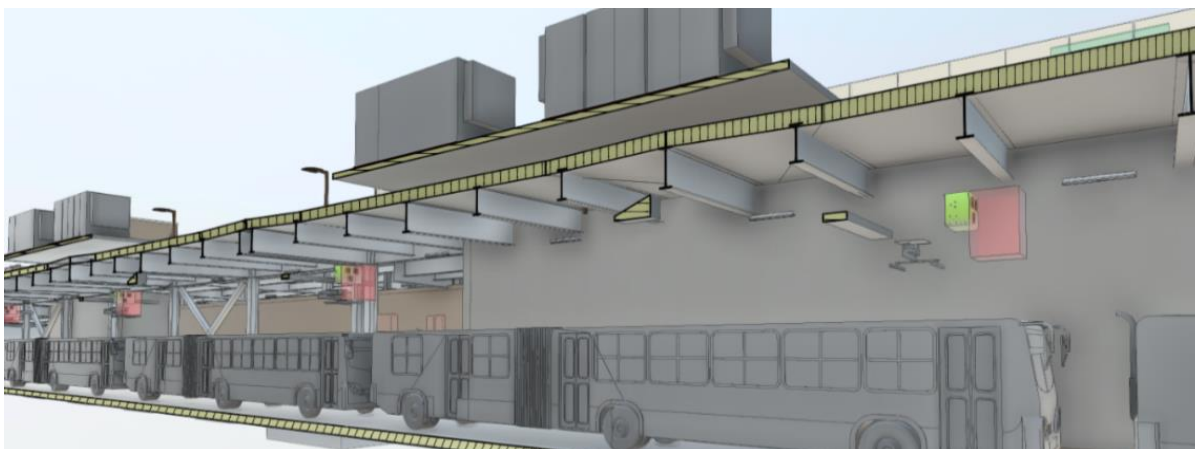


# EASTERN BUS DIVISION RECONSTRUCTION PROJECT– IMPLEMENTATION GRANT WORKPLAN

## Budget Detail

The Eastern Division Reconstruction project has many components, multiple funding sources, and a wide range of benefits. Other sources include \$213 million from federal formula funding and state funding, as well as Bus and Bus Facilities/Low-No competitive grant funding, if awarded. The Project Team has identified very specific equipment costs (detailed below) that represent the heart of the GHG reductions: charging infrastructure for BEBs. MTA is requesting \$97,548,016 specifically to cover these items, as part of the broader, more wide-reaching project.



*Figure 1: A rendering of BEBs with pantograph chargers overhead in the interior of the reconstructed Eastern Bus Division.*

## Budget Categories

### Equipment

*The funds requested through the CPRG Program will pay for chargers and other electrical infrastructure needed to charge BEBs at the reconstructed bus division.*

ITEM	QUANTITY	UNIT COST	TOTAL COST
<b>Pantographs w/ Control Boxes</b>	176	\$151,300	\$26,628,800
<b>BEB Chargers (2500 kW)</b>	8	\$2,200,000	\$17,600,000
<b>Electrical Framework</b>	249,727	\$208/square foot	\$51,943,216
<b>Photovoltaic Panels</b>	688	\$2,000	\$1,376,000

Equipment costs, which constitute the entire grant request amount of \$97,548,016, are detailed in the table above. These items include the cost of installation, which will be carried out by consultants under a future contract, which, while not yet detailed and itemized, will follow the rules, regulations, and policies outlined above in section 5.

Pantographs offer an overhead charging option for Eastern Division's forthcoming BEBs and require associated Control Boxes to function. Likewise, the BEB chargers provide multiple, fixed-point charging for MTA's expanded BEB fleet. Photovoltaic Panels (POVs) round out the green technology.

Although single units of Electrical Framework and POVs cost less than \$5,000, their total costs represent a significant portion of the overall budget are necessary infrastructure with expected usable life-spans of

## EASTERN BUS DIVISION RECONSTRUCTION PROJECT– IMPLEMENTATION GRANT WORKPLAN

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well over 1 year, and are covered under MTA’s procurement procedures. Consequently, these items are more appropriately included in the “Equipment” category than the “Supplies” category.

Should this project be awarded or receive any federal funding, MTA will fully comply with the regulations set out in 23 CFR Part 635, Build American, Buy American.

### Expenditure of Awarded Funds

MTA remains in compliance with FTA’s requirement for annual reporting on the financial status of all our active and open projects. This is done by the office of Capital and Programming in conjunction with the Finance team. The reporting months begin on the 1<sup>st</sup> until the 30<sup>th</sup> of the month. Capital and Finance spend time gathering information from project managers along with milestone dates of deliverables in order to submit regular Milestone Progress Reports. These reports are uploaded to FTA’s TrAMS system for their review and approval.

### Reasonableness of Costs

MTA selected Clark Construction for pre-construction services for the redevelopment of the MTA Eastern Bus Division facility to accommodate a fully electric bus fleet. As part of these services, Clark Construction prepared the budget estimate for the overall construction project from which the grant-funded components outlined in this application are derived. Their methodology is quoted below:

This estimate reflects Clark’s pricing from construction experience in the market on similar projects. The estimate should not be construed as a low bid but as a reasonable budget for the concept design.

Work is priced based on the assumption of competitive bidding for trade packages (direct cost of work). A minimum of 3 competitive bids from trade partners and materials/equipment suppliers will be solicited to the greatest extent possible.

The Construction Schedule assumed is 41 months starting with a NTP of Marh 6, 2026, with associated escalation rates.