



Metropolitan Transportation Authority

Capital Program Committee Meeting

June 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, 6/24/2024

1:00 - 2:00 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES - MAY 20, 2023

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4. 2024-2025 COMMITTEE WORK PLAN

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5. ROLLING STOCK UPDATE

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6. DIVERSITY UPDATE

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7. QUARTERLY TRAFFIC LIGHT REPORT

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9. CAPITAL PROGRAM STATUS

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10. C&D PROCUREMENTS

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	LK Comstock & Company LLC	\$2,910,000	Ratification of a modification to Contract P-36721 for the replacement of the transformer and rectifier at the 62nd Road Substation.

**Minutes of the Meeting of the Committee of the Whole, comprised of the
New York City Transit Authority and MTA Bus Committee
the Joint Long Island Rail Road Committee and Metro-North Commuter Railroads
Committee and the Capital Program Committee
Monday, May 20, 2024
10:00 a.m.
2 Broadway
New York, NY 10004**

The following Board Members were present (Attended remotely*):**

**Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Randy Glucksman
Hon. Marc W. Herbst
Hon. David Jones
Hon. Meera Joshi
Hon. Blanca Lopez*
Hon. David Mack
Hon. Haeda B. Mihaltses
Hon. Dr. John-Ross Rizzo
Hon. John Samuelsen
Hon. Lisa Sorin
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia**

The following Board Members were absent:

Hon. Neal Zuckerman

Richard Davey, President, NYCTA, Catherine Rinaldi, President, Metro-North Railroad, Rob Free, President, LIRR, Jamie Torres-Springer, President, MTA C&D, Quemuel Arroyo, Chief Accessibility Officer, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Monica Murray, NYCT Chief Administrative Officer, David Farber, NYCT General Counsel, Evan Eisland, C&D General Counsel, NYPD Chief Kemper, Jessica Lazarus, Senior Director Commercial Initiatives, Sirish Peyetti, Independent Engineering Consultant, Megan Molina, Assistant Director, Government and Community Relations, also attended the meeting.

Chair Lieber called to order the meeting of the Committee of the Whole, comprised of the Joint Railroad Committee, The New York City Transit/ MTA Bus Committee, and the Capital Program Committee.

A recorded audio public safety announcement was played.

1. PUBLIC SPEAKERS' SESSION:

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

The MTA Moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The Moderator reminded speakers of the warning beep when 30 seconds remain to conclude their remarks. The Moderator advised that the public comments will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (*live virtual comments):

Kara Gurl, PCAC
David Kupferberg, Passengers United
Yuki Endo, Passengers United*
Charlton D'Souza, Passengers United*
Michael Cohen, 504 Democratic Club
Bruce W. Hain, Rail NYC Access
Cassie Raffucci, Passengers United*
Aleta Dupree, Team Folds*
Christopher Greif, private citizen
Kathleen Collings, Disabled In Action (DIA)
Andy Pollack, Passengers United*
Eman Rimawi Doster, NYLPI*
Murray Bodin, private citizen
Michael Ring, Disabled in Action (DIA)
Cameron Best, private citizen
Jason Anthony, LIRR ADA Task Force
Robert Weekes, private citizen
Khalia Hayslett, Sunshine Network

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

Chair Lieber thanked all public speakers for their comments.

2. CHAIR LIEBER'S REMARKS:

Chair Lieber thanked the public for their attendance and welcomed everyone to the Committee of the Whole.

3. NYPD TRANSIT CHIEF KEMPER REMARKS:

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

4. OMNY PRESENTATION:

Jamie Torres –Springer, President, MTA Construction and Development and Jessica Lazarus, Senior Director, Commercial Initiatives, reported progress on fare payment systems. Across the MTA, customers are choosing convenience and flexibility with customers taking advantage of tap and go and the financial flexibility on OMNY to pay as you go for unlimited rides in 7-days instead of upfront as required by MetroCard. OMNY users are the most satisfied with their fare payment, and so the MTA has been laser focused in continuing to grow OMNY use, deploying classic field and retail-style outreach events with multi-lingual materials, and even rewarding the agents in stations with the highest OMNY growth each month. However, 40% of riders are still not eligible for OMNY because they get their cards through pre-tax or reduced fare programs. MTA Construction & Development is continuing to work with Cubic, the OMNY contractor, on the technical requirements and deliverables needed for these riders. Ms. Lazarus noted that she will bring a more detailed plan to a future meeting, but briefly highlighted that one segment that has been particularly challenging is the multitude of pre-tax transit benefit providers, who currently sell 60% of the MTA 30-day MetroCards. Ms. Lazarus announced pilots with two providers and committed to a plan to support all customers who rely on pre-tax transit benefits.

Next, speaking about the railroads, Ms. Lazarus explained that the MTA is choosing to build upon the success of the MTA's existing TrainTime mobile application and to avoid additional delay in Cubic's implementation of OMNY on the commuter railroads by issuing contracts to existing ticketing vendors, Masabi and Scheidt & Bachmann. Masabi will deliver enhancements to TrainTime and Scheidt & Bachmann will deliver new ticket vending machines.

President Torres-Springer reminded the Board of the many goals already accomplished in the OMNY rollout, including contactless payment at every subway station and on every bus; OMNY vending machines, key for those without access to banking resources, already available in 37 stations and with most major complexes scheduled to have them by July 2024; agreements in the works with three major affiliates for the pre-tax fare OMNY, and pilots with two other groups.

Acknowledging that the contractual relationship with Cubic has had some challenges, Mr. Torres-Springer highlighted that C&D and Cubic have reached an agreement to complete the OMNY project by the end of 2025. This new agreement includes additional items not anticipated in 2017,

including contactless payment for special programs like fair fares, student riders, Paratransit, and new features like digital wallet for OMNY users, transfer validators for ADA and station to station transfers, as well as fare capping. He noted that the revised contract incentivizes timely completion and continues to include liquidated damages while clarifying scope. Most importantly, all transit groups will have the ability to use OMNY by the end of 2024, which is possible because C&D has descope the railroad work from the Cubic contract to achieve contactless payment, allowing integration with OMNY in the ways that really matter to riders.

Mr. Torres-Springer highlighted that schedule and cost are improved under this updated implementation approach, which will save an estimated \$35 million, in addition to avoiding a longer schedule and considerable risk. The key achievement is convenience now and flexibility for future needs.

Next, Mr. Sirish Peyyeti, Program Director for the IEC, provided a brief update on the IEC's monitoring of the OMNY program. He noted that, as a result of reorganization of focus and teams, the OMNY Delivery team successfully launched OMNY services on the Hudson Rail Link, JFK AirTrain, and Roosevelt Island Tram stations. In addition, the IEC estimates approximately 500 vending machines will be in service by the end of 2024, which would support the rollout of Reduced Fare OMNY cards. The remaining vending machines will be in service by August 2025.

The IEC evaluated the MTA's plans to transition most of the remaining ridership classes, such as Student and Reduced Fare, from MetroCard to OMNY by the end of 2024; the plan for two affiliates, Westchester Bee-Line and Nassau Inter-County Express Bus, to join OMNY in 2025; and the plan to descope the commuter railroads from the Cubic OMNY contract. The IEC's review indicates that the current budget is sufficient for completing the OMNY project and that, based on the re-baselined schedule, all remaining OMNY tasks would be completed by December 2025. The IEC has identified three risks, and details and mitigations for these risks are in the CPC Book.

5. MTA C&D PROCUREMENT:

MTA C&D Executive Vice President and General Counsel Evan Eisland reported on three procurement items for an estimated expenditure of \$231 million.

Approval for a modification to a contract with Cubic Transportation System Inc. to eliminate the requirement to implement the Cubic system for the railroads; Develop enhancement to the business to business portal; and to modify contract milestones to reflect the schedule impacts experienced in the program, including a 29-month extension to substantial completion. This modification will reduce the contract price by \$36 million dollars.

Approval for the award of a 7-year non-competitive miscellaneous service contract with one 5-year option to Masabi, LLC to continue administering Mobile Ticketing Program for Long Island Rail Road and Metro-North Railroad. The contract is for the amount of \$97 million.

Approval for the award for a 5.5-year non-competitive miscellaneous service contract with two 5-year options to Scheidt & Bachmann USA to replace and upgrade the fare collection solutions for

Long Island Railroad and Metro-North Railroad. The contract is for the amount of \$134 million.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of these procurement items. The details of this procurement item are contained in reports filed with the records of this meeting.

6. C&D PRESIDENT'S REPORT:

President Torres-Springer celebrated the completion of a new elevator and circulation features that make the Copiague station on the Long Island Rail Road fully accessible. This is the fourth railroad station made fully accessible this year, and two more on the Babylon branch – Amityville and Lindenhurst – are scheduled to open in June. Mr. Torres-Springer thanked federal partners who helped to fund this work and noted that this project utilized project bundling and Design-Build for the first time on the Long Island Railroad to deliver these accessibility projects better, faster, and cheaper.

President Torres-Springer heralded the completion of the Harmon Shop in Croton-on-Hudson. The overall project was completed in six separate projects (five phases) over 23 years, and this massive hub at Harmon is vital for servicing Metro-North trains on the Hudson and Harlem Lines.

Mr. Torres-Springer announced the unveiling of 60 new battery-powered electric buses to be deployed across Queens, Brooklyn, and Staten Island, and an additional 17 new bus charge points at the Grand Ave Depot in Maspeth. This is another important step forward in the pledge to reduce 85% of MTA greenhouse gas emissions by 2040.

Lastly, Mr. Torres-Springer highlighted C&D's innovative technique to install new CBTC signaling in the right of way interlockings on the Culver segment of the F Line in Brooklyn. To maximize time, the team installs pre-assembled panels, meaning two can be replaced in a weekend. This is another example of teams working smarter and faster to deliver technological upgrades and track improvements with less impact to customers. Mr. Torres-Springer showed a video to the Board of just what this looks like.

7. NYCT PRESIDENT'S REPORT:

President Richard Davey delivered the President's Report.

President Davey spoke about NYCT's goal of attaining a zero-emission bus fleet and announced that NYCT recently debuted two 40-foot all electric buses. He stated that over the next 15 years, NYCT will launch all-electric buses and test hydrogen charging.

President Davey stated that May was a strong month for subway ridership, with a post-pandemic record of 4.1 million riders on May 10, 2024. President Davey reported that there was a surge in Paratransit ridership during April and May, along with improvements in Paratransit third-party broker performance.

President Davey stated that approximately one-third of NYCT's subway fleet now has on-board cameras. He noted that these cameras further deter crime in the system and assist the NYPD with criminal investigations.

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

8. NYCT ACCESSIBILITY UPDATE:

Quemuel Arroyo, Chief Accessibility Officer, MTA delivered the Accessibility Report.

Arroyo announced that NYCT had begun an eight-week proof of concept with Convo, a company that uses QR codes to quickly connect customers who use American Sign Language (ASL) to interpreters who can help them easily communicate with MTA employees when traveling in our system. Arroyo explained that this proof of concept came out of the Accessibility team's participation in this year's Transit Tech Lab Challenge, which focused on improving the customer experience.

Arroyo stated that beginning on May 20, 2024, customers can use Convo at the Customer Service Centers at Times Square station and Penn Station. He said Paratransit is working to get as many customers who use ASL as possible to test this solution over the next few weeks and share their feedback.

Arroyo also announced that Access-A-Ride is moving forward with the next phase of the E-Hail pilot program. He said the goal of this new phase is to improve the program in response to feedback received from participants. He noted that E-Hail is one of the many ways the MTA is using technology to improve the Paratransit customer experience along with the MY AAR online booking tool, OMNY for AAR customers, and new electric vehicles.

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

9. NYCT ALL- STARS:

President Davey recognized several employees for their outstanding contributions and thanked them for their service.

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

10. LONG ISLAND RAIL ROAD PRESIDENT’S REPORT:

LIRR President Rob Free (“President Free”) reported strong ridership and performance in April. April 2024 ridership increased 18.8% compared to April 2023 and year-to-date (“YTD”) shows an 18.6% increase compared to 2023. Non-commutation ridership surpassed the same month in 2019 for the 8th consecutive month. LIRR achieved the highest one-day post-COVID ridership on Tuesday, May 14 with 260,745 customers. Grand Central Madison (“GCM”) ridership continues to grow as well. Also, May 14th’s one-day ridership record coincided with a 41/59 split with Penn Station, a new high for GCM. April ridership at GCM was over 1.5 million customers.

President Free reported that April on-time performance (“OTP”) came in at 96.85%, the best non-pandemic April in LIRR’s recorded history. YTD is 96%, both are above goal of 94%. President Free lauded the amazing job by LIRR’s Operations teams.

From June 3 through June 12, the International Cricket Council will be holding the T20 Men’s Cricket World Cup at Eisenhower Park. There will be eight international matches, one per day, including USA vs. India and India vs. Pakistan. We expect that this will be a very popular event, once again putting Nassau County on the world stage. Westbury Station will be the transfer point, where eventgoers will transfer from LIRR trains onto NICE buses that will transport them to the park in the morning, and then back to Westbury after the match. A gating program will be established at Westbury. Additional trains to Westbury will be provided to accommodate the eventgoers. President Free asked everyone taking the train to the event to be sure to download the TrainTime app for schedules and LIRR tickets, and to purchase NICE bus tickets in advance as well.

President Free reported that LIRR is bringing back the Summer Saturdays discount program to incentivize taking the train instead of driving into New York City. Each Saturday throughout July and August, customers with a monthly ticket can travel anywhere in LIRR service territory and also bring along up to two people of any age who need only purchase a \$1.00 Family Fare for each leg of the trip.

President Free stated that LIRR debuted the new elevator at Copiague Station on May 16. That day, President Free joined MTA Chairman & CEO Janno Lieber and Chief Accessibility Officer Quemuel Arroyo to celebrate. Amityville, Lindenhurst, and Massapequa Park will be the next stations to become ADA accessible.

President Free stated that LIRR just completed its latest grade crossing renewal. This one was at Commack Road on the Main Line just west of Deer Park Station. LIRR has completed 13 crossing projects so far this year.

In response to a question from Chair Lieber regarding the coordination with Nassau County and NICE buses, President Free stated that contact has been made with both Nassau County and the State in order to facilitate the event running smoothly. Board Member Mack stated that Nassau County will take care of it.

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

11. METRO-NORTH PRESIDENT'S REPORT:

Metro-North President Catherine Rinaldi ("President Rinaldi") reported that in April 2024, Metro-North served 5.59 million customers, an increase of 17.7% from April 2023 and representing 75.1% of April 2019 ridership. Although April is a shorter month than March, total ridership increased 5.5% over March 2024, and ridership using commutation and other peak tickets rose nearly 7%. Metro-North set new post-COVID records last week, with average weekday ridership at 212,466, which is 76% of May 2019, and the highest seven-day week at 78.6% of May 2019. Monday, May 13th was Metro-North's best post-COVID Monday yet with nearly 210,000 trips. The highest Friday ridership was 216,000, which was driven by 9500 Yankees riders to the game, accounting for 11% of the gate and 5000 more than the previous Friday record during Christmas week.

President Rinaldi stated that the service delivery rate was 99.9% in April for the third month in a row. Systemwide OTP for April was 98.1%, which is above the goal of 94%. Year-to-date ("YTD") OTP was also above goal at 98.7%. The mean-distance-between-failure ("MDBF") for March 2024 was over 269,000 miles, which is above the goal of 200,000 miles.

President Rinaldi stated that necessary closures on the Wassaic Branch will begin in late July through early September, and alternate bus service will be provided. Alternate bus service will also replace service on the New Canaan Branch for mid-day off-peak weekday trains between July 1 and August 23, with full service resuming on August 26. Additionally, alternate service plans on the Danbury Branch will likely go into effect in August. This work will ensure service on these branches remains safe and reliable.

President Rinaldi reported that earlier this month, Metro-North commuters encountered two incidents in Connecticut within a week that could have caused significant service disruptions: a fiery highway crash on I-95, and a couple of days later, a freight train fire. However, delays were minimized due to crews who worked tirelessly around the clock, staffed nearby stations, and worked closely with emergency responders. On Thursday morning, May 2, the fiery crash shut down travel on a section of I-95 in Norwalk, Connecticut. The incident, which involved a crash between a tractor-trailer, a fuel truck, and another vehicle, occurred under the Fairfield Avenue overpass, which subsequently had to be removed. Because I-95 was completely closed in this location, Metro-North responded proactively to accommodate additional customers by increasing train service on the New Haven Line over the weekend of May 4 and 5, deploying additional staff at key locations, and adding extra cars to several trains to accommodate increased demand. Station Ambassadors were stationed at New Haven, Bridgeport, South Norwalk, and Stamford Stations to provide additional customer service to affected travelers. I-95 was reopened in time for the Monday morning commute. Days later, on Tuesday night, May 8, a freight train engine operated by Providence and Worcester Railroad Company caught fire east of the Stamford Station, causing damage to Metro-North catenary wires and temporarily suspending Metro-North service on the New Haven Line. Although all New Haven Line service north of Stamford was temporarily

suspended, Metro-North was able to open up one track quickly and safely, providing late-night service, and by early the following morning, an additional two tracks had been restored to service, as well as New Canaan Branch track 5, allowing us to provide normal service. President Rinaldi thanked all those amazing employees who worked through the night to restore service for the morning rush.

On May 10, President Rinaldi participated in a ceremony commemorating the completion of Metro-North's new Harmon Shop, alongside MTA Chair Lieber, MTA C & D President Jamie Torres Springer, and elected officials. Metro-North's Croton-Harmon Yard upgrades are now complete, significantly enhancing Metro-North's railroad operations. The newest facility (Building 6) enables the railroad to effectively perform a reliability-centered maintenance program, equipped with a dozen car hoists, four pedestal tracks, and multiple door-level and roof-level platforms for preventive maintenance. The second floor in the new Building 6 optimizes parts distribution and connectivity between the new electric shop, support shops, and consist of maintenance areas. Completing this major capital project is a testament to the dedication and hard work of our employees and of their partners at MTA Construction and Development.

President Rinaldi announced that Metro-North will introduce a pilot of weekend service on the Haverstraw-Ossining ferry providing greater public transit options for customers West of Hudson. Between Memorial Day and Veterans Day, the Haverstraw-Ossining Ferry will operate continuously on weekends from 9:30 a.m. to 9:30 p.m., extending beyond its usual weekday rush-hour schedule.

President Rinaldi stated that Metro-North will be implementing a pilot program that will provide significant discounts on monthly UniTickets for the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry, the Newburgh-Beacon bus, and the Hudson Link bus, along with reduced parking rates for Orange and Rockland residents at their North White Plains Station. By integrating discounted ferry and bus services into monthly rail passes, this initiative will significantly reduce the costs associated with multi-modal commuting, providing commuters with greater flexibility and affordability each month. Both railroads are launching an additional pilot program known as "Summer Saturdays" that is designed to promote weekend travel. This program will run on Saturdays between July 6 and August 31, 2024.

Chair Lieber stated that OTP of 99% is impressive and having a first-class maintenance facility is a part of that success. Chair Lieber commended both railroads for their hard work.

In response to a question from Board Member Albert regarding whether the new Harmon Shop only services Hudson Line trains, President Rinaldi stated that the shop will also service Harlem Line trains. In response to a further question from Board Member Albert regarding whether the Harlem Line trains would have to go into Manhattan first in order to access the new Harmon Shop President Rinaldi responded in the affirmative.

Chair Lieber announced that Board Member Marc Herbst will be taking over the co-chair position for Long Island Rail Road in the Joint Railroad Committee.

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

12. 2024 WORK PLANS:

There were no changes to the LIRR, NYCT or Metro-North Work Plans. The 2024 Metro-North, NYCT and LIRR Work Plans are filed with records of this meeting.

13. LIRR/ METRO-NORTH INFORMATION ITEMS:

The following are LIRR information items: (i) 2023 Operating Results; (ii) LIRR Spring Track Work Programs; and (iii) LIRR Financial and Ridership Reports.

The following are Metro-North information items: (i) 2023 Operating Result; and (ii) Metro-North Financial and Ridership Reports.

14. APPROVAL OF MINUTES:

Board Member Andrew Albert noted a correction to the New York City Transit Committee minutes regarding the spelling of John Samuelson's name on page 31.

Upon motion duly made and seconded, the Committee of the Whole approved the Minutes of the Joint Railroad Committees, The New York City Transit/ MTA Bus Committee meeting, and the Capital Program Committee meetings held on April 29, 2024, as corrected.

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

15. ADJOURNMENT:

Upon motion duly made and seconded, the Committee of the Whole voted to adjourn the meeting.

Respectfully submitted,

Susan Sarch
Vice President,
General Counsel and Secretary
Metro-North Railroad

Haley Stein
Vice President,
General Counsel and Secretary
Long Island Rail Road Company

Mariel A. Thompson

Evan Eisland

Committee of the Whole Meeting Minutes
May 20, 2024

Assistant Secretary
NYCT

General Counsel and Secretary
MTA C&D



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

July 2024

President's Update
Integrated Projects

September 2024

President's Update
Agency Initiatives
Quarterly Traffic Light Report

October 2024

President's Update
Stations

November 2024

President's Update
Railroads

December 2024

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2025

President's Update
Infrastructure

February 2025

President's Update
Agency Initiatives

March 2025

President's Update
Signals
Quarterly Traffic Light Report

April 2025

President's Update
Systems

May 2025

President's Update
OMNY

June 2024

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report



NYCT R211 Subway Car Program

Siu Ling Ko

Vice President & Chief Mechanical
Officer
Division of Car Equipment,
Department of Subways



NYCT R211 Project

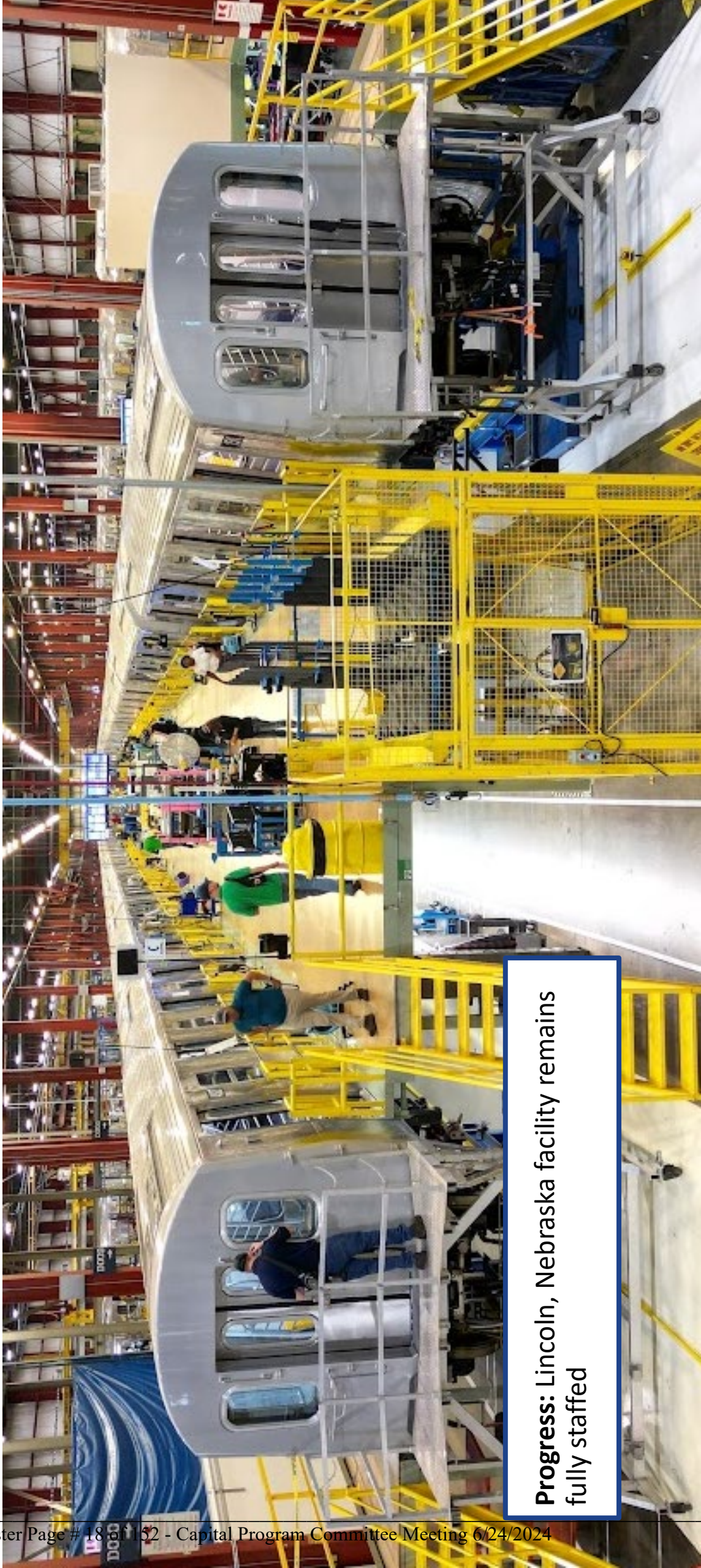


NYCT R211 Project	As of Last Report	Current Forecast
Base Order Completion	Jan 2025	Apr 2025
Budget	\$3.67B Budget \$3.67B EAC	\$3.67B Budget \$3.67B EAC
Base Order of 535 Cars (61 trains), including: <ul style="list-style-type: none"> • 440 R211A Standard Cars • 75 R211S Staten Island Cars • 20 R211T Open Gangway Test Cars Option 1 of 640 R211A Cars (64 trains) exercised in November 2022 Supplier: Kawasaki		

- Since our last report to CPC, the budget remained on track.
- Assembly workmanship issues at a gear case supplier impacted car deliveries and caused a schedule delay. This issue has been addressed.



KMM Resources & Staffing



Progress: Lincoln, Nebraska facility remains fully staffed

Steady Output of R211 Cars



Progress: All production lines at KMM is occupied by R211 Cars; assembly output is on plan.

R211A – Standard Cars

The number of R211A standard cars in service on the **AC** lines grows each week.

Status:

235 cars delivered to NYCT:

- 200 cars (20 trains) conditionally accepted.
 - 190 cars (19 trains) released for service...and growing...
 - 10 cars (1 train) being used for CBTC testing.
 - 35 cars being commissioned
- Kawasaki projecting 355 cars delivered by end of 2024



R211S – Staten Island Railway Cars

The R211S will serve the Staten Island Railway, replacing the aging R44 fleet.

Status:

- Prototype train transferred to SIR for testing in October 2023.
- Automatic Train Control (ATC) software issue found in January 2024, countermeasures developed, target completion August 2024.
- Target start of 30 Day In-Service Test: mid-August 2024.
- Projected start for delivery of production cars: Q4 2024.



R211T – Open Gangway Cars

The R211T Open Gangway Trains entered service with an Inaugural ride on Feb 1, 2024.

Status:

- R211T trains (hardshell and bellows designs) under evaluation, target completion: Q4 2024.
- Evaluating parameters:
 - Car performance
 - Durability / vandalism
 - Maintenance complexity
 - Passenger flow / gangway usage
 - Passenger experience feedback



June 2024 CPC Independent Engineering Consultant Project Review

NYCT R211 Subway Car Program

NYCT R211 Subway Car Program

Scope of Work

- The 535-car base order for the R211 program was awarded to Kawasaki in February 2018. Upon the exercise of Option 1, the budget stands at \$3.7B for 1,175 cars. Funding for this scope was provided in the 2015-2019 Capital Program.
- The contract has three vehicle sub-classes: R211A, R211S, and R211T:
 - 440-R211A cars to partially replace 748 B-Division R46 vehicles.
 - 75-R211S cars to replace the R44 fleet on the Staten Island Railway. All R44 SIR cars will be retired.
 - 20-R211T open gangway pilot cars. The R211T open gangway test trains will prove the feasibility of this design.
- R211A Option 1 was exercised November 16, 2022, for 640 cars.
- This program is Buy America compliant.

Status

R211A Pilot Cars are on site and completed qualification testing.

R211S Pilot Cars have been delivered and are undergoing qualification testing.

NYCT R211 Subway Car Program

Schedule

R211 Project Schedule			
Milestone	Base Contract Date	Latest Schedule Update Apr-24	Delay since last report (Jun-23)
R211A First Production Unit Delivery	Sep-21	Mar-23A	UNCHANGED
R211T Pilot Car Delivery Unit 4	May-21	Jun-23A	UNCHANGED
R211A Pilot Car Conditional Acceptance	Jul-21	Jun-23A	UNCHANGED
R211S Start Production Car Delivery	Sep-22	Sep-24	6 months
R211T Pilot Car Conditional Acceptance	Nov-22	Jan-24A	3 mo. improvement
R211S Last Production Car Delivery	Jun-23	Jan-25	2 months
R211A Last Production Unit Delivery	Aug-23	Apr-25	3 months

- The IEC has reviewed the Kawasaki monthly Master Program Schedule (MPS) submittals. Since last report in June 2023, the program had experienced a 3-month schedule slip for a total of 21 months.
- Recent delays (see table above) are due to the following reasons:
 - Leaking gearbox issue for the A-cars in Fall 2023, since resolved.
 - Delays in Conditional Acceptance of “S cars” due to Automatic Train Control (ATC) dynamic testing issues.
- Since last report, the IEC acknowledges that Kawasaki has made significant progress to reduce the duration of car assembly and has dramatically improved deliveries. The current schedule requires production of approximately 22 cars per month. This can be maintained by supplementing production line staff from other parts of the business which has proven to be successful
- In the IEC’s opinion, the April 2025 completion of the R211A base order delivery is achievable but there is potential additional delay beyond April 2025 of one to three months as the contractor continues to resolve outstanding technical issues.

NYCT R211 Subway Car Program

Project Status

R211A

- ▣ The R211A pilot cars entered the 30-day in-service testing in March 2023. Testing was completed in June 2023 and the cars were accepted, allowing production car delivery to commence.
- ▣ To date, Kawasaki has delivered approximately 225 R211A cars, achieved conditional acceptance on 200 of those cars, and 180 are available for service. Approximately 95 cars are currently in production.

R211S

- ▣ Qualification testing on the 5 pilot vehicles began in March 2023. Problems with ATC software code drops during dynamic testing have extended the in-service testing duration. Conditional Acceptance is now scheduled for September 2024 – a delay of 9 months from previously forecasted 4th quarter 2023.
- ▣ All 70 production cars are in some stage of production. Deliveries will start upon pilot conditional acceptance.

R211T

- ▣ All 20 R211T cars have been in service on the C-line since February 2024 and are on target to complete evaluation in 3rd quarter 2024.

NYCT R211 Subway Car Program

Budget

- ▣ The project budget and EAC is \$3.67B due to exercising the Option 1 order in November 2022.
- ▣ The IEC's review indicates that the current budget is sufficient for completing the project.
- ▣ Exercising of the Option 2 order for 437 cars is pending as review of the 20-24 Capital Plan is in development.

NYCT R211 Subway Car Program

Observations

- Kawasaki has not yet introduced activities to the schedule for option car production, however, meeting reports indicate that manufacturing in Japan has commenced.
- Due to Installation delays on the 8th Avenue CBTC project, the Need Date for the CBTC-equipped R211A fleet is now forecast for May 2025. This date is currently supported by Kawasaki's schedule. Close schedule coordination for these projects should continue.
- As reported by the R211 team, Kawasaki is ensuring fleet performance meets requirements by:
 - Closely monitoring vehicle performance and vendor support to assess areas which may need improvement.
 - Continuous improvement of the production and quality process by increasing overall NYCT contractor inspectors in Nebraska as well as supplementing quarterly visits by NYCT project staff.
 - Maintaining tight control and monitoring of running repairs, field modifications, information tracking, staffing, vendor coordination and training, allowing for better management of the program.

Concern

- The IEC will continue to monitor the resolution of ATC dynamic testing issues on the R211S pilot cars. Any further impact would delay the shipment, acceptance, and placement-into-service of the production cars.
- Based on Kawasaki's history with quality issues, the IEC suggests NYCT continue closely monitor Kawasaki's quality program to ensure it meets acceptance criteria and maintain schedule.



Long Island Rail Road M-9

Craig Daly
Chief Rolling Stock Programs
Officer, LIRR



LIRR M-9 Project

**LIRR M9
Project**

**As of
Last Report**

Current Forecast

Budget	\$736M Budget \$731M EAC	\$736M Budget \$735M EAC
---------------	-----------------------------	-----------------------------

- Since our last report to CPC, the budget has remained on track
- All 202 cars have been delivered to LIRR property
- Current MDBF is 394,000 miles, a 40% improvement over 2023 report



9018 at Arch Street for FMI

June 2024 CPC Independent Engineering Consultant Project Review

LIRR M-9 Railcar Project

LIRR M-9 Railcar Project

Scope of Work

- In September of 2013, Kawasaki was awarded a base contract for 92 M9 vehicles. A follow-on option order for 110 railcars was exercised in July 2017.
- The M9 is a PTC-equipped, self-propelled electric multiple unit (EMU) vehicle for use on electrified territory.

LIRR M-9 Railcar Project

Schedule

- Since our last report, all remaining cars were delivered in April 2024, with conditional acceptance forecasted for December 2024. This represents a slippage of 12 months from previous IEC forecast.
- 12 cars still need to complete the 1000-mile operational test before entering revenue service.

LIRR M-9 Railcar Project

Budget

- ▣ The LIRR is currently reporting an M-9 budget of \$736M with an EAC of \$735M.
- ▣ The IEC has reviewed the project expenditures to date, including change orders, unallocated contingency, delay costs and risk on remaining work and forecasts that the project will complete at or near the current budget.
- ▣ No Liquidated Damages have been assessed but they are being tracked and will be the subject of negotiations with the vendor prior to project closeout.

LIRR M-9 Railcar Project

Observations

- ▣ The IEC continues to support the LIRR practice of holding off on vehicle acceptance until they are assured all quality issues have been addressed as per contractual requirements.

Concern

- ▣ The IEC remains concerned that Kawasaki continues to have quality issues that may affect conditional acceptance of the entire fleet.



Metro-North Dual Mode Locomotives

Joseph Reynolds
Senior Director, Metro-North
RSDI



SC42-Dual Mode Locomotive Project

Based on Metro-North Railroad’s needs to provide service to non electrified territories north and east and, **deliver more reliable and greener service**

The SC42 Dual Mode locomotives will replace the aging P32 locomotives

Benefits include:

- **Slashed airborne emissions:** In diesel territory, **reductions** of pollutants like Nitrogen Oxide (84%) and Particulate Matter (86%)
- **Reduced carbon emissions:** 25,000 metric tons of carbon annually
- **Expanded electrical territory:** able to operate in electric mode throughout third-rail territory, rather than just in Manhattan

Increase in Dual Mode Electric Territory



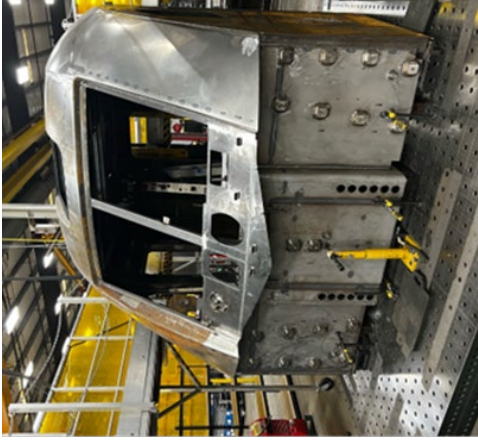
SC42-Dual Mode Locomotive Project

SC42 Dual Mode Locomotive Project	As of Last Report	Current Forecast
Base Order Completion	Q2 2027	Q2 2027
Budget	\$414M	\$414M
<p>Current order: 19 locomotives base order, additional 8 locomotive option exercised March 2021 CTDOT Exercised an option for 6 locomotives</p> <p>Potential Future Options:</p> <ul style="list-style-type: none"> • 32 Metro-North locomotives • 66 LIRR locomotives in alternate configuration • 14 CDOT locomotives in alternate configuration • 25 NYSDOT locomotives in alternate configuration <p>Supplier: Siemens</p>		



SC42-Dual Mode Locomotive Project

- Final Design Review completed and approved formally May 2023
- First Article Inspections began in January 2023 and will continue to first fully assembled locomotive in final configuration.
- Type Testing began May 2024; two locomotives projected to begin MNR Qualification Testing in Q4 2024
- **Next Steps:**
 - 6-month Type Testing period, consisting of dynamic and overall locomotive performance validation



June 2024 CPC Independent Engineering Consultant Project Review

MNR Dual Mode Locomotive Project

MNR Dual Mode Locomotive Project

Scope of Work

- Provide new SC42 Dual Mode locomotives (designed by Siemens) that replace the existing GE P32AC-DM locomotive fleet. These diesel-electric locomotives are designed to be compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards, reducing emissions by up to 85 percent compared to older locomotives.
- Metro North Railroad (MNR) base order contract was awarded to Siemens in March 2021 for 19 locomotives, and they also exercised an option for 8 additional vehicles. The last vehicle is scheduled to be delivered in April 2027.
- Multiple options for additional locomotives in this contract exist:
 - An additional 24 (beyond the 8 exercised) for MNR
 - Up to 66 in an alternate configuration for LIRR
 - Up to 20 in an alternate configuration for CDOT
 - To date, CDOT has exercised options for 6 of their maximum of 20 additional locomotives in their desired configuration, to be produced following completion of Metro North's order.
- LIRR has not yet exercised any of their options but has expressed their intention to do so for an unspecified number once funding has been identified.

MNR Dual Mode Locomotive Project

Budget

- The current project EAC is \$414M, an increase of \$900,000 since last report.
 - This amount represents the purchase budget exclusive of soft costs.
- The IEC concurs that there are sufficient funds to complete the current project scope of work.
- CDOT provided separate funding of \$128M for their optional locomotives. The current EAC of \$414M does not include this number.

MNR Dual Mode Locomotive Project

Schedule

MNR Dual Mode Locomotive		
Milestone	Scheduled Completion	Actual Completion
Initial design Review & Submittal	Jun-21	Jul-21
Design Completion	Dec-22	Oct-22
First Article Inspection Locomotive #1	Nov-24	Nov-24*
Locomotive #1 Shipping and Receiving	Apr-25	Sep-24
Locomotive #1 Acceptance Testing & Commissioning	Aug-25	Aug-25*
Locomotive #27 Acceptance Testing & Commissioning	Apr-27	Apr-27*
<p>Note that all options must be exercised before the April 2027 delivery date as follows:</p> <p>LIRR option January 22, 2025 latest</p> <p>MNR/CTDOT additional option execution July 22, 2025 without additional cost</p> <p>MNR/CTDOT additional option execution July 22, 2026 WITH additional cost</p>		

- Based on the progress to date, the IEC finds that production is on time and in some areas ahead of schedule. The arrival date of the first locomotive is forecast ahead of schedule; the additional time will be used for extensive in-service testing.

MNR Dual Mode Locomotive Project

Production

- Vehicle production is underway and is reported to be ahead of schedule. The first two locomotives are in production. The anticipated early arrival date will be used to increase the in-service testing time.



MNR Dual Mode Locomotive Project

Observation

- In last year's report, the IEC noted that a Diesel Exhaust Fluid storage and dispensing system, which is required for the diesel fuel additive to achieve the 85% emission reduction on the new locomotives, will be included in a separate project.
 - Metro North has identified a temporary solution to this issue so that in-service testing of the first arrivals can proceed without delay.
 - It is expected that any temporary solution will be funded through the operating budget.
 - To date, a specific project to construct a permanent solution has not been identified. Metro North is working on developing a proposal which may require a capital funding source outside of the existing locomotive purchase budget.

MTA New Bus Program

Daniel Cardoza
Vice President & Chief
Maintenance Officer
NYCT/DOB & MTA Bus
Company



Current Bus Fleet and Fleet Age

MTA operated the largest bus fleet in the country, with a diverse portfolio

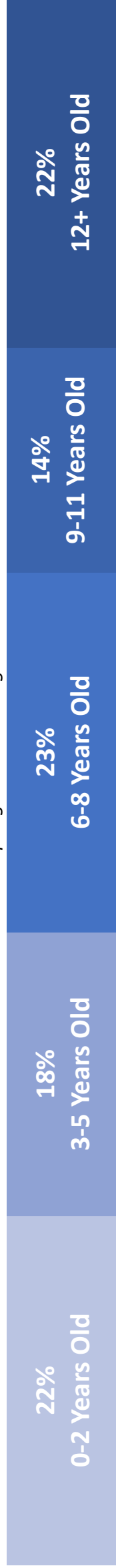
New bus replacements allow us to:

- Improve reliability and reduce operating costs
- Achieve our Zero-Emissions Bus goal

Bus Type	Number of Buses	Average Fleet Age (years)
Standard 40 feet	3,668	7.26
Articulated 60 feet	1,160	8.45
Coach 45 feet	1,031	9.18
Total	5,859	7.84

Age of Bus Fleet

based on Spring 2024 Bus Assignment



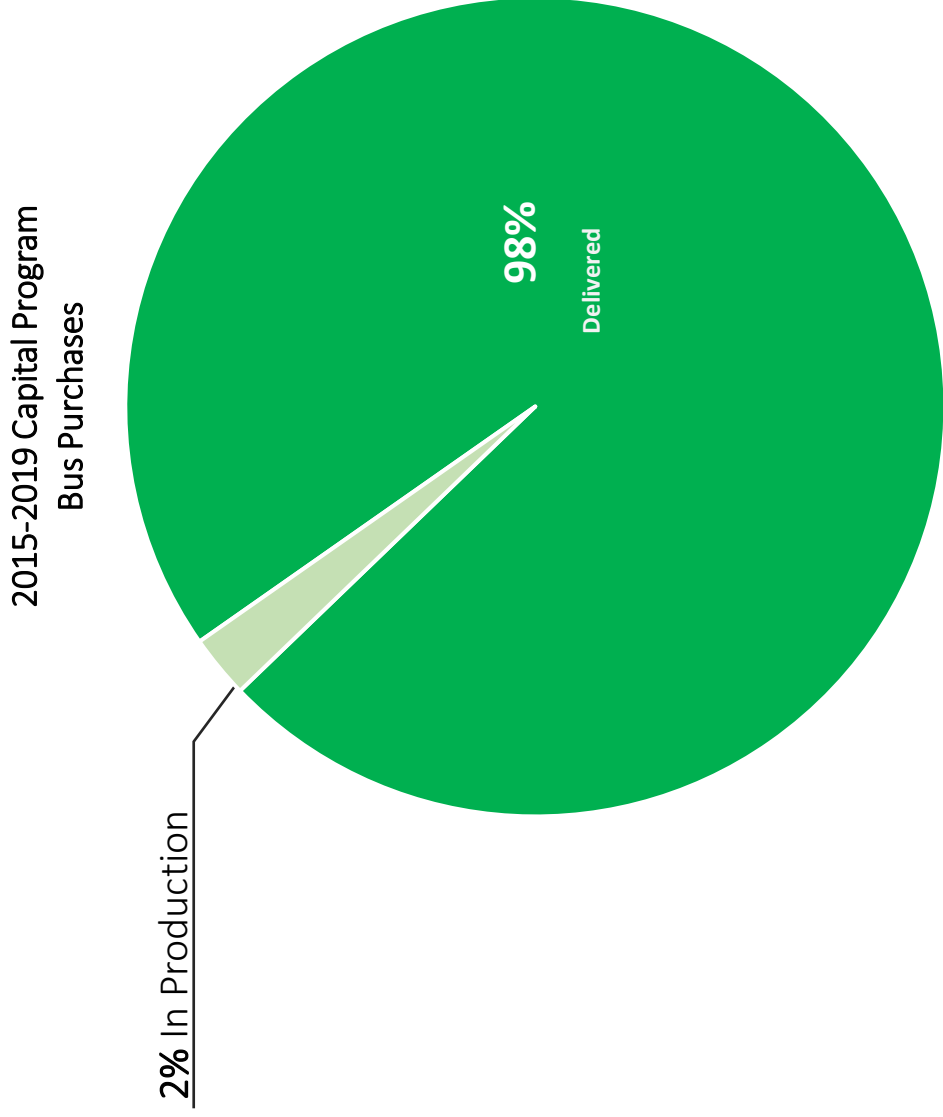
2015-2019 Capital Program Bus Procurements

100% of 2015-2019 Program bus purchases awarded

- 1,776 total buses
- 98% of buses accepted (1,735)

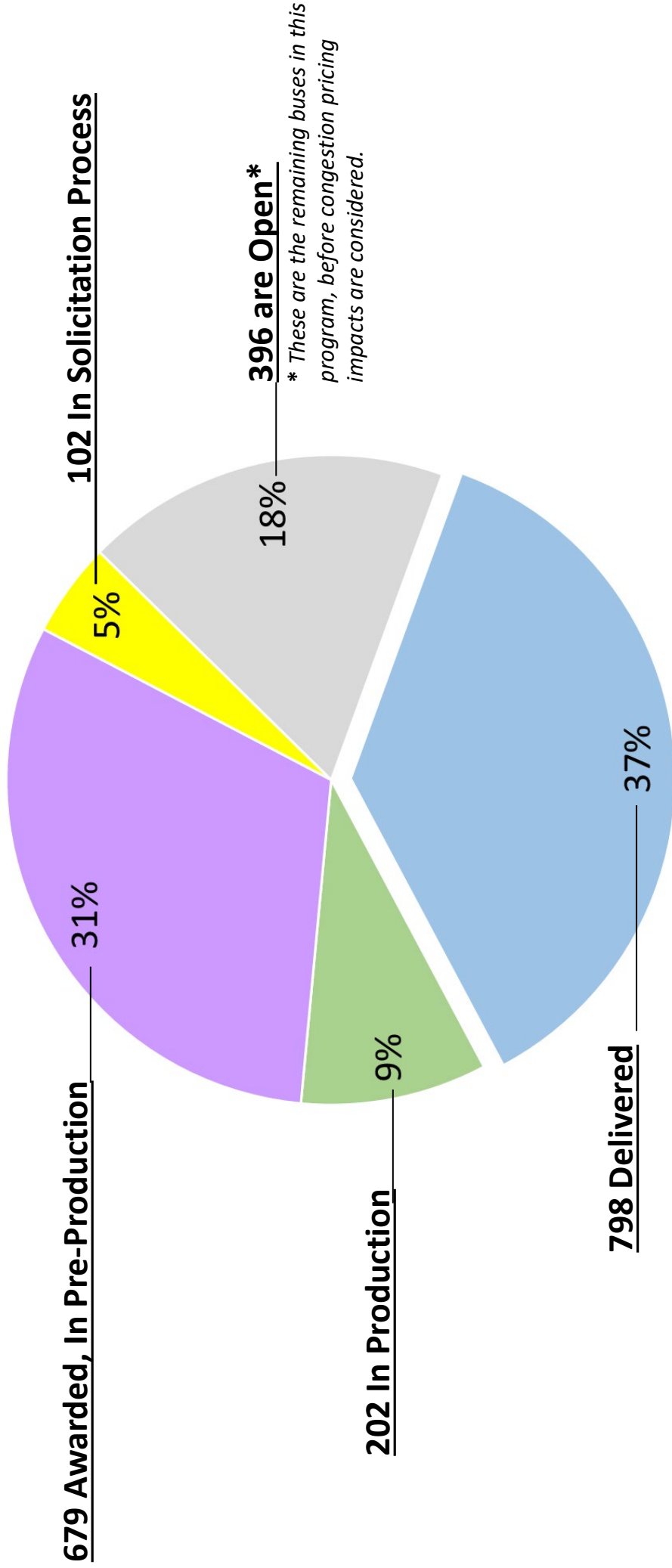
Production underway for last contract

- 45 standard battery-electric buses - part of 60 New Flyer bus order (15 are in the 20-24 Capital Plan)



2020-2024 Capital Program Bus Procurement Overview

Total 2,177 Buses



2020-2024 Capital Program Contracts - Current

- All contracts are within budget
- Continuing to work closely with bus manufacturers to mitigate schedule slippages that are primarily driven by vendor labor and material shortages, and last year’s NHTSA recall related to our 60 BEB order
- Testing new products to improve lead times
- Providing critical oversight to improve and resolve production technical and quality issues driven primarily by vendor labor shortages
 - Meet regularly with the bus manufacturer Principals, and Executive Officers
 - Meet daily with project teams

Completion Date			
Fleet	As of Last Report	Current	Current Budget
135 Nova Standard Diesels*	November 2023	November 2024	\$96.8 million
116 New Flyer Standard Diesels	May 2024	June 2024	\$101.3 million
173 Nova Standard Diesels	July 2024	December 2024	\$149.4 million
60 New Flyer Standard BEBs**	September 2024	September 2024	\$77.4 million
5 Nova Standard BEBs	September 2024	February 2025	\$10.6 million
250 Prevost Diesel Coaches	N/A	August 2026	\$222.9 million
224 New Flyer Artic Diesels	N/A	November 2027	\$282.0 million
187 New Flyer Standard BEBs & 18 New Flyer Artic BEBs	N/A	July 2027	\$310.6 million

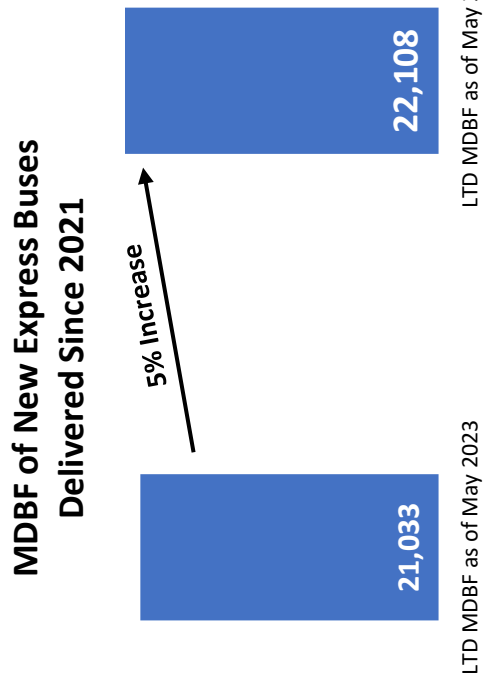
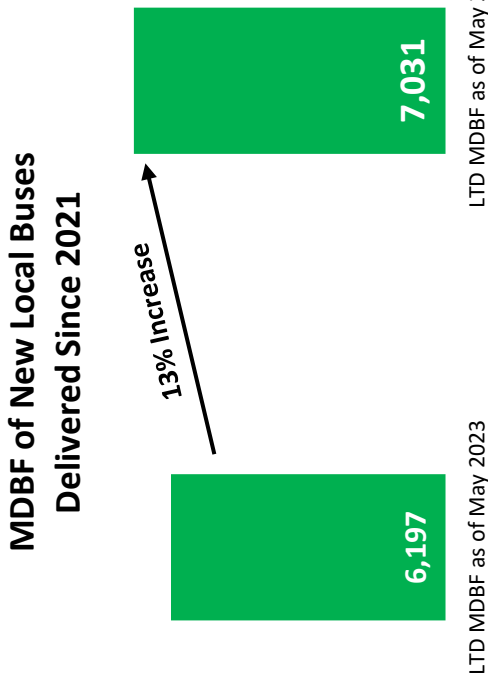
* 25 of 135 buses in 2015-2019 Capital Program

** 45 of 60 buses in 2015-2019 Capital Program

Reliability

Mean Distance Between Failure (MDBF) has improved due to increased oversight

- Working closely with bus manufacturers to identify root causes of individual component/system failures and implement engineering solutions
- Issuance of Fleet Defect notifications to require retrofits and proactive changes to the production line
- Continued efforts towards applying lessons learned to current and future procurements



Zero-Emissions Fleet Progress

Zero-Emissions Bus Program: MTA’s commitment to reduce operating emissions by 85% by 2040

60 New Flyer BEB Bus Purchase

- Buses in production; deliveries are underway
- 2 pilot buses have completed in-service evaluations
- 6 buses are delivered

5 Nova Standard BEB Bus Test & Evaluate

- Contract awarded in September 2022
- Pilot bus testing scheduled to begin Q3 2024

205 New Flyer BEB Bus Purchase

- 162 standard BEBs for NYCT
- 25 standard BEBs for MTA Bus
- 18 artic BEBs for NYCT

2 New Flyer Hydrogen Buses

- Purchase is through a grant awarded by NYSERDA
- Delivery is expected in Q2 2025



Bus Improvements



Full Driver Enclosure – Local Buses
Testing is underway on 2 buses



Full Driver Enclosure – Express Buses
All new buses are equipped with new enclosure

Bus Improvements



Fresh Air Vents
 Louvered-style operator window is being tested on 11 buses



E-Mirrors
 Testing is underway on 6 buses

Bus Improvements

ACE: Automated Camera Enforcement (previously ABLE)

- 623 buses are equipped in service
- Camera enforcement has been expanded to allow ticketing of vehicles in bus lanes, stopped at bus stops, or double-parked
- The benefits from ACE are:
 - 5% average speed increase on top of speed improvements from bus lanes
 - 20% reduction in collisions
 - 9% recidivism rate indicates the success of the program in deterring repeat violators



June 2024 CPC Independent Engineering Consultant Project Review

MTA New Bus Program

MTA New Bus Program

Overall, Bus Contract status update since last report

- The IEC is monitoring 19 bus contracts (*see table on next page*).
 - 5 bus contracts for 1053 buses valued at \$777.6M are completed.
 - As cited in the IEC's last report, completions were delayed due to technical & supply chain issues.
 - 11 bus contracts for 1168 vehicles (plus options) valued at \$1.25B are active.
 - All contracts are on budget but delivery dates for in-process contracts have slipped since last year's report.
 - 3 new advertisements for up to 307 vehicles (including options) are in procurement but have not yet been awarded.

Battery Electric Bus (BEB) Status (included in contracts above)

- Contracts for 60 BEB have been delayed as per the last report.
 - Expected delivery remains September 2024; 10 vehicles have been delivered as of June 1, 2024.
 - EAC has increased by \$3.0M since our last report due to a contract modification.
- The IEC concurs with the bus procurement team on cost and schedule as reported.

MTA New Bus Program

Bus Contract Status						
Mfg	Qty	Bus Type	Award	Budget	EAC	
Completed Contracts						
Prevost	50	DEB	Apr-17	\$34.0M	\$34.0M	Delivery completion slipped from 12/2021 to 12/2022
Prevost	23	DEB	Dec-21	\$16.8M	\$16.8M	Delivery completion on time
Prevost	257	DEB	Nov-19	\$166.7M	\$166.7M	Delivery completion slipped from 2/2022 to 3/2023
New Flyer	4	HEB	Mar-20	\$170M	\$170M	4 HEB pilot buses plus 2 options:
	80	HEB				80 HEB completion slipped from 3/2022 to 4/2022
	139	SDB				139 SDB completion slipped from 3/2022 to 4/2023
Nova	165	HEB	Dec-19	\$395M	\$395M	Base order + 2 options;
	126	HEB				Base order completion slipped from 10/2021 to 1/2023
	209	SDB				2 Options delivery completion slipped from 3/2022 to 4/2023
Active Contracts						
New Flyer	15	BEB	Dec-21	\$17.3m	\$22.1M	EAC increased from \$18.5 to \$22.1 M due to contract modification; Expected delivery date September 2024
New Flyer	45	BEB	Dec-21	\$55.1M	\$58.3M	EAC decreased from \$60.4 to \$58.3M due to contract modification; Expected delivery date September 2024
Nova	25	SDB	Dec-21	\$16.4M	\$16.8M	Expected delivery slipped from 10/2023 last year, to 10/2024
Nova	25	SDB	Dec-21	\$17.7M	\$17.7M	Expected delivery slipped from 10/2023 last year, to 10/2024
Nova	85	SDB	Dec-21	\$61.9M	\$61.9M	Expected delivery slipped from 10/2023 last year, to 10/2024
Nova	5	BEB	Sep-22	\$10.7M	\$10.6M	Expected delivery date now 2/2025
Nova	173	SDB	Dec-22	\$149.4M	\$149.4M	Expected delivery slipped from 07/2024 last year, to 11/2024
New Flyer	116	SDB	Dec-22	\$101.3M	\$101.3M	Expected delivery slipped from 05/2024 last year, to 09/2024
New Flyer	224	ADB	Jul-22	\$282.0M	\$282M	Expected delivery date 11/2027
Prevost	250	DEB	Mar-22	\$222.9M	\$222.9M	Expected delivery date 08/2026
New Flyer	205	BEB	Mar-22	\$569.70	\$310.6M	Delivery date is TBD; includes an option for 265 additional
Contracts in Procurement						
TBD	5	BEB	TBD	\$12.0M	TBD	in discussion with potential vendor; Includes option for 95 additional
TBD	97	EXP	TBD	\$88.9M	TBD	In discussion with potential vendor
TBD	110	CNG	TBD	\$105.4M	TBD	Awaiting vendor responses
Key:	ADB	Articulated Diesel Bus	SDB	Standard Diesel Bus		
	BEB	Battery Electric Bus	EXP	Express Bus		
	CNG	Compressed Natural Gas	DEB	Diesel Electric Bus		
	HEB	Hybrid Electric Bus				

MTA New Bus Program

Observations

- Completed bus contracts experienced delivery delays and performance issues primarily due to:
 - Seat supplier issues.
 - Electric doors issues.
 - Part shortages.
 - Quality/technical problems requiring rework and impacting Mean Distance Between Failures (MDBF) failure rates.
- Manufacturers and vendors have identified root causes for technical and quality issues, and they are working to develop and implement proper corrective actions on active contracts.
 - Delivery completion dates for the four procurements in progress have been adjusted to reflect corrective actions.
- The IEC concurs with the MTA strategy of not accepting buses until all technical and quality issues are resolved and meet contract requirements.
- The IEC has reviewed the draft Zero-Emissions Fleet Transition Study but has concerns about some of the assumptions that drive the plan, such as:
 - That battery life will improve to provide the necessary range suitable for the longest-mileage express coach driver assignments.
 - That possible disconnects may exist between the construction schedules for the facilities requiring modification and the procurement schedules for the vehicles that will operate from them. This requires further study.
 - IEC will continue to monitor progress and adjustments through discussions with DOB.

Metropolitan Transportation Authority Department of Diversity and Civil Rights

WBE, DBE, and SDVOB
Participation on Capital
Projects



MWDBE and SDVOB Participation on MTA Capital Projects with Goals (FY 23-24)*

	Award	% of Total	Payments	% of Total
Federal DBE (20% Participation Goal)	\$168M	11%	\$195M	26%
NYS MBE (15% Participation Goal)	\$264M	20%	\$176M	17%
NYS WBE (15% Participation Goal)	\$123M	9%	\$127M	12%
NYS SDVOB (6% Participation Goal)	\$25M	3%	\$17M	4%

Equity in Infrastructure Pledge

The pledge affirms the MTA will ensure participation on at least:

- \$1 billion of work by MWBE and/or DBE firms every year;
- Award larger contracts to small businesses, as well as expand the pool of MW/DBE firms the MTA works with; and,
- Increase discretionary contracts for design and engineering MWBE firms by 20 percent over the next five years.





ICYMI: Governor Hochul Announces MTA Signs 'Equity in Infrastructure Project' Pledge to Support Historically Underutilized Businesses

MTA
Updated March 7, 2024 7:45 p.m.

Pledge Builds on Authority's State-Leading Efforts to Award Contracts to Minority-Owned and Women-Owned Businesses, Committing to Expand Eligible Firms and Award Larger Contracts to Small Businesses

MTA Awarded \$813.5 Million in Contracts to MWBEs and \$392.3 Million in Contracts to DBEs in 2023, Exceeding NYS MWBE Goal for Third Consecutive Year

MTA Largest MWDBE & SDVOB Prime Awards

 <p>MBE</p> <p><i>CRC Associates Inc.</i></p> <p>\$57M</p> <p>Design-Build Services for CAMS and Fire Alarm Systems and Sprinkler Replacement</p>	 <p>WBE</p> <p>\$15M</p> <p>Upgrade of Asynchronous Fiber Optic Network (E-Ring)</p>	<p>SDVOB</p> <p>Whitewood Renovations LLC</p> <p>\$1.3M</p> <p>Stair Repairs at 161st Yankee Stadium Station on the Jerome Ave. Line in the Bronx</p>	<p>DBE</p> <p>Voltamp Electrical Contractors, Inc. Licensed and Insured Electrical Contractor</p> <p>\$31M</p> <p>Rehabilitation of 5 CBHs in the Boroughs of Brooklyn, Manhattan, and Queens</p>
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MTA Largest MWDBE & SDVOB Subcontract Awards

Category	Company Logo	Company Name	Amount	Project Description
MBE		FINE	\$20M	Design-Build Services for Structural Rehabilitation of the East River Suspended Spans & Anchorages at the RFK
WBE		NORTHEAST STRUCTURAL STEEL	\$14M	Structural Steel/Iron installation Services for Suspended Lower Level Deck Rehabilitation at the Verrazano Narrows Bridge
SDVOB		CITADEL ELECTRICAL SUPPLY CO.	\$4M	SAME Structural Rehab of East River Project
DBE		DAGNACHEW AND ASSOCIATES INC	\$32M	Design-Build Services for ADA Upgrades Package 5: Accessibility Upgrades at 13 Stations

Small Business Development Program (SBDP) Requests for Proposals (RFP)

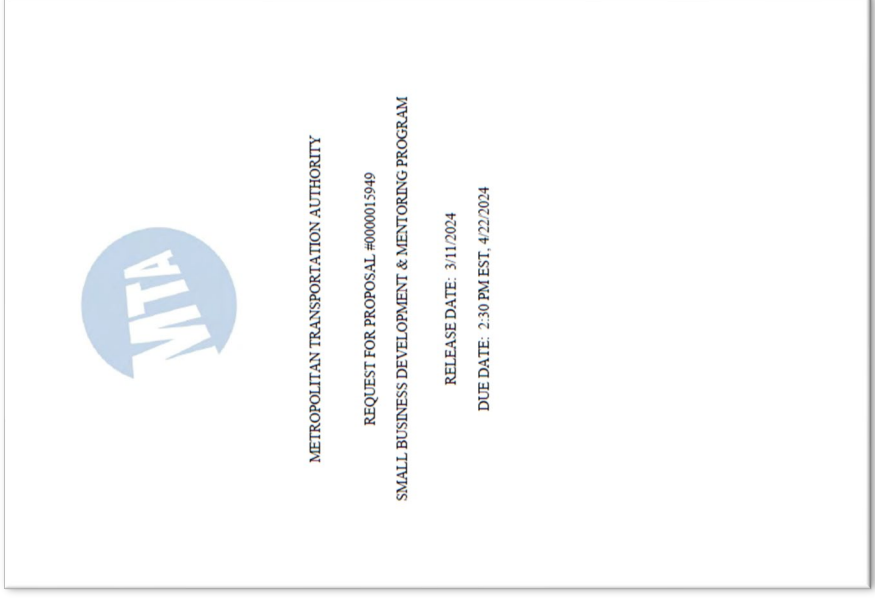
The MTA is seeking consulting firm to manage the SBDP and provide guidance to small contractors in performance of the MTA's construction projects.

Expected Awards: Q4 2024

- ✓ Scope A: Construction management services.
- ✓ Scope B: Increasing the number and capabilities of the MWBE's, DBEs, SDVOB's and other small businesses through capacity building to perform on MTA contracts.

Key Changes to Scope B:

- ✓ Rebrand SBDP to *MTA EDGE (Expansion, Development, Growth and Equity)*
- ✓ Added Contract Compliance staff
- ✓ Flexibility in training courses
- ✓ Develop Alumni Program
- ✓ Establish Business Assistance Partnerships
- ✓ Specific and quantified metrics of success



Local Hiring Pilot

- ✓ **Project:** Package 4 - Design-Build Services for ADA Upgrades at Various Stations
 - Prime Contractor: JT TC Joint Venture
 - Current Contract Amount: \$145.8M
 - Local Hiring Goal: 20%

- ✓ **Project:** Design and Construction of a New Jamaica Bus Depot and Parking Lot
 - Prime Contractor: SKANSKA USA Civil Northeast, Inc
 - Current Contract Amount: \$479.9M
 - Local Hiring Goal: 20%

- ✓ **Project:** Rockaway Line Resiliency and Rehabilitation
 - Prime Contractor: SCHIAVONE CONSTRUCTION
 - Current Contract Amount: \$392.6M
 - Local Hiring Goal: 20%



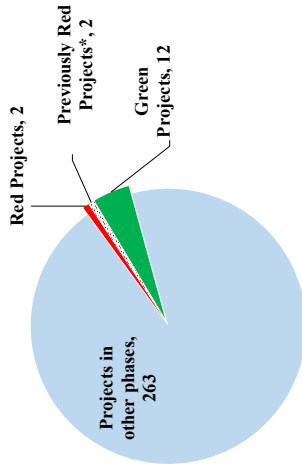
Metropolitan Transportation Authority

1st Quarter 2024 Traffic Light Report on the MTA Capital Program

A total of 279 Projects were Reviewed for the 1st Quarter 2024

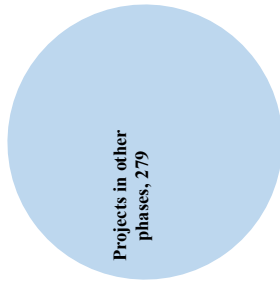
The 279 active projects include 16 projects in Design, 0 in Post-Design to Construction Award, 263 in Construction

16 of 279 Projects in Design



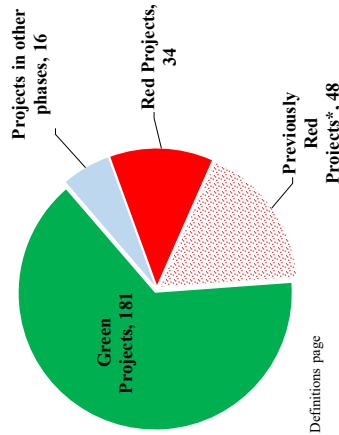
* see Terms and Definitions page

0 of 279 Projects in Post-Design to Construction Award



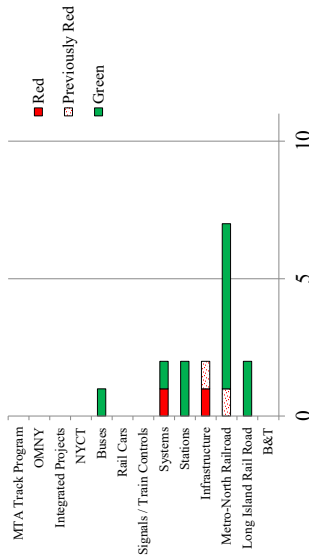
* see Terms and Definitions page

263 of 279 Projects in Construction



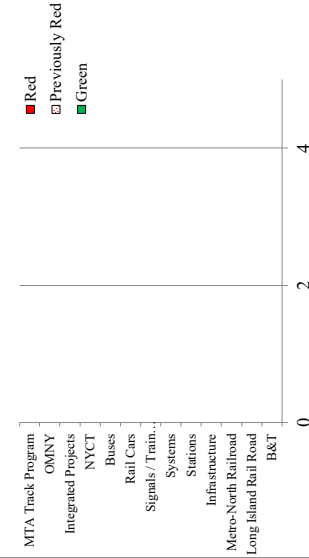
* see Terms and Definitions page

16 Projects in Design



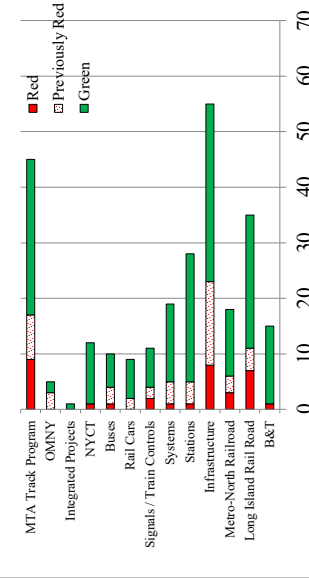
First Quarter 2024: 16 Projects were reviewed in this phase with 12 designated green, 2 as previously red, and 2 red. The 2 red projects had root causes of coordination with other projects and scope change.

0 Projects in Post-Design to Construction Award



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

263 Projects in Construction



First Quarter 2024: 263 Projects were reviewed in this phase with 181 designated green, 48 previously red, and 34 red. The 34 red projects had root causes of unforeseen site conditions, scope changes, design changes, contractor performance, material availability, general orders, MTA resource support, weather delays, increase in estimate, system integration, and coordination with other projects and/or agency.

Project Terms and Definitions

1st Quarter 2024 Traffic Light Report

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

Project Terms and Definitions

Projects in Design: 16

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

Projects in Post Design to Construction Award Phase: 0

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

Projects in Construction: 263

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

Project Terms and Definitions

1st Quarter 2024 Traffic Light Report

Projects in Planning:

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

Completed Projects:

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

Report Index Formulas and Criteria:

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

**1st Quarter 2024 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle									
T8041224	Renewal: Borough Hall LEX	Construction	\$125,153,562	16	1.00	■	0	■	
T8041311	ADA: Borough Hall LEX	Construction	\$39,980,570	16	1.00	■	0	■	G
Broadway Junction Bundle									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	3	1.00	■	0	■	
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$9,400,135	3	1.00	■	0	■	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$347,180,495	3	1.00	■	0	■	G
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,226,473	17	.99	■	0	■	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	3	1.00	■	0	■	
ADA 14th St Complex									
T7041251	Platform Components: 5 Locs CNR	Construction	\$3,592,671	74	1.00	■	0	■	
T70412F4	Subway Street Stairs: 14th Street/6AV	Construction	\$3,649,384	74	1.00	■	0	■	
T70412L2	Platform Components: 14 St 6 AV	Construction	\$8,055,574	74	.99	■	0	■	
T7041330	ADA: 14th St 6th AV/7th AV Complex DES	Construction	\$4,305,325	74	.96	■	0	■	
T7041346	ADA: 6 AV CNR	Construction	\$54,739,887	74	1.00	■	0	■	G
T7041347	ADA: 14 St 6AV	Construction	\$28,459,956	74	1.00	■	0	■	
T7041348	ADA: 14 St BW7	Construction	\$50,963,890	74	.99	■	0	■	
T8041221	Station Ventilators CNR	Construction	\$2,107,462	74	1.00	■	0	■	
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	\$32,806,122	74	1.00	■	0	■	
T8041230	Platform Components: 14th Street / 6 Ave	Construction	\$5,042,631	74	1.00	■	0	■	
T8041283	Track Wall Tiles: 14 St / Broadway-7 Ave	Construction	\$2,262,364	0	1.13	■	0	■	
T8041304	ADA: 6 Ave / Canarsie	Construction	\$33,373,926	74	1.00	■	0	■	

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Stations - ADA Accessibility Program - Projects in Construction									
ADA 14th St Complex									
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	\$29,873,986	74	1.00	▬	0	▬	
T8070312	LSCR 8th Ave CNR	Construction	\$34,975,533	74	1.00	▬	0	▬	
ADA 149th Street and Tremont Ave Bundle									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$112,208,781	65	1.01	▬	0	▬	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$53,932,641	94	1.02	▬	0	▬	
ADA 68th St-Hunter College									
T7041324	ADA: 68 St-Hunter College LEX	Construction	\$144,505,315	71	.99	▬	0	▬	G
T8041225	Platform Components: 68 St. - Hunter College LEX	Construction	\$6,600,830	76	1.00	▬	0	▬	
T8050244	Mainline Track Replacement 2021 / Hunter College	Construction	\$4,245,102	100	.99	▬	0	▬	
ADA Package A									
S8070101	Station Components: New Dorp / SIR	Construction	\$2,316,923	96	1.00	▬	2	▲	
S8070108	ADA: New Dorp SIR	Construction	\$34,715,249	96	1.00	▬	2	▲	
S8070110	Components: New Dorp SIR	Construction	\$1,398,318	96	1.00	▬	2	▲	
T8041215	Station Components: Metropolitan Ave XTN	Construction	\$3,252,158	96	1.00	▬	2	▲	
T8041231	Station Components: Metropolitan Ave XTN	Construction	\$3,679,485	96	1.00	▬	2	▲	
T8041303	ADA: Dyckman St (NB) BW7	Construction	\$20,283,883	96	1.00	▬	2	▲	
T8041317	ADA: Grand St CNR	Construction	\$27,221,551	96	1.00	▬	2	▲	
T8041319	ADA: 7th Ave CUL	Construction	\$44,727,413	96	1.00	▬	2	▲	
T8041327	ADA: Lorimer St CNR	Construction	\$58,131,049	96	1.00	▬	2	▲	R
T8041328	ADA: Metropolitan Ave XTN	Construction	\$46,004,005	96	1.00	▬	2	▲	
T8041332	ADA: East 149th St PEEL	Construction	\$38,676,891	96	1.00	▬	2	▲	
T8041337	ADA: Beach 67th St FAR	Construction	\$43,662,144	96	1.00	▬	2	▲	

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Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 2									
T6041323	ADA: 8th Ave/Sea Beach (Southbnd Ph2)	Construction	\$9,848,899	99	.98	▬	2	▲	
T7041213	Renewal: Woodhaven Blvd JAM	Construction	\$56,851,173	59	.99	▬	2	▲	
T7041314	ADA: Court Square XTN (Elevator Phase)	Construction	\$24,771,690	99	1.00	▬	2	▲	
T7041316	ADA: Woodhaven Boulevard JAM	Construction	\$39,071,718	59	.99	▬	2	▲	G
T7041327	ADA & Station Improvements: Westchester Sq PEL	Construction	\$90,284,470	75	1.00	▬	2	▲	
T7041335	ADA: Queensboro Plaza FLS	Construction	\$74,532,066	60	1.00	▬	2	▲	
T8040708	Replace 5 Elevators at 2 Locations JAM	Construction	\$39,199,964	78	.99	▬	2	▲	
T8041232	Station Renewal: Woodhaven Boulevard/PEL	Construction	\$24,585,263	59	1.00	▬	2	▲	
T8041329	ADA: Woodhaven Blvd/JAM	Construction	\$27,482,430	59	.99	▬	2	▲	
T8041330	ADA & Station Improvements: Westchester Sq/PEL	Construction	\$31,496,241	75	.97	▬	2	▲	
T8041345	ADA: 181 St 8AV	Construction	\$46,801,989	97	.99	▬	2	▲	
T8050246	ML Track Replacement: Westchester Square /Pelham	Construction	\$1,120,000	99	.93	▬	2	▲	
ADA Package 4									
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	39	1.00	▬	0	▬	G
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	39	1.00	▬	0	▬	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,188,332	39	1.00	▬	0	▬	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$77,384,672	39	1.00	▬	0	▬	
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,646,509	39	1.00	▬	0	▬	
T8041371	ADA: 137 St BW7	Construction	\$37,740,218	39	1.00	▬	0	▬	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$13,955,258	39	1.00	▲	0	▬	

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Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	10	1.00	■	0	■	
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,890,911	5	1.00	■	0	■	
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	5	1.00	■	0	■	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	15	1.00	■	0	■	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	5	1.00	■	0	■	G
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	15	1.00	■	0	■	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	5	.99	■	0	■	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	12	1.00	■	0	■	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	5	1.00	■	0	■	
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	5	1.00	■	0	■	
All Other Stations Projects									
Component Repairs - 8th Ave Line									
T8060518	Tunnel Lighting, 50th St to 7th Ave - 8th Ave Line	Construction	\$18,399,742	78	1.00	■	0	■	
T8060519	Fan Plant Fiber Repairs - 8th Ave Line	Construction	\$17,378,521	78	1.00	■	0	■	
T8070329	Line Structure Repairs - 8th Ave Line	Construction	\$79,729,957	78	1.02	■	0	■	G
Station Renewal - Flushing Line - Bundle 1									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	34	1.02	■	0	■	
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	27	.95	■	0	■	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$42,530,808	10	1.00	■	0	■	
T8041258	Station Renewal: Woodside 61st Station	Construction	\$78,707,421	34	1.00	■	0	■	G
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,579,565	27	1.00	■	0	■	
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$129,416,454	27	1.00	■	0	■	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Escalator Replacement Bundle									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$47,962,594	74	1.00	▬	2	▲	
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,557,760	9	1.01	▬	2	▲	G
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$33,626,897	85	.99	▬	2	▲	
Station Renewal - Jamaica Line									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$46,340,371	31	1.01	▬	-5	▼	
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$44,939,013	28	.99	▬	-5	▼	R
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,984,641	1	1.00	▬	-5	▼	
T8041249	Platform Edges Wrap-Up: 104St & 121St/JAM	Construction	\$242,529	0	1.00	▬	-5	▼	
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$10,977,525	31	.99	▬	-5	▼	
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,748,186	28	1.00	▬	-5	▼	
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,045,438	1	1.00	▬	-5	▼	
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$265,315	0	1.00	▬	-5	▼	
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	27	1.00	▬	-5	▼	
Grand Central Bundle									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$23,470,126	45	1.02	▬	0	▬	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$86,424,988	45	1.00	▬	0	▬	
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$18,120,450	90	1.01	▬	0	▬	
Replacement of 37 Elevators at 17 Stations									
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$5,569,282	0	1.00	▬	0	▬	
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,827,997	0	1.00	▬	0	▬	
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	3	1.00	▬	0	▬	G
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	3	1.00	▬	0	▬	

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Construction & Development Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 2									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,599	17	1.01	▬	0	▬	
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,731,043	1	1.00	▬	0	▬	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,577,786	11	1.00	▬	0	▬	
T7041217	Renewal: 69 St FLS	Construction	\$42,977,984	1	.99	▬	0	▬	
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	1	1.00	▬	0	▬	
T8041243	Station Renewal: 111 St / FLS	Construction	\$14,403,140	17	1.00	▬	0	▬	G
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$13,827,711	1	1.00	▬	0	▬	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$12,355,852	11	1.00	▬	0	▬	
T8041246	Station Renewal: 69 St / FLS	Construction	\$13,383,988	1	1.00	▬	0	▬	
T8041247	Station Renewal: 52 St / FLS	Construction	\$15,894,371	1	1.00	▬	0	▬	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,277,620	1	1.00	▬	0	▬	
Grand Central Circulation Improvements									
T8041239	Grand Central: Center Core East / Flushing	Construction	\$109,001,077	41	1.00	▬	0	▬	G
T8041240	Grand Central: Widening Stairs U2/U6 / Lexington	Construction	\$3,968,971	7	1.14	▲	0	▬	
Platform Components - Broadway-7th Ave Line									
T8041218	Platform Components: 5 Locs BW7	Construction	\$72,344,190	55	1.00	▬	0	▬	G
T8050239	ML Track Replacement 2021 / 86th St (Bway-7th Ave)	Construction	\$9,879,541	0	1.00	▲	0	▬	
ADA Package 5									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$35,437,815	4	1.09	▲	0	▬	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$640,608	4	1.00	▬	0	▬	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$15,487,059	4	1.05	▲	0	▬	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$35,364,990	4	1.12	▲	0	▬	

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Construction & Development Stations									
All Other Stations Projects									
ADA Package 5 cont'd									
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,407,665	4	1.10	▲	0	▬	
T8041302	ADA: 96th St/8Av	Construction	\$50,631,773	4	1.06	▲	0	▬	
T8041306	ADA: 86th St / Lex	Construction	\$72,232,156	4	1.05	▲	0	▬	
T8041309	ADA: 81st St / 8 Av	Construction	\$63,096,387	4	1.06	▲	0	▬	
T8041322	ADA: Classon Ave XTN	Construction	\$61,325,407	4	1.07	▲	0	▬	
T8041323	ADA: New Lots Ave/NLT	Construction	\$53,774,339	4	1.07	▲	0	▬	G
T8041326	ADA: 36th St / 4 Av	Construction	\$108,898,229	4	1.06	▲	0	▬	
T8041334	ADA: 242nd Street	Construction	\$48,060,120	4	1.05	▲	0	▬	
T8041341	ADA: Bway/Astoria	Construction	\$58,985,818	4	1.06	▲	0	▬	
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$91,316,934	4	1.07	▲	0	▬	
T8041352	46th St- Bliss St/Flushing	Construction	\$79,915,960	4	1.07	▲	0	▬	
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$28,580,545	4	1.05	▲	0	▬	
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$59,847,028	4	1.06	▲	0	▬	
T8050287	ML Track - 81 St/8Av , 86 St/LEX, 46 St/FLS	Construction	\$47,368,075	4	1.07	▲	0	▬	
All Other Stations									
T8040711	4 Escalators at 2 Locs Dekalb 4Av & 181 St BXC	Construction	\$49,517,599	70	1.00	▬	0	▬	R
T8040712	18 Escalators at 7 Locations	Construction	\$207,688,460	20	1.00	▬	0	▬	G
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	\$81,130,897	20	1.00	▬	0	▬	G
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	17	1.00	▬	0	▬	G
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	0	1.00	▬	0	▬	G
T8041217	Platform Components: 3 Locs QBL/ARC	Construction	\$31,484,972	95	1.00	▬	1	▲	R

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Construction & Development Stations									
All Other Stations Projects									
All Other Stations									
T8041260	Stormwater Mitigation: Street Stairs Package 1	Construction	\$7,070,981	32	1.00	▬	1	▲	G
T8160711	EFR Consolidation: 2 Ave / 6AVe	Construction	\$21,135,776	65	1.00	▬	0	▬	G
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$12,942,382	0	1.00	▬	0	▬	G
T8041255	Station Condition Survey (Group 2)	Design	\$8,436,663	39	1.00	▬	0	▬	G
T8041255	Station Condition Survey (Group 1)	Design	\$8,191,924	38	1.00	▬	0	▬	G
Infrastructure									
207th St Yard Rehab									
ET100210	Power Cable Replacement- 207th Street Yard	Construction	\$46,588,486	99	1.09	▬	0	▬	
ET100218	Sandy Repairs: 207th St Yard Signals	Construction	\$302,525,739	92	1.01	▬	0	▬	
ET100219	Sandy Repairs: 207 St Yard Track	Construction	\$64,157,069	99	1.05	▬	0	▬	
ET100220	Sandy Repairs: 207 St Yard Switches	Construction	\$51,251,993	98	1.02	▬	0	▬	
ET100310	Long Term Perimeter Protection: 207th St Yard	Construction	\$171,745,427	83	1.09	▲	0	▬	R
ET100312	Sandy Mitigation: 207th Street Yard Portal	Construction	\$28,319,591	95	1.00	▬	0	▬	
Tiffany Warehouse Mitigation									
ET160312	Sandy Mitigation: Tiffany Central Warehouse	Construction	\$27,327,189	92	1.09	▬	0	▬	
T7160723	Tiffany Warehouse Exterior Wall Structural Repair	Construction	\$20,355,749	92	1.09	▲	0	▬	
T7160727	Roof Replacement: Tiffany Central Warehouse	Construction	\$19,713,526	92	1.06	▬	0	▬	R
Structural Rehab and Overcoat Painting at 180th St									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	33	1.00	▬	0	▬	
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$71,108,920	33	1.01	▬	0	▬	G
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$64,154,261	33	1.00	▬	0	▬	
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	33	1.00	▬	0	▬	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Infrastructure									
Structural Rehab and Overcoat Painting at 180th St cont'd									
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	33	1.15	▼	0	▬	
Overcoat Painting - Jamaica Line									
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$82,856,572	8	1.02	▬	0	▬	
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$74,388,237	8	1.02	▬	0	▬	G
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$59,607,283	8	1.02	▬	0	▬	
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	8	1.00	▬	0	▬	
Component Repairs - Concourse Line									
T8060502	Fan Plants: Various Locations	Construction	\$3,356,286	100	1.00	▬	0	▬	
T8060512	Fan Plants Component Repairs - BXC Line	Construction	\$237,910	100	1.00	▬	0	▬	
T8060525	Fan Plant Comp Repr: BXC (AWO to C48704)	Construction	\$1,550,000	0	1.00	▬	0	▬	
T8070318	LSCRP 161 - 192 Sts BXC	Construction	\$125,567,416	0	.98	▲	0	▬	G
T8070319	Vents 161 - 192 Sts BXC	Construction	\$10,750,549	0	.91	▲	0	▬	
T8080640	Antenna Cable Concourse Line (IND)	Construction	\$9,758,422	0	1.00	▬	0	▬	
Steinway Tunnel Portal Resiliency									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	18	1.00	▬	0	▬	
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$20,676,889	18	1.00	▬	0	▬	G
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	0	1.00	▬	0	▬	
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,475,829	65	1.00	▬	0	▬	
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	10	1.00	▬	0	▬	
Hardening of 26 Substations									
ET090307	Hardening of Substations at 24 Locations	Construction	\$98,549,996	24	1.00	▬	0	▬	G
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,589,474	24	.99	▬	0	▬	
ET090314	Hardening Substations: Tudor City	Construction	\$6,441,432	24	1.03	▬	0	▬	

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Construction & Development Infrastructure									
Hardening of 26 Substations cont'd									
T60412J3	Sandy Mitigation: 26 Substations - Core 1	Construction	\$23,971,377	20	1.00	■	0	■	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	20	1.00	■	0	■	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	20	1.00	■	0	■	
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$19,000,000	20	1.00	■	0	■	
Jamaica Bus Depot Reconstruction									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$6,192,109	0	.73	■	0	■	
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	■	0	■	
T8120303	Jamaica Depot Reconstruction	Construction	\$596,907,415	10	1.03	■	0	■	R
T8120307	Bus Parking Lot at York College	Construction	\$26,980,186	86	1.00	■	0	■	
Substation Renewal - 3 Locations									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,741,749	19	1.00	■	0	■	
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$3,147,450	19	1.00	■	0	■	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$350,000	19	1.00	■	0	■	
T8090221	Substation Renewal: 13 St / CUL	Construction	\$28,992,599	19	1.00	■	0	■	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$26,171,108	19	1.00	■	0	■	G
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,379,497	19	1.00	■	0	■	
Coney Island Abutment Wall and St. Mark's Ave Bridge									
T8070332	Repair Abutment Wall: Coney Island Yard	Construction	\$14,837,740	25	.96	■	0	■	G
T8070333	Replace Bridge: St Marks Ave/Franklin Ave Shuttle	Construction	\$19,951,880	15	.97	■	0	■	
SIRTOA Station Components and Bridge Rehabilitation									
S8070101	Station Components: Various Locations	Design	\$34,294,362	98	1.00	■	4	▲	R
S8070103	Rehabilitate: Stapleton Viaduct	Design	\$29,260,271	98	1.00	■	4	▲	
S8070103	Overcoat 6 SIR Bridges	Design	\$22,268,697	98	1.00	■	4	▲	

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Construction & Development Infrastructure									
SIRTOA Station Components and Bridge Rehabilitation cont'd									
S8070103	Rehabilitate Garretson Ave. Bridge	Design	\$10,763,878	98	1.00	▬	4	▲	
Direct Fixation Track Replacement - 63rd St and Jamaica Lines									
T70502A3	Myrtle Av Line (U69 Plates)	Construction	\$406,037	100	1.00	▬	0	▬	
T8050241	Jamaica Direct Fixation	Construction	\$57,674,644	100	1.00	▬	0	▬	
T8050242	63rd Street Direct Fixation	Construction	\$111,870,160	98	1.04	▬	0	▬	R
T8070326	Jamaica Structural Repairs	Construction	\$2,195,062	100	1.00	▬	0	▬	
T8070327	63 St Structural Repairs	Construction	\$1,559,591	98	1.00	▬	0	▬	
T8090211	Jamaica Line: 84C Contact Rail	Construction	\$3,566,446	100	1.00	▬	0	▬	
T8090212	Jamaica Line Negative Side Feeders	Construction	\$429,285	100	1.00	▬	0	▬	
T8090213	63 St 84C Contact Rail	Construction	\$9,545,612	98	1.00	▬	0	▬	
T8090214	63 St Negative Side Feeders	Construction	\$946,040	98	1.00	▬	0	▬	
Rehabilitation of Pumping Facilities									
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	\$1,969,458	85	1.00	▬	6	▲	
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	\$15,603,894	57	1.06	▲	6	▲	R
Fresh Pond Yard Lighting and Fencing Rehab									
T8100405	Yard Fencing: Fresh Pond Yard	Construction	\$800,000	0	1.00	▬	0	▬	
T8100418	Yard Lighting: Fresh Pond Yard	Construction	\$12,096,805	0	1.00	▬	0	▬	G
T8100424	Yard Fencing: Fresh Pond Yard	Construction	\$12,415,932	0	1.00	▬	0	▬	
Bus Radio System									
T6120403	Replace Bus Radio System	Construction	\$225,090,627	80	1.04	▼	1	▲	R
T6120444	Repair of East New York Tower	Construction	\$5,480,867	94	1.17	▼	1	▲	
T8120402	Miscellaneous Depot Investments	Construction	\$0	0	.00	▬	1	▲	
T8120410	Bus Radio System - CCM Contract	Construction	\$16,496,416	37	1.21	▬	1	▲	

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Infrastructure									
Construction & Development									
Bus Radio System cont'd									
U6030226	Bus Radio System	Construction	\$34,228,910	80	1.06	▼	1	▲	
U7030211	Bus Radio System - MTA Bus Share	Construction	\$43,928,428	85	1.04	▬	1	▲	
U7030224	Repair of East New York Tower (MTAB)	Construction	\$1,826,956	98	1.17	▼	1	▲	
U8030233	Bus Radio System - MTAB	Construction	\$1,612,500	80	1.00	▬	1	▲	
New Substations at New Dorp and Clifton Stations									
S7070106	New Power Substation: New Dorp	Construction	\$26,637,752	98	1.09	▬	0	▬	R
S7070107	New Power Substation: Clifton	Construction	\$32,699,174	98	1.06	▬	0	▬	
Portable Bus Lift Replacement Bundle									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	0	1.00	▬	0	▬	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	0	1.00	▬	0	▬	G
Substation Component Replacement - Multiple Locations									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,237,485	0	1.00	▬	0	▬	
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	0	1.00	▬	0	▬	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$23,819,411	39	1.06	▬	0	▬	G
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,936,611	14	1.00	▬	0	▬	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$25,673,999	11	.99	▬	0	▬	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,825,385	7	1.01	▬	0	▬	
Rockaway Line Resiliency and Viaduct Rehabilitation									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,298,205	23	.99	▬	0	▬	
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$83,536,547	22	1.02	▬	0	▬	
ET070312	Rockaway Line Long Term Protection	Construction	\$74,569,967	12	1.01	▬	0	▬	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	12	1.00	▬	0	▬	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,523,522	3	.99	▬	0	▬	

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Infrastructure									
Rockaway Line Resiliency and Viaduct Rehabilitation cont'd									
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	▬	0	▬	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$117,988,006	31	1.00	▬	0	▬	
T8070310	Special/Misc. Structures Design	Construction	\$3,320,572	0	.94	▬	0	▬	
T8070310	Special/Misc. Structures Design	Construction	\$2,716,750	0	1.18	▬	0	▬	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,275,039	14	1.00	▬	0	▬	
T8070324	Rehab Hammels Wye	Construction	\$106,344,382	15	1.00	▬	0	▬	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	10	1.00	▬	0	▬	
Sandy Mitigation for Street Openings and Vent Bays									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$10,166,727	0	1.04	▬	0	▬	G
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$8,104,625	0	4.88	▲	0	▬	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$10,727,779	0	.62	▼	0	▬	
Pump Room Mitigation									
ET060327	Existing Pump Room Enhancements	Construction	\$35,477,112	5	.88	▼	0	▬	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$33,172,385	0	1.00	▬	0	▬	
Duct Sealing & Pump Room Hardening - Jerome & Pelham Tube									
ET060305	Sandy Mitigation: Fan Plant 2 Locations	Construction	\$317,922	0	1.00	▬	0	▬	
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,827,637	2	1.00	▬	0	▬	G
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,728,002	0	1.00	▬	0	▬	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	0	1.00	▬	0	▬	
Sandy Power Repair - 12 CBHs and 3 Substations									
ET060305	Sandy Mitigation: Fan Plant 3 Locations	Construction	\$388,658	0	1.00	▬	0	▬	
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,675,966	0	1.00	▬	0	▬	
ET090244	Traction Power Repairs: Various Locations	Construction	\$94,908,416	0	1.00	▬	0	▬	G

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Construction & Development Infrastructure									
Substation Component Replacement Bundle									
T7090206	Replace High Tension Switchgear at 7 Substations	Construction	\$30,939,828	99	1.01	■	4	▲	R
T8090216	Replace Transformer and Associated Equip - 41 St Substation	Construction	\$6,586,000	90	.94	▼	4	▲	
HVAC Upgrade at College Point and Spring Creek Depots									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	0	1.00	■	0	■	
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	0	1.00	■	0	■	G
All Other Infrastructure									
ET070209	Sandy Repairs: Rockaway Line Wrap Up	Construction	\$49,190,445	85	.99	■	3	▲	R
ET100314	Sandy Mitigation: 207th Street Sewers	Construction	\$141,002,659	78	.94	■	0	■	R
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	\$16,925,776	0	1.01	■	0	■	G
ET160310	Sandy Mitigation: Consolidated Revenue Facility	Construction	\$12,410,078	98	1.06	▲	0	■	R
S8070112	SIR Track and Switch Replacement	Construction	\$87,721,225	3	1.00	■	0	■	G
T7060506	Rehab Forsyth St Vent Plant	Construction	\$86,402,046	98	.93	■	3	▲	R
T7070308	Rehabilitation of Emergency Exit at 168th St. Station, BWY7 Line	Construction	\$18,214,692	14	.94	▼	4	▲	R
T7090202	Substation Renewal: Av Z CUL	Construction	\$34,118,887	93	1.06	▲	0	■	R
T7090219	New Substation: Canal St 8AV	Construction	\$80,512,565	33	.99	■	0	■	G
T7100441	New Railcar Receiving Improvements	Construction	\$117,531,731	43	.97	■	0	■	G
T7120306	Generator: Yukon Depot	Construction	\$11,816,772	98	1.00	■	3	▲	R
T7120307	Roof, Office, HVAC: Fresh Pond Depot	Construction	\$15,058,598	100	1.01	■	0	■	R
T7120321	East New York Depot Windows and Facade	Construction	\$19,315,319	96	1.06	■	3	▲	R
T8041282	Supphin Blvd -Archer Ave: Comm and Security	Construction	\$7,571,734	43	1.00	■	0	■	G
T8060505	Rehab Deep Wells & Control Upgrade Nostrand Line	Construction	\$22,335,506	64	.99	■	0	■	R
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,757,610	74	1.00	■	4	▲	R

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Construction & Development									
Infrastructure									
All Other Infrastructure									
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$28,254,505	5	1.01	▬	1	▲	G
T8060524	Deep Wells Backflushing, 2 Locations	Construction	\$11,901,885	5	1.00	▬	0	▬	G
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$96,979,763	11	.96	▬	0	▬	G
T8070345	Steel Repair, Culver Line North	Construction	\$51,077,941	30	.96	▬	0	▬	G
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	0	1.00	▬	0	▬	G
T8070354	LSCR P Lexington / Jerome	Construction	\$82,498,099	1	.97	▬	0	▬	G
T8090215	New Substation: 28 St / 8AV	Construction	\$71,157,643	44	1.00	▬	0	▬	G
T8090410	Installation of Second Negative Rail / Dyre	Construction	\$22,574,447	78	.68	▬	0	▬	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$58,576,103	22	1.02	▲	0	▬	G
T8100417	207th St OH Facility	Construction	\$38,939,117	32	.99	▬	0	▬	G
T8120304	Roof Topping & Expansion Joints Replacement at MJQ	Construction	\$14,005,317	95	1.11	▬	3	▲	R
T8160705	Livingston Plz Elec, Mechanical, Generator Phase B	Construction	\$67,520,142	78	.97	▬	3	▲	R
T8160706	EMD Facility: Hoyt-Schermerhorn FUL	Construction	\$21,379,909	79	1.46	▲	3	▲	R
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,460,688	70	1.00	▬	3	▲	R
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	\$17,720,993	0	1.00	▬	2	▲	G
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$77,732,109	50	1.00	▬	4	▲	R
Systems									
Upgrade SCADA System - BMT Division									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$13,306,575	65	.99	▬	0	▬	G
T8090406	Upgrade SCADA BMT	Construction	\$50,846,675	65	.99	▬	0	▬	G
Modernization of Fire Alarm Systems - DOS									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,141,936	3	.96	▬	0	▬	G

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Construction & Development Systems									
Modernization of Fire Alarm Systems - DOS cont'd									
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$82,591,066	3	1.00	▬	0	▬	G
Communication Room Upgrades									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	\$2,237,400	0	1.00	▬	0	▬	
T8080660	Comm Room Upgrade: APC Repl	Construction	\$18,147,778	9	1.00	▬	0	▬	G
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	\$394,253	9	1.00	▬	0	▬	
All Other Systems									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$80,977,717	95	1.03	▬	3	▲	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$44,620,384	28	1.00	▬	12	▲	R
T7080607	UHF T-Band Radio System Replacement	Construction	\$6,867,054	90	.92	▼	0	▬	G
T8080615	Liftnet Transition to Ethernet; Ph. 2 - Package 1	Construction	\$6,053,453	88	.67	▬	2	▲	R
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$7,477,724	68	.98	▬	0	▬	R
T8080624	PACIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,745,562	0	1.00	▬	0	▬	G
T8080641	Asynch Fiber Optic Network Ring F	Construction	\$24,356,123	89	.88	▬	6	▲	R
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$22,704,769	17	1.00	▬	0	▬	G
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$32,844,269	5	1.00	▬	0	▬	G
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,469,698	29	1.00	▬	0	▬	G
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,215,662	8	.98	▬	0	▬	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	1	1.00	▬	0	▬	G
Signals / Train Controls									
CBTC - QBL East									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	36	1.00	▬	0	▬	
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$411,336,440	36	1.00	▬	0	▬	G

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Construction & Development									
Signals / Train Controls									
CBTC - Crosstown Line									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$688,151	26	1.06	▲	0	▬	
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$592,120,370	26	.99	▬	0	▬	G
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	26	1.00	▬	0	▬	
CBTC - 8th Ave Line									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$231,856,918	85	1.05	▬	0	▬	G
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	85	1.00	▬	0	▬	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$259,878,211	85	1.00	▲	0	▬	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	85	1.00	▬	0	▬	
Culver Yard Flood Mitigation									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$117,038,513	1	1.00	▬	0	▬	G
T6160210	Hurricane Sandy Recovery Work	Construction	\$674,942	1	1.00	▬	0	▬	
CBTC - Culver Line									
T7080307	Interlocking Modernization: Ditas CUL	Construction	\$112,133,763	93	.91	▬	0	▬	
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$136,461,822	93	1.02	▬	0	▬	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$181,218,203	93	.96	▬	0	▬	
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,929,364	93	1.01	▬	0	▬	
CBTC - QBL West									
T6080319	CBTC Queens Blvd Ln West Ph 1	Construction	\$88,210,074	100	1.01	▼	0	▬	R
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	\$11,900,000	63	1.00	▬	0	▬	
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	\$55,498,782	98	1.11	▬	0	▬	
T8080332	CBTC QBL West (additional costs)	Construction	\$7,132,940	49	1.37	▬	0	▬	
All Other Signals / Train Controls									
T7080327	Life Cycle Mod - Speed Enforcement Systems	Construction	\$60,318,086	0	.92	▬	0	▬	G

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Construction & Development									
Signals / Train Controls									
All Other Signals / Train Controls									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	53	.99	▬	12	▲	R
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$36,476,901	53	.99	▬	13	▲	R
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,878,358	40	1.00	▬	0	▬	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	0	1.00	▬	0	▬	G
NYCT									
ABLE Phase 2B Bundle									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	31	1.00	▬	0	▬	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	2	1.00	▬	0	▬	
All Other NYCT									
T6160705	Employee Facility Rehab: RTO Chambers St NAS	Construction	\$19,689,116	98	1.05	▬	3	▲	R
T8041223	Station Ventilators Ph 21 - 4 Locs/ Manh & BX	Construction	\$10,260,856	14	1.00	▬	-6	▼	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,478,119	59	1.00	▬	0	▬	G
T8041254	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	Construction	\$9,182,508	56	1.00	▬	0	▬	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	▬	0	▬	G
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	0	1.00	▬	0	▬	G
T8070334	Rehab of Emergency Exits - 2022	Construction	\$12,507,676	99	1.00	▬	0	▬	G
T8070355	Rehab Emergency Exits	Construction	\$9,314,125	33	1.00	▬	0	▬	G
T8070356	LSCRP:Defects w/in Stations(I/H) E Bdwy 6AV	Construction	\$17,757,786	75	1.00	▬	0	▬	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	▬	0	▬	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$20,215,200	2	1.53	▲	0	▬	G
MTA Track Program									
NYCT Department of Subways Track Projects									
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	93	1.00	▬	0	▬	R

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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program									
T8050211	Mainline Track Replacement 2020 / Jamaica	Construction	\$33,855,426	100	1.20	▬	0	▬	R
T8050227	Mainline Track Replacement 2021 / 11th st Cut	Construction	\$20,176,544	100	1.01	▬	0	▬	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$23,839,948	76	.88	▼	5	▲	R
T8050234	Mainline Track Replacement 2021 / Jerome	Construction	\$12,601,107	96	1.46	▲	2	▲	R
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$8,079,477	59	1.00	▬	6	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$32,977,292	73	1.00	▬	7	▲	R
T8050251	Mainline Track - 2022 / Support Costs	Construction	\$13,318,003	87	1.00	▬	0	▬	G
T8050252	Mainline Track Replacement 2022 / Myrtle	Construction	\$8,124,813	86	.88	▼	7	▲	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$23,698,058	75	1.00	▬	2	▲	G
T8050266	ML Track - 2022/ White Plains Rd	Construction	\$19,002,082	87	1.00	▬	3	▲	R
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	\$102,636,053	77	1.00	▬	0	▬	R
T8050272	ML Track - 2023 DES/EFA	Construction	\$16,203,809	35	1.00	▬	0	▬	G
T8050274	ML Track - 2023 / AST	Construction	\$16,839,567	45	1.00	▬	0	▬	R
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$28,085,121	8	1.00	▬	0	▬	G
T8050276	Mainline Track Replacement 2023 / Jamaica	Construction	\$12,204,511	4	1.00	▬	0	▬	G
T8050277	ML Track - 2023 / CNR	Construction	\$56,144,604	22	1.00	▬	0	▬	G
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$19,606,108	39	1.00	▬	0	▬	G
T8050281	Mainline Track Replacement 2023 / West End	Construction	\$5,312,262	0	.57	▼	0	▬	G
T8050284	Mainline Track Replacement 2023 / 4 Avenue	Construction	\$11,292,382	34	1.00	▬	7	▲	R
T8050289	ML Track Replacement 2023/ White Plains Rd	Construction	\$12,882,077	86	1.00	▬	2	▲	G
T8050290	ML Track Replacement 2023/ Bwy (Canal St)	Construction	\$14,037,902	19	1.00	▬	10	▲	R

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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program									
T8050292	ML Track Replacement 2024/Broadway-7th Ave	Construction	\$8,675,355	85	1.00	▬	0	▬	G
T8050293	ML Track Replacement 2024/ Pelham	Construction	\$15,271,509	8	1.00	▬	0	▬	G
T8050294	ML Track Replacement 2024/ White Plains Road	Construction	\$23,624,597	1	1.00	▬	0	▬	G
T8050295	ML Track Replacement 2024/ Jamaica	Construction	\$27,989,918	11	1.00	▬	0	▬	G
T8050296	ML Track Replacement 2024/ Eastern Parkway	Construction	\$15,666,923	25	1.00	▬	0	▬	G
T8050298	ML Track- 2024 DES/EFA	Construction	\$16,203,809	0	1.00	▬	0	▬	G
T8050299	ML Track Replacement 2024/ 4 Avenue	Construction	\$24,232,055	21	1.00	▬	0	▬	G
T80502A2	ML Track Replacement 2024/ Brighton	Construction	\$7,526,581	34	1.00	▬	0	▬	G
T80502A5	ML Track Replacement 2024/Dyre	Construction	\$8,355,210	0	1.00	▬	0	▬	G
T8050322	Mainline Switches - 2022 DES/EFA	Construction	\$15,713,385	90	1.00	▬	0	▬	G
T8050324	Mainline Track Switches 2022 / 8th Avenue	Construction	\$23,119,466	0	.70	▼	-3	▼	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$21,321,211	68	1.00	▲	6	▲	R
T8050334	ML Switches -2023 DES/EFA	Construction	\$17,713,385	65	1.00	▬	0	▬	G
T8050336	ML Switches - 2023 / FUL	Construction	\$40,796,690	20	1.00	▬	0	▬	R
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	34	1.00	▬	8	▲	R
T8050340	ML Switches - 2023 / SEA	Construction	\$10,337,265	0	1.00	▬	0	▬	G
T8050341	ML Switches - 2023 / MYR	Construction	\$10,771,466	0	.79	▼	0	▬	G
T8050342	Mainline Switches - 2024 DES/EFA	Construction	\$17,713,385	0	1.00	▬	0	▬	G
T8050351	Mainline Track Switches 2024 / West End	Construction	\$8,840,060	20	1.00	▬	0	▬	G
LIRR and MNR Track Projects									
L8030103	Yard Track Rehabilitation	Construction	\$7,437,816	0	.92	▼	1	▲	R

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Construction & Development									
MTA Track Program									
LIRR and MNR Track Projects									
All Other MTA Track Program									
L8030109	2024- Annual Track Program	Construction	\$81,040,875	0	1.00	▬	0	▬	G
M8030103	Mainline Turnouts 2023	Construction	\$23,900,000	100	1.00	▬	-11	▼	G
M8030111	2023 Cyclical Track Program	Construction	\$30,100,000	0	1.00	▬	-12	▼	G
Commuter Railroads									
Long Island Rail Road									
Babylon Interlocking									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,643,747	15	1.00	▬	0	▬	G
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$92,900,000	24	1.00	▬	0	▬	G
Babylon to Patchogue Signals									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,968,545	36	.97	▬	11	▲	R
L8050203	Babylon to Patchogue	Construction	\$10,109,200	0	1.01	▬	12	▲	R
Long Island City Yard Resiliency									
EL0602ZL	Long Island City Yard Restoration - Phase 3B	Construction	\$6,999,074	48	1.00	▬	5	▲	R
EL0603ZS	Long Island City Yard Resiliency - Wall and Pumping System	Construction	\$26,287,019	60	1.00	▬	5	▲	R
EL0603ZU	Long Island City Yard - Construction	Construction	\$2,381,000	60	1.00	▬	5	▲	R
L606016J	Long Island City Yard - Phase 3B Core	Construction	\$15,217,000	60	1.01	▬	5	▲	R
LIRR Centralized Train Control Integration									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$17,000,000	20	1.00	▬	24	▲	R
L8050204	Centralized Train Control	Construction	\$14,899,603	25	1.05	▲	24	▲	R
LIRR ADA Package									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,787,433	0	1.00	▬	0	▬	G
L8020413	ADA Copeague Platform and New Elevator	Construction	\$18,045,726	11	1.00	▬	0	▬	G

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
LIRR ADA Package cont'd									
L8020414	ADA St Albans New Elevator	Construction	\$25,459,146	0	1.00	▬	0	▬	
L8020420	ADA Amityville Station	Construction	\$15,469,291	21	1.00	▬	0	▬	
L8020421	ADA Laurelton Station	Construction	\$22,210,135	0	1.00	▬	0	▬	
L8020422	ADA Massapequa Park Station	Construction	\$15,900,038	21	1.00	▬	0	▬	
L8020423	ADA Lindenhurst Station	Construction	\$17,982,066	21	1.00	▬	0	▬	
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$23,671,492	0	1.00	▬	0	▬	
L8020425	Auburndale Elevator Replacement	Construction	\$8,257,909	0	1.04	▬	0	▬	
LIRR ADA Package 2									
L8020409	ADA Hollis Station	Construction	\$88,374,028	2	.90	▬	0	▬	
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,166,124	2	.94	▬	0	▬	
L8020426	Babylon Station Platforms	Construction	\$155,000,000	2	1.28	▬	0	▬	G
All Other LIRR									
EL0602ZD	West Side Storage Yard Restoration	Construction	\$43,986,089	85	1.00	▬	-1	▼	R
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$21,432,744	36	1.09	▬	2	▲	G
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	55	1.00	▬	0	▬	R
L8020418	Mets-Willels EIC Relocation	Construction	\$20,077,537	71	.98	▬	0	▬	R
L8020701	GCT Facility Needs	Construction	\$15,835,231	42	1.39	▲	24	▲	R
L8030101	Construction Equipment	Construction	\$40,000,000	13	1.00	▬	0	▬	G
L8030101	New Track Geometry Car	Construction	\$20,000,000	5	1.00	▬	2	▲	G
L8030102	Various Right of Way Projects	Construction	\$10,000,000	45	1.00	▬	0	▬	G
L8030105	Queens Interlocking	Construction	\$128,476,782	47	1.01	▬	0	▬	G

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other LIRR									
L8030402	Jamaica Capacity Improvements - Phase Two	Construction	\$20,000,000	0	1.00	▬	0	▬	G
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,604,014	18	1.00	▬	0	▬	G
L8040109	Webster Avenue Bridge Replacement	Construction	\$16,052,002	3	1.02	▬	0	▬	G
L8050101	Comm. Pole Line	Construction	\$8,000,000	85	1.00	▬	0	▬	G
L8050102	Comm Component Replacement	Construction	\$8,015,076	75	1.00	▬	0	▬	G
L8050103	Fiber Optic Network	Construction	\$24,000,000	77	1.33	▬	0	▬	R
L8050106	Radio Head-End Replacement	Construction	\$12,000,000	37	1.00	▬	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$66,688,316	17	1.05	▲	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$20,000,000	78	1.00	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	0	1.00	▬	0	▬	G
L8060105	Mid Suffolk Yard Phase 2	Construction	\$30,000,000	5	1.00	▬	24	▲	R
L8060403	Fire Protection Improvements	Construction	\$25,000,000	9	1.00	▬	0	▬	G
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	\$9,000,000	0	1.00	▼	1	▲	G
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	27	1.00	▬	24	▲	R
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	33	1.00	▬	24	▲	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	55	1.00	▬	24	▲	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	57	1.00	▬	24	▲	G
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	30	1.00	▬	24	▲	G
L8070106	Substation Component Renewal	Construction	\$15,226,781	25	1.00	▬	24	▲	R
L8070107	Jamaica Substation	Construction	\$74,303,279	21	.95	▬	0	▬	G
L80204DD	ADA Accessibility and Components 24 Stations DES	Design	\$18,100,000	49	1.09	▲	0	▬	G

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other LIRR									
L8040103	Systemwide Bridge Assessment Study	Design	\$45,000,000	35	1.04	▬	0	▬	G
Metro-North Railroad									
86th and 110th St Substations									
M6050103	H&H Power (86th St / 110th St)	Construction	\$18,877,697	100	1.00	▬	11	▲	R
M7050113	H&H Power (86th St / 110th St)	Construction	\$18,084,612	99	1.35	▲	11	▲	
Grand Central Terminal Trainshed									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	45	1.00	▬	0	▬	
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	45	1.00	▬	0	▬	
M8020101	GCT Trainshed - Sector 1	Construction	\$203,678,206	45	1.01	▬	0	▬	G
Harlem and New Haven Line Priority Repair Bundle									
M7020204	Harlem Line Station Improvements	Construction	\$20,871,904	0	.98	▬	1	▲	R
M7020217	Purdy's Elevator Improvements	Construction	\$7,787,255	0	.90	▬	1	▲	
All Other MNR									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,001,367	97	.98	▬	5	▲	R
M7030303	F/A Undergrade Bridge Rehabilitation West of Hudson	Construction	\$9,404,423	76	1.04	▬	0	▬	R
M7030304	Moodna/Woodbury Viaduct (incl timbers/walkways)	Construction	\$15,966,868	20	1.00	▬	0	▬	G
M7050101	Replace MA's in Signal Substations	Construction	\$32,897,111	60	1.23	▬	0	▬	R
M7050105	Harlem & Hudson Power Improvement & City Water Substation	Construction	\$29,200,000	90	1.23	▼	7	▲	R
M8020201	Upper Hudson and & Harlem Station Priority Repairs	Construction	\$38,315,784	81	.80	▬	0	▬	G
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$173,409,400	0	.80	▼	1	▲	G
M8030104	Rock Slope Remediation - East of Hudson	Construction	\$6,345,538	50	.85	▬	0	▬	G
M8030107	MoW Equipment	Construction	\$27,814,029	16	.73	▬	0	▬	G

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
All Other MNR									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$742,158,930	21	.89	▬	0	▬	G
M8030212	Replace South Street and Fulton Ave Bridges (MTV)	Construction	\$47,464,275	40	.97	▬	0	▬	G
M8040104	Network Infrastructure	Construction	\$13,049,213	1	.90	▬	0	▬	G
M8050109	NHL Pelham Substation Replacement	Construction	\$43,253,353	0	.96	▬	2	▲	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$64,436,364	12	.99	▬	0	▬	G
M8060101	Upgrade Automotive Fuel System	Construction	\$12,414,437	20	.97	▬	0	▬	G
M7020101	GCT Trainshed - Sector 2 Design	Design	\$28,475,986	100	1.08	▬	0	▬	R
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$6,415,924	32	.83	▬	24	▲	G
M8020101	GCT Trainshed Study and Inspection	Design	\$11,168,298	95	.74	▬	2	▲	G
M8020102	Park Avenue Tunnel Improvements	Design	\$10,896,049	40	.82	▬	2	▲	G
M8030304	Moodna/Woodbury Viaduct Repairs	Design	\$38,903,228	30	.97	▬	0	▬	G
M8050106	Hudson Line Track 1 Electrification	Design	\$3,489,753	40	.34	▬	0	▬	G
B&T									
BW Bridge Structural Steel Rehab and Painting									
D801BW14	Miscellaneous Structural Rehabilitation	Construction	\$23,627,018	87	.85	▬	0	▬	G
D807BWPT	BW Facility-Wide Painting Program	Construction	\$9,326,855	98	.94	▬	0	▬	
TN Bridge Tower Protection, Painting, and Elevator Rehab									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$4,208,314	100	.63	▬	0	▬	
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,030,374	0	.86	▬	0	▬	
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	0	.86	▼	0	▬	G
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$14,698,186	0	.76	▲	0	▬	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$48,554,418	15	.88	▲	0	▬	

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
Henry Hudson Bridge Retaining Walls and Shared Use Path									
D801HH37	HHB - North Abutment & Retaining Wall Replacement	Construction	\$4,609,800	5	.51	▼	0	▬	
D802HH07	Henry Hudson Bridge - Shared Use Path	Construction	\$14,947,065	5	.84	▬	0	▬	G
TN Bridge Structural Steel Rehab and Painting									
D801TN52	Miscellaneous Structural Steel Rehabilitation at TN Bridge	Construction	\$5,258,683	76	.72	▬	0	▬	G
D807TNPT	TN Facility-Wide Painting Program - Phase 1	Construction	\$11,956,917	89	.70	▬	0	▬	
Painting and Misc Lighting Improvements at VNB									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$27,502,527	0	.90	▲	0	▬	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$114,122,237	0	.87	▼	0	▬	G
Structural Rehab. at Cross Bay and Marine Parkway Bridges									
D801CB30	Structural Rehabilitation of CBB	Construction	\$29,674,635	40	.83	▬	0	▬	G
D801MP16	Miscellaneous Steel Repairs	Construction	\$6,800,000	35	.75	▬	0	▬	
VN Bridge Lower Level Deck Rehabilitation and Painting									
D804VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$87,380,224	17	.86	▬	0	▬	G
D807VN81	Structural Painting - Verrazzano Narrows Bridge	Construction	\$16,720,604	17	.95	▬	0	▬	
Utility Redundancy and Resiliency Improvements at BW and VN Bridges									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,218,904	19	.87	▬	0	▬	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$15,868,795	19	.86	▬	0	▬	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	19	.88	▬	0	▬	
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$16,732,218	2	.85	▼	0	▬	
D801RK19	Suspended Span Retrofit	Construction	\$400,365,603	2	.86	▼	0	▬	G
D807RK19	Zone/Maintenance Painting of Suspended Spans	Construction	\$44,972,747	2	.88	▬	0	▬	

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Construction & Development									
B&T									
Central Business District Tolling Program									
C801CP01	CBDT - Exploratory Work	Construction	\$3,907,631	64	1.00	▬	0	▬	
C801CP02	CBDT - Program Management	Construction	\$101,599,183	64	1.08	▬	0	▬	
C801CP03	CBDT - Design-Build & Integration	Construction	\$278,453,669	64	.95	▬	0	▬	G
C801CP04	CBDT - Customer Service Ctr.	Construction	\$30,975,652	64	.92	▬	0	▬	
C801CP05	CBDT - Inter-Agency Agreements	Construction	\$5,125,576	64	.83	▬	0	▬	
All Other B&T									
D801HH36	Dyckman Street Substations Upgrade	Construction	\$42,877,395	85	.86	▬	0	▬	G
D801RK93	Reconstruct / Relocate Randall's Island Ramps (QR & RM)	Construction	\$115,724,363	59	.87	▬	-4	▼	G
D802VN86	Widening Belt Parkway, Phase 1B	Construction	\$36,733,790	42	.90	▬	0	▬	G
D805AWX9	Service Building Upgrades	Construction	\$8,566,681	0	.88	▬	0	▬	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$27,405,028	65	.87	▬	3	▲	R
Cross Agency									
Integrated Projects									
Penn Station Access									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$250,000,000	27	.89	▬	0	▬	
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$30,332,150	27	1.00	▬	0	▬	
G7110107	Penn Station Access D/B Stations	Construction	\$0	27	.00	▬	0	▬	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	27	1.00	▬	0	▬	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	0	1.00	▬	0	▬	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	27	1.00	▬	0	▬	
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	27	1.00	▬	0	▬	G
G8110114	Penn Station Access Systems	Construction	\$186,074,700	27	1.00	▬	0	▬	
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	27	1.00	▬	0	▬	

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Cross Agency Integrated Projects									
Penn Station Access cont'd									
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	27	1.00	■	0	■	
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	27	1.00	■	0	■	
G8110114	Oak, Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	27	1.00	■	0	■	
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	27	1.00	■	0	■	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	27	1.00	■	0	■	
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	27	1.00	■	0	■	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	27	1.00	■	0	■	
OMNY									
All Other OMNY									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,966,900	42	1.00	■	0	■	R
T7040401	New Fare Payment System, Phase 2	Construction	\$471,053,495	42	1.00	■	0	■	R
T8040405	Additional Work: Fare Collection	Construction	\$21,704,846	42	.97	■	0	■	R
L8020406	Fare Collection Program	Construction	\$35,000,000	0	1.00	■	0	■	G
M8020206	New Fare Payment Equipment	Construction	\$29,934,305	10	1.00	■	0	■	G
Rolling Stock									
Rail Cars									
MNR M8 Fleet Purchases									
M6010102	M-8 New Haven Line Purchase	Construction	\$217,116,915	85	.99	■	0	■	G
M7010102	M-8 Fleet Purchase	Construction	\$117,375,862	85	.99	■	0	■	
M42 Dual-Mode Locomotives									
M7010101	Locomotive Purchase	Construction	\$259,842,061	0	1.01	■	0	■	G
M8010102	Locomotive Replacement	Construction	\$143,189,067	0	.59	■	0	■	

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Rail Cars									
Purchase of R211 B-Division Cars - Kawasaki									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	10	1.00	▬	5	▲	R
T7010101	Purchase 440 B-Division Cars	Construction	\$1,408,500,472	37	1.00	▬	0	▬	
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$79,905,106	21	1.00	▬	8	▲	
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	5	1.00	▬	0	▬	
NYCT and SIRTOA Flat Cars									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	27	1.00	▬	0	▬	
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	25	1.00	▬	0	▬	G
All Other Rolling Stock									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$28,889,741	27	.96	▬	0	▬	G
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	52	1.00	▬	0	▬	G
T7130211	Purchase Locomotives	Construction	\$256,092,473	49	1.00	▬	0	▬	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	58	1.00	▬	0	▬	G
L70101ME	M-9 Procurement (110 Cars)	Construction	\$377,017,225	0	1.01	▬	0	▬	R
Buses									
Purchase of 470 Battery Electric Buses									
T8030201	Purchase 370 Standard Electric Buses	Construction	\$231,241,021	0	1.00	▼	0	▬	G
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$191,336,381	0	4.37	▲	0	▬	
T8030214	Bus Purchase Design	Construction	\$350,000	0	1.00	▬	0	▬	
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	▬	0	▬	
Purchase of 60 Battery Electric Buses - New Flyer									
T7030216	Purchase 45 Standard Electric Buses	Construction	\$56,662,073	10	1.02	▬	0	▬	R
T8030213	Purchase 15 Standard All-Electric Buses	Construction	\$23,758,359	3	1.07	▬	0	▬	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency Rolling Stock Buses									
Purchase of 135 Diesel Buses - Nova									
U7030219	Purchase 25 Standard Diesel Buses	Construction	\$16,419,960	90	.97	▬	0	▬	R
U8030216	Purchase 25 Standard Diesel Buses	Construction	\$18,100,000	81	1.00	▬	0	▬	
U8030217	Purchase 85 Standard Diesel Buses	Construction	\$61,917,132	33	1.00	▬	0	▬	
All Other Rolling Stock									
T6030227	On-Board Audio Visual (OBAV) System - Ph 2 Rollout	Construction	\$9,323,503	63	1.00	▬	0	▬	G
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$59,502,804	50	1.00	▬	5	▲	R
T8030204	Purchase 245 Articulated Buses	Construction	\$281,690,750	1	1.00	▬	0	▬	G
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	\$10,581,362	4	1.00	▬	0	▬	R
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	0	1.00	▬	2	▲	G
U8030218	173 Standard Diesel Buses (Nova)	Construction	\$149,359,420	0	1.00	▬	0	▬	G
U8030227	116 Standard Diesel Buses (New Flyer)	Construction	\$101,308,089	45	1.00	▬	0	▬	G
U8030203	Purchase of 90 CNG Buses (MTAB) - Design	Design	\$350,000	0	.00	▬	2	▲	G
MTA Security Program Systems									
Electronic Security System									
T8080645	ESS: West 4th St	Construction	\$14,130,633	69	1.00	▬	0	▬	G
T8080644	ESS: Jay St Metro Tech (DES)	Design	\$1,559,422	90	.83	▼	0	▬	G
All Other Systems									
T8080612	Passenger ID CCTV - 88 Locations	Construction	\$65,961,424	90	1.00	▬	0	▬	G
T8080614	Under River Tubes - Phase 3	Construction	\$108,425,669	15	1.00	▬	0	▬	G
T8080650	Passenger ID CCTV	Construction	\$85,758,355	5	.99	▬	0	▬	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$137,740,412	5	1.00	▬	0	▬	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
MTA Security Program									
Systems									
All Other Systems									
T8080646	Laser Intrusion Detection	Design	\$13,291,010	90	.88	▼	1	▲	G
T8080647	Track Intrusion Detection	Design	\$35,117,255	65	1.00	▬	4	▲	R
Commuter Railroads									
Metro-North Railroad									
M7080110	Systemwide Security Initiatives	Design	\$10,295,537	60	.98	▬	0	▬	G
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$47,591,367	6	.89	▲	-2	▼	G

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 204 active projects (excludes active financial closeout 143 projects), including 115 projects in construction, with a budget of \$10.4B. In addition to ADA Package 3 bundle, C&D’s first Public-Private Partnership and includes 21 new elevators at eight stations, notable projects under construction are State of Good Repair work at 6 stations on Flushing Line, two stations on QBL and five stations on B’way/7th Ave. Line; the replacement of 54 elevators and 71 Escalators at various locations/lines; Installation of three new Elevators and Sta. Renewal work at Borough Hall; and the Livonia-Junius connector; and ADA Package 5 includes ADA work at 13 stations.

The IEC’s Traffic Light Report currently tracks 30 projects spanning 4 capital programs. Of those, 1 project (3%) was flagged red. The reports below describe why this project) was flagged, and what C&D is doing to mitigate, if anything.

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

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – ADA Package 1		
Project Budget at award: \$324.11M	Current Budget: \$324.11M	EAC: \$324.11M
Substantial Completion at Award: July 2023	Current Substantial Completion: April 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 100%

This bundled contract includes the following ACEPs:

- T8041303: ADA: Dyckman St (NB), BW7
- T8041317: ADA: Grand St., CNR
- T8041319: ADA: 7th Ave., CUL
- T8041327: ADA: Lorimer St., CNR
- T8041328: ADA: Metropolitan Ave., XTN
- T8041215: Station Components: Metropolitan Ave., XTN
- T8041332: ADA: East 149th St., PEL
- T8041337: ADA: Beach 67th St., FAR
- S8070108: ADA: New Dorp, SIR
- S8070101: Station Components: New Dorp, SIR

The contract provides complete vertical accessibility at all the above stations. It will provide/upgrade all accessibility elements required for full compliance with the Americans with Disabilities Act. State-of- good-repair work is also included at select locations. These improvements will allow wheelchair users and other NYCT customers to utilize the transit network where they were unable to do so previously and move NYCT towards its goal of fulfilling a “two accessible stations away” coverage goal system wide. This Design Build contract was awarded in December 2020.

During the Fourth Quarter 2023 and First Quarter 2024, the Substantial Completion date was extended a further four months, from December 2023 to April 2024, due MTA resource support.

- Lorimer Street Station delay was due to fire alarm testing and commissioning. Elevators were Placed in Service on April 1, 2024.
- Metropolitan Ave Station delay was due to fire alarm testing and commissioning and a voltage drop, which resulted in the project having to install a dedicated power line for the elevator. Elevators were Placed in Service on April 1, 2024.

Subsequent to the reporting period, SC was achieved on April 30, 2024.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 177 active projects comprised of 290 sub-projects, with a budget of \$10B, including 57 projects comprised of 118 sub-projects in construction (\$6B).

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

The IEC’s Traffic Light Report currently tracks 57 Infrastructure projects, spanning 4 capital programs. Of those, 9 projects (16%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to mitigate, if anything.

Infrastructure BU Response to the IEC Traffic Light Report

Individual project descriptions

T7120306: Generator: Yukon Depot		
Project Budget at Award: \$11.8M	Current Budget: \$11.8M	EAC: \$11.8M
Substantial Completion at Award: February 2022	Current Substantial Completion: September 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 98%

At Yukon Bus Depot, the existing emergency generator is beyond its useful life. This project replaces both the existing 300KW emergency standby generator, which powers only some loads and uses a manual transfer switch, with a new 1MW generator, which will power the entire depot and use an automatic transfer switch, and existing equipment in the Electrical Distribution Room (EDR).

During the First Quarter of 2024, the Substantial Completion date was delayed three months, from February 2024 to May 2024, contingent upon MTA inspection. In January, when the new heat detection system was installed, the PCEO requested the inspection of the heat sensor/fire alarm system. MTA required the PCEO to resubmit all pre-inspection documents for review by the newly assigned project representative. All documents were resubmitted and are pending approval.

Subsequent to the reporting period, SC was further delayed, five months, to September 2024 because the final inspection hasn’t been scheduled.

ET070209: Sandy Repairs: Rockaway Line Wrap-Up		
Project Budget at Award: \$44.7M	Current Budget: \$49.4M	EAC: \$49.2M
Substantial Completion at Award: July 2024	Current Substantial Completion: July 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 85%

This project provides repairs along the Rockaway Line from damage resulting from Superstorm Sandy. Work includes structural repairs on the North Channel Bridge, cable replacement between Howard Beach Station and

Hammels Wye, replacement of signals switch heaters at Rockaway Park Yard, and replacement of signal cables at various locations along the line, as well as the removal of asbestos-containing material.

In May 2023, the Substantial Completion date was advanced three months, to April 2024. The schedule assumed the on-time completion of the communication bulletins and the replacement of the pier protection system at the North Channel Bridge and accounted for the contractor’s initiating extra hours and weekend work. During the First Quarter of 2024, the Substantial Completion date was restored to July 2024, its contractual milestone, due to several instances of work cancelation (weekday and weekends) necessitated by lack of construction flagging support. Similarly, three weekend communication bulletins were canceled due to lack of MTA support because they were redirected to troubleshoot fiber optic cable E-ring on the Rockaway line. To mitigate a further delay, the PCEO has asked Support Services to prioritize this project in the allocation of in-house support.

U7030207: Storerooms and Depot Reconfiguration: LaGuardia		
Project Budget at Award: \$7.4M	Current Budget: \$7.5M	EAC: \$7.5M
Substantial Completion at Award: July 2022	Current Substantial Completion: August 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 70%

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

During the First Quarter of 2024, Substantial Completion is delayed three months, from March 2024 to June 2024, due to the delayed delivery of the network switch and MTA's need for additional information regarding prevention of potential damage to the cables before it schedules the CCTV activation date. The PCEO provided all the information requested, and the CCTV system has been activated as of May 10, 2024.

Subsequent to the reporting period, SC was further delayed, another two months to August 2024, due to a delay in preparing the floor in the new storeroom area. Once the floor is repainted, the area will be turned over to MTA, which will enable the contractor to complete the contractual work in the existing storage area.

T8060514: Fan Plant SCADA Head-End Upgrade		
Project Budget at Award: \$20.0M	Current Budget: \$18.8M	EAC: \$18.8M
Substantial Completion at Award: August 2024	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 74%

This contract entails the design, furnishing, installation and placing in service a fully redundant server system at the Back-up Command Center (BCC). The project will enable the BCC to fully assume control fans now controlled at Rail Control Center (RCC) in case of failure of the RCC Fan Plant server system. The BCC will have full monitoring and control capability, as well as the capability to respond to emergency situations when the RCC is unavailable. The BCC will be located on the 9th floor of 130 Livingston Plaza.

During the First Quarter of 2024, the Substantial Completion date was delayed four months, from August 2024 to December 2024, due to the delayed delivery of Rockwell products caused by supply-chain issues. The power supplies were delivered in January 2024. Installation of the PLC equipment at the RCC, BCC, 40 Sand Street and 2 Broadway is nearly complete.

The project delay was prolonged by a delay in MTA-IT’s providing IP addresses and ports for the remote monitoring locations. Approximately 250 IP addresses and ports were expected in mid-May; approximately 190 have been provided to date. Once all addresses and ports are established, the software at all four locations will be uploaded, and site acceptance testing will be performed at each of the 79 fan plants. Then, each fan plant will be tested from the BCC and monitored from 2 Broadway (Schedule A testing), and then from the RCC, with monitoring from 40 Sand Street (Schedule B testing). We will establish a commissioning and testing schedule with NYCT Subways based on their availability. The December 2024 Substantial Completion forecast depends upon successful commissioning, possibly through simulation instead of visual inspection.

T8160706: EMD Facility: Hoyt-Schermerhorn FUL		
Project Budget at Award: \$10.1	Current Budget: \$14.6M	EAC: \$21.4M
Substantial Completion at Award: December 2021	Current Substantial Completion: October 2024	
Trigger: Cost & Schedule	Phase: Construction	Phase Complete: 79%

This Infrastructure Capital Construction (ICC) project reconfigures the existing facility on the mezzanine level of Hoyt-Schermerhorn Station and upgrade systems for EMD personnel use. Its scope includes the reconfiguration of the mezzanine level for EMD locker rooms, training room, roll call room, lunchroom, and management offices, as well as new furniture; relocation of electrical panels and equipment, including conduits inside the fan plant for a future elevator project, and new mechanical and ejector rooms at the platform level; installation of new electrical and HVAC systems; and upgraded fire alarms, sprinklers and communication equipment.

During the First Quarter of 2024, the Substantial Completion date slipped three months, from March to June 2024, while awaiting NYC Transit’s approval of a necessary redesign permanent power and the procurement of HVAC equipment. The new power source requires new breakers, which take six to eight months to procure, as well as an electrical bulletin and Con Edison support. ICC is now obtaining approval for the bulletin and procuring the necessary materials, and a budget modification of \$7.4 million is under review. The funds are needed for additional work required for the new power source, such as the relocation of electrical panels and equipment, including conduits inside the fan plant for the future elevator project.

The June 2024 forecast assumed the electrical design would have been resolved earlier. However, NYC Transit approved the revised design in April 2024. Given the recency of the approval and ongoing procurement delays, subsequent to the reporting period, the SC was pushed out, an additional four months, to October 2024.

T8160705: Livingston Plz Elec, Mechanical, Generator Phase B		
Project Budget at Award: \$69.0M	Current Budget: \$69.0M	EAC: \$67.5M
Substantial Completion at Award: December 2023	Current Substantial Completion: September 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 78%

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

During the First Quarter of 2024, the Substantial Completion date was extended by three months, from June 2024 to September 2024, due to a change order resulting from additional work. A deteriorated water tank, which leaked during construction, is being replaced under a change order. A new water tank will safeguard against a catastrophic failure of the tank, preventing possible damage to the contractual work and the building itself. The change order was negotiated in January 2024 but is not yet approved. The PCEO received retroactive approval on May 9, 2024, to start the work immediately and will complete the work in September 2024.

T7070308: Rehab Emergency Exits (3rd Party) - Var Locs		
Project Budget at Award: \$19.3M	Current Budget: \$19.3M	EAC: \$18.2M
Substantial Completion at Award: February 2024	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 14%

The project consists of the rehabilitation of Emergency Exit No. 302N at the 168th Street station complex in upper Manhattan. The scope of work includes the installation of temporary support steel in the pit; partial replacement of the existing deteriorated structural steel in the pit; relocation of all existing conduits from the stair shaft to the adjacent ventilation shafts; complete removal of the existing emergency exit staircase; replacement of concrete masonry (CMU) walls and deteriorated structural steel in the stair shaft; waterproofing the ventilation shaft walls by positive grouting; installation of new steel emergency exit staircase; and installation of new emergency exit lighting system.

During the First Quarter of 2024, the Substantial Completion date was extended four months, from June 2024 to October 2024, due to the revised design, in which the conduits in the stair shaft remain intact. After the award, the PCEO and contractor performed detailed surveys of the stair shaft and surrounding areas in which they discovered almost 50 conduits that would need to be relocated under communications bulletins and track outages. Instead, the PCEO directed the Designer of Record (DOR) to replace the stair in-kind, leaving the conduits as-is and wrapping them with fire-rated material to satisfy Code requirements. The deletion of the conduit relocation in the redesign will result in a net cost reduction. The PCEO holds weekly job progress meetings with the Contractor and DOR to facilitate immediate responses to submittals and RFIs.

Subsequent to the reporting period the SC date was delayed, an additional two months, to December 2024.

Bundled Contract – SIRTOA Station Components and Bridge Rehabilitation		
Project Budget at Award: \$96.6M	Current Budget: \$96.6M	EAC: \$96.6M
Original Design Completion: April 2021	Current Design Completion: May 2024	
Trigger: Schedule	Phase: Design	Phase Complete: 98%

This bundled contract includes the following ACEPs:

- S8070103: Rehabilitate Garretson Ave. Bridge
- S8070103: Overcoat 6 SIR Bridges
- S8070103: Rehabilitate Stapleton Viaduct
- S8070101: Station Components: Various Locations

This bundled contract entails component repairs at seven Staten Island Railroad stations, overcoat painting and structural repairs on six bridges, and the rehabilitation of both the Garretson Avenue Bridge and Stapleton Viaduct.

During the First Quarter of 2024, the Design Completion date was delayed a further four months, from January 2024 to May 2024, due to the finalization of bid documents. The design was completed May 8, 2024, and forecast to be awarded in November 2024.

Bundled Contract - Substation Component Replacement		
Project Budget at Award: \$36.8	Current Budget: \$M	EAC: \$37.5M
Substantial Completion at Award: January 2022	Current Substantial Completion: October 2024	

Trigger: Schedule	Phase: Construction	Phase Complete: 99%
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This bundled contract includes the following ACEPs:

- T7090206: Replace High Tension Switchgear at 7 Substations
- T8090216: Replace Transformer and Associated Equip - 41 St Substation

This bundled contract will perform component replacement of high-tension switchgear at seven substations and replace the transformer and rectifier at the 41st Street substation. The project will modernize the switchgear and provide an adequate level of reliability to the electrical power system.

During the First Quarter of 2024, the Substantial Completion date was extended a further four months, from February 2024 to June 2024, due to Con Edison activities. Con Edison Distribution Engineering must witness final testing before it recommends the re-energization of the 41st Street and Schermerhorn Street substations. Con Edison was scheduled to witness testing and perform a final walk-through in February but canceled the day before. The PCEO is coordinating with multiple parties to reschedule the testing.

Subsequent to the reporting period the SC date slipped, an additional four months, to October 2024.

Systems Business Unit Program Overview

The C&D Systems Business Unit (BU) is responsible for the delivery of all C&D Systems projects and supporting other Business Units in implementing C&D Systems best practices. The C&D Systems BU manages projects totaling \$4B. This includes 76 active projects with a budget of \$2.68B, 28 of which are in construction (\$1.1B), per the Project Status Report (PSR). In addition, the C&D Systems BU manages two major public/private partnership license agreements that are not included in the PSR: namely, the \$1B Cellular/WiFi Expansion, and the \$300M Ad concession. Some of the major core projects currently underway include, upgrading of Public Address/Customer Information Signs (PACIS), systems-wide expansion of the Connection Oriented Ethernet (COE) wide-area network, deploying a new Enhanced Emergency Booth Communication System, and upgrading the Supervisory Control and Data Acquisition (SCADA) system for the BMT Division’s traction power and building an Emergency Power Control Center. The C&D Systems BU continues to identify and address issues at the program level and is routinely evaluating and adapting its organizational structure to best manage internal and stakeholder staffing challenges, by streamlining workflows and procuring consultant support.

The Traffic Light Report tracks 21 projects, in the Systems BU. Of those, two (10%) were flagged red for schedule delays. The reports below describe why these projects were flagged, and what C&D is doing to mitigate, if anything.

Systems BU Response to the IEC Traffic Light Report

Individual project descriptions

S7070104: UHF T-Band Radio System Replacement, SIR		
Project Budget at Award: \$44.2M	Current Budget: \$44.2M	EAC: \$49.5M
Substantial Completion at Award: August 2024	Current Substantial Completion: August 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 30%

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

During the First Quarter 2024, the Substantial Completion date was pushed out 12 months, from August 2024 to August 2025, due to various design changes. A re-design of the monopoles and related infrastructure was required to accommodate the post-award reduction of pole/antenna heights that resulted from community complaints. The community opposed the initial 150’ monopole height at the seven contractual locations. The studies and engineering efforts resulted in decreases in the overall heights at three of the locations and the deletion of two monopoles. Also, in lieu of the traditional foundation construction, an alternate foundation method (Helical Pile) for the monopoles and radio equipment shelters was proposed and approved. This Helical Pile construction lessens the disturbance to the public with minimal excavation work and a lower environmental impact. Due to the time frame from design to construction in a communication technology project, the equipment became obsolete and required a modification of the originally specified equipment.

T8080647: Track Intrusion Detection		
Project Budget at Design Start: \$35M	Current Budget: \$35M	EAC: \$35M
Original Design Completion: November 2023	Current Design Completion: June 2024	

Trigger: Schedule	Phase: Design	Phase Complete: 70%
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This project will provide Design-Build Services for the Track Intrusion Detection System which will provide additional safety for customers on subway station platforms. The Department of Subways selected the locations for this project based on track intrusion incident statistics.

During the First Quarter 2024, the design completion date was delayed an additional four months, from February 2024 to June 2024, due to scope change. The stations initially scoped had to be switched because of delays in the installation of the Connection Oriented Ethernet (COE) communication network at the original stations. This change necessitated additional site surveys by the design consultant.

Additionally, the complexity of introducing this new system into the subway environment generated numerous stakeholder comments, following their review of the Request for Proposal documents, which required additional time to resolve.

Signals / Train Controls Business Unit Program Overview

The Signal’s Business Unit currently oversees 28 active projects, including 12 projects in construction, with a budget of \$7.8B. Notable projects under construction include CBTC QBL West, CBTC QBL East, CBTC 8th Ave, CBTC Culver Line, and CBTC Crosstown Line.

The IEC’s Traffic Light Report currently tracks 11 Signals / Train Controls projects, spanning three capital programs. Of those, 2 (18%) projects under Signals management were flagged red. The report below describes why these were singled out, and what Signals is doing to remediate, if anything.

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

Individual project descriptions

T7080342: CBTC - 8th Ave Equipment 460 R211 Cars (92 Units)		
Project Budget at award: \$36.3M	Current Budget: \$37.9M	EAC: \$42.2M
Substantial Completion at Award: September 2023	Current Substantial Completion: April 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 54%

This project will Furnish and install CBTC Equipment for 92 R211 cars. The contractor will provide the equipment, engineering support / testing, and the installation will be done by the car manufacturer.

During the First Quarter 2024, the Substantial Completion date was extended a further 13 months, from March 2024 to April 2025, due to the coordination required with the fabrication of the R211 cars. Car Equipment established a manufacturing schedule for the cars, Thales was contracted to provide and test, after installation by the car fabricator, the CBTC Equipment in the R211 Cars. However, because of various supply chain issues, the car equipment manufacturer, could not produce the cars to match the Contracted schedule and hence the delay in the installation of the associated CBTC units for each car.

Option 1 and 2 for additional units have been executed, and subsequently a revised schedule has been established for all the remaining cars of the base contract plus cars for option 1 and Option 2.

T7080342: CBTC - 8th Ave Equipment 316 R179 Cars (73 Units)		
Project Budget at award: \$36.6M	Current Budget: \$36.9M	EAC: \$36.9M
Substantial Completion at Award: March 2023	Current Substantial Completion: June 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 53%

This project will Furnish and install CBTC Equipment for 73 R179 cars. The contractor will provide the equipment, engineering support / testing, and the installation will be done by NYCT forces.

During the First Quarter 2024, the Substantial Completion date was extended a further 12 months, from March 2024 to March 2025, due to system integration issues. During testing, integration issues were discovered, between the On-Board Computer Unit (OBCU) and the CBTC interface. Monitor boards are being retrofit and software is being developed to correct the problems. An Extension of Time (EOT) for this delay has been agreed with the Contractor as non-compensable. However, the AWO associated with the EOT is still pending with MTA Contracts & Procurement.

Subsequent to the reporting period, SC was pushed out an additional three months to June 2025, because of additional work orders to address the software interface and integration issues. There may be additional delays associated with these changes.

NYCT Department of Subways Program Overview

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

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

It should be noted that when there is no available track access for some projects, the in-house track workforces will schedule work at other locations where track access is available. The in-house track workforce has this flexibility to be opportunistic by shifting their resources to other locations that are track accessible assuming they have the material and resources on hand to do the work.

The Traffic Light Report tracks 45 projects, in the DOS program. Of those, nine (20%) were flagged red for schedule delays. The reports below describe why these projects were flagged, and what the MTA is doing to mitigate, if anything.

NYCT Department of Subways Response to the IEC Traffic Light Report

Individual project descriptions

T8050232: 2021 Mainline Track Replacement – Jamaica Line		
Project Budget at award: \$27.0M	Current Budget: \$27.0M	EAC: \$23.8M
Substantial Completion at Award: August 2022	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 76%

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

During the first quarter 2024, the Substantial Completion date was extended a further five months, from March 2024 to August 2024, due to the unavailability of General Orders (GOs). The scheduled GOs were cancelled because of the extensive busing required and coordination with other capital projects.

Subsequent to the reporting period, the SC date slipped an additional four months, to December 2024, because the full line shutdown and bus support required, is forecast to be scheduled in the fall.

T8050237: 2021 Mainline Track Replacement – Lenox / White Plains Line		
Project Budget at award: \$8.0M	Current Budget: \$8.0M	EAC: \$8.0M
Substantial Completion at Award: April 2022	Current Substantial Completion: November 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 59%

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

During the first quarter 2024, the Substantial Completion date was extended a further six months, from May 2024 to November 2024, due to the unavailability of materials. The specified tapered ties were not available because of various supply change issues.

T8050250: 2022 Mainline Track Replacement – Brighton Line		
Project Budget at start: \$32.9M	Current Budget: \$32.9M	EAC: \$45.7M
Substantial Completion at start: April 2023	Current Substantial Completion: November 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 75%

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

During the first quarter 2024, the Substantial Completion date was extended six months, from April 2024 to November 2024, due to the unavailability of General Orders. The scheduled GOs were cancelled because of higher priority projects.

T8050266: 2022 Mainline Track Replacement – White Plains Road Line		
Project Budget at start: \$19.0M	Current Budget: \$19.0M	EAC: \$19.0M
Substantial Completion at start: December 2023	Current Substantial Completion: September 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 87%

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

During the first quarter 2024, the Substantial Completion date was extended three months, from February 2024 to May 2024, due to the unavailability of General Orders. The scheduled GOs were cancelled because of higher priority projects.

Subsequent to the reporting period, the SC has been pushed out, an additional four months, to September 2024.

T8050284: 2023 Mainline Track Replacement – 4th Ave Line		
Project Budget at start: \$11.3M	Current Budget: \$11.3M	EAC: \$11.3M
Substantial Completion at start: June 2024	Current Substantial Completion: January 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 34%

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

During the first quarter 2024, the Substantial Completion date was extended seven months, from June 2024 to January 2025, due to the unavailability of General Orders. The scheduled GOs were cancelled because of higher priority projects. Additionally, this project requires the use of Emergency Protection Rail, which has been in short supply.

T8050290: 2023 Mainline Track Replacement – Broadway (Canal St) Line		
Project Budget at start: \$14.0M	Current Budget: \$14.0M	EAC: \$14.0M
Substantial Completion at start: June 2024	Current Substantial Completion: April 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 19%

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

During the first quarter 2024, the Substantial Completion date was extended ten months, from June 2024 to April 2025, due to the unavailability of General Orders. The scheduled GOs were cancelled because of higher priority projects.

T8050328: 2022 Mainline Switch Replacement – Brighton Line		
Project Budget at start: \$21.3M	Current Budget: \$21.3M	EAC: \$21.3M
Substantial Completion at start: June 2023	Current Substantial Completion: September 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 68%

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

During the first quarter 2024, the Substantial Completion date was extended six months, from June 2024 to October 2024, due to the unavailability of switches. The switches are expected to arrive in August 2024 and the required GOs have been scheduled in the spring of 2025.

Subsequent to the reporting period, the SC date slipped an additional 11 months, to September 2025, because the full line shutdown and bus support required is forecast to be scheduled in the spring of 2025.

T8050339: 2023 Mainline Switch Replacement – Rockaway Line		
Project Budget at start: \$17.9M	Current Budget: \$17.9M	EAC: \$17.9M
Substantial Completion at start: June 2024	Current Substantial Completion: February 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 35%

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

During the first quarter 2024, the Substantial Completion date was extended eight months, from June 2024 to February 2025, due to a unforeseen site condition. The switches have been delivered, but during the installation

it was determined the surrounding track needed to be redesigned. As a result of the upcoming summer mortarium, the required GOs have been scheduled during the fall/winter seasons.

NYCT In-house Department Response to the IEC Traffic Light Report
Individual project descriptions

T6160705: Employee Facility Rehab: RTO Chambers St – Nassau Loop		
Project Budget at award: \$17.8M	Current Budget: \$18.7M	EAC: \$19.7M
Substantial Completion at Award: February 2022	Current Substantial Completion: June 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 98%

This project will rehabilitate NYC Transit's Rapid Transit Operations Construction Flagging facility at the Chambers Street station, on the Nassau Loop. Scope includes demolition of the existing facility and construction of a newly designed facility including locker rooms, toilets, crew room, offices, storage rooms, installation of new mechanical systems including a new water service, fire suppression, ventilation and sewage ejector.

During the first quarter 2024, the Substantial Completion date was delayed three months, from March 2024 to June 2024, due to an initial design error. Sprinkler system modifications (including replacement of some sprinkler heads) were required because the originally specified equipment did not meet system safety's standards. The revised scope has been completed and all required inspections will be completed in advance of SC being achieved in June 2024.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 92 active projects with a budget of \$3.0B, including 57 projects in construction (\$2.1B). Notable projects under construction include Hall Interlocking, Queens Interlocking, and ADA Packages 1 and 2. Non-C&D LIRR projects tracked by the LIRR BU include 55 active projects with a budget of \$1.4B.

The Traffic Light Report tracks 37 projects, in the LIRR BU. Of those, seven (19%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to mitigate, if anything.

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract: Babylon to Patchogue Signal Improvements		
Project Budget at award: \$95.1M	Current Budget: \$55.9M	EAC: \$55.9M
Substantial Completion at Award: October 2024	Current Substantial Completion: April 2028	
Trigger: Schedule	Phase: Construction	Phase Complete: 41%

This bundled contract includes the following ACEPs:

- L70502LN: Babylon to Patchogue Signal Improvements
- L8050203: Babylon to Patchogue

This project will improve the existing signaling system from Babylon to Patchogue by upgrading it from automatic/manual block signals to Automatic Speed Control. This will bring this segment of the Montauk Branch to be in full compliance of the FRA PTC Mandate. Some of the components which are being replaced include: crossing huts, interlocking huts, master locations, transmitters, a new interlocking at Great River, signal cables, communication cables, and new electrical services.

During the First Quarter 2024, the forecasted Substantial Completion date was extended 11 months, from April 2024 to March 2025, due to a shift in manpower prioritizing other projects (Babylon interlocking, Queens Interlocking). Subsequent to the reporting period, the SC date was extended, a further 37 months, to April 2028, due to the need for additional funding which is anticipated to be provided in the next Capital Program. Work planned until ~mid 2025 when full funding anticipated to be received from next capital program includes providing power to all crossing and interlocking locations, ductwork/vault installations, battery case and battery installations and installation of signal express cable.

Bundled Contract: Long Island City Yard Resiliency		
Project Budget at award: \$50.9M	Current Budget: \$50.9M	EAC: \$60.9M
Substantial Completion at Award: October 2023	Current Substantial Completion: September 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 60%

This bundled contract includes the following ACEPs:

- EL0602ZL: Long Island City Yard Restoration - Phase 3B
- EL0602ZS: Long Island City Yard Resiliency - Wall and Pumping System
- EL0603ZU: Long Island City Yard - Construction
- L606016J: Long Island City Yard - Phase 3B Core

This project is in the Long Island City yard and includes the installation of perimeter flood wall, nine flood gates, eleven security gates, three pumping stations, two generators, perimeter/yard lights and modification of existing drainage. The scope also includes installation and electrification of tracks 11 and 12, which was an option to the contract exercised at award.

During the First Quarter 2024, the forecasted Substantial Completion date was extended five months, from April 2024 to September 2024, due to Unforeseen Field Conditions. LIC Yard has been in use by LIRR for over 165 years and has gone through numerous revisions over the years. During the excavation for the new flood wall, various duct banks (encasing electrical line, fuel control line and communication line), footings and below grade retaining walls were discovered. These circumstances have also led to a budget shortfall of \$10M, which is under review.

Bundled Contract: Centralized Train Control		
Project Budget at award: \$67M	Current Budget: \$31M	EAC: \$32M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 45%

This bundled contract includes the following ACEPs:

- L60502LR: Centralized Train Control – UWB Train Positioning
- L8050204: Centralized Train Control

This project includes the migration of various train control towers and personnel from the field to the Jamaica Central Train Control (CTC) Theater, upgrading the systems from their previous systems, and the update of the CTC Concept of Operations Document. There are few towers remaining to be migrated to the Jamaica Central Control theater and/or upgraded to Dispatch. This project will also purchase the software and procure Railware Inc for Third Party support for the upgrade of Jamaica CTC, including Jay, Dunton, Hall, Beaver, and Johnson Yards. Some of the components of this project include updating the Jamaica tower control systems from the Hitachi/Ansaldo system to Dispatch X for a common train control platform, creating a unified model board for the entire LIRR property, TIMACS integration, a simulation system, a view editor system, multi-user control for Dispatch X, and Centralized Train Control Integration of all the Towers.

During the First Quarter 2024, the forecasted Substantial Completion date was extended 24 months, from December 2024 to December 2026, due to a scope change. LIRR was in the process of implementing the Roadworker Protection System (RWPS) for the safety of on-track personnel, then in 2021, project management was given the greenlight to purchase the Railware Global License to update all of the supervisory traffic control systems through the LIRR Network to Railware’s Dispatch X system. Once project management started working closely with Railware in 2023, it was discovered that LIRR could enable the Enhanced Employee Protection System (EEPS), thus replacing RWPS. EEPS is a system that Metro North Railroad has been using for years successfully and they use the same Railware Dispatch X control system as the LIRR, so it made sense to proceed with this change.

L8020701: Grand Central Terminal Facility Needs		
Project Budget at award: \$30M	Current Budget: \$11M	EAC: \$16M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2026	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 43%

This project includes the activation of the Long Island City Lumber Yard Warehouse and the purchase of heavy and light equipment required by LIRR Operating Departments, 3rd Party Contractors, and the future GCM facility maintainer to open, operate and maintain approximately 26,000 assets being turned over to the LIRR via the ESA

project. This equipment is important for the commissioning, acceptance, and employee training to be undertaken prior to ESA opening. These new equipment assets will be in the new territories created by the ESA project which include LIRR’s Grand Central Terminal, Mid-Day Storage Yard, Yard Service Building, 63rd Street Tunnel (Lower Level) and new tunnels in Queens and Manhattan, twelve Tunnel Ventilation Facilities, eighteen Facility Power Substations and nine Traction Power Substations. The activation of the warehouse will be to support the storage of the equipment, project materials, and spare parts.

During the First Quarter 2024, the forecasted Substantial Completion date was extended for 24 months, from December 2024 to December 2026 and there is also a budgetary shortfall of \$4.5M, both due to scope being deferred to the next Capital Program because of funding shortfalls. The original project budget was \$30M, \$12M of which was moved to fund a new Track Geometry Car. Currently, \$6M dollars is being deferred to the next Capital Program. The high cost index is also due to the cost of heavy equipment and on the road vehicles increasing dramatically (over 50%) post pandemic. The price for other project materials and small equipment and tools also have increased significantly due to inflation.

L8060105 Mid-Suffolk Yard Phase 2		
Project Budget at award: \$30M	Current Budget: \$30M	EAC: \$30M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 5%

In order to fully utilize the new Mid-Suffolk Yard, the interlocking must be upgraded to allow full access to both Ronkonkoma station tracks. This project will install a new signal system, five switch machines, crossing diamond, double slip switch, split de-rail as well as modifications to the 3rd rail infrastructure in an active interlocking.

During the First Quarter 2024, the forecasted Substantial Completion date was extended for 12 months, from December 2024 to December 2025, due to LIRR Force Account being directed to work on other priority projects. These projects include Queens Interlocking project, Babylon Interlocking project, and the Third track project.

L8070102: Atlantic Tunnel Lighting Improvement		
Project Budget at award: \$10M	Current Budget: \$10M	EAC: \$10M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 33%

This project is to replace, and upgrade deteriorated and inadequate lighting systems in the LIRR’s Atlantic Avenue Tunnel. The program is based on a twenty-five (25) year useful life of fixtures, switchgear and wiring due to the highly corrosive environment in which they reside. The lighting systems in the Atlantic Tunnel have been in service for 30 to 60 years. Effective tunnel lighting is essential for the provision of a safe work environment for employees, a safe means of emergency egress for passengers and crew and security of facilities and equipment. This includes employees who conduct inspections and maintenance on various systems located inside the tunnel – track, signals, power and communication infrastructure. The scope of work includes the replacement of light fixtures, wire, cable, conduit, distribution equipment, primary power, transformers and switches located in the Dunton to ENY section of the tunnel (east end).

During the First Quarter 2024, the forecasted Substantial Completion date was extended 24 months, from December 2024 to December 2026, due to lack of manpower and track access. Manpower has been dedicated and focused on other projects and initiatives causing installations to become delayed. LIRR engineering is currently working on setting up a dedicated gang for the project on the overnight shift to complete the work and maximize

the only available track outage for this section of the tunnel. In addition, the only available track outage time to complete installations in this section of the tunnel is on the overnight shifts, daytime outages are no longer available and have proven to delay revenue service trains heading into and out of Atlantic Terminal. Service planning has made modifications to the timetable to support a night outage that will provide the track time needed to complete the installations.

L8070106: Substation Component Renewal		
Project Budget at award: \$16.9M	Current Budget: \$16.9M	EAC: \$16.9M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 25%

The project includes the replacement and or aged, deteriorated and inadequate substation components systemwide. This project encompasses multiple components at over 100 substation locations to be completed throughout the LIRR to increase the useful life of the existing equipment and allow for safe working environment for maintenance to be performed. This project includes the replacement of substation transformers and PSEG feeders that have failed and need to be changed to eliminate the risk of interfering with train operations.

During the First Quarter 2024, the forecasted Substantial Completion date was extended 24 months, from December 2024 to December 2026 due to the complexity of scope in fulfilling the contractual requirements to replace as well as convert the existing failed air type transformers to liquid filled transformers. The existing air type transformers at Valley Stream and Massapequa are currently out of service or at the end of their useful life and being replaced with oil-filled units, which is in conformance with the latest LIRR standards. To ensure proper fitment and clearances were adhered multiple design meetings and submissions were performed with LIRR, contractor and manufacturer to properly design the placement of the transformer, snubber panels, transformer fins and control cabinets. In addition, bus duct modifications are needed to ensure once the units are delivered LIRR force account can properly tie in the transformer bus ducts to the existing substation. Manufacturer supply chain delays were experienced to build the customized new units.

Metro-North Railroad Program Overview

The MNR Business Unit currently oversees 70 active projects, including 19 projects in construction, with a budget of \$3B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, and the Park Avenue Viaduct Replacement projects.

The Traffic Light Report tracks 25 projects, in the MNR BU. Of those, four (12%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to mitigate, if anything.

Metro-North Railroad Response to the IEC Traffic Light Report

Individual project descriptions

EM050208: Power Infrastructure Restoration - Substations		
Project Budget at award: \$39.5M	Current Budget: \$49.5M	EAC: \$49.0M
Substantial Completion at Award: February 2017	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 97%

This project will replace three Hudson Line substations damaged by Superstorm Sandy. While the three substations, located at Tarrytown, Riverdale and Croton-Harmon, were repaired after Sandy and returned to service, their useful lives were reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. The newly installed substations at Tarrytown and Riverdale are fully operational.

During the First Quarter of 2023, the forecasted Substantial Completion date was pushed out a further five months, from July 2024 to December 2024, due to a long lead item. In August 2022, the recently installed traction power substation, at Croton-Harmon, failed during the commissioning period. The fabrication of the replacement transformer encountered supply chain delays for various components.

Fabrication is complete and the project team is currently witnessing factory testing in Italy. Pending successful factory testing, the delivery will proceed for installation at the job site. There will not be an increase in the EAC as the cost of the replacement transformer is covered by the Contractor’s insurance, under warranty.

Bundled Contract: Harlem & Hudson Lines Power Improvements		
Project Budget at award: \$30M	Current Budget: \$32M	EAC: \$37M
Substantial Completion at Award: June 2021	Current Substantial Completion: December 2024	
Trigger: Schedule and Cost	Phase: Construction	Phase Complete: 99%

This bundled contract includes the following ACEPs:

- M6050103: Harlem & Hudson Lines Power Improvements
- M7050113: Harlem & Hudson Power (86th St / 110 St)

These projects’ scope consists of the construction of a new 86th St. Substation and the replacement of existing Negative Return Reactors at the 110th St. Substation with larger capacity units. The existing Substation is rated at 3.3 Megawatt (MW) and is fed from a single Con-Ed source. The new substation will provide 6.6 MW of power and utilize two independent feeds from Con-Ed improving the system operational redundancy.

During the First Quarter of 2024, the forecasted Substantial Completion date slipped a further eleven months, from January 2024 to December 2024, due to contractor performance. During the commissioning of the 86th Street substation, various relay devices failed. These failures required the manufacturer to troubleshoot and resolve. Several roof leaks were discovered during the commissioning, with repairs and testing forthcoming.

Change Orders are being negotiated to complete the repair of the roof leaks as well as the replacement of the failed 32 reverse current relay devices. In addition to the schedule slip, the contract has a budgetary shortfall of \$5M, due to the extension of the contract duration for contractors, third-party consultants, and associated soft costs. A budget modification is in circulation and will be allocated to the project.

M7050105: Harlem & Hudson Power Improvement – City Water Substation		
Project Budget at award: \$24.8M	Current Budget: \$23.7M	EAC: \$29.2M
Substantial Completion at Award: August 2020	Current Substantial Completion: September 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 90%

The purpose of this project is to improve the capacity and resiliency of the D.C. traction power system. The project will construct a new substation, between Chappaqua and Mount Kisco stations, at the "City Water" site. This substation is needed to support service resiliency in the electrified portion of the Upper Harlem Line.

During the First Quarter of 2024, the forecasted Substantial Completion date was extended a further seven months, from February 2024 to September 2024, due to contractor performance. During the commissioning period, several pieces of equipment (RTD alarm units and connectors, and 32 reverse current relay devices) had issues and failed.

Change orders have been executed, and the installation of the six replacement RTDs as well as field testing of the 32 reverse current relay devices have been completed. The project team is coordinating with the Power Department to put the substation online to begin the 30-day test, before conducting the Short Circuit Test and Train Start Test.

Bridges and Tunnels Business Unit Program Overview

The B&T BU currently oversees 81 active projects with a budget of \$5.7B, including 18 projects in construction, with a budget of \$2B. Notable projects under construction include Suspended Span Retrofit and Painting at the RFK (\$531M), Tower Protection and Painting at the TNB (\$197.8M), and Tower Painting and Electrical Upgrades at the VNB (\$168.6M).

The IEC’s Traffic Light Report currently tracks 15 B&T projects spanning two capital programs. Of those, 1 (7%) project under B&T’s management was flagged red. The report below describes why this project was singled out, and what B&T is doing to mitigate, if anything.

B&T BU Response to the IEC Traffic Light Report
Individual project description:

D805QM36: Relocation of Queens Midtown Tunnel Refueling Station and Switchgear		
Project Budget at award: \$31M	Current Budget: \$31M	EAC: \$29.6M
Substantial Completion at Award: September 2024	Current Substantial Completion: December 2024	
Trigger: Schedule	Phase: Construction	Phase Complete: 65%

This project will provide design and construction services for the relocation of the refueling station from inside of the QMT service building to the new Borden Avenue Parking area. It also relocates critical electrical switchgear from the basement to an area on the first floor of the service building above the 500-year flood elevation.

During the First Quarter 2024, the forecasted Substantial Completion date was extended three months, from September 2024 to December 2024, due to an electrical supply chain issues causing an unforeseen delay in the fabrication and subsequent delivery of the Automatic Transfer Switch (ATS). The ATS is now scheduled to be delivered in October 2024. B&T worked with the Contractor to re-sequence the work so that all electrical upgrades could be completed, while leaving the existing ATS in place, limiting the overall delay to SC to three months. Once the new ATS is delivered, the existing ATS will be removed, new ATS installed, commissioned and tested and the project will be substantially complete in December.

Department of Buses Response to the IEC Traffic Light Report
Individual project descriptions

T7030224: Battery Electric Bus Charging Infrastructure Phase 1 (5 Depots)		
Project Budget at award: \$49.8M	Current Budget: \$59.5M	EAC: \$59.5M
Substantial Completion at Award: February 2023	Current Substantial Completion: May 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 52%

The purpose of this project is to provide the electrical charging infrastructure to charge 60 standard electric buses, at five locations: Kingsbridge, East New York (Herkimer Lot), Charleston, Grand Avenue, and Williamsburg Bridge Plaza. This contract is phase one of three of the MTA’s Zero Emissions Program to construct the infrastructure required for the All-Electric Buses. These chargers will be able to charge all buses that are purchased by MTA NYCT and will be compliant with existing SAE charging standards for both plug-in and pantograph charging.

During the first quarter 2024, the Substantial Completion date was extended a further five months, from May 2024 to October 2024, due to coordination with another project. Another planned project, at Charleston Depot’s elevated bus parking area, has been deferred to a future Capital Program. Which required an extended approach to the contractually scoped “temporary/interim” paving.

Subsequent to the reporting period, the SC date slipped, an additional seven months, to May 2025, due to an unforeseen condition. While Initial borings did not find any issues, during construction, at the Charleston Depot, cable system, direct buried cables, and underground concrete encased fiberglass duct were discovered. The Department of Buses is in the preliminary stages of determining the costs associated with the recently found obstructions. Coordination with Con Edison, NYPA, and LIRR are ongoing at Havens/Herkimer/ENY.



**Projects in CPC’s Risk-Based Monitoring Program
(1st Quarter 2024 Traffic Light Report – Period Ending March 31, 2024)**

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

Projects in CPC's Risk-Based Monitoring Program

Capital Programs			Project
2010-14	2015-19	2020-24	
Integrated Capital Projects			
	X	X	Second Avenue Subway - Phase 2
	X	X	Penn Station Access
Signals and Communications			
X			Communications Based Train Control - Queens Blvd. West- Phase 1
		X	Communications Based Train Control – Queens Blvd East
	X		Communications Based Train Control – 8 th Ave Line
		X	Communications Based Train Control – Crosstown Line
	X		Communications Based Train Control – Culver Line
X	X		Replace Bus Radio System
Subway Car, Bus, and Rolling Stock Procurement			
	X	X	New Subway Car Procurement
	X	X	New Bus Procurement
	X	X	Commuter Rail Road Rolling Stock Procurement
Passenger Stations Program			
	X		OMNY New Fare Payment System – Phase 2
	X		ADA 149 th St/Tremont Ave Stations
	X	X	ADA Accessibility Package 1
		X	ADA Accessibility Packages 2, 3, and 4
		X	ADA 68 th St / Hunter College
		X	ADA Borough Hall / Water Condition Remediation
		X	Flushing Line Station Renewals



**Projects in CPC’s Risk-Based Monitoring Program
(1st Quarter 2024 Traffic Light Report – Period Ending March 31, 2024)**

Capital Program			Project
2010-14	2015-19	2020-24	
Infrastructure / Shops and Yards			
		X	Jamaica Bus Depot
		X	Rockaway SGR-Hammels Wye / ROW / Elevated Structure
Line Structures and Track			
X			Jamaica Capacity Improvements Phase 1
		X	Jamaica Capacity Improvements Phase 2
Sandy Program			
	Sandy Program		207 th Street Yard Long Term Perimeter Protection
	X		Sandy Mitigations - Coney Island Yard
	X		Corona Yard Flood Mitigation
Commuter Railroads			
		X	LIRR – 9 Stations Accessibility
		X	MNR – GCT Trainshed Rehabilitation
		X	MNR – Park Avenue Viaduct Replacement

First Quarter 2024 TLR Summary

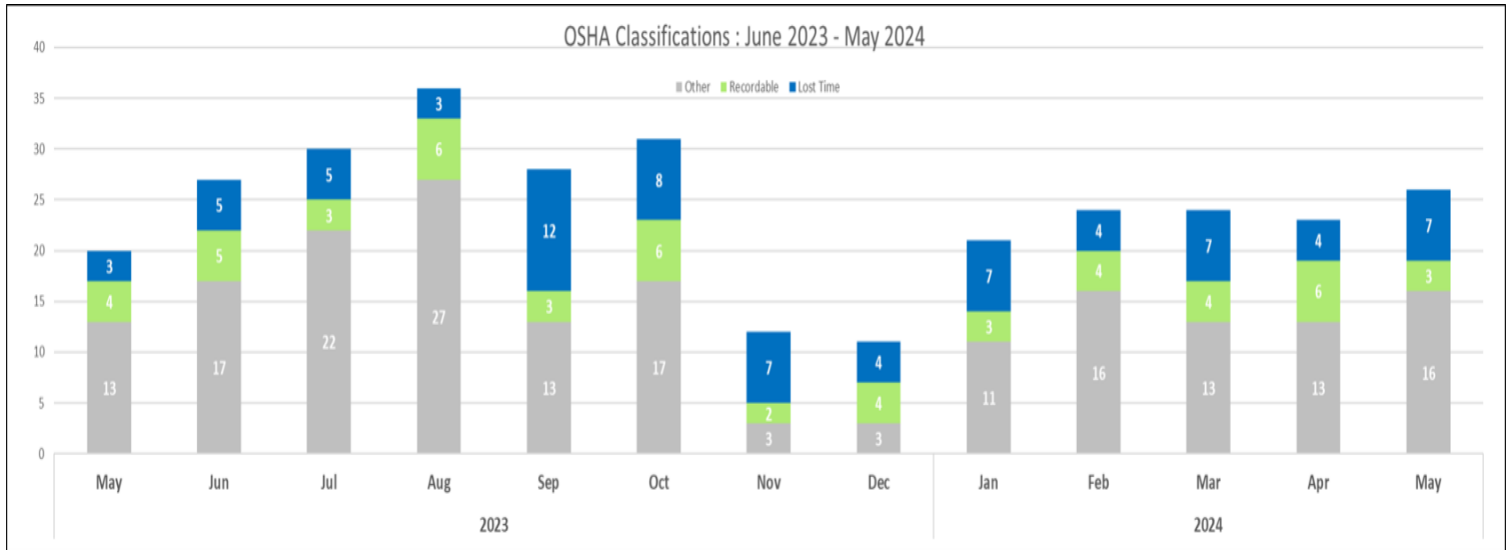
- In the First Quarter a total of 279 projects were reviewed in the TLR for Cost and Schedule adherence:
 - 16 in Design
 - 0 in Post-Design to Construction
 - 263 in Construction
- Of these:
 - 193 (69%) were Green
 - 50 (18%) had variances in prior quarters
 - 36 (13%) were Red

Of the 36 projects that triggered a Key Performance Indicator (KPI) this quarter, 33 were for Schedule variances and 3 triggered for both Cost and Schedule. In addition, 34 are in Construction and 2 are in Design.

- For every project with variances, C&D prepared a brief report that summarizes the issues encountered and the actions taken this quarter to mitigate the problem. The IEC reviewed the report content and worked with the project teams and Business Units in preparation of the final variance reports.
- This quarter, problems encountered included, limited track access, design changes, material availability, unforeseen site conditions, changes to MTA's resource support, poor contractor performance and internal project coordination issues.
- It is important to note that some projects are represented in the TLR by multiple tasks which are assigned by C&D during funding preparation and when tasks are bundled prior to award. Each cost and schedule variance is identified by one red.

First Quarter 2024 TLR Summary of MTA's Rolling Stock Business Unit

- This quarter, the IEC's TLR review included 20 projects in the MTA's Rolling Stock Business Unit. The projects were reviewed for both Cost and Schedule variances.
 - 14 were Green
 - 5 previously triggered a variance in a prior quarter
 - 1 triggered a variance this quarter
- In addition to monitoring Rolling Stock procurements and related vehicle projects in the TLR, the IEC undertakes more comprehensive risk-based monitoring of Rolling Stock including; NYCT's R-211 Subway Car Program, MTA's Bus Program, MNR's Dual Mode Locomotives and LIRR's M-9 Railcar procurements. These detailed IEC reports are included in this month's CPC book.
- Major issues that have impacted Rolling Stock procurements have involved manufacturing support and production limitations, as well as technical and quality issues that have impacted the fabrication, testing and final delivery of vehicles.



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

MAY UPDATE:

- 26 safety incidents were reported in May 2024, including:
 - Seven (7) lost time incidents.
 - Three (3) recordable incidents.
 - Sixteen (16) notifications or minor construction-related events.
- The reported lost time incidents in May 2024 increased by 75% (3 incidents) compared to April 2024.
- Leading lost-time and recordable incident types for May 2024 were Struck By/Against (43%), and Strains/Sprains (29%).
- Overall, the total reported incidents in May 2024 increased by 23% (3 incidents) over those reported in April 2024
- No Serious incidents were reported.

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 29 Lost Time incidents have been reported YTD (through May 30, 2024), an increase of 32% (or seven (7) incidents) vs. the same reporting period in 2023. The top injury types associated with lost time incidents YTD are Slips, Trips and Falls (34%) and Struck By/Against, currently at (34%).
- **RECORDABLE INCIDENT TRENDS:** 20 Recordable incidents have been reported YTD (through May 30, 2024), a decrease of 26% (or seven (7) incidents) vs. the same reporting period in 2023. The top injury types associated with recordable incidents YTD are Struck By/Against, currently at (40%) & Strains/Sprains, STF, and Caught In Between, each at (20%).
- **SERIOUS INCIDENTS:** None

INSPECTIONS & AUDITS: Active Capital Projects for May - 435

- **MAY INSPECTIONS:**
 - **INTERNAL – 241**
 - **EXTERNAL – 718** (82 Third-Party Safety Consultants; 636 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 1,160**
 - **EXTERNAL – 2,900** (390 Third-Party Safety Consultants; 3,228 OCIP Visits)
- **MAY NEGATIVE OBSERVATION(S)** – General Safety/Housekeeping, Fall Protection, Stairs/Ladders, Fire Protection/Prevention, Barricades/Enclosures, and Supervision/Organization.
- **MAY POSITIVE OBSERVATION(S)** – Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Electrical, and Stairs/Ladders.

- **INVESTIGATIONS & LESSONS LEARNED:**

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

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

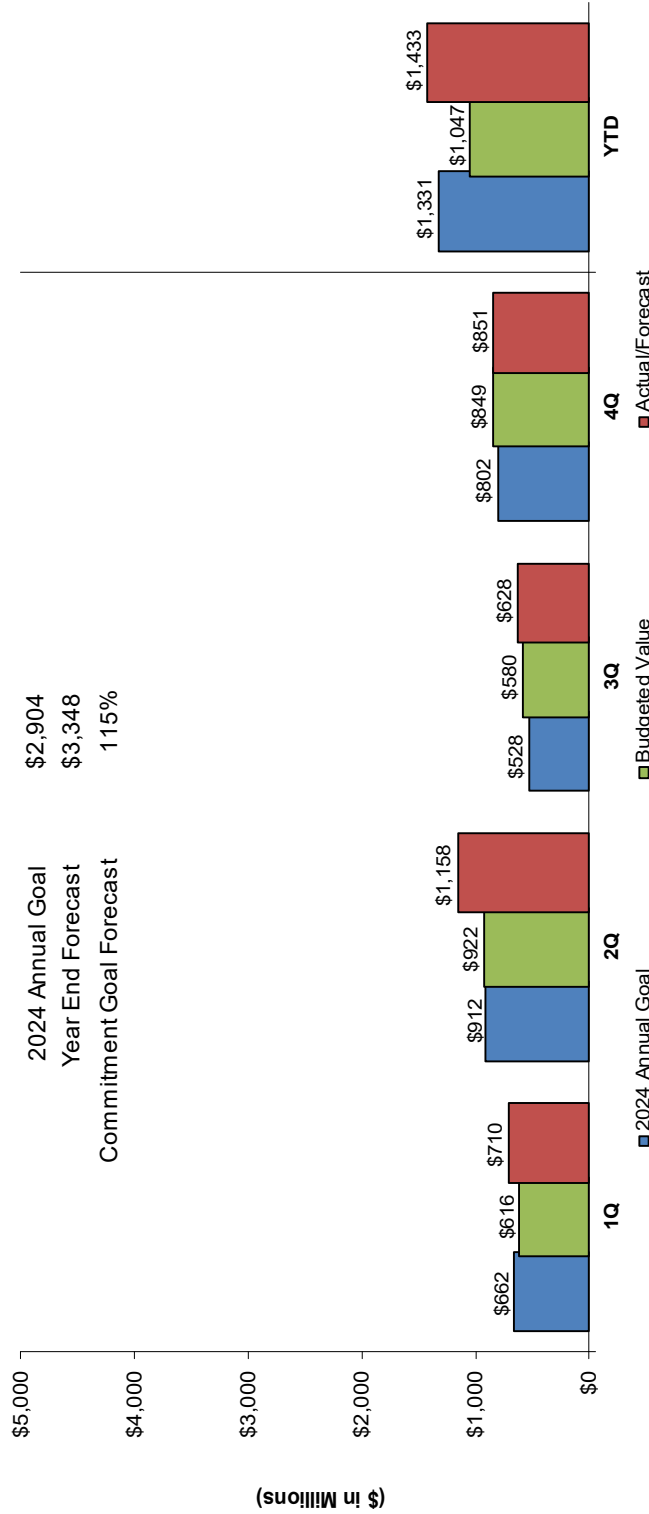
- C&D Safety continues supporting the business units by partnering with the safety teams to conduct project safety assessments and promote the observational approach process outlined in the SMS. These expanded safety assessments are shared with the project Safety Teams and their leadership to assist them in identifying at-risk projects or Contractors. The results of these additional assessments, in conjunction with those performed at the contract management level, will be used during reviews of leading indicators to better focus communication and enforcement strategies.
- C&D Safety continues using the in-house interim safety management reporting program until the agency-wide ESS program is accepted for solicitation. C&D Safety continues to look for alternative solutions while working with MTA HQ and other agencies. While the program has some limitations, it continues to provide a greater level of automation by allowing direct input by the Analytics Team into the new safety data portal and dashboard.
- 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 discuss C&D Safety trends and possible collaborations.
- C&D Emergency Management recently participated in an agency-wide Tabletop Exercise. The team has also selected a project and is planning the next C&D Business Unit Tabletop Exercise, expected to be performed in July or 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 Q2 of 2024.
- C&D Safety continues to conduct training sessions on incident notifications for project teams to support the timely and accurate reporting of project incidents throughout all MTA operating agencies where C&D construction occurs.
- The C&D Safety Analytics team is working 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 late Q2 or early Q3 of 2024.
- C&D Safety continues to work on several new and updated policies and procedures. In addition, the department has recently been authorized to perform the various safety training elements included under the New York City DOB SST Training requirements to C&D personnel, 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 is developing 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 being 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. It allows 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
May 31, 2024**

Capital Projects – Commitments – May 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

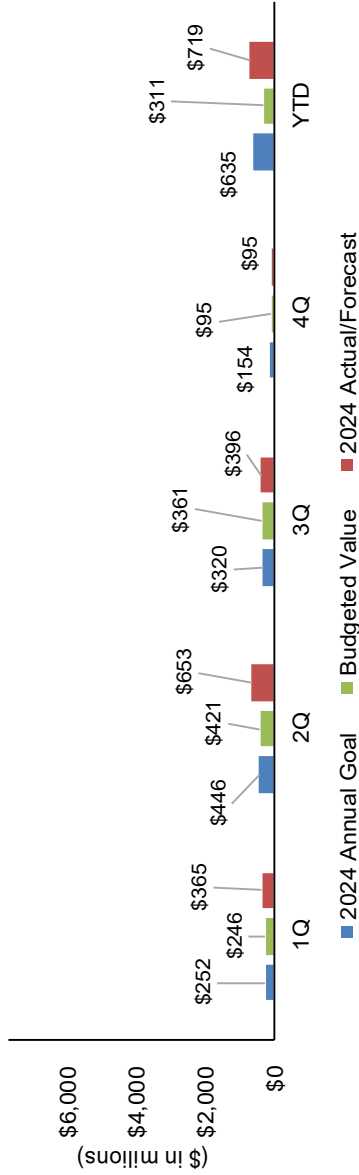
Due to the impact of delaying congestion pricing funding the MTA plans to commit \$2.9 billion worth of capital projects in 2024. Through May, the MTA has committed \$1,433 million of the \$1,331 million YTD goal. The difference between the YTD actuals and the goal can be attributed to NYCT committing ~\$80M in projects not on the original commitment plan. The 15% 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. In Q1 there were two delayed major commitments for NYCT, but these are still expected to be committed within the year.

NYCT/MTA Bus Capital Projects – Commitments – May 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	\$635
2024 Actual/Forecast	\$365	\$653	\$396	\$95	\$719
Budgeted Value	\$246	\$421	\$361	\$95	\$311



Q1 Schedule Variances

Project	Commitment	Goal	Act./Forec.
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2 NYCT/MTA Bus Amber Commitments

Amber delays are within 2 months of goal.

Line Structures

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

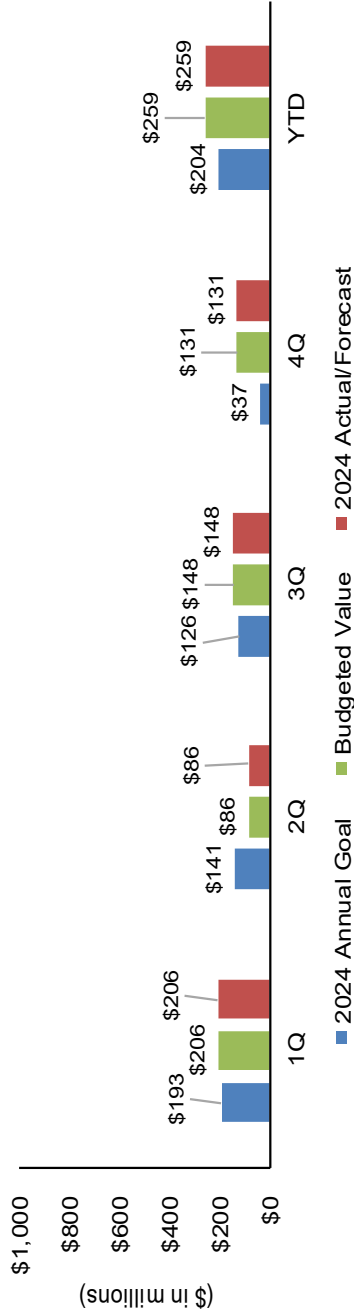
Stations

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

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$193	\$141	\$126	\$37	\$204
2024 Actual/Forecast	\$206	\$86	\$148	\$131	\$259
Budgeted Value	\$206	\$86	\$148	\$131	\$259



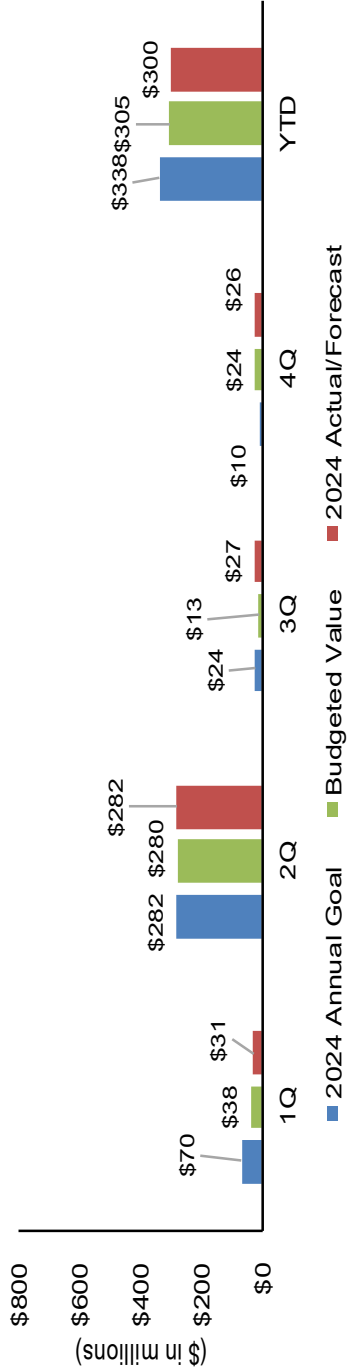
Q1 Schedule Variances

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

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$70	\$282	\$24	\$10	\$338
2024 Actual/Forecast	\$31	\$282	\$27	\$26	\$300
Budgeted Value	\$38	\$280	\$13	\$24	\$305



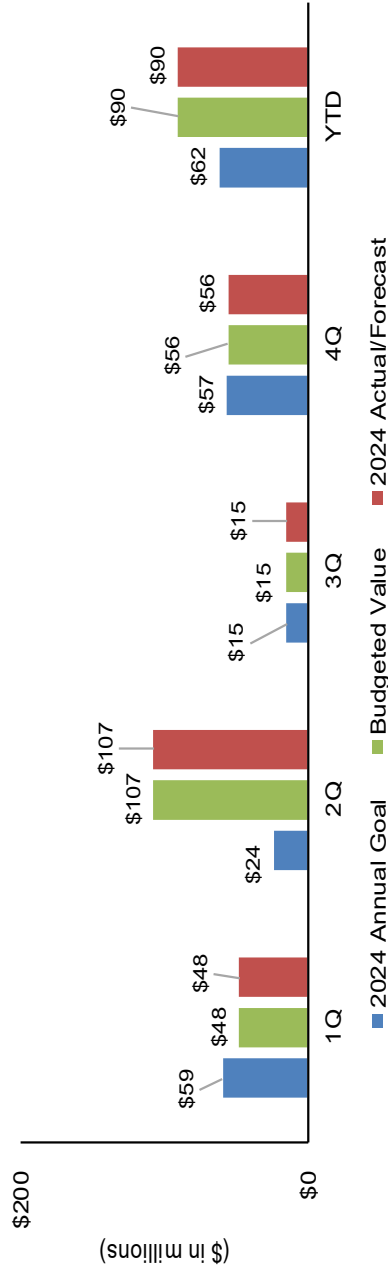
Q1 Schedule Variances

There are no major schedule slippages to report for MNR.

MTA Network Expansion Projects – Commitments – May 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	\$62
2024 Actual/Forecast	\$48	\$107	\$15	\$56	\$90
Budgeted Value	\$48	\$107	\$15	\$56	\$90



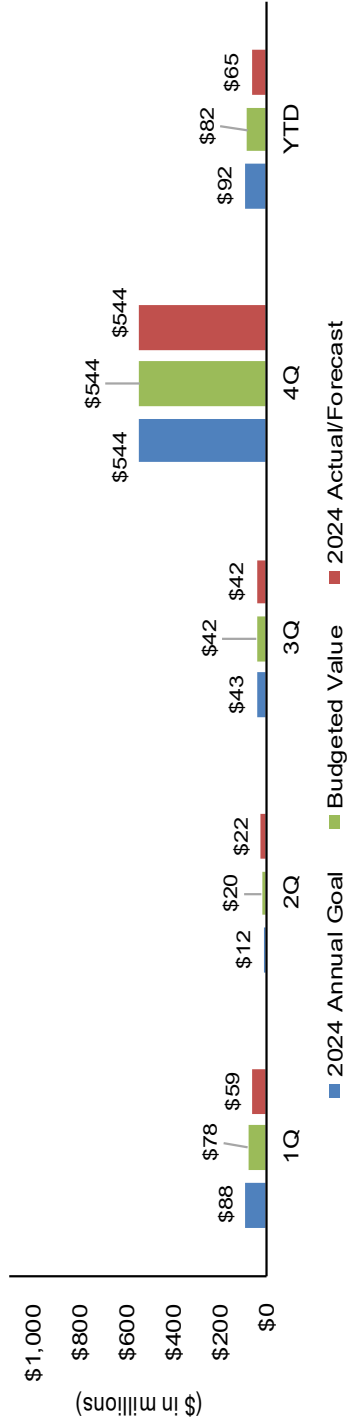
Q1 Schedule Variances

There are no major schedule slippages to report for Expansion.

B&T Capital Projects – Commitments – May 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	\$92
2024 Actual/Forecast	\$59	\$22	\$42	\$544	\$65
Budgeted Value	\$78	\$20	\$42	\$544	\$82



Q1 Schedule Variances

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

Capital Projects – Completions – May 2024

Forecast		MTA-wide 2024 Major Completions												Post 2024
Goal	Total	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	
59	59	3	4	2	2	3	8	3	4	7	2	5	15	1
Jan-24	3	3												
Feb-24	4		3		1									
Mar-24	5		1	2		1			1					
Apr-24	6				1	2	3							
May-24	2					1								
Jun-24	5						4			1				
Jul-24	2							2						
Aug-24	4								3	1				
Sep-24	8									5				
Oct-24	2										2			
Nov-24	3											3		
Dec-24	15												15	

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

Completions Summary

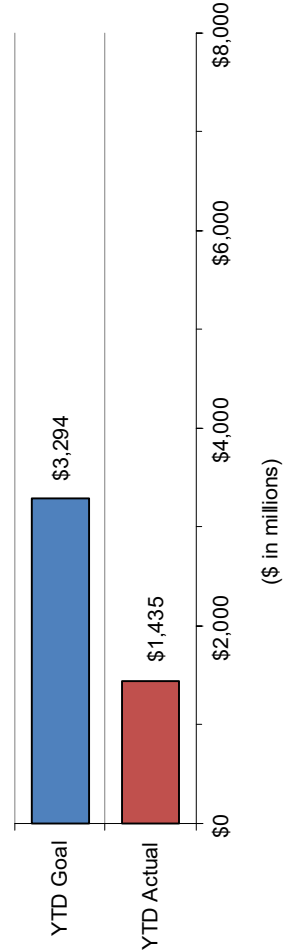
In 2024 the MTA plans to complete \$8.4 billion of projects. 59 Major completions will be tracked throughout the year.

Through May, the MTA has completed \$1,435 million versus its year-to-date goal of \$3,294 million. The shortfall is primarily due to the delays of the GCT Concourse and Facilities project with Expansion, the Direct Fixation Track Replacement at 63rd & Jamaica and 207th St Yard projects with NYCT, and several ADA projects at the LIRR. Overall, there are 13 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

2024 Annual Goal \$8,415
 Year End Forecast \$8,038
 Completion Goal Forecast 96%

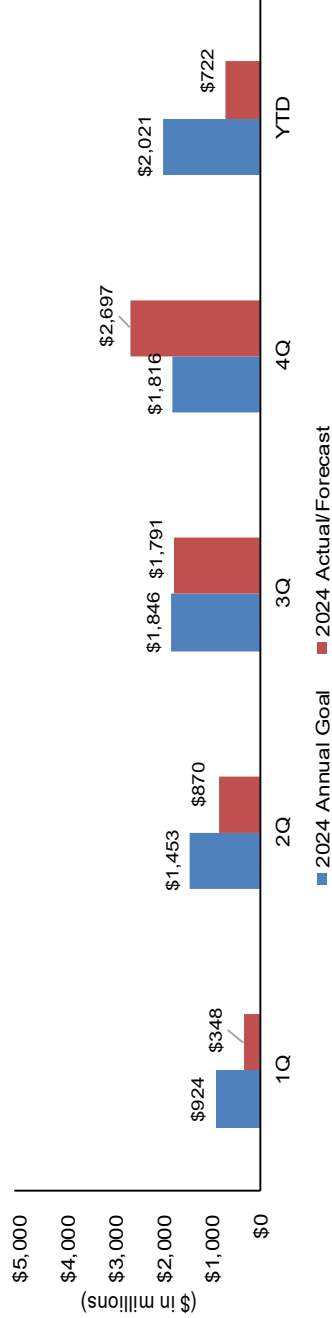


NYCT/MTA Bus Capital Projects – Completions – May 2024 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$924	\$1,453	\$1,846	\$1,816	\$2,021
2024 Actual/Forecast	\$348	\$870	\$1,791	\$2,697	\$722

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



Schedule Variances

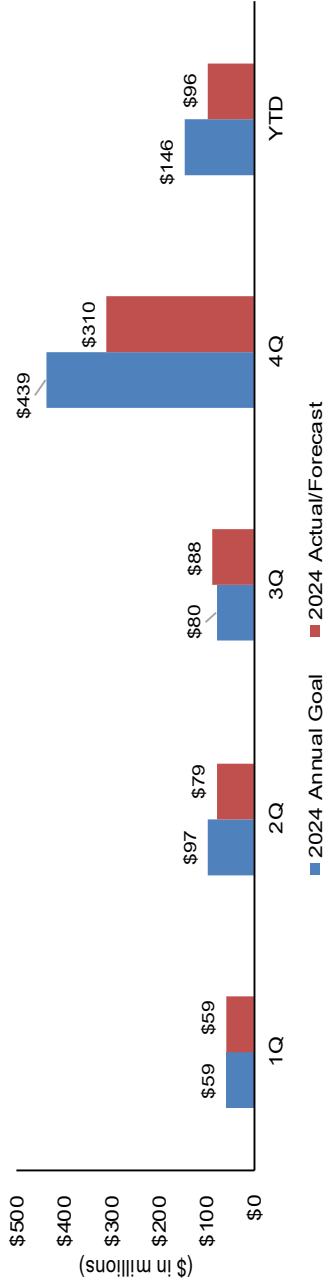
Project	Completion	Goal	Act./Forec.
2 NYCT/MTA Bus Red Completion (1 new this month) Red delays are beyond 2 months of goal.			
<i>MTA Bus</i>			
Storeroom Expansion - LaGuardia	Construction	Mar-24	Aug-24
		\$7.42	\$7.42
CCTV activation was scheduled for 4/2024. But some of the fiber optics cables did not correspond, so had to reschedule			
<i>Shops & Yards</i>			
207th Street Yard: Sandy	Construction	May-24	Aug-25
Repair/Mitigation (New Item)		\$600.67	\$600.67
Change in project schedule due to field conditions and pending as-built drawings.			
5 NYCT/MTA Bus Amber Completions Amber delays are delayed less than 2 months of goal.			
<i>Buses</i>			
Bus Radio System	Construction	Aug-24	Sep-24
		\$263.73	\$254.01
Substantial completion date subject to mediation with contractor. Change in cost reflects latest estimate at completion.			
5 NYCT/MTA Bus Amber Completions			
<i>ADA</i>			
ADA: 8 Stations (Pkg A)	Construction	Feb-24	Apr-24 (A)
		\$278.76	\$278.76
Change in schedule reflects delay in fire alarm testing due to ConEd power issues at Metropolitan Av station.			
ADA Pkg 2: ADA/Elevators at	Construction	Sep-24	Nov-24
		\$411.17	\$411.73
Change in schedule due to additional steel defects to be addressed. Change in cost reflects latest estimate at completion.			
<i>Stations</i>			
Replace 12 Escalators	Construction	Sep-24	Nov-24
		\$83.80	\$83.80
Change in schedule due to other escalator work at Lexington Ave Station.			
<i>Track</i>			
Direct Fixation Track	Construction	Apr-24	Jun-24
		\$183.35	\$206.12
The change in project schedule is due to pending as-built drawings.			

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

LIRR Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2024 Annual Goal	\$59	\$97	\$80	\$439	\$146	
2024 Actual/Forecast	\$59	\$79	\$88	\$310	\$96	

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 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				
Delay with materials for the curtain wall and installation of the elevator components		\$17.98	\$17.98				
ADA Amityville	Construction	Apr-24	Jun-24				
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.

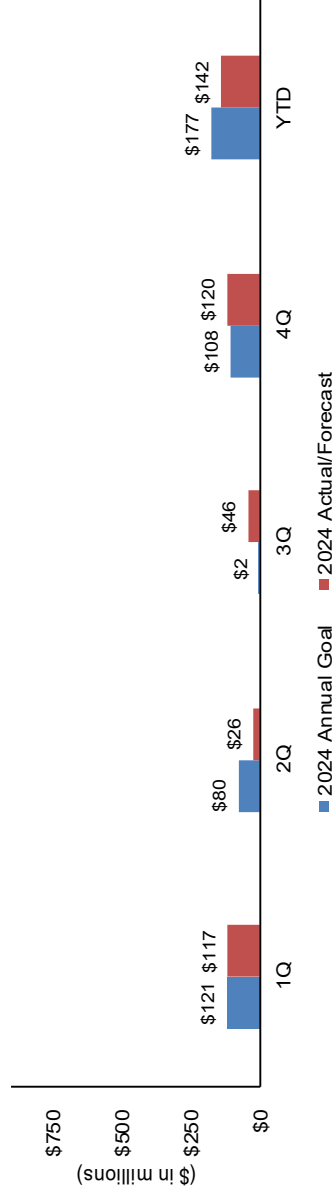
ADA Coplaque	Construction	Apr-24	May-24 (A)	Meis-Willets EC Relocation	Construction	Apr-24	May-24 (A)
Delay with materials for the curtain wall and installation of the elevator components		\$18.05	\$17.44	Date moved out due to a delay in FA work.		\$28.70	\$19.93
ADA Lindenhurst	Construction	Apr-24	Jun-24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

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2024 Annual Goal	\$121	\$80	\$2	\$108	\$177
2024 Actual/Forecast	\$117	\$26	\$46	\$120	\$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

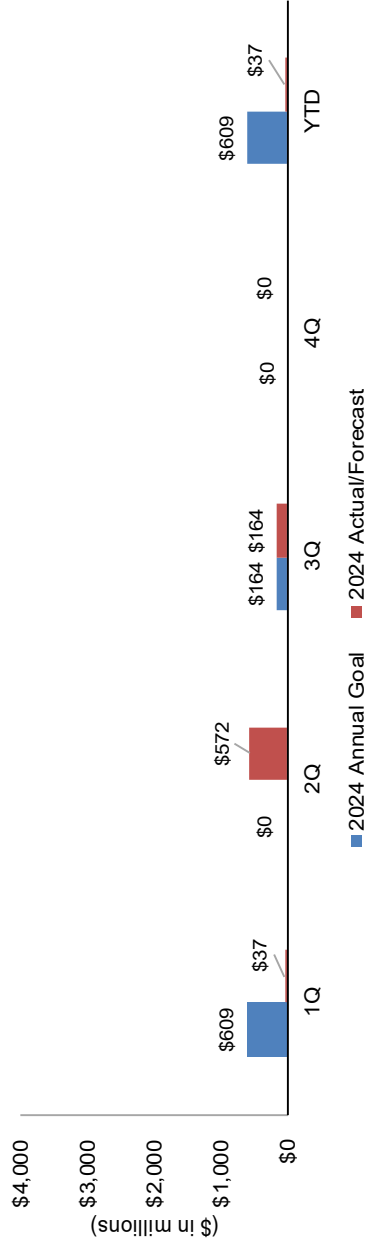
Harlem & Hudson Power Improvements (City Water Substation)	Construction	Jun-24	Sep-24
		\$23.70	\$23.70

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

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

MTA Network Expansion Budget Analysis

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



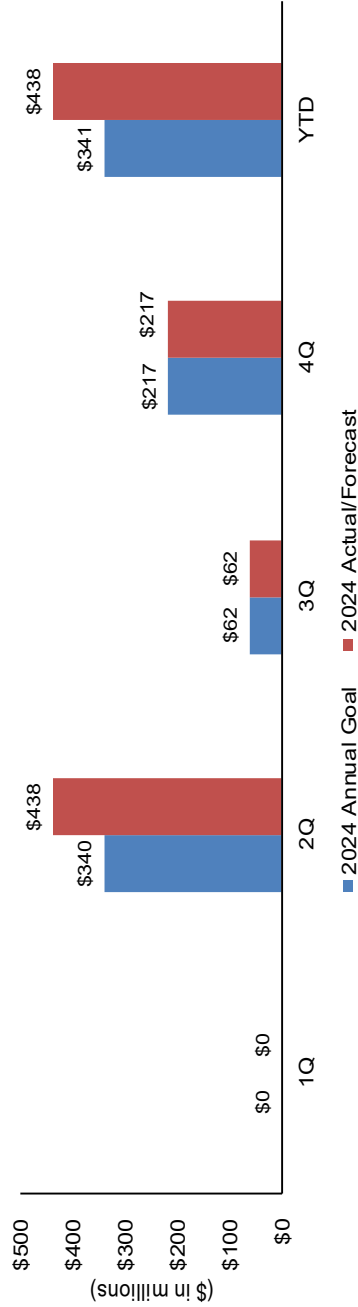
Schedule Variances

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

B&T Capital Projects – Completions – May 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

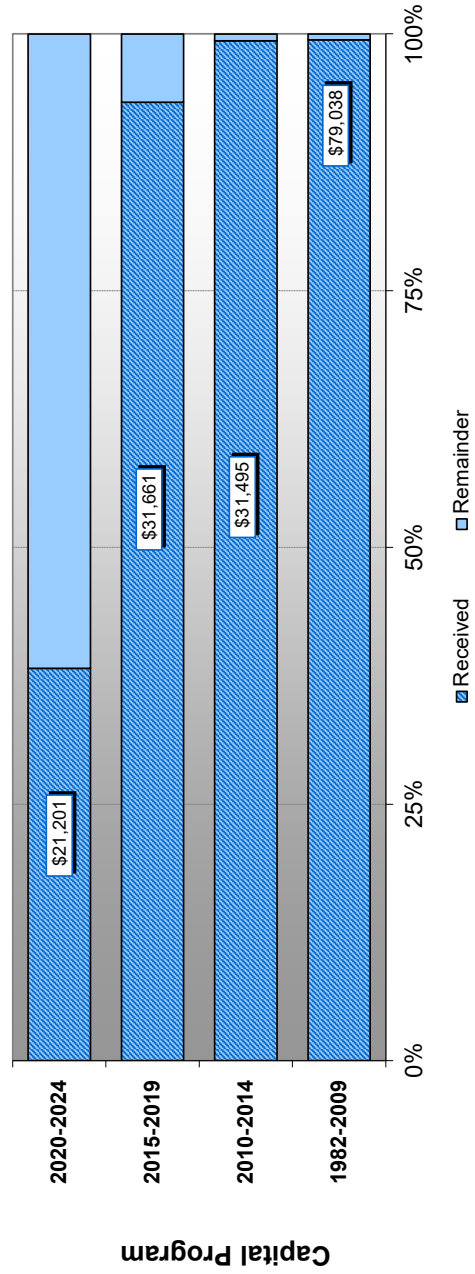


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (May 2024)
\$ in millions



Capital Funding Detail (May 2024)

\$ in millions

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

1%

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

7%

	Funding Plan Current	Received/Secured		Secured to date	Remainder
		Thru April	May		
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

62%

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
June 2024**

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$2.9 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	6/24/24	X		
2	Board	6/26/24	X		

Date: June 12, 2024			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award 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>
K. Ratification of Completed Procurement Actions	1	\$	2,910,000
SUBTOTAL	1	\$	2,910,000
TOTAL	1	\$	2,910,000

Budget Impact

The approval of this procurement action will obligate capital funds in the amounts listed. Funds are available in the capital program and operating 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 RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|----|------------------------------------|--------------|-------------------------------|
| 1. | LK Comstock
Contract No. P36721 | \$ 2,910,000 | <u>Staff Summary Attached</u> |
|----|------------------------------------|--------------|-------------------------------|

MTA Construction and Development requests that the Board ratify a modification for the replacement of the transformer and rectifier at the 62nd Road Substation.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) LK Comstock (Brooklyn, NY)
Description High Tension Component Bundle
Contract Term (including Options, if any) July 3, 2023 – July 2, 2025
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number P36721	AWO/Modification # 12
Original Amount:	\$ 32,469,000
Prior Modifications:	\$ 1,300,629
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 33,769,629
This Request:	\$ 2,910,000
% of This Request to Current Amount:	8.6%
% of Modifications (including This Request) to Original Amount:	13%

Discussion:

This Contract provides for the rehabilitation of eight New York City Transit traction power substations in the Boroughs of Manhattan, Queens and the Bronx. MTA Construction and Development (“C&D”) requests that the Board ratify Modification No. 12, which provides for the replacement of the transformer and rectifier at the 62nd Road Substation in Queens.

This Contract provides for the replacement of high-tension switchgears in six of the eight substations being rehabilitated. To ensure that sufficient third rail power is always maintained during the performance of this work, adjacent substations must remain online.

The 62nd Road Substation is adjacent to two of the substations being rehabilitated and, therefore, must remain online during the work. This substation is currently offline because a transformer was damaged by a water leak, necessitating the replacement of the transformer. In order to fit the replacement transformer into the available space (the original transformer model is no longer available), the adjacent rectifier also needed to be replaced with smaller model. This modification provides for the removal and disposal of the existing rectifier and transformer and the installation of one 3000KW rectifier and one 27KV transformer. This work includes excavation and restoration of the 62nd Street roadway, electrical work to connect and energize the new equipment, environmental testing and equipment commissioning. In addition, an underground access hatch will be replaced to prevent future water leaks that could damage the new equipment.

In order to mitigate delays, authorization was obtained from the President of MTA C&D on April 22, 2024, for the Contractor to procure the equipment which had a lead time of approximately four months.

The Contractor submitted an initial cost proposal in the amount of \$4,329,401.40. Negotiations were held and agreement was reached on a total cost of \$2,910,000, which is considered fair and reasonable. This modification also includes a reservation of the parties’ rights regarding Excusable and Compensable Delay because the lead time for obtaining equipment and the need for cooperation from Con Ed for various aspects of the installation and commissioning of the equipment may cause delays that cannot be assessed at this time.