative aims to allow participants to experience a "live & interactive" safety presentation/discussion to allow for participant engagement and interactive learning, which leads to a better understanding and retention of safety protocols, standards, and expectations.

MTA Capital Program Commitments & Completions

**through
June 30, 2024**

Capital Projects – Commitments – June 2024

MTA-wide 2024 Commitments



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

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

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

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

Commitments Summary

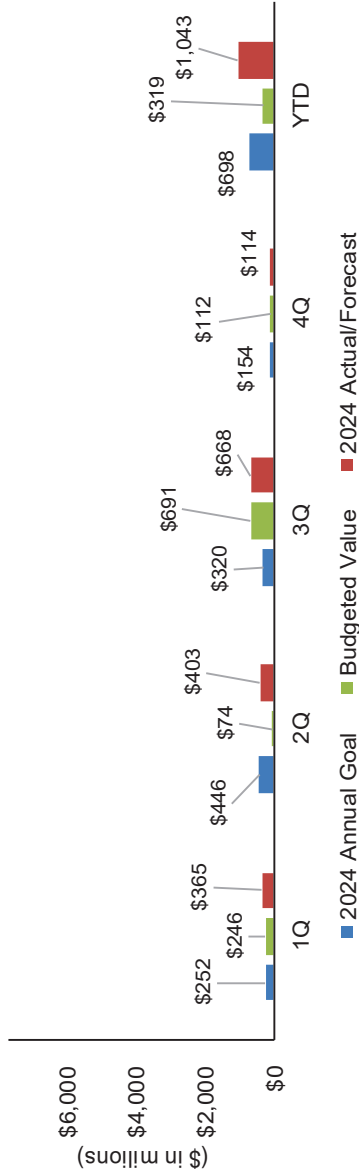
Due to the impact of delaying congestion pricing funding the MTA plans to commit \$2.9 billion worth of capital projects in 2024. Through June, the MTA has committed \$1,806 million of the \$1,567 million YTD goal. The difference between the YTD actuals and the goal can be attributed to NYCT committing ~\$300M in projects not on the original commitment plan. The 17% overage in the year end forecast can be similarly attributed to awards not on the original commitment plan at NYCT, the LIRR, and Expansion. The commitment plan may be revised as a result of the postponement of Central Business District Tolling.

At the end of each quarter in 2024 any schedule variances for major commitments will be reported on the following pages. Through Q2 there have been three delayed major commitments, but these are still expected to be committed within the year.

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

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$252	\$446	\$320	\$154	\$698
2024 Actual/Forecast	\$365	\$403	\$668	\$114	\$1,043
Budgeted Value	\$246	\$74	\$691	\$112	\$319



Q1-Q2 Schedule Variances

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

2 NYCT/MTA Bus Red Commitments

Amber delays are within 2 months of goal.

Line Structures

Line Structure Component Repair:	Construction	Apr-24	Aug-24
BW7 & 8AV North	\$	266.0	\$ 266.0
Change in award date reflects extension of bid due date to address bidders' questions.			

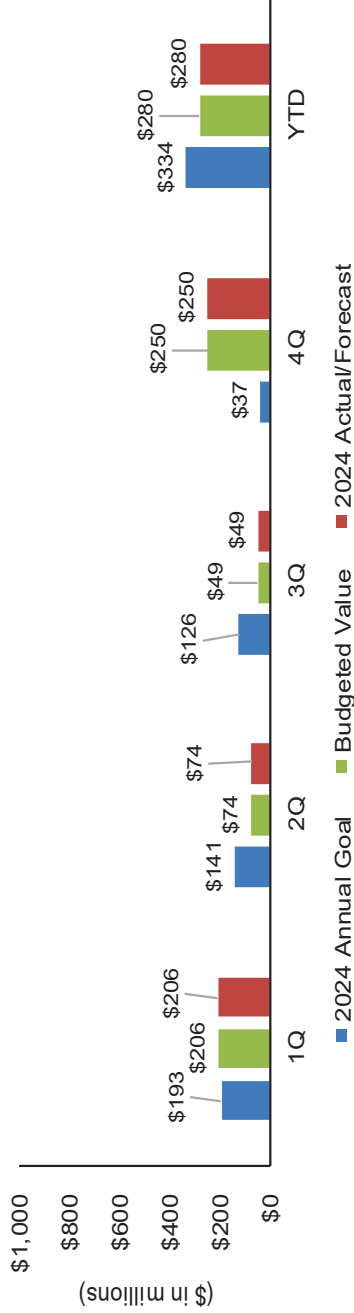
Stations

2020-2024 Facility Elevators	Construction	Apr-24	Jul-24
	\$	43.6	\$ 43.6
Change in award date reflects latest procurement schedule with bids received in early June.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$193	\$141	\$126	\$37	\$334
2024 Actual/Forecast	\$206	\$74	\$49	\$250	\$280
Budgeted Value	\$206	\$74	\$49	\$250	\$280



Q1-Q2 Schedule Variances

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

1 LIRR Red Commitment (1 new this quarter)

Red delays are beyond 2 months of goal.

Yards

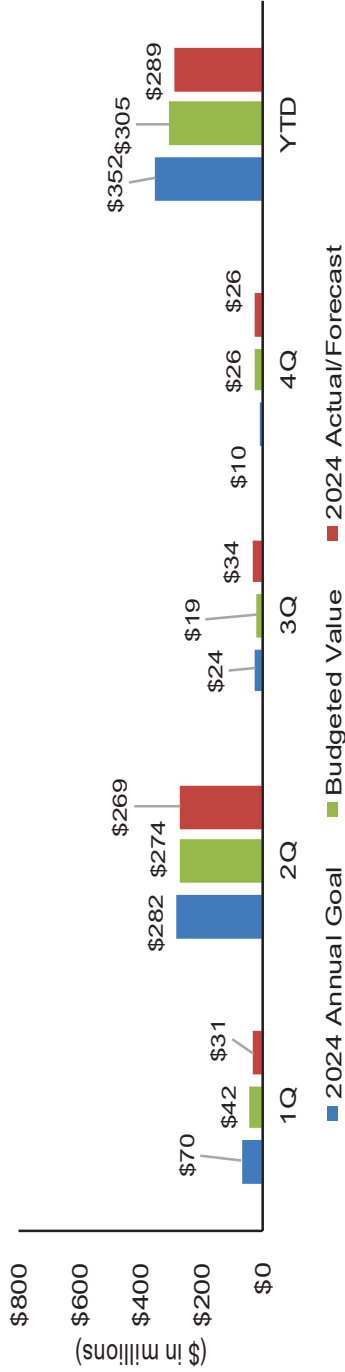
West Side Yard Flood Wall (New Item)	Construction	Jun-24	Dec-24
		\$ 106.0	\$ 106.0

Date moved to December due to significant RFIs during the bidding process and pending contract modifications that will reduce expected project risk.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$70	\$282	\$24	\$10	\$352
2024 Actual/Forecast	\$31	\$269	\$34	\$26	\$289
Budgeted Value	\$42	\$274	\$19	\$26	\$305



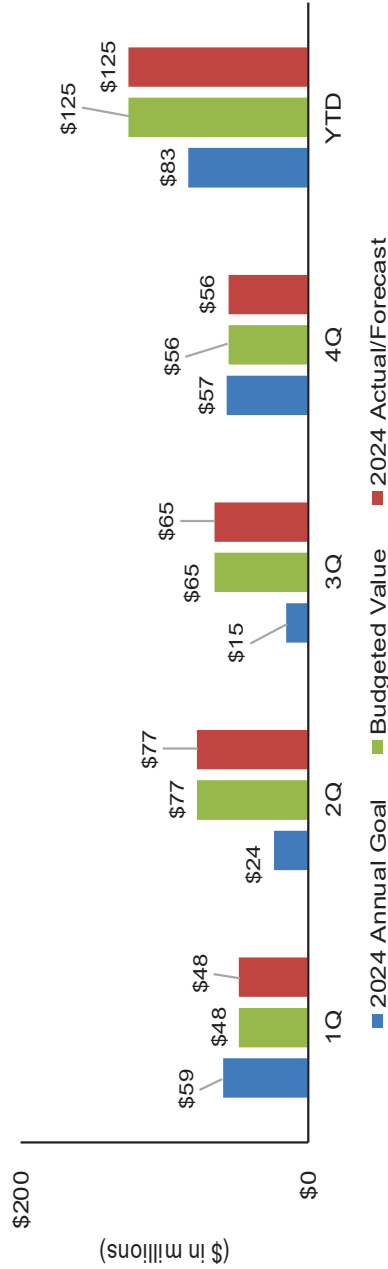
Q1-Q2 Schedule Variances

There are no major schedule slippages to report for MNR.

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$59	\$24	\$15	\$57	\$83
2024 Actual/Forecast	\$48	\$77	\$65	\$56	\$125
Budgeted Value	\$48	\$77	\$65	\$56	\$125



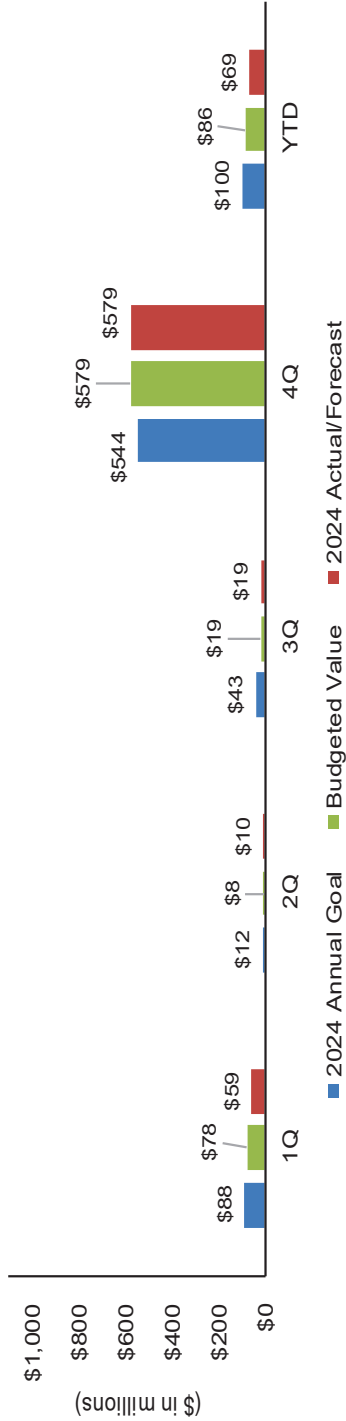
Q1-Q2 Schedule Variances

There are no major schedule slippages to report for Expansion.

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$88	\$12	\$43	\$544	\$100
2024 Actual/Forecast	\$59	\$10	\$19	\$579	\$69
Budgeted Value	\$78	\$8	\$19	\$579	\$86



Q1-Q2 Schedule Variances

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

Capital Projects – Completions – June 2024

Goal	MTA-wide 2024 Major Completions												Post 2024
	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	
Total	59	4	2	2	3	4	4	4	10	2	5	15	1
Jan-24	3												
Feb-24	3	3											
Mar-24	4	3	1										
Apr-24	5	1	2	1	2	3	1	1					
May-24	6				1								
Jun-24	2					1							
Jul-24	5						2						
Aug-24	2							3	1				
Sep-24	4								5	2			
Oct-24	8						1						
Nov-24	2									2	3		
Dec-24	3											15	
Dec-24	15												1

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

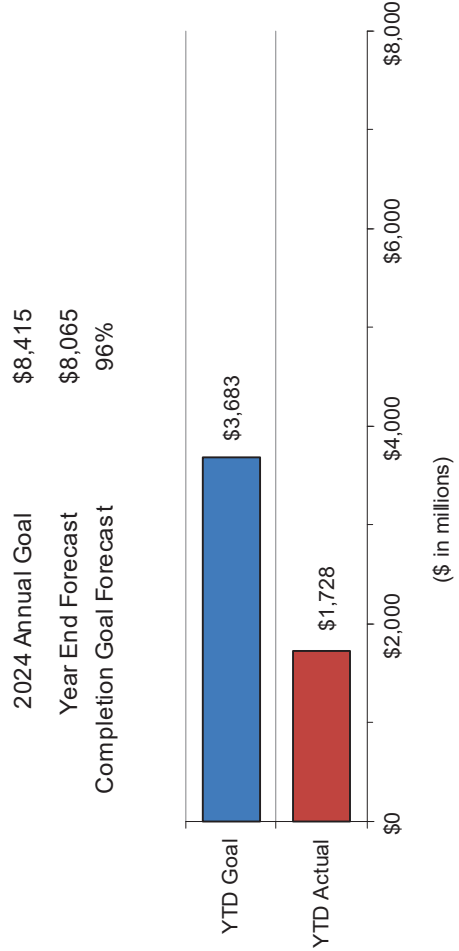
Completions Summary

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

Through June, the MTA has completed \$1,728 million versus its year-to-date goal of \$3,683 million. The shortfall is primarily due to the delays of the GCT Concourse and Facilities project with Expansion, 207th St Yard project with NYCT, and several bus purchases with MTA Bus. Overall, there are 16 delayed major completions, all but one of which are still expected to be completed within the year.

By the year end the MTA forecasts achieving 96% of its completions goal. Reflecting the slip of 207th St Yard to 2025.

Budget Analysis

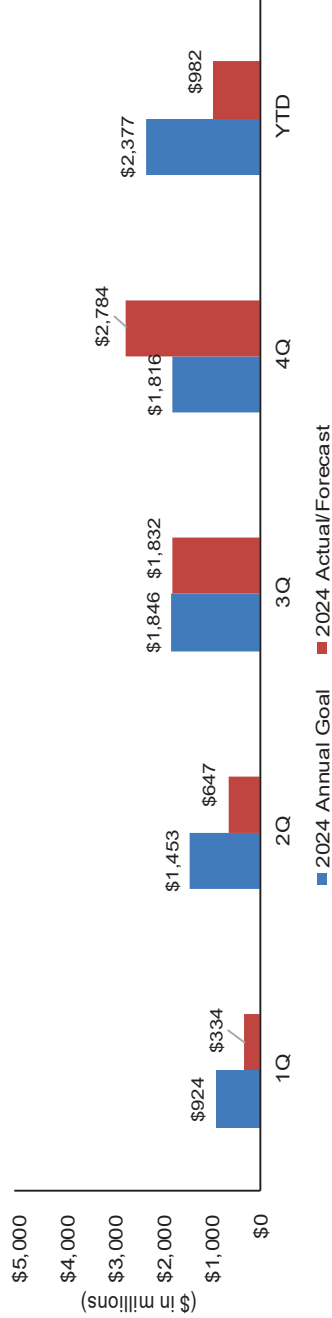


NYCT/MTA Bus Capital Projects – Completions – June 2024 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2024 Annual Goal		\$924	\$1,453	\$1,846	\$1,816	\$2,377
2024 Actual/Forecast		\$334	\$647	\$1,832	\$2,784	\$982

2024 Goal (Rolling Stock)	\$0	\$96	\$89	\$251	\$0
2024 Actual/Forecast (Rolling Stock)	\$0	\$0	\$169	\$251	\$0



Schedule Variances

Project	Completion	Goal	Act./Forec.
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5 NYCT/MTA Bus Amber Completions Amber delays are delayed less than 2 months of goal.

Buses			
Bus Radio System	Construction	Aug-24 \$263.73	Sep-24 \$254.01
Substantial completion date subject to mediation with contractor. Change in cost reflects latest estimate at completion.			

ADA: 8 Stations (Pkg A)	Construction	Feb-24 \$278.76	Apr-24 (A) \$271.20
Change in schedule reflects delay in fire alarm testing due to ConEd power issues at Metropolitan Av station.			

ADA Pkg 2: ADA/Elevators at Legacy Sattons	Construction	Sep-24 \$411.17	Nov-24 \$411.73
Change in schedule due to additional steel defects to be addressed. Change in cost reflects latest estimate at completion.			

5 NYCT/MTA Bus Amber Completions

Stations			
Replace 12 Escalators	Construction	Sep-24 \$83.80	Nov-24 \$83.80
Change in schedule due to other escalator work at Lexington Ave Station.			

Track			
Direct Fixation Track	Construction	Apr-24 \$183.35	Jun-24 (A) \$210.56
The change in project schedule is due to pending as-built drawings.			

5 NYCT/MTA Bus Red Completion (3 new this quarter) Red delays are beyond 2 months of goal.

Shops & Yards			
207th Street Yard: Sandy Repair/Mitigation	Construction	May-24 \$600.67	Aug-25 \$600.67
Change in project schedule due to field conditions and pending as-built drawings.			

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

Schedule Variances

Project	Completion	Goal	Act./Forec.
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NYCT/MTA Bus Red Completions (continued)

Red delays are beyond 2 months of goal.

MTA Bus

Storeroom Expansion - LaGuardia	Construction	Mar-24 \$7.42	Aug-24 \$7.42
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CCTV activation was scheduled for 4/2024, but some of the fiber optics cables did not correspond. Activation was then rescheduled.

Purchas 25 Standard Buses (New Item)

Purchase	Jun-24 \$16.81	Sep-24 \$16.81
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Completion date slipped due to production delays, 110 of the total 135 buses were delivered by end of June with the rest expected in September.

25 Standard Buses (New Item)

Purchase	Jun-24 \$17.68	Sep-24 \$17.68
----------	-------------------	-------------------

Completion date slipped due to production delays, 110 of the total 135 buses were delivered by end of June with the rest expected in September.

85 Standard Buses (New Item)

Purchase	Jun-24 \$61.92	Sep-24 \$61.92
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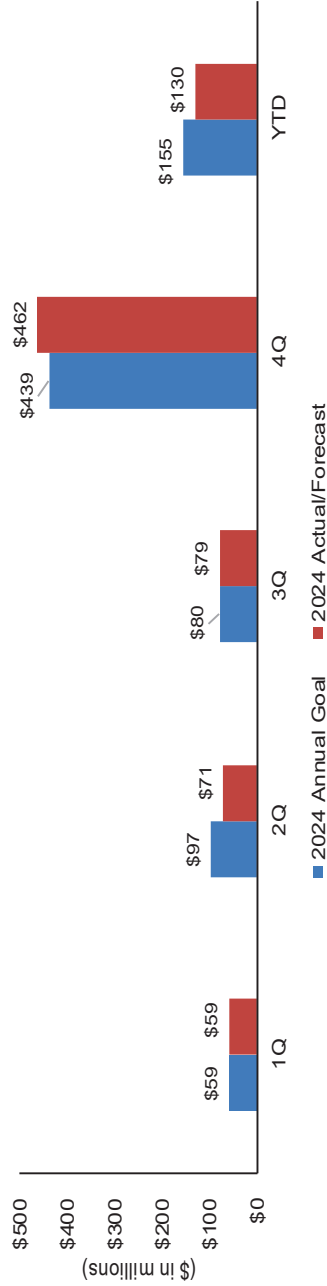
Completion date slipped due to production delays, 110 of the total 135 buses were delivered by end of June with the rest expected in September.

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

LIRR Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2024 Annual Goal	\$59	\$97	\$80	\$439	\$155	
2024 Actual/Forecast	\$59	\$71	\$79	\$462	\$130	

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



Schedule Variances

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Actual(A)
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4 LIRR Amber Completions

Amber delays are delayed less than 2 months of goal.

ADA							
ADA Coplaque	Construction	Apr-24	May-24 (A)	Meis-Willets EC Relocation	Construction	Apr-24	May-24 (A)
Delay with materials for the curtain wall and installation of the elevator components		\$18.05	\$17.44	Date moved out due to a delay in FA work.		\$28.70	\$19.93
ADA Lindenhurst	Construction	Apr-24	Jun-24 (A)				
Delay with materials for the curtain wall and installation of the elevator components		\$17.98	\$17.98				
ADA Amityville	Construction	Apr-24	Jun-24 (A)				
Delay with materials for the curtain wall and installation of the elevator components		\$15.47	\$15.47				

4 LIRR Amber Completions

Amber delays are delayed less than 2 months of goal.

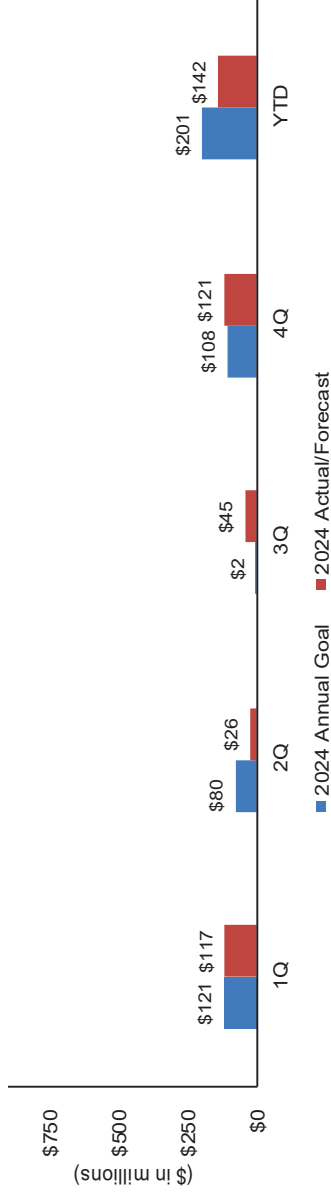
ADA							
ADA Coplaque	Construction	Apr-24	May-24 (A)	Meis-Willets EC Relocation	Construction	Apr-24	May-24 (A)
Delay with materials for the curtain wall and installation of the elevator components		\$18.05	\$17.44	Date moved out due to a delay in FA work.		\$28.70	\$19.93
ADA Lindenhurst	Construction	Apr-24	Jun-24 (A)				
Delay with materials for the curtain wall and installation of the elevator components		\$17.98	\$17.98				
ADA Amityville	Construction	Apr-24	Jun-24 (A)				
Delay with materials for the curtain wall and installation of the elevator components		\$15.47	\$15.47				

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$121	\$80	\$2	\$108	\$201
2024 Actual/Forecast	\$117	\$26	\$45	\$121	\$142

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



Schedule Variances

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

Red delays are beyond 2 months of goal.

Shops

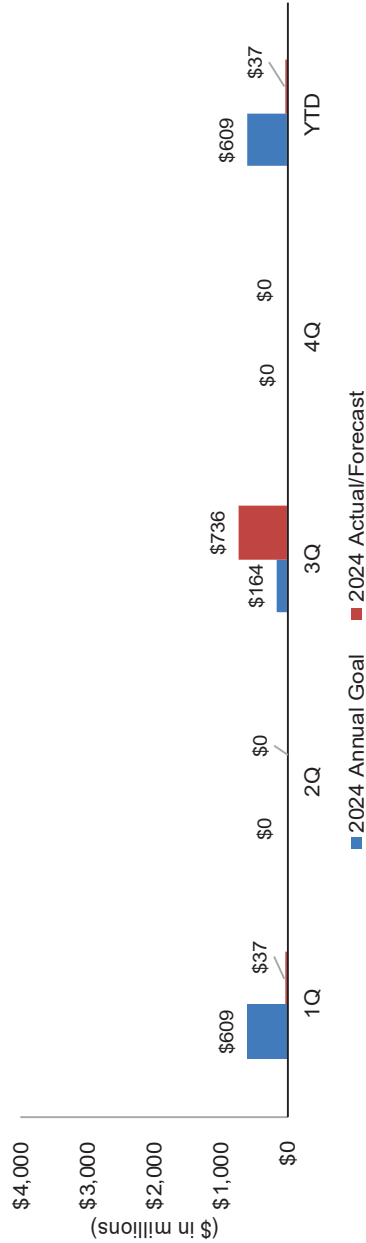
Harlem & Hudson Power Improvements (City Water Substation)	Construction	Jun-24	Sep-24
		\$23.70	\$23.70

Problems stemming from equipment performance issues have delayed testing and commissioning of the substation.

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$609	\$0	\$164	\$0	\$609
2024 Actual/Forecast	\$37	\$0	\$736	\$0	\$37



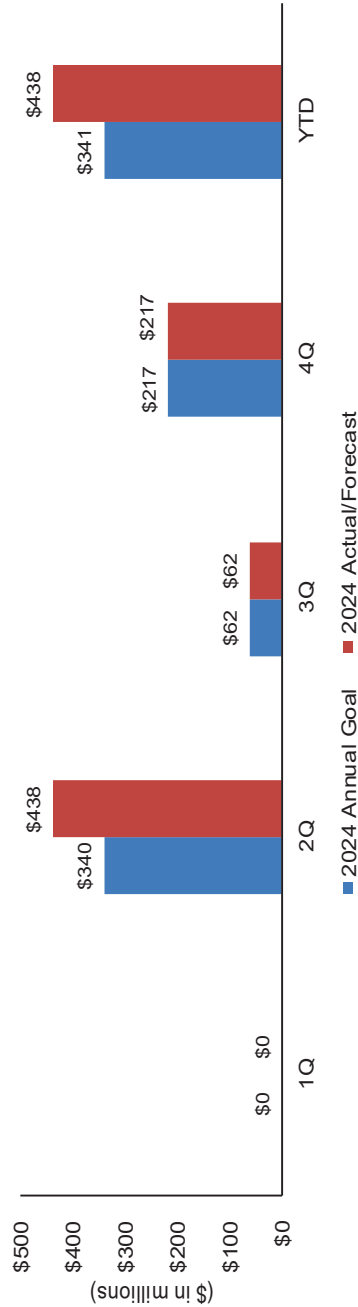
Schedule Variances

Project	Completion	Goal	Act./Forec.
1 Network Expansion Red Completion			
Amber delays are delayed less than 2 months of goal.			
<i>East Side Access</i>			
GCT Concourse & Facilities	Construction	Mar-24	Jul-24
CM014B		\$572	\$572
The slip is due to a delay in the installation/certification of seismic monitoring equipment.			

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$0	\$340	\$62	\$217	\$341
2024 Actual/Forecast	\$0	\$438	\$62	\$217	\$438

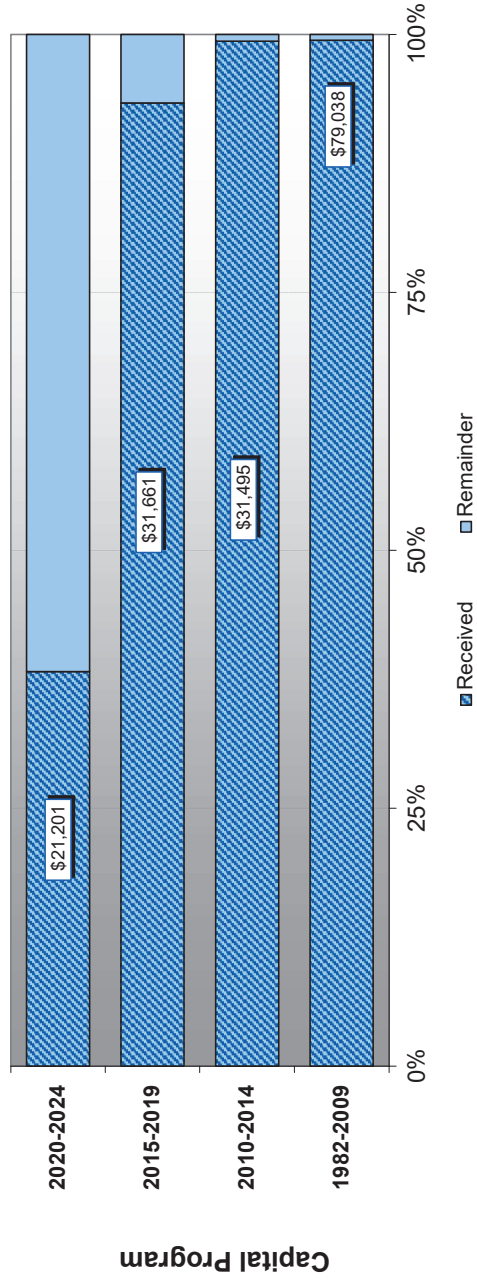


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (June 2024)
\$ in millions



Capital Funding Detail (June 2024)

\$ in millions

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru May	June	June		
2010-2014 Program						
Federal Formula, Flexible, Misc	\$5,844	\$5,790	\$ -	-	\$5,790	\$54
Federal High Speed Rail	173	173	-	-	173	-
Federal New Start	1,271	1,271	-	-	1,271	-
Federal Security	89	89	-	-	89	-
Federal RRIF Loan	-	-	-	-	-	-
City Capital Funds	524	524	-	-	524	-
City Asset Sales	195	84	-	-	84	110
State Assistance	770	770	-	-	770	-
MTA Bus Federal and City Match	132	113	-	-	113	19
MTA Bonds	11,635	11,635	-	-	11,635	-
Other (Including Operating to Capital)**	1,290	1,290	-	-	1,290	0
B&T Bonds	2,025	2,000	-	-	2,000	25
Hurricane Sandy Recovery						
Insurance Proceeds/Federal Reimbursement	6,697	6,697	-	-	6,697	-
PAYGO	18	18	-	-	18	-
Sandy Recovery MTA Bonds	659	658	-	-	658	0
Sandy Recovery B&T Bonds & Cash	383	383	-	-	383	-
Total	31,704	31,495	-	-	31,495	209

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru May	June	June		
2015-2019 Program						
Federal Formula	\$4,873	\$4,873	\$ -	-	\$4,873	\$ -
Federal Flex & Other (Incl HSR/Security/Core Capacity)	528	528	-	-	528	-
Federal New Start	1,400	1,400	-	-	1,400	-
State Assistance	9,064	8,194	-	-	8,194	871
City Capital Funds	2,067	2,066	-	-	2,066	1
City Non-Tax Levy Revenue Sources	600	-	-	-	-	600
MTA Bonds	9,118	9,118	-	-	9,118	-
Asset Sales/Leases	959	326	-	-	326	633
Pay-as-you-go (PAYGO)**	2,145	2,145	-	-	2,145	-
Other	217	70	-	-	70	147
B&T Bonds & PAYGO/Asset Sale	2,942	2,942	-	-	2,942	-
Total	33,913	31,661	-	-	31,661	2,252

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
July 2024**

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$1.9 M.

Staff Summary

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	7/29/24	X		
2	Board	7/31/24	X		

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

Purpose

To obtain the approval of the Board to award one procurement action and to inform the Capital Program Committee of this action.

Discussion

MTA Construction & Development proposes to award the following action:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
I. Modifications to Purchase and Public Work Contracts	1	\$	1,905,486
SUBTOTAL	1	\$	1,905,486
TOTAL	1	\$	1,905,486

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

June 2024

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the threshold required for Board approval.)

- | | | | |
|----|--|---------------------|--------------------------------------|
| 1. | Tutor Perini Corporation
Contract No. CS179 | \$ 1,905,486 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

MTA Construction and Development requests that the Board approve a modification to the systems installation and integration contract for the East Side Access project to replace fire standpipe valves throughout the tunnels and retest the fire suppression system.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) 75 months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Judith Kunoff, SVP and Program Executive	

Contract Number	AWO/Modification #
CS179	727
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 215,730,869
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 766,118,869
This Request:	\$ 1,905,486
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	65.2%

Discussion:

Contract CS179 is a systems installation and integration contract for the East Side Access project (the “Project”) that includes installation of the fire suppression system in the Project tunnels. MTA Construction and Development (“C&D”) requests that the Board approve a modification to replace fire standpipe valves throughout the tunnels and retest the system.

After the Contractor’s installation and configuration of the fire standpipe valves in accordance with Contract requirements, the Project’s General Engineering Consultant (“GEC”) determined that 48 of the valves were the wrong type and would need to be replaced. These valves were specified incorrectly in the Contract due to an apparent design error and MTA’s claim against the GEC for this design error was previously settled. This modification also provides for limited repairs to fix leaks in an existing section of fire standpipe valves at 63rd Street, and for pressure testing the full system after the valves were replaced and the leaks repaired.

The work of replacing the valves was initiated under a unilateral modification issued by C&D in the amount of \$700,000. The Contractor performed the work while maintaining time and material records and claimed that the cost of the work was in excess of the value of the unilateral modification. After a review of the time and material records and discussions with the Contractor regarding the need for retesting of the system after the replacement of the valves, MTA recognized the additional costs for retesting the system, revised its estimate and negotiated this Modification increasing the compensation to the Contractor for the Work.

The Contractor submitted a cost proposal in the amount of \$3,791,380 and the parties agreed to a final lump sum price of \$2,605,486. Crediting the \$700,000 that was paid pursuant to the prior unilateral modification, the value of the modification proposed for the Board’s approval is \$1,905,486, which is deemed to be fair and reasonable.

This modification includes a reservation of the parties’ rights with respect to any claims for an extension of time and impact costs that may be associated with this work, as the parties are engaged in negotiation of a settlement of all delay claims on this Contract, which will include this issue, as part of the process of closing out this Contract.