Metropolitan Transportation Authority

Capital Program Committee Meeting

June 2025

Committee Members

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

Capital Program Committee Meeting

Monday, 6/23/2025
1:15 - 2:15 PM ET

1. SUMMARY OF ACTIONS
C&D CPC Summary of Actions - Page 3

2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES - MAY 28, 2025
C&D CPC Committee Minutes - Page 4

4. 2025-2026 COMMITTEE WORK PLAN
CPC Committee Work Plan - Page 9

5. PRESIDENT'S UPDATE

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IEC Project Review NYCT Bus - Page 25
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7. DIVERSITY UPDATE

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10. CAPITAL PROGRAM STATUS REPORT
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11. C&D PROCUREMENTS
C&D Procurements - Page 106

CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for JUNE 2025

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Skanska Koch Inc.	$249,003,000	Award of a publicly advertised and competitively solicited contract for Design-Build services for the installation of a cable dehumidification system on the four main cables of the Verrazzano-Narrows Bridge.
Contracts	SYSTRA Engineering, Inc.	$2,094,000	Ratification of a modification for additional engineering support services in support of the installation of a Communication Based Train Control signaling system on New York City Transit's Queens Boulevard West Line.
Contracts	Naik Consulting Group, PC	$8,564,600	Ratification of a modification for continued project management and consultant construction management services for three 42nd Street Corridor projects.
Contracts	Siemens Mobility, Inc.	$3,200,000	Ratification of a modification to provide updates to the carborne controller software for R179 subway cars to improve system performance and reliability.
Contracts	Hitachi Rail GTS USA Inc.	$1,350,000	Ratification of a modification to provide for updates to the carborne controller software for R211 subway cars to improve system performance and reliability.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
May 28, 2025
New York, New York
09:00 AM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Meera Joshi, Vice Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. David Jones
Hon. Blanca López
Hon. David Mack
Hon. Haeda Mihaltses
Hon. John Ross Rizzo
Hon. John Samuelsen
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

CPC Members not present:

MTA staff present:

Evan Eisland
Steve Loehr
Kana Ervin
Barney Gray
Jessica Mathew
Paul Corrigan
Jamie Torres-Springer

IEC Present:

Sirish Peyyeti

* * *

Chairman Lieber called the May 28, 2025, Capital Program Committee Meeting to order at 09:08 AM.

Public Comments Period

There were eleven public speakers during the hybrid public comment period: Jason Anthony, Deborah Greif, Christopher Greif, Brian Fritsch, Marcel Dejean, Michael Ring, Daniel Coe, Shane Kennedy, Marlo Sausville, *David Gerber, *Alita Dupree.

*Provided comment virtually.

CPC Work Plan

There were no changes to the work plan.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on April 28, 2025.

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

President's Report

MTA Construction & Development Company ("C&D") President Jamie Torres-Springer provided a detailed update covering several months of progress, given that the prior month was a Committee of the Whole meeting. He highlighted major achievements across the Capital Program, all leading up to the anticipated approval of the fully funded 2025-2029 Capital Plan by the full MTA Board.

Mr. Torres-Springer began by celebrating the successful restoration of service to the Rockaways following a full 17-week shutdown. This project was delivered on time and on budget. He recognized Project CEO Deirdre Harvey as well as New York City Transit partners, including Rockaway Service General Superintendent Hugo Zamora, for their contributions during the outage. The scope of work included replacement of 37 steel girders, each weighing 20,000 pounds, installation of 100 pre-cast concrete deck panels, and renewal of 1,500 feet of track and signal infrastructure, including 700 new track ties and more than 2,000 feet of new third rail. Additionally, 900 feet of new wave barriers were installed to protect from storm surges, and a full renovation of the electrical and mechanical systems on the South Channel Bridge was completed. Mr. Torres-Springer emphasized that this rehabilitation was designed to last for many decades, unlike prior work that only lasted 25 years.

Mr. Torres-Springer noted that, just in time for Memorial Day, Babylon Station was returned to full 12-car service for the summer. As part of a comprehensive rehabilitation, the station is being made fully ADA accessible. The new western platform was completed and reconnected to the existing eastern platform, which will be closed in September for full replacement by Memorial Day next year.

Work has also resumed on the Park Avenue Viaduct span replacements, now occurring on weekends while maintaining full train service. This effort, thanks to Board-approved changes in contract approach, is expected to save nearly four years of construction time and over $90 million. In April, despite rainy conditions, the MTA broke ground on the new Long Island Rail Road Yaphank Station, which will have modern amenities, and multimodal access. Commissioning is expected in mid-2026.

Mr. Torres-Springer reported on several accessibility milestones, including the completion of shared bike and pedestrian paths on the Robert F. Kenedy, Henry Hudson, and Cross Bay bridges, part of a $128 million program to enhance non-motorized access. Elevator replacements at 34th Street-Penn Station and Third Avenue-149th Street were completed,

among more than 20 stations receiving new elevators this year. These upgrades serve as a model for future work on power systems, structures, and tunnels.

Further accessibility advancements were achieved through public-private partnerships. A new entrance and elevator at Queensboro Plaza opened in coordination with a Grubb Properties development under the Zoning for Accessibility program, a collaboration with the Department of City Planning. Plans were also announced to make the Delancey-Essex complex fully accessible through a partnership involving the MTA, New York City, and the private developer, Essex Crossing, and supported by Congestion Pricing. Metro North Railroad has begun accessibility improvements at three Bronx Harlem Line stations - Williams Bridge, Woodlawn, and Botanical Garden - with completion targeted for 2027.

Finally, Mr. Torres-Springer noted the major milestone of the budget agreement in Albany, which authorizes full funding for the 2025-2029 Capital Plan. He emphasized that, pending the board's vote later that day, the MTA has already moved forward on key projects including the Fulton-Liberty Line CBTC installation, new bus orders, IBX design, and Hudson Line resiliency work. Nearly half of the $68 billion plan has already been initiated through C&D's processes, reflecting the agency's focus on advancing critical priorities without delay.

Systems Business Unit

Next Barney Gray, Senior Vice President, Systems, provided an update on the unit's progress and future initiatives, joined by Jessica Mathew, Senior Vice President, Capital Strategy, and Paul Corrigan, Vice President, Industrial and Systems Engineering. Mr. Gray began by expressing his enthusiasm for returning to the MTA and leading the Systems Business Unit, emphasizing that systems are central to the reliable, on-time performance of the network. He noted that the unit has evolved since its last report to the Board, with a new organizational structure built around four functional areas: monitoring and control, networks, communications, and facilities and computing. This structure aligns with best practices in the industry and allows the unit to address current and future needs while supporting talent development. Mr. Gray highlighted several ongoing projects, including the Backup Power Control Center, expected to finish within budget and on schedule in August 2025, and the Connection Oriented Ethernet (COE) Phase 3C project, which will install approximately one million feet of fiber by the end of the Capital Program to enhance stability and resilience. He also discussed the Emergency Alarm and Telephone Upgrade Project, which is progressing with some delay due to asbestos survey coordination and plans to upgrade the Operations Control Center's power and HVAC systems, with design work nearly complete and procurement about to begin.

Ms. Mathew followed by outlining systems planning initiatives. She provided an update on the MTA's partnership with Boldyn, which is delivering cellular service in tunnels at no cost to the MTA, with revenue sharing benefits. She reported that the Times Square Shuttle was the first project completed, with additional segments on the 4, 5, and G lines to follow this fall. Integration of Boldyn's scope into upcoming major projects, such as the Fulton CBTC, is also underway. Ms. Mathew discussed key investments in the 2025-2029 Capital Plan, including $1.1 billion for modern fare gates to reduce fare evasion and improve accessibility, with deployment starting this year at 20 stations and expanding significantly by the end of the plan. Additionally, $1.5 billion is allocated for stronger networks and better communications, including upgraded customer information screens, public address systems, security cameras, platform safety enhancements, and critical fiber cable upgrades.

Mr. Corrigan concluded the presentation by detailing the challenges and plans for station systems modernization. He described the current patchwork of customer information systems, ranging from fully manual to real-time service updates, which creates operational challenges

and inconsistent customer experiences. The goal for the 2025-2029 Capital Plan is to standardize and modernize these systems to enhance both efficiency and rider satisfaction. Mr. Corrigan emphasized the need to overhaul outdated communications rooms and backend infrastructure to support emerging technologies such as video analytics and smart sensors, aiming for a cleaner, more integrated, and easier-to-maintain environment. His vision includes smarter fare gates, intelligent video systems, virtual assistance, and stronger integration with operations and security centers.

Mr. Gray closed by underscoring that these initiatives reflect a commitment not just to technology, but to improving the safety, efficiency, and overall experience for riders.

IEC

Sirish Peyyeti, Program Director of the IEC, provided an update on two MTA projects currently under IEC monitoring: the Emergency Alarm Rollout at elevated New York City Transit stations and the Connection Oriented Ethernet (COE) Phase 3C project for the subway. Mr. Peyyeti reported that the Emergency Alarm project was awarded to L.K. Comstock in January 2024, with scheduled completion by February 2028. The project budget and current estimated completion cost (EAC) are $129 million, covering emergency alarm systems at 36 stations and 15 substations. The IEC's EAC remains within the project budget. The contractor is forecasting a five-month delay primarily due to required asbestos surveys. However, C&D has rejected this delay and directed the contractor to provide a recovery schedule. The IEC identified three primary risks: the delay in awarding a project management consultant, which could affect the schedule, the challenge of securing track access due to limited flagging support, especially with concurrent NYC construction activities, and the additional time needed for asbestos surveys and potential abatements, which could impact both cost and schedule.

Mr. Peyyeti also reported on the COE Phase 3C project, noting that the contract was awarded to Fivestar Inc. in December 2023, with scheduled completion by December 2028. This phase of the project focuses on upgrading the network by replacing 150,000 feet of fiber optic cable and integrating security cameras at 125 stations. The project budget, along with C&D and IEC's EAC, is $144 million. The project is currently on schedule. The IEC identified three risks: potential supply chain delays and long-lead items, challenges in obtaining track access, and limited MTA support staff availability for software acceptance and systems integration testing. Mr. Peyyeti noted that additional details on these risks and the mitigation measures proposed by C&D are included in the Capital Program Committee book and that the IEC concurs with the proposed mitigations.

Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented 27 procurement actions to the Capital Program Committee.

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

1. Award of a publicly advertised and competitively solicited contract with Defoe Corporation (Contract D81709) for Design-Build services to eliminate a center lane merge where the RFK Bridge's exit ramp meets the FDR Drive in order to enhance traffic safety and increase traffic flow on the RFK Bridge; and,

2-27. Award of modifications to extend twenty-six Indefinite Quantity contracts (13 federal and 13 state) for consultant construction management and inspection services for 18

months, through December 31, 2026 and to increase the aggregate budget for these contracts by $400 Million.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the May 28, 2025, Capital Program Committee Meeting at 10:10 AM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

Metropolitan Transportation Authority

2025-2026 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 2025
President's Update
Signals

September 2025
President's Update
Expansion
Quarterly Traffic Light Report

October 2025
President's Update
Stations

November 2025
President's Update
Railroads

December 2025
President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2026
President's Update
Infrastructure

February 2026
President's Update
Agency Initiatives

March 2026
President's Update
Signals
Quarterly Traffic Light Report

April 2026
President's Update
OMNY

May 2026
President's Update
Systems

June 2026
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

June 23, 2025

Construction & Development

NYCT R211 Project

	Base	Option 1	Option 2*	Total
Contract Order	**535 Total Cars** 440 R211A 75 R211S 20 R211T	**640 R211A Cars**	**435 Total Cars** 355 R211A 80 R211T	**1,610 Total Cars** 1,435 R211A 100 R211T 75 R211S
Budget	$1.75B Budget $1.75B EAC	$1.92B Budget $1.92B EAC	$1.39B Budget $1.39B EAC	$5.06B Budget $5.06B EAC

**Option 2 exercised on January 31, 2025*

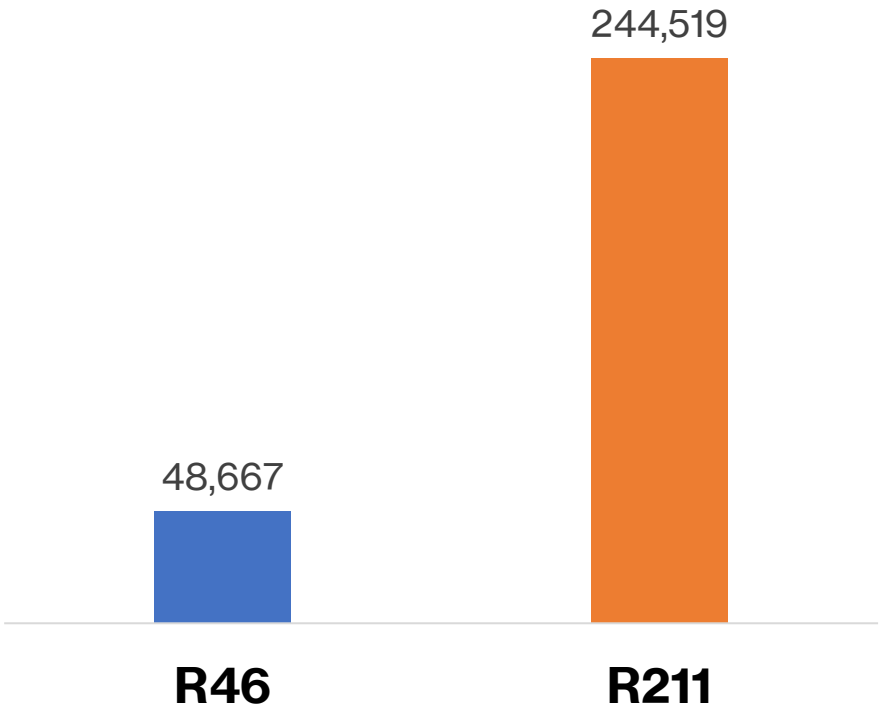
R211 Delivery Status

Delivery of new railcars has increased in pace, consistent with contract terms

	Delivered
R211A Standard	530
R211T Open Gangway	20
R211S Staten Island Railway	55

As of June 17, 2025

Fleet Performance



Metro-North Dual Mode Locomotives

Joseph Reynolds
Senior Director, Metro-North RSDI

June 23, 2025

Construction & Development

Dual Mode Locomotive Project (SC42)

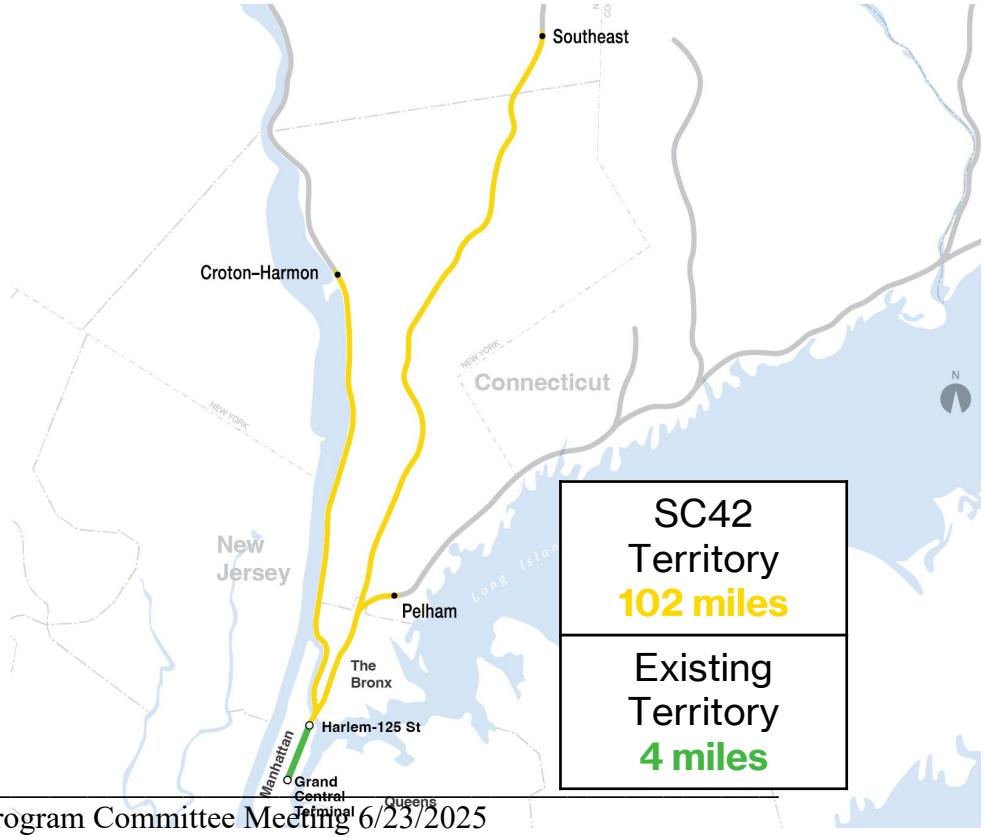
Based on Metro-North Railroad's needs to provide service to non electrified territories north and east and, **deliver more reliable and greener service**

The SC42 Dual Mode locomotives will replace the aging P32 Diesel locomotives

Benefits include:

- **Clean Diesel Tier IV Compliant 4,200-hp Engine -** In diesel territory, reduces pollutants like Nitrogen Oxide by (84%) and Particulate Matter by (86%)
- **Expanded Electrical Service Territory:** Allows MNR to service customers in electric mode (102 miles rather than just 4 miles in Manhattan)
- **Reduced carbon emissions:** 25,000 metric tons of carbon annually

Increase in Dual Mode Electric Territory



SC42-Dual Mode Locomotive Project Timeline

- March 2021- Contract Award
- Spring 2023 - Design Complete
- December 2024 - Prototype Qualification Testing at MNR
- June 2025 - Complete Qualification Testing
- July 2025 - Projected Start of Revenue Service

- **Next Steps:**
- 1st Two Production Locomotives 303 and 304 have been delivered and currently undergoing commissioning/ dynamic testing.
- 3 more locomotives to be delivered in August 2025

SC42-Dual Mode Locomotive Project

	Budget	Schedule
Option Completion	$738 M	Q2 2030
Supplier: Siemens Mobility Inc.		
Base Order and Options		
March 2021	27 locomotives (19 base + 8 option)	
August 2023	6 locomotives option for CTDOT	
March 2025	13 locomotive option (Battery + AC)	
March 2025	22 locomotives option for LIRR	

MTA New Bus Program

Daniel Cardoza

Vice President & Chief Maintenance Officer

MTA New York City Transit, Department of Buses

MTA Bus Company

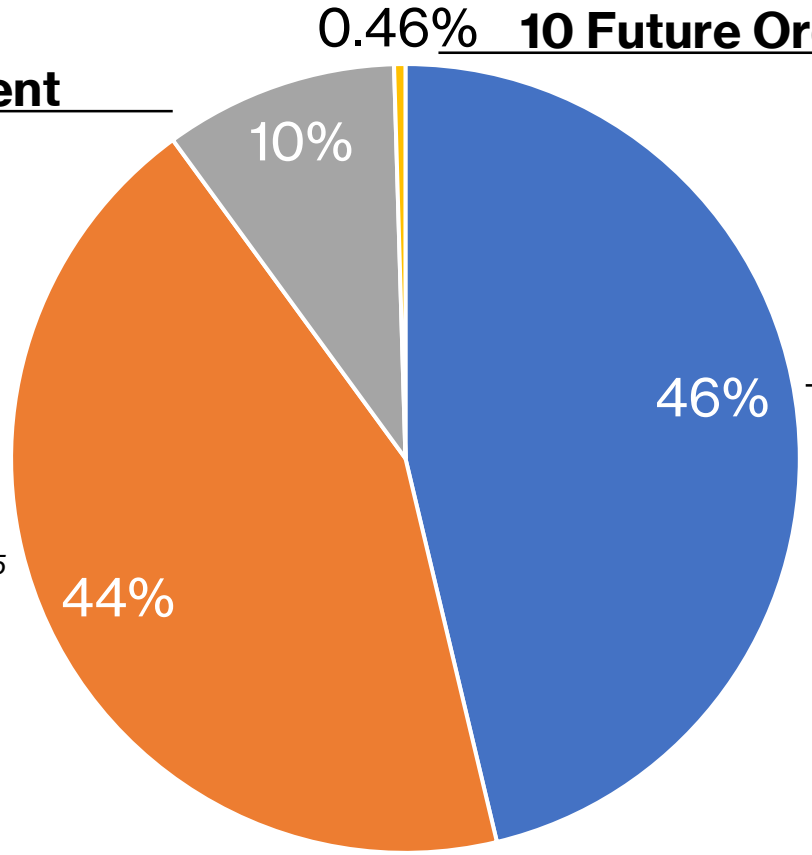
June 23, 2025

New York City Transit

Department of Buses

2020-2024 Capital Program Overview

Total 2,161 Buses



*Buses in production, or will be in production, by EOY 2025

In-Service Evaluation is Underway for Pilots from 4 Production Orders

Bus 6289 is the pilot bus for the Artic Clean-Diesels. Total order consists of 224 buses. Deliveries are planned to begin Q4 2025.

Bus 1630 is the pilot bus for the Express Clean-Diesels. Total order consists of 250 buses. Deliveries are underway.

Bus 5603 is the pilot bus for the Artic BEBs. Total order consists of 90 buses. Deliveries are planned to begin Q4 2025.

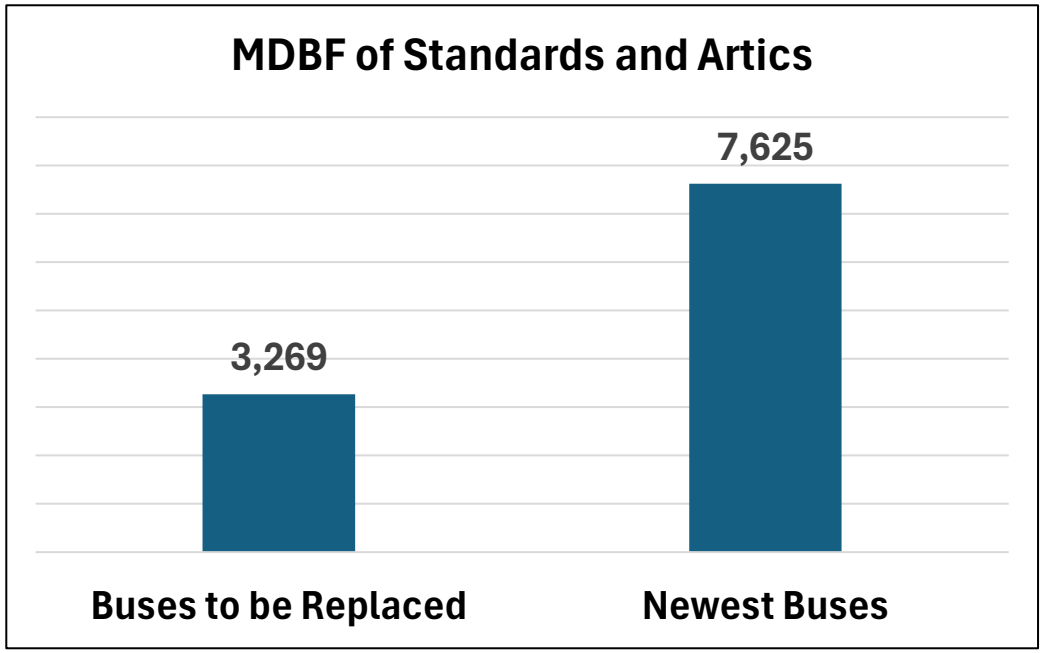
Bus 5030 is the pilot bus for the Standard BEBs. Total order consists of 380 buses. Deliveries are planned to begin Q4 2025.

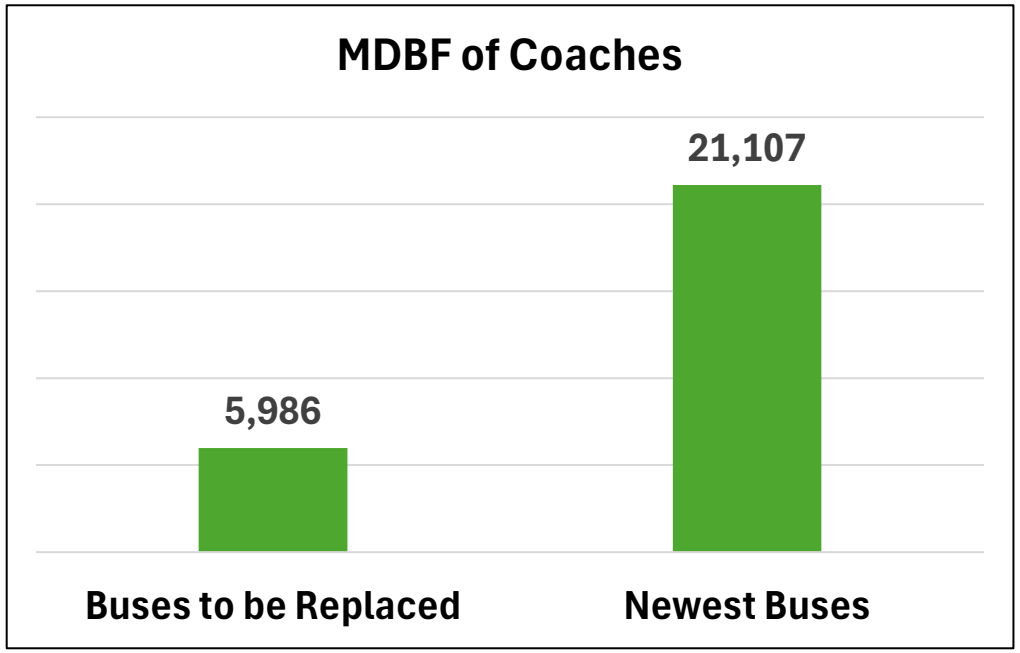
Upcoming Procurements

2020-2024 Capital Program		
Fleet Type	**NYCT**	**MTA Bus**
Buses in Procurement		
Coach BEBs	5	
Coach Clean-Diesels	92	
Standard CNGs		110
Future Orders		
BEBs (Test & Evaluation)	10	
217 Total Buses	**107**	**110**

2025-2029 Capital Program		
Fleet Type	**NYCT**	**MTA Bus**
Buses in Procurement		
New Flyer Artic Clean-Diesels	21	
Prevost Coach Clean-Diesels	131	
Future Orders		
Standard CNGs	155	103
Artic Buses	535	90
Coach Buses	219	
Standard Buses	700	50
Standard Zero Emissions	500	
2,504 Total Buses	**2,261**	**243**

Reliability - Mean Distance Between Failure (MDBF)





Data for 12 months ending May 2025

- 1,753 buses are currently 12 years old, or older, which will be replaced in these Capital Programs.
- Our newest buses (delivered since 2021) are **2 to 3 times more reliable** than our older fleets.

MTA is committed to emissions reductions and operating a greener bus fleet.

368 Compressed Natural Gas (CNG) Bus Purchase
- Plans for 155 CNGs for NYCT and 213 CNGs for MTA Bus

2 New Flyer Hydrogen Bus Purchase
- Purchase is through a grant awarded by NYSERDA (New York State Energy Research and Development Authority)
- Delivery is expected in Q4 2025

60 New Flyer BEB Bus Purchase
- All buses delivered and in revenue service

5 Nova Standard BEB Bus Test & Evaluate
- All buses delivered and being prepared for revenue service

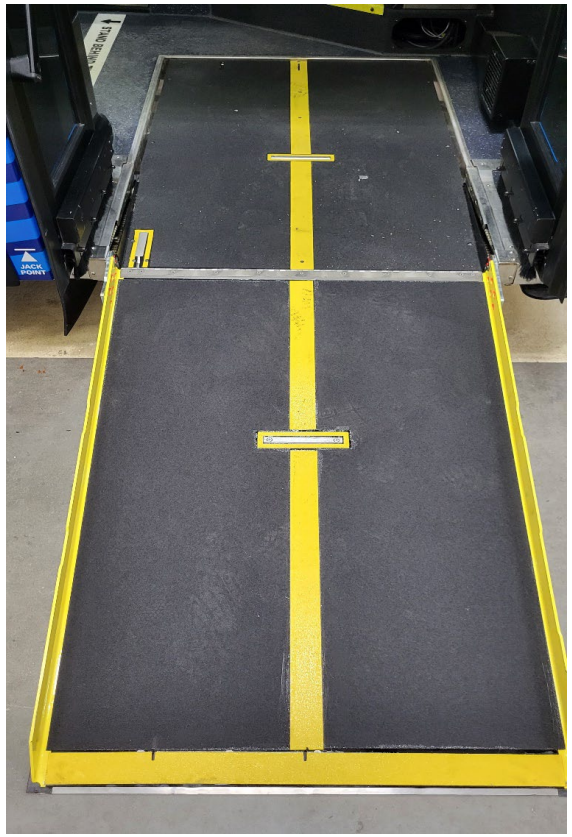
470 New Flyer BEB Bus Purchase
- 380 standard BEBs
- 90 artic BEBs
- Deliveries for both models to begin Q4 2025

5 BEB Coaches
- In procurement process

Picture of Bus 5012 from the 60 New Flyer BEB fleet being charged using the overhead chargers installed at the depot.

Bus Accessibility & Operator Safety Improvements

Continuous flip-up seats provide flexible seating for walkers, strollers, etc.



Wider 32-inch ramp with center line provides better accessibility for various mobility devices.

All new buses are equipped with new full driver enclosure.

June 2025
Capital Programming Committee
Independent Engineering Consultant
Project Review

Business Unit: MTA Rolling Stock
New York City Transit Department of Buses
New Bus Program

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

New York City Transit Department of Buses - New Bus Program

Scope:

NYCT Department of Buses procures buses for both NYCT and MTA service, in a variety of configurations, based on direction established in the MTA capital program and in support of the MTA Zero Emissions Transition plan.

Status:

- The IEC is currently monitoring 15 bus contracts (see table on page 4).
  - 8 bus contracts for a combined total of 489 buses valued at $435M completed deliveries since the last report in June of 2024.
  - 7 bus contracts for a combined total of 944 buses valued at $1.225B remain active and will continue to be monitored by IEC until completion.
    - 5 contracts, for a combined total of 679 buses, were identified as active in last years report.
    - 2 contracts, for a combined total of 265 battery electric buses (BEB), were approved in November 2024 following implementation of congestion pricing as options to the base contracts for 205 BEB.
- Additionally, 6 potential contracts for a combined forecast total of 473 buses, in various configurations, with an estimated value of $488M are in procurement, in various stages of development.
  - 3 contracts, for a combined 368 buses, are forecast as compressed natural gas (CNG) vehicles.
  - 2 contracts, for a combined 10 buses, are forecast for the certification of new manufacturers; these vehicles will be subject to NYCT's testing and evaluation process.
  - 1 contract, for 95 express buses.
  - The IEC will actively monitor these contracts upon award.

New York City Transit Department of Buses - New Bus Program

Status (continued)

The purchase of battery electric buses is mandated by the MTA's Zero Emissions Transition Plan.

- The 65 BEBs noted on last year's report were all delivered by early 2025.
  - 60 buses from New Flyer have entered revenue service since last report, operating from 4 depots.
  - 5 buses from Nova have been received and will be undergoing testing and evaluation upon acceptance by NYCT.
- 470 BEBs, including 90 AEBs are in procurement with deliveries expected to begin in October 2025, and with completion scheduled for May 2029.

The IEC concurs with the bus procurement team on cost and schedule as reported in the table on Page 4 and will continue to monitor performance.

New York City Transit Department of Buses - New Bus Program

2025 Bus Contract Status						
Mfg	Qty	Bus Type	Award	Budget	EAC	Comments
Completed Contracts since last report						
New Flyer	15	BEB	Dec-21	$17.3M	$23.3M	Deliveries completed February 2025
New Flyer	45	BEB	Dec-21	$55.1M	$63.2M	Deliveries completed February 2025
Nova	25	SDB	Dec-21	$16.4M	$16.4M	Deliveries completed September 2024
Nova	25	SDB	Dec-21	$17.7M	$18.1M	Deliveries completed November 2024
Nova	85	SDB	Dec-21	$61.9M	$61.9M	Deliveries Completed December 2024
Nova	5	BEB	Sep-22	$10.7M	$10.6M	Deliveries completed May 2025
Nova	173	SDB	Dec-22	$149.4M	$149.4M	Deliveries completed January 2025
New Flyer	116	SDB	Dec-22	$101.3M	$100.4M	Deliveries completed July 2024
Active Contracts						
New Flyer	224	ADB	Dec-23	$282M	$282M	Deliveries scheduled to begin October 2025
Prevost	250	EXP	Dec-23	$222.9M	$222.9M	Deliveries began May 2025
New Flyer	162	BEB	Feb-24	$231.6M	$231.9M	Deliveries scheduled to begin October 2025
New Flyer	25	BEB	Feb-24	$35.1M	$34.6M	Deliveries to begin following completion of 162 bus order
New Flyer	18	AEB	Feb-24	$43.9M	$43.9M	Deliveries scheduled to begin January 2026
New Flyer	193	BEB	Dec-24	$266.6M	$266.6M	Exercised option; deliveries to begin after completion of base order
New Flyer	72	AEB	Dec-24	$142.6M	$142.6M	Exercised option; deliveries to begin after completion of base order
Contracts awaiting award						
TBD	5	BEB	Oct-25	$10.6M	TBD	In discussion with potential vendors
TBD	95	EXP	Oct-25	$78.3M	TBD	In discussion with potential vendors
TBD	110	CNG	Dec-25	$105M	TBD	In design/definition phase
TBD	5	BEB	Dec-25	$15.5M	TBD	In design/definition phase
TBD	155	CNG	Jan-26	$160.8M	TBD	In discussion with potential vendors
TBD	103	CNG	Jun-26	$106.8M	TBD	In scope selection phase

Key:
ADB Articulated Diesel Bus
BEB Battery Electric Bus
CNG Compressed Natural Gas
HEB Hybrid Electric Bus
SDB Standard Diesel Bus
EXP Diesel Express Bus
AEB Articulated Electric Bus

New York City Transit Department of Buses - New Bus Program

Observations

- Several of the completed bus contracts experienced minor delivery delays since last year's report primarily due to:
  - Battery electric bus performance issues and a change in the battery supplier.
  - Quality/technical problems requiring rework and impacting Mean Distance Between Failures (MDBF) rates.
  - A one month hold on deliveries, for Nova standard diesel buses, due to a NHTSA seating recall.
- Manufacturers and vendors continually work to identify root causes for technical and quality issues, and coordinate with DOB to develop and implement proper corrective fleetwide actions. These actions are implemented through a series of maintenance campaigns, and their findings are included in updates to DOB's technical specifications for future procurements.
  - The performance of the standard diesel buses received since last year's report have met requirements concerning MDBF and daily availability.
  - The performance of the 60 battery electric buses placed into revenue service since last year's report have experienced problems with MDBF and daily availability.
    - Life-to-date MDBF for the 60 New Flyer BEBS is 2,111, versus an MDBF of 13,000 for equivalent New Flyer standard diesel buses (SDB).
    - Daily availability for full-service operation for the New Flyer BEBs is approximately 60%, versus a daily availability for full service of 91% for equivalent New Flyer SDBs.
    - Primary failures involve charging issues, string failures within the energy storage system (ESS), battery overheating, and failure to achieve required state of charge.

New York City Transit Department of Buses - New Bus Program

Observations (Continued)

- Battery life for the 60 New Flyer BEBs has been a concern. The technical specifications mandate an expected 8-year battery life.
- These issues are not atypical and are being experienced throughout the transit industry.

- The testing and evaluation of the 5 battery electric buses procured from Nova began in May 2025 and must be completed before a final evaluation on performance can be assessed.

- 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 is concerned this may affect the acceptance into service of the upcoming delivery of 205 BEBs currently projected to begin in October 2025.
- The IEC continues to monitor the synchronization between bus procurements and the delivery schedules for the NYPA battery electric bus charging infrastructure Phase 2 project. The IEC has found no inconsistencies.

New York City Transit Department of Buses - New Bus Program

Concerns

- The number of Bus procurements are inconsistent with the goal of replacing the entire fleet every twelve years.
  - Delays in accepting buses into service may require the retention of older buses in service longer than would otherwise occur, with a potential increase in maintenance costs
  - DOB actively and systematically conducts an end-of-life support program for age-expiring buses, to extend the useful service life of selected vehicles beyond the expected 12-year span through maintenance overhauls. While this program is performed in-house and is funded by the operating budget, may not be sustainable over a long period of time.
- The withdrawal of Nova from the US bus market further constrains the opportunity to increase bus acquisitions in the short term..
- The IEC acknowledges DOB's efforts in actively seeking to certify new vendors; however, the process is lengthy and may take up to two years.
- The electric buses received to date have experienced reliability and performance issues

June 2025
Capital Program Committee
Independent Engineering Consultant
Programmatic Review

Business Unit: MTA Rolling Stock

- **New York City Transit (NYCT)**
  - R211A Cars, R211S cars for Staten Island Railway and R211T Open Gangway cars.
- **Metro North Railroad (MNR)**
  - SC42 Dual Mode Locomotive and SC42 Battery and AC (B+AC) Locomotives
- **Long Island Railroad (LIRR)**
  - M9 Cars and SC42 Dual Mode Locomotives.

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

MTA Rail Rolling Stock

Program Summary

The IEC monitors NYCT, MNR and LIRR rail projects through cost and schedule performance metrics of and by also undertaking a risk-based monitoring of individual projects.

- For NYCT and Staten Island Railway in February 2018, Kawasaki was awarded the 535-car base order for the R211 rail car program. The contract includes three sub-classes of vehicles: 440 R211A cars to partially replace the R46 fleet on the B Division, 75 R211S cars to replace the R44 fleet on Staten Island Railway, and 20 R211T pilot cars featuring open gangways.
  - Option 1 for 640 additional R211A cars was exercised in November 2022.
  - Option 2 was exercised in January 2025 for 355 R211A cars and 80 R211T cars.
- To modernize its dual-mode locomotive fleet, MNR awarded Siemens a base contract in March 2021 for 19 new SC-42 locomotives, with an additional 8 ordered under Option 1. These locomotives are designed to replace the aging GE P32AC-DM fleet and comply with current U.S. EPA emissions standards, offering up to 85% emissions reduction. The final delivery under the base contract is scheduled for April 2027. The contract includes multiple options:
  - 24 additional locomotives for MNR beyond the base and Option 1 order.
  - Option 2 for up to 20 units in an alternate configuration for the Connecticut Department of Transportation (CDOT), of which 6 have been exercised.
- Option 3 includes up to 66 dual-mode locomotives for LIRR; in December 2024, the Board approved the purchase of 44 units, with 22 ordered as of February 2025.
  - Option 4, approved in February 2025, which includes 13 additional locomotives and related equipment, with an option to purchase two more. These units will feature state-of-the-art battery-alternating current (B+AC) power distribution systems and are intended to support the Penn Station Access (PSA) program's rolling stock needs.
- For LIRR in September 2013, Kawasaki was awarded a base contract for 92 M9 electric multiple unit (EMU) railcars, followed by an option order for 110 additional vehicles in July 2017. The M9 cars are equipped with Positive Train Control (PTC) and are self-propelled for operation on electrified territory.

MTA Rail Rolling Stock

Program Summary Chart

The following table includes all the new rail rolling stock projects.

Vehicle type	QTY	Business Unit	Scope	Contractor
R211A (Base Project)	440	NYCT	New Cars to replace the aging fleet	Kawasaki
R211S (Base Project)	75	SIR	New Cars to replace the aging fleet	Kawasaki
R211T (Base project) Open ganway cars	20	NYCT	New Cars to replace the aging fleet	Kawasaki
R211A (option 1)	640	NYCT	New Cars to replace the aging fleet	Kawasaki
R211A (Option 2)	355	NYCT	New Cars to replace the aging fleet	Kawasaki
R211T (Option 2)	80	NYCT	New Cars to replace the aging fleet	Kawasaki
SC42 Dual Mode Locomotive (Base + Option 1)	27	MNR	New Locomotives to replace the aging fleet	Siemens
SC42 Dual Mode Locomotive (CDOT option 2)	6	CDOT	New Locomotives to replace the aging fleet	Siemens
SC42 Battery + AC Locomotives (Option 4)	13	MNR	New Locomotives for Penn Station Access	Siemens
M9 cars (Base + Option)	202	LIRR	New Cars to replace the aging fleet	Kawasaki
SC42 Dual Mode Locomotive (Option 3)	44	LIRR	New Locomotives to replace the aging fleet	Siemens
			Future Options	
SC42 Dual Mode Locomotive	14	CDOT	New Locomotives to replace the aging fleet	Siemens
SC42 Dual Mode Locomotive	24	MNR	New Locomotives to repalce the aging fleet	Siemens
SC42 Dual Mode Locomotive	26	NYDOT	New Locomotives to replace the aging fleet	Siemens
SC42 Dual Mode Locomotive	22	LIRR	New Locomotives to repalce the aging fleet	Siemens

MTA Rail Rolling Stock

Schedule

Schedule for various Rail Car projects as per the Table below.

Project	Contractual		C&D SC Forecast	IEC SC Forecast
	Award	Substantial Completion (SC)		
R211A 440 Cars (Base Project) NYCT	Feb-18	Aug-23	Jun-25	Jun-25
R211S 75 Cars for SIR	Feb-18	Jun-25	Oct-25	Oct-25
R211T 20 Cars For NYCT	Dec-22	Nov-22	Complete	Complete
R211A 640 Cars Option 1 For NYCT	Nov-22	Jan-27	Jan-27	Jan-27
R211A 355 cars Option 2 For NYCT	Jan-25	Nov-28	Nov-28	Nov-28
R211T 80 Cars For NYCT Option 2	Jan-25	Nov-28	Nov-28	Nov-28
SC42 27 Dual Mode Locomotives for MNR (Base + Option1)	Sep-19	Apr-27	Apr-27	Apr-27
SC42 Battery + AC 13 Locomotives for MNR Option 4	Feb-25	Dec-32	Dec-32	Dec-32
202 M9 Cars LIRR (Base + Option)	Sep-13	Dec-24	Complete	Complete
SC42 44 Dual Mode Locomotives LIRR	Feb-25	Dec-32	Dec-32	Dec-32

MTA Rail Rolling Stock

Schedule (continued)

NYCT R211 Project:
Since the last report in June 2024, the project has experienced an additional one-month delay, bringing the total schedule slip to 22 months.

- Since the previous report, the IEC acknowledges that Kawasaki has made substantial progress in shortening the car assembly timeline and significantly improving delivery rates. The current rate of production of R211A subway cars under this contract has improved from approximately 22 cars per month to 30 cars per month.
- In the IEC's opinion, the R211A project is currently back on track for option 1 and option 2.
- As for the R211S, there is a one-month delay since the last CPC report, attributed to delivery and Automatic Train Control (ATC) testing setbacks.

MNR and LIRR SC 42 Dual mode Project:

- Based on the current progress, the IEC finds that production is on schedule. The first two locomotives were delivered earlier than planned.

LIRR M9 Project:
Since our last CPC report , all remaining M9 cars were delivered in April 2024 and were conditionally accepted in November 2024. The project is now substantially complete.

MTA Rail Rolling Stock

Budget

NYCT R211 Project

- The project budget and EAC is $5.06B due to exercising the Option 2 order in January 2025.
- The IEC's review indicates that the current budget is sufficient for completing the project.

SC42 Dual Mode Project

- The project budget of $414M has increased to $738M due to approval of an option for 13 Battery + AC Locomotives for MNR Penn Station Access program.
- LIRR is providing separate funding for their Locomotives.
- The IEC concurs that there are sufficient funds to complete the construction of Locomotives.

LIRR M9 Project

- The LIRR is currently reporting an M9 budget of $748M with an EAC of $747M.

MTA Rail Rolling Stock

Observations

NYCT R211 Project

- 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.
- ATC dynamic testing issues on the R211S pilot cars resolved since last CPC report.

SC42 Dual Mode Project

- In last year's report, the IEC noted that a Diesel Exhaust Fluid storage and dispensing system, which is required for the clean 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.

MTA Rail Rolling Stock

Concerns

NYCT R211 Project

- Hardware defects in Door Systems: Common defects including Master Door Controller (MDC) key switch tolerance issues, door hanger assembly flaws, and rust in door operators risk large-scale rework and in-service reliability problems.
- The IEC suggests NYCT continue closely monitor Kawasaki's quality program to ensure it meets acceptance criteria and maintains schedule.

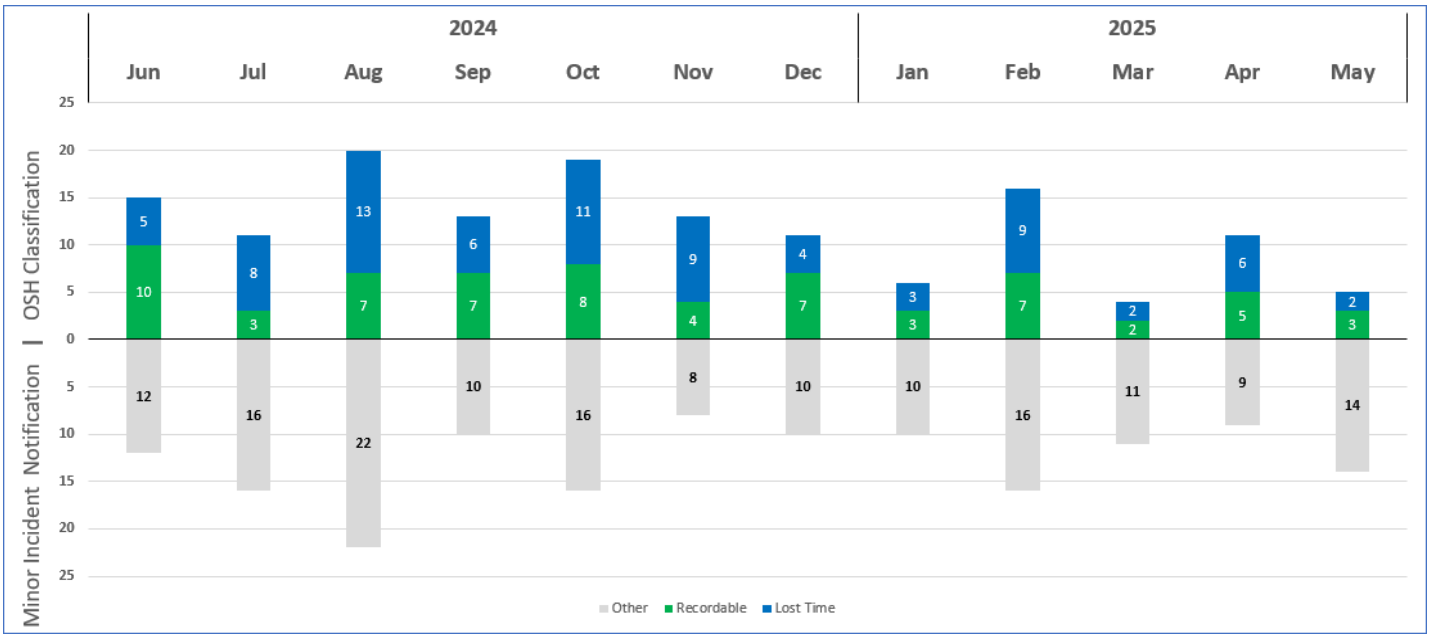
MNR SC42 Dual Mode Project

- Software issues identified during the testing to fine tune operations on MNR property could delay the conditional acceptance of the first two clean diesel locomotives.
- In the opinion of the IEC, the successful deployment of MNR dual-mode locomotives hinges on the timely implementation of software upgrades and prompt resolution of any required corrections.

SC42 Dual Mode Battery + AC

- For the Battery electric Locomotive, the performance and longevity of batteries are key challenges.
- The IEC notes that the team is working on different options to maximize battery efficiency as the project progresses in the design phase.

SAFETY SUMMARY



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

SAFETY NARRATIVE

MAY UPDATE:

- Five (5) safety events were reported in May 2025, including:
  - Two (2) lost time incidents,
  - Three (3) recordable incidents.
- The reported lost time incidents in May 2025 decreased by four incidents compared to April 2025.
- The top lost-time and recordable incident types for May 2025 were Struck by/Against (40%), Sprain/Strain (40%), and Slip/Trip/Fall (20%).
- **SERIOUS INCIDENTS: NONE**

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 22 Lost Time incidents have been reported YTD (through May 31, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (36%), Slip, Trip, Fall (27%), Caught In Between (23%) and Strain/Sprain (14%). A four-incident decrease was reported in Lost Time incidents from the previous month.
- **RECORDABLE INCIDENT TRENDS:** 20 Recordable incidents have been reported YTD (through May 31, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (60%) & Caught In Between (25%) and Slip, Trip, Fall, Sprain/Strain and Other are all (5%). There was a two-incident decrease in the reported recordable incidents from the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for March – **173 Projects with 319 Sub-Projects**

- **MAY INSPECTIONS:**
  - **INTERNAL – 259**
  - **EXTERNAL – 795** (60 Third-Party Safety Consultants; 735 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
  - **INTERNAL – 1,260**
  - **EXTERNAL – 4,073** (375 Third-Party Safety Consultants; 3698 OCIP Visits)
- **APRIL NEGATIVE OBSERVATION(S) –** Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Fire Protection/Prevention, Stairs/Ladders, Maintenance and Protection of Traffic (MPT), Electrical, Supervision/Organization, Industrial Hygiene, Tools (Hand & Power), Scaffolds/Aerial Work Platforms.
- **APRIL POSITIVE OBSERVATION(S)—**Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Tools (Hand & Power),

Maintenance and Protection of Traffic (MPT), Stairs/Ladders, Industrial Hygiene, Motor Vehicle/Heavy Equipment, and Fall Protection.

- **INVESTIGATIONS (SERIOUS INJURY):**
  - Number of investigations for May– None
    - April 27, 2025 – The incident investigation has been completed, and the corrective actions have been implemented. The project team is actively monitoring compliance and will take immediate action to address any deviations, ensuring continued adherence to the corrective measures.

MTA C&D STRATEGIC INITIATIVES:

- C&D Safety, in partnership with the Delivery Service Office (DSO), is taking significant steps to enhance the safety reporting portal within the C&D Project Performance Portal (PPP). These enhancements aim to deliver real-time, actionable insights into reported incidents, ensuring that safety issues are addressed promptly and effectively. With the introduction of new key performance indicators (KPIs) focused on project safety assessments, stakeholders will have a more comprehensive understanding of safety metrics and trends. Furthermore, we are committed to expanding the range of data tracked, allowing for a more robust support system for our safety initiatives and fostering a safer work environment for all.
- C&D Safety has continued to rolled out updates to our mobile safety inspection app. C&D Safety finalized the platform's expansion to include safety inspections by the C&D project management team, the Project CEO, and the safety project team.
  - Training for PCEO (Project Chief Executive Officer) and Project Executives is scheduled to begin in June 2025. This comprehensive training program will feature a series of open sessions designed to enhance the safety responsibilities and leadership capabilities of PCEOs and Project Executives. The initiative aims to significantly increase the visibility and emphasis on safety within project operations, ensuring that all team members are committed to implementing best practices for safety management. By fostering a culture of safety awareness and accountability, this training will support the execution of projects that prioritize the well-being of all stakeholders involved.
- C&D Emergency Management is actively collaborating with the project team to meticulously plan the upcoming Tabletop Exercise. Our primary objective at C&D EM is to cultivate a robust and resilient emergency management system that not only empowers MTA stakeholders but also significantly enhances coordination among them. By doing so, we aim to improve operational efficiency during critical events and ensure a seamless response.
  - Recently, C&D EM had the opportunity to take part in an all-agency Biowatch tabletop exercise, where we engaged in productive collaboration with various agencies. This collective effort was instrumental in strengthening our overall response capabilities and fostering a spirit of support that is vital in emergency management. Through these initiatives, we are dedicated to enhancing our preparedness and ability to respond effectively to any challenges that may arise.
- C&D Safety is working with Corporate Quality on ISO 45001 certification and has identified projects for independent audits ahead of the Stage 1 audit. Compliance audits of Division 1 safety specifications are also being conducted. Additionally, C&D is collaborating with AECOM to finalize the rollout phase to align with current contracts. ISO audit is scheduled for the first week of June 2025.
- C&D Safety is actively engaging staff through consistent safety communications. This includes our monthly Safety Zone newsletter, quarterly Safety Digest, and interactive Safety Moment presentations. We are also developing routine safety advisories and updating existing materials to reflect current standards and best practices. These initiatives aim to promote informed decision-making, reinforce best practices, and demonstrate our commitment to safety excellence.
  - Additionally, we have completely upgraded all our SharePoint sites to provide C&D employees and project teams with access to essential information, documents, training, and videos. These upgrades offer real-time information right at the employees' and project teams' fingertips as events begin. Our SharePoint sites cover various areas, including Safety, Emergency Management, Occupational Health and Safety (OHS), and Power BI dashboards, which support our Business Unit Safety teams by providing key performance indicator (KPI) data related to their projects.
  - Furthermore, we are in the process of developing a security SharePoint to ensure that the same level of support is available in that area.

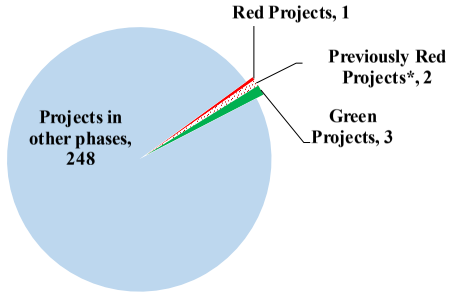
Metropolitan Transportation Authority

1st Quarter 2025 Traffic Light Report on the MTA Capital Program

A total of 254 Projects were Reviewed for the 1st Quarter 2025

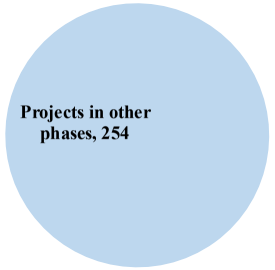
The 254 active projects include 6 projects in Design, 0 in Post-Design to Construction Award, 248 in Construction

6 of 254 Projects in Design



* see Terms and Definitions page

0 of 254 Projects in Post-Design to Construction Award



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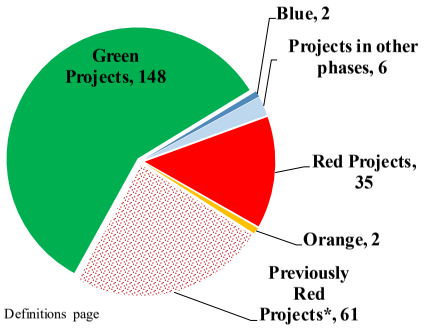
248 of 254 Projects in Construction



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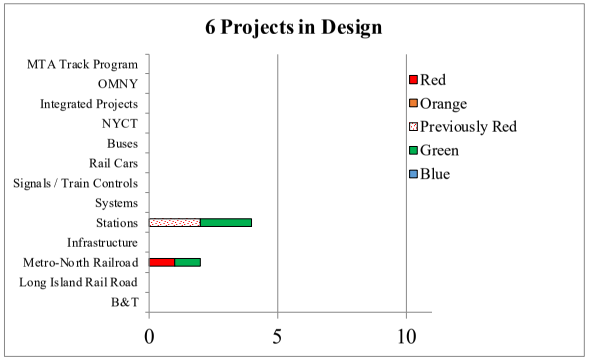
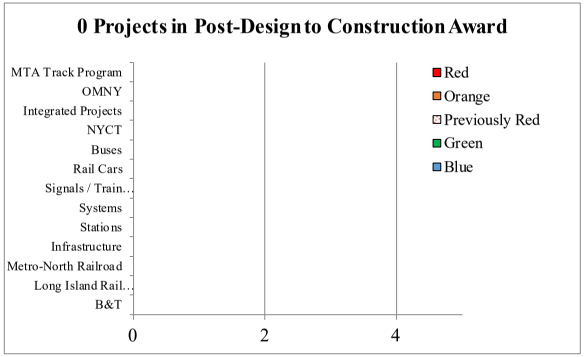
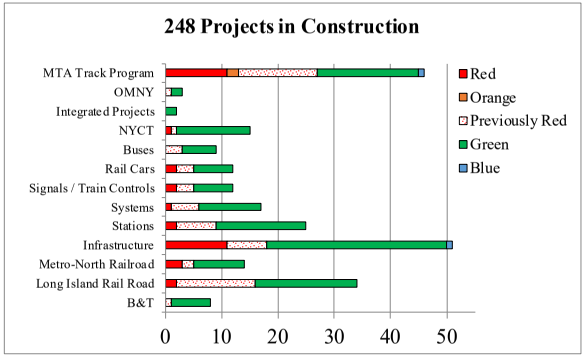


First Quarter 2025: 6 Projects were reviewed in this phase with 3 designated green, 2 as previously red, and 1 red. The 1 red project had a root cause of MTA Resource Support.



First Quarter 2025: No Projects were reviewed in this phase.



First Quarter 2025: 248 Projects were reviewed in this phase with 2 designated blue, 148 green, 61 previously red, 2 orange, and 35 red. The 35 red projects had root causes of track access, unforeseen site conditions, scope changes, contractor performance, MTA resource support, and coordination with other projects.

Metropolitan Transportation Authority

Project Terms and Definitions
1st Quarter 2025 Traffic Light Report

The following Terms and Definitions are used to identify a project's Traffic Light color designation in the reported quarter using variances from the previous quarter(s) and are based on two performance indicators: **cost and schedule**. The cost and schedule data for the quarterly Traffic Light Report (TLR) comes directly from MTA C&D's Project Status Report (PSR) database. A project is designated as **green** when neither cost or schedule have exceeded the TLR thresholds. A project is designated **red** when one or more of the two indicators exceed a specified threshold. Variance reports from the project team are required for all qualified red 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 triggered a red in a previous quarter(s). A "previous red project" may revert back to green after four consecutive quarters if the performance indicator(s) have not worsened. For overall project information since inception refer to the MTA's Capital Program Dashboard.

Project Terms and Definitions

Projects in Design: 6
Green: Indices less than 110% and index movement of less than 10%.
Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report.
Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report.
Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.
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.

Project Terms and Definitions
1st Quarter 2025 Traffic Light Report

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: 248
Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.
Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report.
Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report.
Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.
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.

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.

Project Terms and Definitions
1st Quarter 2025 Traffic Light Report

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.

Metropolitan Transportation Authority

1st Quarter 2025 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report
▼ = Index decrease: Trending indicates condition improving since last quarterly report
▬ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle Projects									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	$125,164,080	52	1.00	▬	2	▲	
T8041311	ADA: Borough Hall LEX	Construction	$40,116,865	52	1.00	▬	2	▲	R
Broadway Junction Bundle Projects									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	$22,657,149	20	1.00	▬	0	▬	
T8041234	Platform Components: Broadway Junction / JAM	Construction	$9,400,135	20	1.00	▬	0	▬	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	$347,180,495	20	1.00	▬	0	▬	G
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	$11,226,473	20	.99	▬	0	▬	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	$1,411,106	20	1.00	▬	0	▬	
ADA 14th St Complex Projects									
T7041251	Platform Components: 5 Locs CNR	Construction	$3,577,939	100	.99	▬	0	▬	
T70412F4	Subway Street Stairs: 14th Street 6AV	Construction	$3,649,384	100	1.00	▬	0	▬	
T70412L2	Platform Components: 14 St 6 AV	Construction	$8,055,574	100	.99	▬	0	▬	
T7041330	ADA: 14th St 6th Ave	Construction	$7,250,926	100	.99	▬	0	▬	
T7041346	ADA: 6 Av CNR	Construction	$70,596,358	100	1.00	▬	0	▬	R
T7041347	ADA: 14 St 6AV	Construction	$34,415,251	100	1.07	▲	0	▬	
T7041348	ADA: 14 St BW7	Construction	$51,090,383	100	.99	▬	0	▬	
T8041221	Station Ventilators CNR	Construction	$2,107,462	100	1.00	▬	0	▬	
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	$32,806,122	100	1.00	▬	0	▬	
T8041230	Platform Components: 14th Street / 6 Ave	Construction	$5,042,631	100	1.00	▬	0	▬	
T8041283	Track Wall Tiles: 14 St / Broadway-7 Ave	Construction	$2,359,540	100	1.00	▬	0	▬	

Metropolitan Transportation Authority

1st Quarter 2025 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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▼ = Index decrease: Trending indicates condition improving since last quarterly report
▬ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA 14th St Complex Projects									
T8041304	ADA: 6 Ave / Canarsie	Construction	$36,075,873	100	1.00	▬	0	▬	
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	$31,679,832	100	1.00	▬	0	▬	
T8070312	LSCRP 8th Ave CNR	Construction	$34,975,533	100	1.00	▬	0	▬	
ADA 149th Street and Tremont Ave Bundle Projects									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	$119,898,698	79	1.01	▬	4	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	$56,343,951	94	1.01	▬	4	▲	
ADA Package 4 Projects									
T7041322	ADA: 95 St 4AV	Construction	$35,000,000	78	1.00	▬	3	▲	R
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	$13,840,841	78	1.00	▬	3	▲	
T8041227	Platform Components: 137th St/Bwy7	Construction	$7,747,832	78	.94	▼	3	▲	
T8041331	ADA Parkchester E.177 St PEL	Construction	$77,448,752	78	1.00	▬	3	▲	
T8041347	ADA: Northern Blvd/QBL	Construction	$39,987,454	78	1.00	▬	3	▲	
T8041371	ADA: 137 St BW7	Construction	$38,220,818	78	1.01	▬	3	▲	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	$14,157,321	78	1.01	▬	3	▲	
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	$74,797,894	52	1.00	▬	0	▬	
T8041209	Livonia Av-Junius St Station Connector	Construction	$28,851,078	0	1.00	▬	0	▬	
T8041312	ADA: Junius St / NLT	Construction	$89,280,239	7	1.00	▬	0	▬	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	$49,238,743	57	1.00	▬	0	▬	
T8041321	ADA: Kings Hwy / Culver	Construction	$63,847,491	5	1.00	▬	0	▬	G

Metropolitan Transportation Authority

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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									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8041333	ADA: Mosholu Pk/Jerome	Construction	$53,210,562	70	1.00	▬	0	▬	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	$60,156,491	35	.99	▬	0	▬	
T8041338	Woodhaven Blvd/Queens	Construction	$73,241,565	55	1.00	▬	0	▬	
T8041339	ADA: Steinway St/ Queens	Construction	$119,385,816	20	1.00	▬	0	▬	
T8041348	ADA: Church Avenue Brighton	Construction	$53,108,015	48	1.00	▬	0	▬	
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRTOA	Construction	$35,437,815	22	1.09	▬	0	▬	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	$640,608	0	1.00	▬	0	▬	
T8041256	Platform Components: New Lots Ave/NLT	Construction	$15,487,059	18	1.05	▬	0	▬	
T8041257	Station Renewal: 242 Street / BW7	Construction	$34,984,990	18	1.11	▬	0	▬	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	$3,407,665	18	1.10	▬	0	▬	
T8041302	ADA: 96th St/8Av	Construction	$50,631,773	24	1.06	▬	0	▬	
T8041306	ADA: 86th St / Lex	Construction	$72,232,156	23	1.05	▬	0	▬	
T8041309	ADA: 81st St / 8 Av	Construction	$63,096,387	26	1.06	▬	0	▬	
T8041322	ADA: Classon Ave XTN	Construction	$61,325,407	33	1.07	▬	0	▬	
T8041323	ADA: New Lots Ave/NLT	Construction	$53,652,659	27	1.07	▬	0	▬	G
T8041326	ADA: 36th St / 4 Av	Construction	$108,898,229	23	1.06	▬	0	▬	
T8041334	ADA: 242nd Street	Construction	$48,098,120	19	1.05	▬	0	▬	
T8041341	ADA: Bway/Astoria	Construction	$58,985,818	27	1.06	▬	0	▬	
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	$91,316,934	23	1.07	▬	0	▬	

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Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T8041352	46th St- Bliss St/Flushing	Construction	$79,915,960	22	1.07	▬	0	▬	
T8041372	ADA: Harlem 148th Street / Lenox	Construction	$28,580,545	25	1.05	▬	0	▬	
T8041373	ADA: Court Square 23 Street / Queens	Construction	$59,847,028	21	1.06	▬	0	▬	
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	$47,368,075	18	1.07	▬	0	▬	
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 1 Projects									
T7041218	Renewal: 61 St-Woodside FLS	Construction	$50,002,972	48	1.00	▬	0	▬	
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	$3,065,122	30	.95	▬	0	▬	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	$41,660,875	73	1.00	▬	0	▬	
T8041258	Station Renewal: Woodside 61st Station	Construction	$76,239,836	48	1.00	▲	0	▬	R
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	$15,628,993	37	1.00	▬	0	▬	
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	$141,461,686	30	1.00	▼	0	▬	
Escalator Replacement Bundle Projects									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	$58,691,857	97	.99	▬	0	▬	R
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	$7,447,760	100	.98	▬	0	▬	
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	$34,122,705	99	1.01	▬	0	▬	
Station Renewal - Jamaica Line Projects									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	$46,311,571	65	1.01	▬	2	▲	
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	$44,934,824	90	.99	▬	2	▲	G
T7041216	Renewal: Cypress Hills JAM	Construction	$49,757,606	70	1.00	▬	2	▲	

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Construction & Development									
Stations									
All Other Stations Projects									
Station Renewal - Jamaica Line Projects									
T8041249	Platform Edges Wrap-Up: 104St & 121St /JAM	Construction	$242,529	5	1.00	▬	2	▲	
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	$10,895,792	65	.99	▬	2	▲	
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	$10,786,351	90	1.00	▬	2	▲	
T8041252	Station Renewal at Cypress Hills / JAM	Construction	$12,114,006	70	1.00	▬	2	▲	
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	$281,815	1	1.00	▬	2	▲	
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	$655,672	67	1.00	▬	2	▲	
Grand Central Bundle Projects									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	$25,643,528	82	.98	▬	0	▬	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	$90,769,563	82	1.05	▬	0	▬	
T8041226	Station Ventilators: Grand Central / FLS	Construction	$17,987,057	95	1.00	▬	0	▬	
Replacement of 37 Elevators at 17 Stations Projects									
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	$5,569,282	18	1.00	▬	0	▬	
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	$4,827,997	18	1.00	▬	0	▬	
T8040719	Replace 17 Elevators At 8 Stations	Construction	$139,609,466	18	1.00	▬	0	▬	G
T8040720	Replace 20 Elevators At 9 Stations	Construction	$161,913,792	18	1.00	▬	0	▬	
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041210	Renewal: 111 St FLS	Construction	$51,256,599	95	1.01	▬	0	▬	
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	$44,589,855	51	1.01	▬	0	▬	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	$39,577,786	95	1.00	▬	0	▬	
T7041217	Renewal: 69 St FLS	Construction	$42,977,984	32	.99	▬	0	▬	

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Construction & Development									
Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041219	Renewal: 52 St FLS	Construction	$49,116,945	32	1.00	▬	0	▬	
T8041243	Station Renewal: 111 St / FLS	Construction	$14,403,140	95	1.00	▲	0	▬	G
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	$14,094,227	25	1.01	▬	0	▬	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	$17,255,852	95	1.39	▲	0	▬	
T8041246	Station Renewal: 69 St / FLS	Construction	$13,383,988	32	1.00	▬	0	▬	
T8041247	Station Renewal: 52 St / FLS	Construction	$15,894,371	32	1.00	▬	0	▬	
T8041262	Platform Components: 111 St / FLS	Construction	$6,277,620	95	1.00	▬	0	▬	
Grand Central Circulation Improvements Projects									
T8041239	Grand Central: Center Core East / Flushing	Construction	$110,234,804	100	1.01	▬	0	▬	G
T8041240	Grand Central: Widening Stairs U2/U6 / Lexington	Construction	$3,468,971	100	1.00	▬	0	▬	
Platform Components - Broadway-7th Ave Line Projects									
T8041218	Platform Components: 5 Locs BW7	Construction	$72,344,190	100	1.00	▬	0	▬	R
T8050239	ML Track Replacement 2021 / 86th St (Bway-7th Ave)	Construction	$9,879,541	100	1.00	▬	0	▬	
Station Components Projects									
T8041215	Station Components - Phase 1 (43 Locs) - Design	Construction	$20,337,262	26	1.04	▬	0	▬	
T8041238	Station Components - Phase 1 (43 Locs)	Construction	$60,214,870	26	1.10	▬	0	▬	G
ADA Package 6 Projects									
T7041342	ADA: Ave I CUL DES	Construction	$225,039	2	1.00	▬	-1	▼	
T8041265	Platform components at Burnside Av / JER	Construction	$16,373,929	2	1.00	▬	-1	▼	
T8041310	ADA: Myrtle Ave / JER	Construction	$82,605,443	2	1.00	▬	-1	▼	

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Construction & Development									
Stations									
All Other Stations Projects									
ADA Package 6 Projects									
T8041320	ADA: Ave I / CUL	Construction	$74,011,512	2	1.00	▬	-1	▼	
T8041376	ADA: Burnside Ave / JER	Construction	$100,484,528	2	1.00	▬	-1	▼	G
T8041379	ADA: Norwood Avenue / Jamaica	Construction	$68,553,711	2	1.00	▬	-1	▼	
T8041380	ADA: Middletown Road / PEL	Construction	$59,321,123	2	1.00	▬	-1	▼	
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	$1,886,591	20	1.00	▬	-1	▼	
T80413DD	ADA: Burnside Ave/JER DES	Construction	$1,512,461	20	.90	▬	-1	▼	
T80413DD	ADA: Norwood Ave / JAM DES	Construction	$1,476,905	20	1.00	▬	-1	▼	
T80413DD	ADA: Ave I CUL DES	Construction	$1,476,904	20	1.00	▬	-1	▼	
T80502A7	ML Track Replacement (4 stations)	Construction	$24,851,264	1	1.00	▬	-1	▼	
ADA Package 8 Projects									
T70412I9	Platform Components: Neptune Ave CUL DES	Design	$190,664	20	.23	▬	0	▬	
T7041341	ADA: Neptune Ave CUL DES	Design	$546,780	20	.15	▬	0	▬	
T8041208	Misc. Station Component/Renewal Work	Design	$10,265,651	0	1.00	▬	0	▬	
T8041215	Station Component/Renewal Work Design - Fort Hamilton Pkwy	Design	$336,176	20	1.00	▬	0	▬	
T8041215	Station Components Design	Design	$334,280	20	1.00	▬	0	▬	
T80413DD	ADA Design - Neptune Ave - Culver Line	Design	$1,447,744	20	.92	▬	0	▬	
T80413DD	ADA Design - Jefferson St - Canarsie Line	Design	$1,330,096	20	1.00	▬	0	▬	
T80413DD	ADA Design - Fort Hamilton Pkwy - West End Line	Design	$1,247,744	20	1.00	▬	0	▬	
T80413DD	ADA Design - Nostrand Ave - Fulton St Line	Design	$1,221,030	20	.98	▬	0	▬	
T80413DD	ADA Design - 18th Ave - West End Line	Design	$1,221,030	20	1.00	▬	0	▬	R

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Construction & Development									
Stations									
All Other Stations Projects									
All Other Stations Projects									
T8040711	4 Escalators at 2 Locs Dekalb 4Av & 181 St BXC	Construction	$49,517,599	100	1.00	▬	0	▬	R
T8040712	Replace 17 Escalators at 6 Stations	Construction	$207,688,460	48	1.00	▬	0	▬	G
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	$81,130,897	75	1.00	▬	0	▬	G
T8040717	Replace 19 Elevators at Various Locations	Construction	$165,220,124	52	1.00	▬	0	▬	G
T8040721	Replace 21 Escalators At 6 Stations	Construction	$217,949,367	22	1.00	▬	-1	▼	G
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	$31,047,091	96	1.46	▲	5	▲	R
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	$12,942,382	7	1.00	▬	0	▬	G
T8041255	Station Condition Survey (Group 3)	Design	$8,510,691	6	1.00	▬	0	▬	G
T8041255	Station Condition Survey (Group 2)	Design	$8,436,663	33	1.00	▬	1	▲	G
T8041255	Station Condition Survey (Group 1)	Design	$8,191,924	55	1.00	▬	3	▲	R
T8041270	Stormwater Mitigation, Package 2	Construction	$10,919,900	2	1.00	▬	0	▬	G
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	$2,173,289	71	1.00	▬	0	▬	
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	$68,729,668	71	.97	▬	0	▬	R
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	$64,154,261	71	1.00	▬	0	▬	
T7070357	East 180 Street Flyover / Dyre Av	Construction	$5,017,221	71	1.00	▬	0	▬	
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	$894,264	71	1.00	▬	0	▬	
T8070369	Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	Construction	$2,929,325	71	1.00	▬	0	▬	

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Construction & Development									
Infrastructure									
Overcoat Painting - Jamaica Line Projects									
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	$82,856,572	38	.99	▬	0	▬	
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	$71,518,132	38	.96	▬	0	▬	G
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	$60,540,305	38	1.01	▬	0	▬	
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	$84,000	38	1.00	▬	0	▬	
Steinway Tunnel Portal Resiliency Projects									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	$12,681,940	88	1.00	▬	6	▲	
ET070308	Sandy Mitigation: Steinway Portal	Construction	$22,376,198	79	1.08	▲	6	▲	R
T6070343	Steinway Portal Mitigation	Construction	$10,874,666	0	1.00	▬	6	▲	
T6080336	Cathodic Protection, Steinway Tube	Construction	$1,475,829	94	1.00	▬	6	▲	
T7080644	Police Radio System: Enhance Coverage-Steinway Tube - DES	Construction	$42,876	67	.62	▼	6	▲	
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	$5,467,026	67	1.00	▬	6	▲	
Line Structure Component Repair Program - BW7 & 8AV Projects									
T7070333	LSCRP: Uptown Manhattan (BW7, 8AV)	Construction	$1,807,885	100	1.00	▬	0	▬	
T8070309	LSCRP: Uptown Manhattan - BW7 - Design	Construction	$2,875,681	0	1.13	▬	0	▬	
T8070309	LSCRP: Uptown Manhattan - 8AV - Design	Construction	$1,567,636	0	1.00	▬	0	▬	
T8070340	81st St & Broadway Sewer Connection - BW7	Construction	$749,278	0	1.00	▬	0	▬	
T8070360	LSCRP: Uptown Manhattan - 7AV	Construction	$92,435,230	0	1.00	▬	0	▬	
T8070361	LSCRP: Uptown Manhattan - BW7	Construction	$68,177,102	0	1.00	▬	0	▬	G
T8070362	Exp Joints Repair 133 St & Lasalle - BW7	Construction	$17,482,845	0	1.00	▬	0	▬	
T8070363	Stormwater Mitigation: 81 St & Broadway - BW7	Construction	$9,665,228	0	1.00	▬	0	▬	
T8070364	Demolition of Abandoned Structures CBH 125 St	Construction	$1,770,096	0	1.00	▬	0	▬	

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Construction & Development									
Infrastructure									
Hardening of 26 Substations Projects									
ET090307	Hardening of Substations at 24 Locations	Construction	$98,175,471	64	.99	▬	0	▬	G
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	$2,487,444	64	.95	▬	0	▬	
ET090314	Hardening Substations: Tudor City	Construction	$6,124,971	64	.98	▬	0	▬	
T60412J3	Sandy Mitigation: 26 Substations - Core 1	Construction	$23,971,377	64	1.00	▬	0	▬	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	$6,000,000	64	1.00	▬	0	▬	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	$7,500,000	64	1.00	▬	0	▬	
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	$19,000,000	64	1.00	▬	0	▬	
Jamaica Bus Depot Reconstruction Projects									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	$6,382,058	0	.76	▬	3	▲	
T8030219	Jamaica Gantries BEB (Charging)	Construction	$14,395,148	0	1.00	▬	3	▲	
T8120303	Jamaica Depot Reconstruction	Construction	$576,343,089	32	1.00	▬	3	▲	R
T8120307	Bus Parking Lot at York College	Construction	$26,971,177	99	1.00	▬	3	▲	
Substation Renewal - 3 Locations Projects									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	$4,741,749	50	1.00	▬	6	▲	
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	$2,324,258	50	1.00	▬	6	▲	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	$350,000	50	1.00	▬	6	▲	
T8090221	Substation Renewal: 13 St / CUL	Construction	$28,992,599	50	1.00	▬	6	▲	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	$26,216,019	50	1.00	▬	6	▲	R
T8090223	Replace High Tension Switchgear at 1 Location	Construction	$9,379,497	50	1.00	▬	6	▲	
Concourse Yard Substation Projects									
T8090210	Substation Renewals: Various Locations	Construction	$6,057,226	0	.68	▼	0	▬	

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Construction & Development									
Infrastructure									
Concourse Yard Substation Projects									
T8090210	Replace Control Cable - Zone 25	Construction	$1,203,170	0	1.00	▬	0	▬	
T8090233	Concourse Yard Substation	Construction	$67,145,057	0	1.00	▬	0	▬	G
T8090234	Replace Control Cable, Zone 25	Construction	$5,331,868	0	1.00	▬	0	▬	
T8090407	Power Distribution Design	Construction	$1,685,430	0	1.00	▬	0	▬	
T8090414	Rehabilitation of 1 CBH at Concourse Yard	Construction	$6,053,620	0	1.00	▬	0	▬	
Substation Renewals at 2 Locations Projects									
T7090226	Village Substation Renewal DES	Construction	$933,376	0	1.08	▬	0	▬	
T8090210	Replace High Tension Switchgear at 5 Substations	Construction	$3,303,690	0	1.00	▬	0	▬	
T8090210	Village Substation Renewal - Design	Construction	$2,559,999	0	1.56	▼	0	▬	
T8090225	Hester St Substation Renewal / 6 Av	Construction	$47,549,738	0	1.00	▬	0	▬	G
T8090226	Village Substation Renewal	Construction	$35,954,494	0	1.00	▬	0	▬	
Rehabilitation of 4 Pump Rooms Bundle Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	$1,364,080	0	1.08	▬	0	▬	
T8060530	Rehab Pump Room 4 Locs/Various	Construction	$54,812,904	0	1.00	▬	0	▬	
Rehabilitation of Pumping Facilities Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	$2,345,022	0	1.00	▬	0	▬	
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	$1,969,458	98	1.00	▬	1	▲	
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	$15,600,645	99	1.06	▬	1	▲	R
Fresh Pond Yard Lighting and Fencing Rehab Projects									
T8100405	Yard Fencing: Fresh Pond Yard	Construction	$800,000	0	1.00	▬	0	▬	
T8100418	Yard Lighting: Fresh Pond Yard	Construction	$11,878,913	90	.98	▬	0	▬	G

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Construction & Development									
Infrastructure									
Fresh Pond Yard Lighting and Fencing Rehab Projects									
T8100424	Yard Fencing: Fresh Pond Yard	Construction	$12,145,057	70	.97	▬	0	▬	
New Substations at New Dorp and Clifton Stations Projects									
S7070106	New Power Substation: New Dorp	Construction	$26,828,854	98	1.10	▬	0	▬	R
S7070107	New Power Substation: Clifton	Construction	$35,513,610	98	1.16	▬	0	▬	
Substation Roof and Enclosures PKG 1 Projects									
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	$3,858,551	0	1.00	▬	0	▬	
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	$20,110,283	5	1.00	▬	0	▬	G
Substation Roof and Enclosures Rehab PKG 2 Projects									
T8090210	Rehab Substation Roofs & Enclosures - 3 Locations - DES	Construction	$623,474	0	1.00	▬	0	▬	
T8090210	Rehab Substation Roof & Enclosure - B'way/W 143 St - DES	Construction	$91,806	0	1.00	▬	0	▬	
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	$6,485,479	0	1.02	▬	0	▬	
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	$6,146,488	0	1.04	▬	0	▬	G
Portable Bus Lift Replacement Bundle Projects									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	$4,749,063	38	1.00	▬	0	▬	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	$4,564,063	29	1.00	▬	0	▬	
Substation Component Replacement - Multiple Locations Projects									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	$2,237,485	0	1.00	▬	7	▲	
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	$1,511,030	0	1.00	▬	7	▲	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	$24,392,643	48	1.09	▬	7	▲	B
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	$13,090,348	16	1.01	▬	7	▲	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	$25,913,324	15	1.00	▬	7	▲	

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Construction & Development									
Infrastructure									
Substation Component Replacement - Multiple Locations Projects									
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	$3,766,375	9	1.00	▬	7	▲	
T8090230	Repair Components 62 Rd Substation QBL	Construction	$4,067,053	7	1.00	▬	7	▲	
T8090235	Replace Transformer, Broad Channel Substation	Construction	$1,662,227	0	1.00	▬	7	▲	
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070310	Rockaway ROW Debris Shielding	Construction	$18,021,661	52	.98	▬	0	▬	
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	$81,915,545	38	1.00	▬	0	▬	
ET070312	Rockaway Line Long Term Protection	Construction	$75,753,586	36	1.03	▬	0	▬	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	$2,394,196	36	1.00	▬	0	▬	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	$18,498,583	5	.99	▬	0	▬	
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	$64,314	0	.01	▬	0	▬	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	$117,988,006	36	1.00	▬	0	▬	
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	$3,320,572	0	.92	▬	0	▬	
T8070310	Rehab Hammels Wye - DES	Construction	$2,716,750	0	1.18	▬	0	▬	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	$60,275,040	41	1.00	▬	0	▬	
T8070324	Rehab Hammels Wye	Construction	$105,805,139	52	.99	▬	0	▬	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	$102,708,449	14	1.00	▬	0	▬	
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	$10,169,227	20	1.04	▬	0	▬	G
ET040342	Sandy Mitigation: Cortlandt St	Construction	$1,658,402	20	1.00	▬	0	▬	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	$16,623,604	20	.96	▬	0	▬	

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Construction & Development									
Infrastructure									
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	$35,658,343	23	.89	▬	0	▬	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	$38,715,777	23	.99	▬	0	▬	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	$317,922	100	1.00	▬	0	▬	
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	$6,684,051	13	.97	▬	0	▬	G
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	$4,105,438	13	.98	▬	0	▬	
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	$35,440,478	13	1.00	▬	0	▬	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	$4,925,371	13	1.00	▬	0	▬	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	$388,658	100	1.00	▬	0	▬	
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	$7,839,149	5	.97	▬	0	▬	
ET090244	Traction Power Repairs: Various Locations	Construction	$93,704,217	5	.98	▬	0	▬	G
T6160212	Storm Mitigation Studies	Construction	$56,300	5	1.00	▬	0	▬	
Overcoat Painting and Structure Repair - Bwy-7th Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	$1,396,602	0	1.51	▬	0	▬	
T8070359	Structure Painting: 225 St - 240 St BW7	Construction	$132,263,045	0	1.00	▬	0	▬	G
T8070374	Demolish of Abandoned Structures / BW7	Construction	$1,043,530	0	1.00	▬	0	▬	
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	$12,036,952	75	1.00	▬	0	▬	
U8030232	HVAC/CNG, ph.2 College Point	Construction	$22,387,925	20	1.00	▬	0	▬	G

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Construction & Development									
Infrastructure									
All Other Infrastructure Projects									
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	$16,407,611	71	.98	▬	0	▬	G
S8070112	SIR Track and Switch Replacement	Construction	$84,617,675	30	.96	▬	5	▲	R
T7060506	Rehab Forsyth St Vent Plant	Construction	$91,518,647	99	.98	▲	2	▲	R
T7070308	Rehabilitation of Emergency Exit at 168th St. Station, BWY7 Line	Construction	$18,690,642	95	.96	▬	4	▲	R
T7090202	Substation Renewal: Av Z CUL	Construction	$34,909,621	97	1.02	▬	3	▲	R
T7090219	New Substation: Canal St 8AV	Construction	$87,121,397	44	1.08	▲	12	▲	R
T7090225	Substation Renewal: Washington Heights - 8AV - Design	Construction	$610,579	0	.93	▬	0	▬	G
T7100441	New Railcar Receiving Improvements	Construction	$115,638,546	93	.95	▬	3	▲	R
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	$208,043,721	23	1.00	▬	4	▲	G
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	$18,780,439	94	1.00	▬	2	▲	R
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	$27,926,979	54	1.00	▬	0	▬	G
T8060524	Deep Wells Backflushing, 2 Locations	Construction	$11,835,540	59	1.00	▬	1	▲	G
T8070344	Paint and Steel Repair, Culver Line South	Construction	$96,153,919	52	.95	▬	7	▲	R
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	$132,631,968	17	1.00	▬	0	▬	G
T8070354	LSCRP Lexington / Jerome	Construction	$85,765,446	26	.98	▬	0	▬	G
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	$141,436,419	0	1.00	▬	0	▬	G
T8070375	Column Repair / WST	Construction	$67,761,544	0	1.00	▬	0	▬	G
T8090210	Substation Renewal: Washington Heights - 8AV - Design	Construction	$5,822,674	0	2.46	▬	0	▬	G
T8090215	New Substation: 28 St / 8AV	Construction	$71,157,643	86	1.00	▬	0	▬	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	$21,630,194	0	1.00	▬	0	▬	G

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Construction & Development									
Infrastructure									
All Other Infrastructure Projects									
T8090231	Replace Control & Battery Cable, Zone 20	Construction	$9,389,936	0	1.00	▬	0	▬	G
T8090232	Washington Heights Substation Renewal / 8AV	Construction	$70,739,055	0	1.00	▬	0	▬	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	$58,706,969	58	1.00	▬	6	▲	R
T8100417	207th St OH Facility	Construction	$38,939,117	89	.99	▬	4	▲	R
T8100425	Coney Island Overhaul Shop Roof	Construction	$74,311,562	0	1.01	▬	0	▬	G
T8160705	Livingston Plz Elec, Mechanical, Generator Phase B	Construction	$73,170,113	100	1.06	▬	0	▬	R
T8160718	2020-24 Facility Elevators	Construction	$35,269,591	0	1.00	▬	0	▬	G
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	$7,610,690	99	1.00	▬	5	▲	R
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	$17,720,993	45	1.00	▬	0	▬	G
Systems									
Upgrade SCADA System - BMT Division Projects									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	$13,121,505	95	.98	▬	0	▬	
T8090406	Upgrade SCADA BMT	Construction	$45,432,193	95	.89	▬	0	▬	G
Modernization of Fire Alarm Systems - DOS Projects									
T8160604	Fire Alarms and Sprinklers DES	Construction	$2,122,728	39	.99	▬	0	▬	
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	$82,591,066	39	1.00	▬	0	▬	G
Communication Room Upgrades Projects									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	$1,852,681	0	.82	▼	8	▲	
T8080660	Comm Room Upgrade: APC Repl	Construction	$17,694,598	23	1.00	▬	8	▲	R
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	$381,765	23	1.00	▬	8	▲	

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Construction & Development									
Systems									
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	$89,374,870	98	1.05	▬	0	▬	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	$51,204,577	56	1.14	▬	0	▬	R
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	$5,838,990	80	.77	▼	4	▲	R
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	$83,051,280	25	1.00	▬	0	▬	G
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	$27,608,523	51	1.21	▲	0	▬	R
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	$31,653,598	65	.96	▬	0	▬	G
T8080658	Fiber Optic Cable Replacement (2023)	Construction	$14,321,309	52	.98	▬	0	▬	G
T8080659	Antenna Cable Replacement: Jay Street	Construction	$9,256,609	15	.99	▬	0	▬	G
T8080670	Fiber Optic Part 10 (In House)	Construction	$7,962,152	0	1.00	▬	0	▬	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	$126,625,618	5	.99	▬	-4	▼	G
Signals / Train Controls									
CBTC - QBL East Projects									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	$22,147,497	67	1.00	▬	0	▬	
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	$442,984,369	67	1.07	▬	0	▬	G
CBTC - Crosstown Line Projects									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	$688,151	46	1.06	▬	0	▬	
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	$592,131,623	48	.99	▬	0	▬	G
T8080328	Bergen St Interlocking Upgrade	Construction	$25,778,625	46	1.00	▬	0	▬	
T80803DD	Signal Modernization Design	Construction	$5,286,917	100	1.00	▬	0	▬	
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	$225,768,659	88	1.02	▬	0	▬	R

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Construction & Development									
Signals / Train Controls									
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	$4,100,000	88	1.00	▬	0	▬	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	$246,872,299	89	.95	▬	0	▬	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	$27,563,382	89	1.00	▬	0	▬	
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	$10,037,194	36	1.29	▬	0	▬	
CBTC Car Equipment Installation Projects									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	$34,530,267	74	.93	▼	6	▲	R
T8080331	CBTC: Carborne Equipment Purchase	Construction	$12,676,692	64	5.77	▬	6	▲	
Culver Yard Flood Mitigation Projects									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	$117,038,513	13	1.00	▬	0	▬	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	$674,942	13	1.00	▬	0	▬	
CBTC - Culver Line Projects									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	$112,133,763	98	.91	▬	4	▲	
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	$143,835,469	98	1.03	▬	4	▲	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	$181,218,203	98	.96	▬	4	▲	
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	$39,929,364	98	1.01	▬	4	▲	
CBTC - QBL West Projects									
T6080319	CBTC Queens Blvd Ln West Ph 1	Construction	$105,189,136	100	1.20	▲	-3	▼	R
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	$11,900,000	74	1.00	▬	-3	▼	
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	$84,398,099	0	1.21	▲	-3	▼	
T8080332	CBTC QBL West (additional costs)	Construction	$7,179,798	100	1.38	▲	-3	▼	

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Construction & Development									
Signals / Train Controls									
All Other Signals / Train Controls Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	$36,910,323	74	.99	▬	0	▬	R
T8080316	CBTC: GEC Services	Construction	$22,576,440	70	1.00	▬	0	▬	G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	$98,878,358	58	1.00	▬	0	▬	G
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	$20,493,894	0	1.00	▬	0	▬	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	$12,475,350	0	1.00	▬	0	▬	G
NYCT									
ABLE Phase 2B Bundle Projects									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	$13,303,551	64	1.00	▬	0	▬	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	$1,043,369	62	1.00	▬	0	▬	
All Other NYCT Projects									
T8040404	Wide Turnstiles: Procurement/Installation	Construction	$7,921,178	73	1.00	▬	-23	▼	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	$10,535,634	73	1.00	▬	16	▲	G
T8041254	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	Construction	$10,479,182	100	1.14	▲	-4	▼	R
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	21	1.00	▬	0	▬	G
T8070355	Rehab Emergency Exits	Construction	$9,314,125	98	1.00	▬	0	▬	G
T8070356	LSCRP:Defects w/in Stations(I/H) E Bdwy 6AV	Construction	$17,757,786	10	1.00	▬	0	▬	R
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	$23,064,083	0	1.00	▬	0	▬	G
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	$18,222,720	1	1.00	▬	0	▬	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	$22,407,624	1	1.00	▬	0	▬	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	$10,309,713	0	1.03	▬	0	▬	G

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Construction & Development									
NYCT									
All Other NYCT Projects									
T8130208	Non-Revenue Vehicles 2023	Construction	$20,608,446	25	1.41	▬	0	▬	G
T8160524	Test Pits and Test Holes at Various Locations	Construction	$11,068,885	5	1.00	▬	0	▬	G
T8160722	EFR at ADA Locations	Construction	$7,187,427	0	1.00	▬	0	▬	G
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	$56,086,344	0	.93	▼	-28	▼	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	$22,339,948	88	.82	▬	3	▲	R
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	$11,829,477	92	1.46	▬	5	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	$53,827,291	87	1.12	▲	0	▬	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	$21,998,058	91	.92	▬	4	▲	R
T8050266	ML Track - 2022/ White Plains Rd	Construction	$20,922,082	98	1.10	▬	2	▲	R
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	$75,686,722	89	1.00	▼	0	▬	R
T8050272	ML Track - 2023 DES/EFA	Construction	$16,203,809	70	1.00	▬	0	▬	G
T8050274	Mainline Track Replacement 2023 / Astoria Line	Construction	$16,839,567	55	1.00	▬	0	▬	R
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	$28,085,122	56	1.00	▬	0	▬	R
T8050276	Mainline Track Replacement 2023 / Jamaica	Construction	$12,204,511	82	1.00	▬	3	▲	R
T8050277	ML Track - 2023 / CNR	Construction	$56,144,604	64	1.00	▬	9	▲	R
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	$31,551,107	63	1.60	▲	0	▬	R
T8050284	Mainline Track Replacement 2023 / 4 Avenue	Construction	$12,792,382	91	1.13	▲	-4	▼	B
T8050289	ML Track Replacement 2023/ White Plains Rd	Construction	$12,882,077	92	1.00	▬	0	▬	R

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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050290	ML Track Replacement 2023/ Bwy (Canal St)	Construction	$14,037,902	58	1.00	▬	0	▬	R
T8050293	ML Track Replacement 2024/ Pelham	Construction	$15,271,509	60	1.00	▬	10	▲	R
T8050294	ML Track Replacement 2024/ White Plains Road	Construction	$23,624,597	40	1.00	▬	0	▬	G
T8050295	ML Track Replacement 2024/ Jamaica	Construction	$27,559,918	53	.98	▬	4	▲	R
T8050296	ML Track Replacement 2024/ Eastern Parkway	Construction	$13,391,923	50	.85	▼	7	▲	T
T8050298	ML Track- 2024 DES/EFA	Construction	$16,203,809	20	1.00	▬	0	▬	G
T8050299	ML Track Replacement 2024/ 4 Avenue	Construction	$23,682,055	55	.97	▬	0	▬	R
T80502A2	ML Track Replacement 2024/ Brighton	Construction	$7,526,581	40	1.00	▬	9	▲	T
T80502A3	ML Track Replacement 2024/Broadway	Construction	$7,499,425	80	1.00	▬	0	▬	R
T80502A5	ML Track Replacement 2024/Dyre	Construction	$8,355,210	7	1.00	▬	0	▬	R
T80502A8	Track Force Account - 2024	Construction	$35,000,000	0	1.00	▬	0	▬	G
T80502B3	ML Track Replacement 2024/E.Pkwy (SO Gr Army Plz)	Construction	$19,348,429	18	1.00	▬	0	▬	G
T80502B4	ML Track Replacement 2025/8th Avenue	Construction	$31,652,236	24	1.00	▲	0	▬	G
T80502B5	ML Track Replacement 2025/Broadway-7th Ave	Construction	$20,731,950	82	1.00	▲	0	▬	G
T80502B7	ML Track Replacement 2025/Flushing	Construction	$19,814,908	67	1.00	▲	0	▬	G
T80502B8	ML Track Replacement 2025/Rockaway	Construction	$46,887,952	23	1.00	▲	0	▬	G
T80502B9	Mainline Track - 2025 DES/EFA	Construction	$16,449,924	0	1.00	▲	0	▬	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	$18,321,211	68	.85	▼	0	▬	R
T8050334	ML Switches -2023 DES/EFA	Construction	$17,713,385	70	1.00	▬	0	▬	G

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Construction & Development									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050336	ML Switches - 2023 / FUL	Construction	$39,196,690	100	.96	▬	-3	▼	R
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	$17,957,424	84	1.00	▬	3	▲	R
T8050342	Mainline Switches - 2024 DES/EFA	Construction	$17,713,385	10	1.00	▬	0	▬	G
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	$8,452,182	60	1.00	▬	11	▲	R
T8050346	Mainline Track Switches 2024 / Lenox-WPR	Construction	$12,841,900	95	1.63	▲	0	▬	R
T8050353	Mainline Track Switches 2024/ Canarsie	Construction	$7,600,902	85	1.00	▬	0	▬	G
T8050355	ML Track Switches 2025/Pelham	Construction	$13,354,717	22	1.00	▲	0	▬	G
T8050356	ML Track Switches - 2025 Des/EFA	Construction	$20,034,786	0	1.00	▲	0	▬	G
T8050357	ML Track Switches 2025/ 8th Avenue	Construction	$9,228,500	0	1.00	▲	0	▬	G
LIRR and MNR Track Projects									
All Other MTA Track Program Projects									
L8030112	Track Rehab- West Side Storage Yard	Construction	$7,231,441	53	1.00	▬	12	▲	R
M8030103	Mainline Turnouts - 2024	Construction	$132,442,920	90	5.34	▲	13	▲	G
M8030107	MoW Equipment	Construction	$37,679,976	26	.90	▬	0	▬	G
Commuter Railroads									
Long Island Rail Road									
Rehabilitation of Bethpage Employee Facilities Projects									
L8060406	Rehabilitation of Employee Facilities - Bethpage	Construction	$21,057,796	71	1.33	▲	0	▬	R
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	$9,370,043	71	1.05	▬	0	▬	

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
Babylon Interlocking Projects									
L70502LH	Babylon Interlocking Renewal	Construction	$32,843,683	49	1.00	▬	0	▬	
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	$92,900,000	49	1.00	▬	0	▬	G
Babylon to Patchogue Signals Projects									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	$45,078,396	42	.98	▬	0	▬	
L8050203	Babylon to Patchogue	Construction	$10,000,000	42	1.00	▬	0	▬	R
LIRR Centralized Train Control Integration Projects									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	$17,000,000	67	1.00	▬	0	▬	R
L8050204	Centralized Train Control	Construction	$14,899,603	67	1.05	▬	0	▬	
LIRR ADA Package 1 Projects									
L8020411	ADA Locust Manor New Elevators	Construction	$22,452,433	20	1.00	▬	0	▬	G
L8020413	ADA Copiague Platform and New Elevator	Construction	$18,176,726	90	1.00	▬	0	▬	
L8020414	ADA St Albans New Elevator	Construction	$26,209,146	40	1.00	▬	0	▬	
L8020420	ADA Amityville Station	Construction	$15,499,291	90	1.00	▬	0	▬	
L8020421	ADA Laurelton Station	Construction	$21,785,817	40	1.00	▬	0	▬	
L8020422	ADA Massapequa Park Station	Construction	$15,900,038	80	1.00	▬	0	▬	
L8020423	ADA Lindenhurst Station	Construction	$18,067,066	90	1.00	▬	0	▬	
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	$23,671,492	35	1.00	▬	0	▬	
L8020425	Auburndale Elevator Replacement	Construction	$8,309,048	20	1.05	▲	0	▬	
LIRR ADA Package 2 Projects									
L8020409	ADA Hollis Station	Construction	$97,713,934	9	1.00	▬	0	▬	

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
LIRR ADA Package 2 Projects									
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	$105,306,086	10	1.00	▬	0	▬	
L8020426	Babylon Station Platforms	Construction	$125,885,447	39	1.00	▬	0	▬	G
All Other Commuter Railroads Projects									
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Construction	$182,099,357	0	1.01	▬	0	▬	G
L70204UO	Brookhaven National Lab Station	Construction	$24,155,280	0	1.00	▲	0	▬	G
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	$21,234,082	90	1.00	▬	3	▲	R
L8020417	Tactile Strips - Various Locations	Construction	$12,800,000	67	1.00	▬	0	▬	R
L80204DD	ADA Accessibility and Components 24 Stations DES	Construction	$18,350,000	72	1.11	▬	0	▬	R
L8020701	GCT Facility Needs	Construction	$11,375,186	75	1.00	▬	0	▬	G
L8030101	Construction Equipment	Construction	$43,460,093	23	.97	▼	0	▬	G
L8030102	Various Right of Way Projects	Construction	$10,050,000	50	1.00	▬	0	▬	R
L8030105	Queens Interlocking	Construction	$128,547,417	75	1.01	▬	0	▬	R
L8030403	JCI - Hall Interlocking Expansion	Construction	$165,464,930	49	.98	▬	0	▬	G
L8040103	Systemwide Bridge Assessment Study	Construction	$37,106,976	52	1.60	▬	0	▬	G
L8040109	Webster Avenue Bridge Replacement	Construction	$17,011,322	25	1.00	▬	0	▬	G
L8050101	Communication Pole Line	Construction	$8,000,000	100	1.00	▬	-9	▼	R
L8050102	Communication Component Replacement	Construction	$8,015,076	75	1.00	▬	0	▬	R
L8050103	Fiber Optic Network	Construction	$24,000,000	70	1.33	▬	0	▬	R
L8050106	Radio Head-End Replacement	Construction	$12,000,000	76	1.00	▬	0	▬	R
L8050205	Positive Train Control	Construction	$64,647,338	62	1.03	▬	24	▲	G

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L8050205	Signal Replacement and Interlocking Improvements	Construction	$20,000,000	91	1.00	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	$33,001,205	82	1.00	▬	0	▬	R
L8060105	Mid Suffolk Yard Phase 2	Construction	$30,195,661	50	1.06	▲	12	▲	R
L8060403	Fire Protection Improvements	Construction	$25,000,000	81	1.00	▬	0	▬	R
L8070102	Atlantic Avenue Tunnel Lighting	Construction	$10,000,000	33	1.00	▬	0	▬	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	$8,000,000	55	.97	▬	0	▬	G
L8070103	Station & Building Electrical Systems and Platform	Construction	$8,000,000	58	1.00	▬	0	▬	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	$27,000,000	66	1.00	▬	0	▬	G
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	$13,000,000	30	1.00	▬	0	▬	G
L8070106	Substation Component Renewal	Construction	$16,825,781	37	.91	▬	0	▬	G
L8070107	Jamaica Substation	Construction	$77,419,767	27	1.00	▬	0	▬	R
Metro-North Railroad									
86th and 110th St Substations Projects									
M6050103	H&H Power (86th St / 110th St)	Construction	$18,839,688	100	1.01	▬	2	▲	R
M7050113	H&H Power (86th St / 110th St)	Construction	$17,557,071	99	1.31	▼	2	▲	
West of Hudson Yard Sidings Projects									
M6060103	West of Hudson Yard Improvements - Passing Sidings	Design	$1,860,000	32	1.00	▬	0	▬	
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	$7,278,328	32	.98	▬	0	▬	G
Park Avenue Viaduct Replacement Projects									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	$539,918,230	63	.92	▬	0	▬	G

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
Park Avenue Viaduct Replacement Projects									
M8030215	Park Avenue Viaduct Replacement - Phase 2	Construction	$250,000,000	55	1.00	▬	0	▬	
Grand Central Terminal Trainshed Projects									
M7020110	270 Park Avenue GCT Trainshed	Construction	$10,000,000	82	1.00	▬	-5	▼	
M7030217	270 Park Avenue GCT Trainshed	Construction	$6,000,000	82	1.00	▬	-5	▼	
M7080114	270 Park Avenue GCT Trainshed	Construction	$9,000,000	82	1.00	▬	-5	▼	
M8020101	GCT Trainshed - Sector 1	Construction	$200,055,046	85	1.00	▬	-5	▼	G
MNR Bronx Stations Bundle Projects									
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdlwn, and Williams Br.	Construction	$6,002,891	11	1.03	▬	0	▬	
M8020209	3 Bronx Stations [Woodlawn_BG_WB]	Construction	$152,798,132	11	.96	▬	0	▬	G
All Other Commuter Railroads Projects									
EM050208	Power Infrastructure Restoration-Substations	Construction	$49,429,019	97	.99	▬	0	▬	R
M7050101	Replace MA's in Signal Substations	Construction	$31,538,976	66	1.11	▬	0	▬	R
M8020201	Upper Hudson and & Harlem Station Priority Repairs	Construction	$37,999,245	95	.94	▬	3	▲	R
M8020301	Brewster Yard Improvements-SE Parking	Construction	$173,186,563	6	.81	▬	0	▬	G
M8030212	Replace South Street and Fulton Ave Bridges (MtV)	Construction	$52,350,655	100	1.07	▬	-3	▼	G
M8040104	Network Infrastructure	Construction	$12,702,576	25	.87	▬	0	▬	G
M8040106	Radio System	Construction	$21,315,905	0	.95	▬	-2	▼	G
M8050109	NHL Pelham Substation Replacement	Construction	$43,467,068	20	.96	▬	0	▬	G
M8050110	Rebuild 2 NHL AC Substations	Construction	$66,504,710	29	.99	▬	0	▬	G
M8060101	Upgrade Automotive Fuel System	Construction	$12,680,693	100	.98	▬	1	▲	R

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
All Other Commuter Railroads Projects									
M8020102	Park Avenue Tunnel Improvements	Design	$12,917,712	75	.98	▬	2	▲	R
B&T									
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D701TN87	Design for Anchorage & Tower Protection	Construction	$4,601,535	100	.69	▬	0	▬	
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	$32,029,045	46	.86	▬	0	▬	
D801TN87	TN Anchorage & Tower Protection	Construction	$76,026,902	46	.86	▬	0	▬	G
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	$14,698,186	46	.76	▬	0	▬	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	$46,465,198	46	.84	▬	0	▬	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	$26,798,430	37	.88	▬	0	▬	
D807VNPT	VN Facility-Wide Painting Program	Construction	$121,812,958	37	.93	▲	0	▬	G
D807VNPT	VN Facility-Wide Painting Program	Construction	$16,353,667	37	1.00	▲	0	▬	
VN Bridge Lower Level Deck Rehabilitation and Painting Projects									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	$89,297,224	71	.87	▬	0	▬	G
D807VN81	Structural Painting - Verrazzano Narrows Bridge	Construction	$16,720,604	71	.95	▬	-1	▼	
Utility Redundancy and Resiliency Improvements at BW and VN Bridges Projects									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	$63,218,904	54	.87	▬	0	▬	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	$15,868,795	54	.86	▬	0	▬	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	$7,331,795	54	.88	▬	0	▬	

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Construction & Development									
B&T									
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	$15,832,173	19	.81	▬	0	▬	
D801RK19	RFK Suspended Span Retrofit	Construction	$400,540,936	19	.86	▬	0	▬	G
D807RK19	Painting of RFK Suspended Span	Construction	$44,972,747	19	.88	▬	0	▬	
All Other B&T Projects									
D805AWX9	Service Building Upgrades	Construction	$8,566,681	49	.88	▬	1	▲	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	$28,205,028	95	.90	▬	0	▬	R
Cross Agency									
Integrated Projects									
Penn Station Access Projects									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	$250,000,000	33	.89	▬	0	▬	
G7110107	Penn Station Access D/B Stations - Balance	Construction	$30,332,150	33	1.00	▬	0	▬	
G7110107	Penn Station Access D/B Stations	Construction	$0	33	.00	▬	0	▬	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	$24,110,669	33	1.00	▬	0	▬	
G8110103	Penn Station Access Construction Management	Construction	$140,450,623	33	1.00	▬	0	▬	
G8110108	New Rochelle Yard Improvements	Construction	$146,938,000	33	1.00	▬	0	▬	
G8110114	Penn Station Access Other Design and Indirects	Construction	$697,251,450	33	1.00	▬	0	▬	G
G8110114	Penn Station Access Systems	Construction	$186,074,700	33	1.00	▬	0	▬	
G8110114	Penn Station Access Catenary	Construction	$150,931,200	33	1.00	▬	0	▬	
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	$141,344,200	33	1.00	▬	0	▬	
G8110114	Penn Station Access Trackwork	Construction	$98,949,900	33	1.00	▬	0	▬	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	$90,024,900	33	1.00	▬	0	▬	

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Cross Agency									
Integrated Projects									
Penn Station Access Projects									
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	$69,371,400	33	1.00	▬	0	▬	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	$11,812,500	33	1.00	▬	0	▬	
G8110114	Penn Station Access Catenary (Design)	Construction	$10,395,000	33	1.00	▬	0	▬	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	$4,354,100	33	1.00	▬	0	▬	
Second Ave Subway - Phase 2 Projects									
G7100107	SAS 2 Prelim Const/Utilities	Construction	$290,789,848	21	1.07	▬	2	▲	G
G7100105	SAS Consult and in-house Construction Management	Design	$47,053,869	90	.85	▼	0	▬	
OMNY									
NYCT OMNY Projects									
T6040405	New Fare Payment System, Phase 2	Construction	$102,955,710	99	1.00	▬	0	▬	
T7040401	New Fare Payment System, Phase 2	Construction	$471,053,495	64	1.00	▬	0	▬	R
T8040405	Additional Work: Fare Collection	Construction	$63,959,894	24	1.02	▬	0	▬	
All Other OMNY Projects									
L8020406	Fare Collection Program	Construction	$61,753,000	0	1.36	▲	0	▬	G
M8020206	New Fare Payment Equipment	Construction	$57,978,533	35	1.39	▲	0	▬	G
Rolling Stock									
Rail Cars									
M42 Dual-Mode Locomotives Projects									
M7010101	Locomotive Purchase	Construction	$260,302,832	40	1.03	▬	0	▬	G
M8010102	Locomotive Replacement	Construction	$143,189,067	40	.59	▬	0	▬	

Metropolitan Transportation Authority

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▬ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Rolling Stock									
Rail Cars									
Purchase of R211 B-Division Cars - Kawasaki Projects									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	$257,678,513	17	1.00	▬	8	▲	
T7010101	Purchase 440 B-Division Cars	Construction	$1,397,536,129	31	1.00	▬	4	▲	R
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	$81,374,230	31	1.00	▬	4	▲	
NYCT and SIRTOA Flat Cars Projects									
S8070111	SIR Purchase: 7 Flat Cars	Construction	$6,464,484	97	1.00	▬	0	▬	
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	$41,557,394	5	1.00	▬	-22	▼	G
All Other Rolling Stock Projects									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	$29,701,145	40	.98	▬	5	▲	R
T7130208	Purchase 12 3-Ton Crane Cars	Construction	$32,794,585	65	1.00	▬	0	▬	R
T7130211	Purchase Locomotives	Construction	$256,092,473	64	1.00	▬	0	▬	G
T7130215	Conversion of 10 R77E Locomotives	Construction	$34,272,847	74	1.00	▬	0	▬	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	$1,929,562,122	8	1.00	▬	0	▬	G
T8010103	Purchase 437 B-Division Cars (R211 Option 2)	Construction	$1,389,664,203	5	1.00	▬	0	▬	G
L70101ME	M-9 Procurement (110 Cars)	Construction	$384,303,544	94	1.03	▬	0	▬	R
L8010102	Purchase 22 Dual-Mode Locomotives	Construction	$156,104,996	0	1.00	▼	0	▬	G
L8030101	New Track Geometry Car	Construction	$20,000,000	5	1.00	▬	0	▬	G
Buses									
Purchase of 205 Battery Electric Buses Projects									
T8030201	Purchase 162 Standard Electric Buses	Construction	$231,241,021	1	1.00	▬	0	▬	G
T8030214	Bus Purchase Design	Construction	$350,000	0	1.00	▬	0	▬	

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Rolling Stock									
Buses									
Purchase of 205 Battery Electric Buses Projects									
U8030201	Purchase 25 Standard Electric Buses	Construction	$34,570,895	0	.98	▬	44	▲	
Purchase of 193 Standard and 72 Articulated BEB Buses Projects									
T8030220	72 Articulated Buses (BEB)	Construction	$142,632,641	0	1.00	▬	12	▲	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	$266,643,357	0	1.00	▬	0	▬	
Purchase of 60 Battery Electric Buses - New Flyer Projects									
T7030216	Purchase 45 Standard Electric Buses	Construction	$61,462,073	100	1.02	▬	2	▲	R
T8030213	Purchase 15 Standard All-Electric Buses	Construction	$24,963,959	100	1.13	▲	2	▲	
All Other Rolling Stock Projects									
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	$63,302,804	90	1.00	▬	1	▲	R
T8030203	Purchase 18 Articulated Electric Buses	Construction	$43,723,180	1	1.00	▬	6	▲	G
T8030204	Purchase 224 Articulated Buses	Construction	$281,690,750	1	1.00	▬	25	▲	G
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	$10,581,362	16	1.00	▬	0	▬	R
U8030205	Purchase 250 Express Buses	Construction	$222,929,368	0	1.00	▬	0	▬	G
U8030218	173 Standard Diesel Buses (Nova)	Construction	$149,359,420	90	1.00	▬	-1	▼	G
MTA Security Program									
Systems									
All Other Systems Projects									
T8080612	Passenger ID CCTV - 88 Locations	Construction	$63,220,729	98	.95	▬	0	▬	R
T8080614	Under River Tubes - Phase 3	Construction	$108,411,700	38	.99	▬	0	▬	G
T8080650	Passenger ID CCTV	Construction	$82,211,551	38	.99	▬	0	▬	G

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
MTA Security Program									
Systems									
All Other Systems Projects									
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	$138,615,408	28	1.00	▬	0	▬	G
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	$47,613,381	28	.89	▬	0	▬	G

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 216 active projects (excluding active Financial Closeout projects), including 85 projects in construction, with a budget of $10.6B. In addition to the ADA Package 3 bundle, C&D's first Public-Private Partnership (PPP) that includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at 6 stations on the Flushing Line, ADA Package 5 which includes ADA work at 13 stations; the replacement of 54 elevators and 71 Escalators at various locations/lines; Installation of three new elevators and Station Renewal work at Borough Hall; and ADA Package 6 which includes ADA work at 5 stations.

The IEC's Traffic Light Report currently tracks 28 projects spanning two capital programs. Of those, 2 projects (7%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate.

The Stations BU is also examining issues at the program level, engaging project control measures to anticipate challenges.

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – ADA and Renewal at Borough Hall – Lexington Line		
Project Budget at award: $167.2M	**Current Budget: $164.7M**	**EAC: $166.2M**
Substantial Completion at Award: April 2025	**Current Substantial Completion: August 2025**	
Trigger: Cumulative Schedule	**Phase: Construction**	**Phase Complete: 64%**

This bundled contract includes the following ACEPs:

- T8041224: Renewal: Water Remediation at Borough Hall LEX
- T8041311: ADA: Borough Hall LEX

This project includes accessibility upgrades and State of Good Repair work at Borough Hall Station on the Lexington Line. Accessibility improvements involve installing three new elevators, raising ADA boarding areas, reconfiguring fare arrays with AFAS/agent-operated gates, and upgrading communications, fire alarm, and MEP systems. State of Good Repair work includes repairing concrete and steel, replacing columns, installing new waterproofing at the roof and side walls, repairing or replacing roof girders, constructing new platform edges, restoring architectural finishes, and upgrading the existing lighting room and building a new one at platform level. All elevators will be installed in accordance with current codes and design standards.

During the fourth quarter of 2024 and the first quarter of 2025, the forecasted Substantial Completion (SC) date was pushed to August 2025, reflecting a four-month delay. This delay primarily stems from procurement issues with long-lead items, such as the Automatic Transfer Switch (ATS), in addition to delays in fabricating the elevator car cabin. Additional schedule impacts include setbacks in the foundation design package, Change Order related to a brick wall and stair sequence also contributed to the delay. Furthermore, the Design-Builder has not fully utilized available General Orders (GOs) to achieve the planned productivity during track outages, exacerbating the overall schedule slippage.

To mitigate schedule impacts and address remaining project risks, MTAC&D is working closely with the DB team on targeted mitigation actions. These efforts include adjusting work schedules by implementing extended shifts to significantly increase overall productivity. Site restoration activities, such as grading and sidewalk construction, are being expedited through improved task coordination and resource allocation. Additionally, the commissioning process is being streamlined by conducting early coordination meetings and obtaining test procedure approvals in advance, helping to reduce potential delays in the final project phase. Furthermore, MTAC&D has evaluated the Estimate at Completion, which remains within the budget set at the time of award, despite the schedule adjustments.

T8160711: EFR Consolidation: 2 Ave - 6 Ave Line		
Project Budget at award: $17.9M	**Current Budget: $21.1M**	**EAC: $31.0M**
Substantial Completion at Award: October 2022	**Current Substantial Completion: June 2025 (A)**	
Trigger: Cost and Schedule	**Phase: Construction**	**Phase Complete: 96%**

This in-house construction project (Construction by NYCT resources) to provide an approximately 9,000 SF consolidated employee facility on the mezzanine level at the 2 Avenue Station on the 6 Avenue line. It falls under the State of Good Repair category and is part of Transit's ongoing program to improve and consolidate employee facilities system-wide. The project has a planned duration of 16 months.

Due to the nature of the in-house construction project's work and internal resource constraints, the Notice to Proceed (NTP) was delayed to align with workforce availability and scheduling. As a result, actual construction did not begin until approximately 18 months after the contract was awarded. The project has also previously faced setbacks due to coordination challenges, design changes driven by site conditions, and delays in engineering approvals.

During the first quarter of 2025, the forecasted Substantial Completion date was extended by an additional three months to June 2025, due to delays in fire alarm system testing by MTA internal resources. To mitigate the delay, the team is working to secure the resources for testing and commissioning the final component of the fire alarm system in the coming weeks. The project team is reviewing the budget shortfall and, after analysis, is planning a Budget Modification.

Subsequent to the current reporting period, the project team reassessed and updated the Estimate at Completion, increasing it from approximately $27M to $31M.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 189 active projects comprised of 303 sub-projects, with a budget of $10B, including 50 projects comprised of 106 sub-projects in construction ($5B).

- The C&D Infrastructure Business Unit is responsible for all infrastructure construction projects on the NYC Transit and SIR – Staten Island Railway network. This includes line structures (*e.g.*, tunnels, bridges), line equipment (*e.g.*, lighting, pumps, ventilation plants) power substations and cabling, shops and facilities that are essential to NYCT's and SIR's operation.
- Notable projects under construction include Sandy Mitigation: Steinway Tube; Structural Repair, Abrasive Blasting and Painting projects on the Jamaica, Myrtle, Culver, Broadway-7th Avenue, White Plains Road and Dyre Lines; New Railcar Testing and Acceptance Facility; and Substation Renewals.

The IEC's Traffic Light Report currently tracks 51 projects in the Infrastructure BU. Of those, 12 (24%) were flagged red. The reports below describe why these tasks were flagged, and what C&D is doing to remediate, if anything.

Individual project descriptions

Bundle: Steinway Tunnel Portal Resiliency		
Project Budget at Award: $51.3M	**Current Budget: $51.2M**	**EAC: $52.9M**
Substantial Completion at Award: April 2025	**Current Substantial Completion: October 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 84%**

This bundled contract includes the following ACEPs:

- ET060338: Sandy Resiliency: 2 Pump Rooms (Steinway Tube)
- ET070308: Sandy Mitigation: Steinway Portal
- T6070343: Steinway Portal Mitigation
- T6080336: Cathodic Protection, Steinway Tube
- T7080644: Police Radio System: Enhance Coverage-Steinway Tube - DES
- T7080648: Police Radio System: Enhance Coverage-Steinway Tube

This project will comprehensively modify the Steinway under-river tube to ensure its resiliency against coastal storm flooding. This project includes the construction of retaining walls on both sides of the Steinway tunnel portal. The mitigation plan is to construct two reinforced concrete walls capable of withstanding a CAT2+3' flood along Amtrak's and Long Island Railroad's property lines to support a flex-gate flood barrier that will be deployed across NYCT trackway.

During the first quarter 2025, the Substantial Completion date was extended six months to October 2025, due to unforeseen site conditions. During the foundation excavation, a broken waterline contaminated the foundation soil, requiring remediation. The foundation was redesigned upon discovery of underground obstructions. The floodwall work was delayed by the redesign of the foundation and the Amtrak Easement Agreement. Modifications were also needed for the flex-gate carriage. The project team is working with the Department of Subways to schedule two additional GOs, during the Flushing Line embargo from April to October, to potentially mitigate any further schedule impacts.

S8070112: SIR Track and Switch Replacement		
Project Budget at Award: $87.7M	**Current Budget: $87.7M**	**EAC: $84.6M**
Substantial Completion at Award: July 2025	**Current Substantial Completion: December 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 60%**

This project provides Phase 2 of track and switch replacement for the Staten Island Railway (SIR). The scope of work includes replacing switches, crossovers and track at four interlockings, as well as approximately 13,000 LF of tangent track.

During the first quarter 2025, the Substantial Completion date was extended five months to December 2025, due to the contractor's productivity. The contractor required an additional weekend shutdown of the first interlocking for testing, acceptance and placing in service the new switches. This additional shutdown required a significant change in the schedule of the remaining weekend shutdowns with bus service. After wrong or late onsite equipment deliveries and delays in switch replacement, the contractor was limited to work at single locations. The project team is targeting to complete the project in October.

T7070308: Rehabilitation of Emergency Exit at 168th Street Station - Broadway / 7th Ave Line		
Project Budget at Award: $19.3M	**Current Budget: $19.3M**	**EAC: $16.3M**
Substantial Completion at Award: June 2024	**Current Substantial Completion: June 2025 (A)**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 100%**

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 replacement of the existing concrete stairs with new galvanized steel stairs, as well as the replacement of the stair shaft walls with new CMU and steel struts, and extensive steel repairs at the pit and platform levels.

During the first quarter 2025, the Substantial Completion date was further extended four months to June 2025, to to resolve code compliance issues relating to fire alarm system, fire standpipe system, and fire rating requirements on the existing conduits running through the emergency exit stair shaft. These issues have since been resolved. The contractor is finalizing deliverables and addressing minor punchlist items.

T7090219: New Substation: Canal St 8AV		
Project Budget at Award: $80.5M	**Current Budget: $80.7M**	**EAC: $87.1M**
Substantial Completion at Award: August 2025	**Current Substantial Completion: March 2027**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 45%**

The project includes a sub-surface waterproof structure to house a two-unit underground substation to provide additional power to the IND line. The project calls for relocation and upgrade of utilities, installation and rehabilitation of manholes and surfaces, along with the restoration of the Grand Canal Basketball court.

During the first quarter 2025, the Substantial Completion date was extended 12 months to August 2026, due to an increase of the underground utility scope. Con Edison required rerouting and upsizing a gas main, while NYC Department of Environmental Protection (NYCDEP) mandated additional water main replacements and valve installations, including unplanned offsets and removal of a buried fire hydrant stem. Restrictions on overnight water-main shutdowns, the removal of trees and streetlights, and two Con Edison work stand-downs further delayed progress.

Subsequent to the reporting period, the Substantial Completion date slipped an additional seven months to March 2027, due to unforeseen site conditions. NYCDEP must provide guidance on the unidentified pipes uncovered during construction, the reorientation of a 48-inch sewer, and the reconnection of an adjacent property to the sanitary main. To mitigate further delays, the contractor unilaterally extended their daily shift to accelerate machinery operations. The contractor has also proposed an acceleration schedule with additional work shifts on Saturdays at additional cost.

A budget modification that includes requests for additional utility and contingency funds is in circulation. If the contractor's proposal for acceleration is accepted, another budget modification may be requested.

T7100441: New Railcar Receiving Improvements		
Project Budget at Award: $118.8M	**Current Budget: $121.0M**	**EAC: $115.2M**
Substantial Completion at Award: February 2025	**Current Substantial Completion: June 2025 (A)**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 100%**

This project will construct a new facility at Third Avenue and 38th Street in Brooklyn to test and accept the delivery of new subway cars for the 'A' and 'B' divisions. The new Railcar Acceptance and Testing Facility will consist of a 17,500 SF pre-engineered structure, an annex building for ancillary administrative support services, demolition of existing tracks, and the installation of new tracks, rails, and ties, and signal equipment that will connect to the BMT mainline.

During the first quarter 2025, the Substantial Completion date was extended three months to June 2025, due to compounding delays in the approvals, installation, startup and testing of critical systems. The contractor encountered delays in the installation of the instrumentation and controls (I&C) of the Building Management System (BMS) and testing the fire alarm system. The late release of the I&C delayed the boiler start-up, the testing of the building wet fire-suppression system and the communications network, as well as the BMS overall. NYCT DCE does not intend to move into the facility until the summer of 2025, so it is not affected by these delays.

T8070344: Paint and Steel Repair - Culver Line		
Project Budget at Award: $102.4M	**Current Budget: $100.6M**	**EAC: $96.2M**
Substantial Completion at Award: April 2025	**Current Substantial Completion: December 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 59%**

This project will provide structural repairs, abrasive blasting and painting on the portion of the elevated steel structure of the IND Culver Line from Kings Highway to West 8th Street in Brooklyn.

During the first quarter 2025, the Substantial Completion date was extended seven months to December 2025, due to the discovery of additional defects during post-abrasive blasting inspections of the elevated structure. MTA C&D is addressing additional defects as the project budget and schedule allow. Anticipating that overhead steel repair quantities will continue to increase; MTA C&D is working closely with the contractor to increase productivity and mitigate further delay by adding a steel fabricator/erector for some additional steel repair work.

T8090411: Rehabilitation of 5 Circuit Breaker Houses - Various Locs		
Project Budget at Award: $56.6M	**Current Budget: $58.3M**	**EAC: $58.7M**
Substantial Completion at Award: June 2025	**Current Substantial Completion: December 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 58%**

This project entails the rehabilitation of five Circuit Breaker Houses (CBHs), including electrical, mechanical and structural work to furnish and install cabling, switchgears and controls. The locations are CBH #87 (Avenue U); CBH #93 (120th Street); CBH #218 (Livonia Yard); CBH #388 (111th Street); and CBH #559 (Jamaica Yard).

During the first quarter 2025, the Substantial Completion date was extended six months to December 2025, due to structural redesign and property access issues of CBH #87. To reduce excavation quantities, the contractor requested the design change from a mat foundation to micropiles. This change required further structural evaluation, review and approval. The foundation work will require access to adjacent properties, for which the owners must receive a one-month notice. A budget modification is being prepared to request additional funds for consultant construction management.

T8100417: 207th Street Overhaul Facility		
Project Budget at Award: $40.5M	**Current Budget: $39.6M**	**EAC: $39.4M**
Substantial Completion at Award: April 2025	**Current Substantial Completion: August 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 90%**

This project includes repairs of exterior wall brickwork, replacement of windows and replacement of obsolete electrical panels at 207th Street Overhaul Facility (Main Building).

During the first quarter 2025, the Substantial Completion date was extended four months to August 2025, due to the intensive demolition required to replace the existing heating system. The steam lines were enclosed within the ceiling of the facility and encased in concrete, ceiling tiles or drywall. Demolition was required to locate existing shut-off valves and introduce isolation valves. The age of the system and lack of isolation valves made shutting off the steam more complicated than expected during the replacement of the heating units.

U7030207: Storerooms and Depot Reconfiguration: LaGuardia		
Project Budget at Award: $7.4M	**Current Budget: $7.6M**	**EAC: $7.6M**
Substantial Completion at Award: July 2022	**Current Substantial Completion: June 2025 (A)**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 100%**

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.

Previous delays to this project's Substantial Completion were due to supply chain issues, field conditions, restrictions in relocating depot personnel, or contractor performance and staffing.

During the first quarter 2025, Substantial Completion was further delayed three months to June 2025, due to the subcontractor's lack of available staff, which delayed the release of the area to the depot as planned. The contractor completed the floor replacement work on May 2. Substantial Completion was declared in June.

Bundled Contract: Jamaica Bus Depot Reconstruction		
Project Budget at Award: $626.6M	**Current Budget: $626.4M**	**EAC: $626.6M**
Substantial Completion at Award: December 2026	**Current Substantial Completion: October 2027**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 34%**

This bundled contract includes the following ACEPs:

- T5120305: Jamaica Depot Replacement Property Acquisition
- T8030219: Jamaica Gantries BEB (Charging)
- T8120303: Jamaica Depot Reconstruction
- T8120307: Bus Parking Lot at York College

This project is for the design and construction of a new, LEED-certified Jamaica Bus Depot facility and includes the demolition of the existing Jamaica Bus Depot in its entirety; construction of adequate shop, office and storage space; and equipment, such as bus lifts and washers. This project also includes the installation of charging gantries to support battery electric buses and the construction of a temporary parking lot at York College.

During the first quarter 2025, the Substantial Completion date was extended by three months to October 2027, due to the design-builder's failure to obtain timely approval from NYCDEP for the Stormwater Pollution Prevention Plan permit, which postponed the start of construction of the Jamaica Bus Depot. To mitigate further schedule impacts, the project team is working with the design-builder on a Time Impact Analysis and corrective measures.

Bundled Contract: Substation Component Replacement - Multiple Locations – GOOD BUSINESS DECISION		
Project Budget at Award: $69.4M	**Current Budget: $74.2M**	**EAC: $76.6M**
Substantial Completion at Award: July 2025	**Current Substantial Completion: February 2026**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 48%**

This bundled contract includes the following ACEPs:

- T8090210: Replace Transformers and Associated Equipment at 2 Substations
- T8090210: Replace DC Lineup at Jamaica Yard Substation - Design
- T8090217: Replace Transformers and Associated Equipment at 2 Substations
- T8090218: Replace DC Lineup at Jamaica Yard Substation
- T8090219: Replace High Tension Switchgear at 5 Substations
- T8090220: Replace High Tension Switchgear at 1 Substation
- T8090230: Repair Components 62 Rd Substation QBL
- T8090235: Replace Transformer, Broad Channel Substation

This project provides component replacement at five substations where the equipment has outlived its useful life and often fails, with spare parts difficult to obtain.

During the first quarter 2025, the Substantial Completion date was extended seven months to February 2026, due to added scope. Initially planned as an in-house project, the 62nd Road (QBL) Substation was added to this contract. The construction of the 62nd Road substation must be completed and placed in service before either the 64th Road substation or 55th Road substation can be de-energized.

Bundle: Substation Renewals – 3 Locations		
Project Budget at Award: $72.8M	**Current Budget: $72.0M**	**EAC: $71.7M**
Substantial Completion at Award: May 2025	**Current Substantial Completion: April 2026**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 52%**

This bundled contract includes the following ACEPs:

- T8090210: Replace High Tension Switchgear at 1 Location - Design
- T8090210: Substation Renewal: 13 St / CUL - Design

- T8090210: Substation Renewal: 82 Rd / QBL - Design
- T8090221: Substation Renewal: 13 St / CUL
- T8090222: Substation Renewal: 82 Rd / QBL
- T8090223: Replace High Tension Switchgear at 1 Location

This renewal of the Seeley Street, 82nd Road and 13th Street substations will improve the reliability of train service by furnishing adequate electrical power along their rights-of-way (IND, QBL, and CUL, respectively).

During the first quarter 2025, the Substantial Completion date was extended six months to November 2025, due to a major relocation of track hand switches. After contract award, Operations required additional scope for the 82nd Road Substation before it could be taken offline. Operations preferred that the mainline track power tie to the 82nd Road substation, rather than the Jamaica Yard substation, as originally scoped. Additional new hand switches had to be installed on the QBL tracks and additional work in the neighboring Kew Gardens substation, which is the redundant feed of the 82nd Road substation, was required beforehand to ensure adequate power in emergencies.

Subsequent to the reporting period, the Substantial Completion date slipped an additional five months to April 2026, based on the Time Impact Analysis for a pending Extension of Time.

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 BUs in implementing C&D Systems best practices. The C&D Systems BU currently manages 77 projects (including sub-projects) totaling approximately $5.3B. This includes 72 capital projects and 3 operating projects with a cumulative budget of $3.3B. C&D Systems BU also manages a public/private partnership license agreement that is not included in the PSR – Project System Report: namely, the $1.4B Cellular/WiFi Expansion. 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 Traffic Light Report tracks 17 projects, in the Systems Business Unit. Of those, 1 was flagged red (6%). The report below describes why these projects were flagged, and any C&D mitigations.

Systems Response to the IEC Traffic Light Report

Individual project descriptions

T8080616: Liftnet Transition to Ethernet - Phase 2 - Package 2		
Project Budget at award: $8.2M	**Current Budget: $7.6M**	**EAC: $5.8M**
Substantial Completion at Award: April 2024	**Current Substantial Completion: August 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 90%**

This project consists of upgrading the elevator and escalator network connections for remote system monitoring. The Phase 2 project package addresses 56 devices at 20 station locations systemwide.

During the first quarter 2025, the Substantial Completion was further delayed four months to May 2025. The predecessor package was delayed due to commercial issues with the vendor**.** The delay to the predecessor project prevented the in-house team from beginning work on this successor project.

Subsequent to the reporting period, SC slipped an additional three months to August 2025. The current mitigation plan includes a commitment from MTA User Group and the vendor for a 3-day per week conversion schedule to assist in recovering lost time.

Signals / Train Controls Business Unit Program Overview

The Signal's Business Unit currently oversees 30 active projects, including 12 projects in construction, with a budget of $7.6B. Notable projects under construction include CBTC QBL West, CBTC QBL East, CBTC 8 Av, CBTC Culver Line, and the CBTC Crosstown Line.

The IEC's Traffic Light Report currently tracks 12 projects in the Signal program. Of those, 2 (17%) projects were flagged red. The table below describes why these projects were flagged.

Signals / Train Controls Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract CBTC – Culver Line (Church Av to W 8 St)		
Project Budget at award: $483.9M	**Current Budget: $488.7M**	**EAC: $477.1M**
Substantial Completion at Award: August 2022	**Current Substantial Completion: June 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 99%**

This bundled contract includes the following ACEPs:

- T7080332: CBTC Culver (Church Av to West 8 Street)
- T7080333: CBTC Culver Av X Interlocking
- T7080307: CBTC Culver Ditmas Interlocking
- T7080343: CBTC Culver Mainline Track Switches

This project provides a Communication-Based Train Control (CBTC) system on the Culver Line between West 8 Street and Church Avenue in Brooklyn, replacing outdated automatic signals that were approximately 70 years old. The scope includes the segment from north of West 8 Street to south of Church Avenue. As part of the project, Avenue X—previously part of the Culver Yard interlocking—was modernized and established as a separate interlocking, while Ditmas Avenue was enhanced with additional switches as incorporated into the interlocking design.

The ten-month delay over the past three quarters is mainly because the contractor submitted important documents like as-built drawings and operation manuals late and took longer to complete repair work along the tracks.

During the first quarter 2025, the Substantial Completion date was delayed by four months to June 2025 due to ongoing issues with contractor performance. The contractor also failed to produce the required Green Line Drawings on time, which prevented MTA C&D from reviewing and approving the as-built drawings, causing further delays. The delivery of the Bench Test Equipment was late as well, which delayed the start of training. Additionally, the contractor needed extra time to finish many repairs because some replacement parts took a long time to arrive. To mitigate further delays, the project team sent a formal notice listing key documents, tests, and repairs still needed, and is closely tracking progress to meet the June 2025 completion date.

Bundled Contract: CBTC – 8th Avenue Equip R211 Cars (92 units)		
Project Budget at award: $36.3M	**Current Budget: $39.1M**	**EAC: $47.4M**
Substantial Completion at Award: September 2023	**Current Substantial Completion: May 2028**	
Trigger: Cost and Schedule	**Phase: Construction**	**Phase Complete: 62%**

This bundled contract includes the following ACEPs:

- T7080342: CBTC 8th Ave Equipment 460 R211 Cars (92 units)
- T8080331: CBTC Carborne Equipment Purchase

This project provides for CBTC equipment on R211 subway cars as part of the CBTC upgrade. The R211 cars are being procured under a separate contract, with CBTC equipment installed at the carbuilder's facilities in Lincoln, Nebraska, and Yonkers, New York. The contractor is responsible for designing, furnishing, installing, and testing the carborne CBTC systems and software for 5-car and 4-car R211 units. Under the base contract, 92 units are being equipped, with additional options for 128 and 89 units. Each R211 unit receives a pre-packaged CBTC kit aligned with the carbuilder's production schedule, while critical components such as the Carborne Radio Equipment, Transponder Interrogator Antenna, and Transponder Reader Board are supplied separately by a DCS Supplier.

During the first quarter 2025, the project experienced a budgetary shortfall of approximately $8.3M, and the Substantial Completion (SC) date was further delayed by six months to October 2025 due to delays in R211 cars production. Since the SC dates for the cars are interdependent, the addition of Option 1 and Option 2 to the contract—finalized after the reporting period—resulted in a revised SC date of May 2028. Additionally, an extra $13.2M was requested to cover anticipated Additional Work Orders (AWOs), including an extension of time related to Kawasaki's manufacturing delays, various I2S clarifications, spare parts, and the data center. To mitigate potential further delays, focus is being placed on ensuring the quality of the onboard software for 8th Avenue CBTC in-service, with at least one planned iteration of the software release. There are also plans to place the equipped R211 cars into revenue service on the Queens Boulevard Line West, similar to the deployment plan of the R179 fleet.

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

Individual project descriptions

T8041254: Station Ventilators: Phase 19 – 4 Locations, Brooklyn		
Project Budget at award: $9.2M	**Current Budget: $9.2M**	**EAC: $10.5M**
Substantial Completion at Award: June 2025	**Current Substantial Completion: November 2025**	
Trigger: Cost	**Phase: Construction**	**Phase Complete: 96%**

This project's scope consists of the rehabilitation of all architectural, structural and mechanical/hydraulic elements of subway ventilators and roofs over the station, to eliminate all water leaks. The leaks contribute to the damaging of structural elements and station finishes. If possible, utilize line work to maximize utilization of General Orders, delivery/removal of materials and better utilization of field personnel. The Brooklyn stations where the ventilators will be rehabbed are: Lafayette Avenue, Prospect Park / 15th Street, Fort Hamilton Parkway, and Fulton Street.

During the first quarter 2025, the project had a budgetary shortfall of $1M, due to unforeseen site conditions. During construction, the ventilators were found to be in worse condition than originally planned, requiring additional work such as additional concrete and waterproofing to be added.

The project team is currently evaluating the Estimate at Completion (EAC) and will draft a budget modification once completed.

Subsequent to the current reporting period, Substantial Completion slipped nine months to November 2025 due to extensive deterioration at the final location.

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. 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 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 workforce 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 IEC's Traffic Light Report tracks flagged 43 Track projects in the NYCT DOS program. Of those, 13 (30%) were flagged red.

NYCT Department of Subways Response to the IEC Traffic Light Report

Individual project descriptions

T8050232: Mainline Track Replacement 2021 – Jamaica Line		
Project Budget at award: $27.0M	**Current Budget: $27.0M**	**EAC: $22.3M**
Substantial Completion at Award: August 2022	**Current Substantial Completion: June 2025 (A)**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 100%**

This project will reconstruct segments of mainline tracks, along the Jamaica Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. Work will include the equipment/materials (e.g. signals, contact rails, and ballast, etc.).

During the first quarter 2025, the Substantial Completion date was pushed out a further three months to June 2025, due to work crews being assigned to other projects. While track access has been available, the Jamaica line has an inordinate amount of track work being done and there are not enough workers available. Currently, three of the four locations have been completed, with the last location forecasted to be closed out by the end of June.

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

This project will reconstruct segments of mainline track, along the Lenox-WPR 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 2025, the Substantial Completion date was pushed out a further five months, due to unavailability of General Orders. The work required a full shutdown of all three tracks in the location area, requiring shuttle buses. No buses were available until July 2025, because of higher priority projects.

T8050250: Mainline Track Replacement 2022 - Brighton Line		
Project Budget at award: $32.9M	**Current Budget: $47.9M**	**EAC: $54.1M**
Substantial Completion at Award: April 2023	**Current Substantial Completion: June 2025 (A)**	
Trigger: Cost	**Phase: Construction**	**Phase Complete: 88%**

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 2025, the project had a budgetary shortfall of approximately $6M, due to unforeseen conditions. The scope was increased by 24.7%, from 4,493 track feet to 5,602 track feet, because the existing ties and plates had deteriorated beyond the original plan.

T8050258: Mainline Track Replacement 2022– Liberty Line		
Project Budget at award: $23.6M	**Current Budget: $23.7M**	**EAC: $22.0M**
Substantial Completion at Award: January 2023	**Current Substantial Completion: July 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 91%**

This project will reconstruct segments of mainline track along the Liberty Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. Work will include the equipment/materials (e.g. signals, contact rails, and ballast, etc.).

During the first quarter 2025, the Substantial Completion date was pushed out a further four months to May 2025, due to coordination issues with another project. At one of the panel jobs, the crew was unable to utilize work trains to drop the materials because of another project's proximity, requiring the GO to be rescheduled. This project consisted of two panels jobs. One job is complete, and the other is ready for Pre-Final Inspection.

Subsequent to the reporting period, SC slipped an additional two months to July 2025.

T8050266: Mainline Track Replacement - 2022 - White Plains Rd Line		
Project Budget at award: $19M	**Current Budget: $19.0M**	**EAC: $21.0M**
Substantial Completion at Award: December 2023	**Current Substantial Completion: March 2025 (A)**	
Trigger: Cost	**Phase: Construction**	**Phase Complete: 98%**

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 2025, the project had a budgetary shortfall of $2M, due to Labor and Material Costs being greater than forecasted for this project. The project has achieved Substantial Completion, and Track is preparing for final inspection and closeout.

T8050276: Mainline Track Replacement 2023 – Jamaica Line		
Project Budget at award: $12.2M	**Current Budget: $12.2M**	**EAC: $12.2M**
Substantial Completion at Award: December 2024	**Current Substantial Completion: September 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 84%**

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 2025, the Substantial Completion date was delayed three months to May 2025, due to a delay in the delivery of the required materials. Project is being prepped for Pre-Final Inspection.

Subsequent to the current reporting period, SC slipped an additional four months to September 2025.

T8050279: Mainline Track Replacement 2023 - Lenox / White Plains Road Line		
Project Budget at award: $19.6M	**Current Budget: $19.6M**	**EAC: $31.5M**
Substantial Completion at Award: September 2024	**Current Substantial Completion: December 2025**	
Trigger: Cost	**Phase: Construction**	**Phase Complete: 63%**

This project will reconstruct segments of mainline track, along the Lenox – WPR 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 of 2025, the project had a budgetary shortfall of approximately $12M, due to the discovery that the rigger ties were under live contact rails. which necessitates an all track shutdown, with buses.

T8050284: Mainline Track Replacement 2023 - 4th Avenue Line – GOOD BUSINESS DECISION		
Project Budget at award: $11.3M	**Current Budget: $11.3M**	**EAC: $13.0M**
Substantial Completion at Award: June 2024	**Current Substantial Completion: March 2025 (A)**	
Trigger: Cost	**Phase: Construction**	**Phase Complete: 100%**

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

During the first quarter 2025, the project encountered a budgetary shortfall of approximately $1.7M, due to a scope change. While in construction, the project required an additional concrete pour. This change was made to minimize the effect on revenue service. If the project performed the track replacement as planned, a slow speed restriction through area of work would have been required. Substantial Completion was achieved March 2025 and the EAC is not expected to increase further.

T8050293: Mainline Track Replacement 2024 - Pelham Line		
Project Budget at award: $15.2M	**Current Budget: $15.2M**	**EAC: $15.2M**
Substantial Completion at Award: May 2025	**Current Substantial Completion: March 2026**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 62%**

This project will reconstruct segments of mainline track, along the Pelham 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 2025, the Substantial Completion date slipped 10 months to March 2026, due to unforeseen conditions. Numerous design submissions were required due to the excessive deterioration of the track. Project consists of three panel jobs, two of the which are in beneficial use.

The project has almost expended all budgeted funding, while completing the first two locations, due to material cost increases. Once the last location has its GO scheduled in the beginning of 2026, the EAC will be revised as required.

T8050295: Mainline Track Replacement 2024–Jamaica Line		
Project Budget at award: $28.0M	**Current Budget: $28.0M**	**EAC: $25.8M**
Substantial Completion at Award: May 2025	**Current Substantial Completion: September 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 63%**

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. Work will include the equipment/materials (e.g. signals, contact rails, and ballast, etc.).

During the first quarter 2025, Substantial Completion was pushed out four months to September 2025, due to work crews being assigned to other projects. While track access has been available, the Jamaica line has an inordinate amount of track work being done on it and there are not enough workers available.

T8050296: Mainline Track Replacement 2024– Eastern Parkway Line – TRACK ORANGE		
Project Budget at award: $15.6M	**Current Budget: $15.6M**	**EAC: $13.4M**
Substantial Completion at Award: March 2025	**Current Substantial Completion: November 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 52%**

This project will reconstruct segments of mainline track, along the Eastern Parkway Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. Work will include the equipment/materials (e.g. signals, contact rails, and ballast, etc.).

During the first quarter 2025, the Substantial Completion date was pushed out seven months to October 2025, due to the unavailability of weekend General Orders. Track access issues are primarily because of the sporadic availability of Weekend General Orders.

Subsequent to the reporting period, SC slipped an additional month to November 2025.

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

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

During the first quarter 2025, Substantial Completion was further extended nine months to November 2025, due to the unavailability of General Orders. The GOs were not available because of higher priority, conflicting work, on the Culver Line.

T8050339: Mainline Track Switches 2023– Rockaway Line – M44237		
Project Budget at award: $17.9M	**Current Budget: $17.9M**	**EAC: $17.9M**
Substantial Completion at Award: June 2024	**Current Substantial Completion: November 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 84%**

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 switch survey. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connection valves, ties, ballast, signal cables including positive and negative connections, and any associated signal and equipment work.

During the first quarter 2025, the substantial completion date was further delayed three months to May 2025, due to unforeseen site conditions. When the work crews attempted to proceed with the work, it was determined the switches and surrounding track had deteriorated further.

Subsequent to the reporting period, the SC has slipped and additional six months to November 2025, due to the project conducting additional surveys and then the need to provide a revised design based on those results.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 94 active projects with a budget of $2.1B, including 73 projects in construction ($2B). Notable projects under construction include the Hall Interlocking Expansion, ADA Stations Packages 1 and 2, Queens Interlocking and Babylon Interlocking.

Non-C&D LIRR projects tracked by the LIRR BU include 50 active projects with a budget of $1.1B, including 48 projects in construction ($1.1B).

The IEC's Traffic Light Report currently tracks 32 projects in the C&D Long Island program. Of those, three project (9%) were flagged red. The description below describes why these projects were flagged, and what C&D is doing to remediate.

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

L70701XX: Hall & Babylon Signal Power Motor Generator Replacement		
Project Budget at award: $19.2M	**Current Budget: $21.1M**	**EAC: $21.2M**
Substantial Completion at Award: October 2024	**Current Substantial Completion: November 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 90%**

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

During the first quarter 2025, the forecasted Substantial Completion date was further extended by three months to November 2025, due to delays caused by Con Edison. The Design Builder (DB) is responsible for design coordination with Con Ed for two feeds to the MG. Extended design development and approval processes between the DB and Con Edison, for the primary and secondary feeds at Hillside, have been the primary drivers behind this delay. The DB has since submitted a Time Impact Analysis, and a no-cost time extension request to account for these utility related delays. To mitigate further issues and expedite installation, the MTA C&D team maintains continuous weekly coordination meetings with LIRR Engineering, the contractor, and Con Edison.

L8030112: Track Rehab – West Side Storage Yard		
Project Budget at award: $20.0M	**Current Budget: $7.2M**	**EAC: $7.2M**
Substantial Completion at Award: December 2024	**Current Substantial Completion: June 2026**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 53%**

This project includes the removal and installation of 6,000 direct fixation rail plates in the West Side Storage Yard. Direct fixation plates are designed to secure the rail to the base plate. The project involves the removal of existing

fasteners and direct fixation rail plates, and the installation of new direct fixation rail plates using existing fasteners, when possible, from track 1 through 30.

During the first quarter 2025, the forecasted Substantial Completion date was extended by 12 months to June 2026, due to the availability of Force Account labor (FA). LIRR FA has been assigned to work on higher priority projects, such as: the Annual Track Program, Jamaica Capacity Improvements Phase 2, Van Wyck Expansion and Queens Interlocking.

Subsequent to the first quarter reporting period, SC slipped an additional six months to December 2026.

L8060105: Mid Suffolk Yard Phase 2		
Project Budget at award: $30.0M	**Current Budget: $30.0M**	**EAC: $30.0M**
Substantial Completion at Award: December 2024	**Current Substantial Completion: December 2026**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 50%**

This project in the Mid Suffolk Yard includes the installation of a new signal system, five switch machines, a double slip switch, split de-rail as well as modifications to the 3rd rail infrastructure in an active interlocking to improve train movement in and out of the new Mid Suffolk Yard.

During the first quarter 2025, the forecasted Substantial Completion date was extended by 12 months to December 2026, due to the availability of Force Account labor, as they have been assigned to work on higher priority projects. These priority projects include the Annual Track Program, Jamaica Capacity Improvements Phase 2, Van Wyck Expansion and Queens Interlocking. To mitigate potential further delays, C&D team continues to hold monthly meetings with LIRR Engineering forces.

Metro-North Railroad Business Unit Program Overview

The MNR Business Unit currently oversees 41 active projects, including 26 projects in construction, with a budget of $2B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at three Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

The IEC's Traffic Light Report currently tracks 18 projects in the C&D Metro-North program. Of those, four projects (22%) were flagged red. The description below describes why these project tasks were flagged, and C&D's remediations.

Metro-North Railroad BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract: Harlem & Hudson Lines Power Improvements		
Project Budget at award: $30M	**Current Budget: $31.9M**	**EAC: $36.4M**
Substantial Completion at Award: June 2021	**Current Substantial Completion: March 2025 (A)**	
Trigger: Cumulative Schedule	**Phase: Construction**	**Phase Complete: 100%**

This bundled contract includes the following ACEPs:

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

This project's scope consists of the construction of a new 86th St Substation and the replacement of the 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.

The prior delay of over 3 years stems from the following: change in work sequencing that required completing the M-110 substation before starting construction at the M-86 substation to ensure system reliability instead of concurrent work; limited track outage availability for site access; postponed de-energization of the M-86 substation due to the need to maintain critical power supply until M-110 was fully operational; fabrication delays of structural steel for the M-86 East Platform; extensive revisions and prolonged approval process for the Equipment Testing Procedure; water infiltration issues in the M-86 Substation roof; and significant challenges encountered during testing and commissioning.

During the fourth quarter of 2024 and the first quarter of 2025, the Substantial Completion date was extended by a further three months to March 2025, due to the contractor being unable to get the track outages required to conduct the start-up test and short circuit test. In addition, malfunctions at the 86 St Substation, including a Battery Room Fire Alarm duct sensor issue and failures of the 3rd Rail sectionalizing switches, required investigation, troubleshooting, and repair.

This project achieved Substantial Completion on March 1, 2025.

M8020102: Park Avenue Tunnel Improvements		
Project Budget at Design Start: $13.2M	**Current Budget: $13.2M**	**EAC: $12.9M**
Original Design Completion: February 2025	**Current Design Completion: September 2025**	
Trigger: Cumulative Schedule	**Phase: Design**	**Phase Complete: 75%**

This project provides preliminary design services for Fire Life Safety and power system improvements to the Park Avenue Tunnel in Manhattan, from 57th to 97th Streets. Specific improvements include the construction of two new platform exits at 65th and 79th Streets; seventeen new dedicated east-west emergency egress routes between tunnel bores; full replacement of the tunnel lighting and third rail systems; upgrades to the blue light tunnel alarm system; and improvements to the tunnel's dry standpipe system.

During the fourth quarter of 2024 and the first quarter of 2025, the substantial completion date was extended by a cumulative four months to August 2025, due to the following reasons:

- **Supplemental Agreement No. 2** – Development of a Building Information Model (BIM): Required in accordance with Directive DIR-23-03, *Digital Twin / BIM Requirements*.
- **Extended Operating Agency Review** - Additional time was required for agency review related to a milestone design submittal.
- **External Stakeholder Review** - After the current reporting period, project completion was further extended by one month, to September 2025, due to additional review cycles with NYCDEP and Con-Edison on subsurface utility relocations.

To expedite future agency and external stakeholder reviews, the project team will conduct design review workshops with both operating agency departments and external stakeholders prior to the next milestone submission (30% design). These workshops are intended to improve familiarity with the design documents and accelerate the review process.

M8020201: Upper Harlem & Hudson Station Priority Repairs		
Project Budget at award: $37.3M	**Current Budget: $40.3M**	**EAC: $38.0M**
Substantial Completion at Award: April 2025	**Current Substantial Completion: July 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 95%**

The Upper Hudson and Upper Harlem (Upper H&H) Station Priority Repairs is a comprehensive project to bring eighteen Metro-North Railroad stations to a state of good repair. A combination of age and salt, due to winter conditions, has caused deterioration of station platforms, stairs, and associated components. This project has assessed conditions at these stations to target and prioritize appropriate repairs to extend the useful life of each component. There are six stations on the Hudson Line and 12 stations on the Harlem Line that are part of this project. Repairs vary per station but generally include full replacement of the track-side and field-side platform edges, replacement or rehabilitation of piers, spall and crack repair, stair repair and rehabilitation, railing installation, wearing surface replacement, tactile warning surface installation, and painting.

During the first quarter of 2025, the substantial completion date was extended by three months to July 2025, due to an additional change order scope to replace four ADA stairs and repair two ADA ramps at the New Hamburg Station, to bring them into compliance with the latest ADA and building code requirements. This change order was triggered by the expanded work at the station, which required upgrading the previously grandfathered stairs and ramps to meet current code standards.

This project is scheduled to be completed in July 2025. The contractor is prepared to add more manpower when needed to mitigate further delays. The project remains within budget, as credits were applied following the removal of the Poughkeepsie Station from the Scope of Work.

M8060101: Upgrade Automotive Fuel System		
Project Budget at award: $12.1M	**Current Budget: $12.9M**	**EAC: $12.2M**
Substantial Completion at Award: December 2024	**Current Substantial Completion: March 2025 (A)**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 100%**

This project's scope consists of the design and construction of canopy covered fuel islands with above ground fueling systems at the Harmon and Brewster Yards to replace the existing 30-year-old underground tanks and fueling systems. The scope of work includes: decommissioning and demolition/removal of the existing canopies, underground tanks and fueling systems, including any necessary remediation; Design and installation of new storm water drainage, new above-ground diesel and gas storage tanks, fueling systems, automotive DEF fluid dispensers, a backup generator, a canopy with over the tank fall protection, and air compressors to facilitate proper vehicle maintenance by operators.

During the fourth quarter 2024 and the first quarter 2025, the substantial completion date was extended by three months to March 2025, to incorporate the following change order designs and installation:

- The Contract had no provision for the installation of a spill containment trench, as required by the MNR Environmental Department.
- The contract had no provisions for above-canopy fall protection.
- MNR Operations requested a DEF tank at Brewster Yard to support the operation. The DEF tank mat foundation was complete.

The delivery and installation of the DEF tank were added to the punch list, and this project achieved Substantial Completion on March 27, 2025.

NYCT Rail Car Procurements Response to the IEC Traffic Light Report

Individual project descriptions

ET060317: Sandy Resiliency: Conversion of 2 Pump Trains		
Project Budget at award: $27.2M	**Current Budget: $30.4M**	**EAC: $33.4M**
Substantial Completion at Award: December 2024	**Current Substantial Completion: January 2026**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 41%**

The purpose of this contract is to repurpose the existing NYCT R110A passenger rail cars into Pump and Generator cars. One Pump Car and one Generator cars will be coupled to three Hose & Reach Cars, that were previously converted under Contract R32442, to form one Pump Train set. There will be a total of two Pump Train sets constructed. The Pump and Generator cars are designed to remove flood waters from the subway system and are designed for a minimum service life of 15 years.

Under the contract, the contractor is responsible to design, manufacture, test, furnish, and deliver two Ready-to-Run Pump Cars and two Ready-to-Run Generator Cars complete with all new freight trucks, accessories and appurtenances as specified in the technical specification, and to perform all work including incidental and miscellaneous work set forth in the Contract Documents. Additionally, the contractor will also design the retrofit kit for the Hose & Reach Cars and that will allow electrical power to be distributed across the entire pump train set.

In the first quarter 2025, the substantial completion date was delayed five months to January 2026, due to the Contractor's challenges in closing out the Critical Design Review package, preparations for maintainability demonstrations, poor radiator air flow causing overheating of the engine, and a Carbody Stress Analysis Report. To date, the maintainability approach has been approved, the radiator air flow has been corrected and is sufficient to prevent overheating, the final CDR package has been approved, and the Carbody Stress Analysis Report has shown acceptable results. The first Pump Train unit has a delivery forecast of July 2025, and the second unit is forecasted for December 2025.

Bundled Contract: R211 Car Purchases		
Project Budget at award: $1,748.6M	**Current Budget: $1,748.6M**	**EAC: $1,748.6M**
Substantial Completion at Award: September 2023	**Current Substantial Completion: June 2025**	
Trigger: Schedule	**Phase: Construction**	**Phase Complete: 100%**

This bundled contract includes the following ACEPs:

- T7010101: Purchase 440 B-Division Cars
- T7010102: Purchase 20 Open Gangway Prototype Cars
- S7070101: Purchase 75 SIR Passenger Rail Cars

The purpose of this contract is to purchase 535 R211 cars which will carry customers along the B-Division. The vehicle sub-classes consist of 440 cars, 20 open gangway pilot cars, and 75 cars for the Staten Island Railway.

During the first quarter 2025, the Substantial Completion date was further extended four months to June 2025, due to contractor performance. During shipment from Kawasaki's manufacturing plant in Lincoln, Nebraska, some of the cars sustained damage. The manufacturer provided replacements for the damaged cars.

Projects in CPC's Risk-Based Monitoring Program

(1st Quarter 2025 Traffic Light Report – Period Ending March 31, 2025)

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

Projects in CPC's Risk-Based Monitoring Program

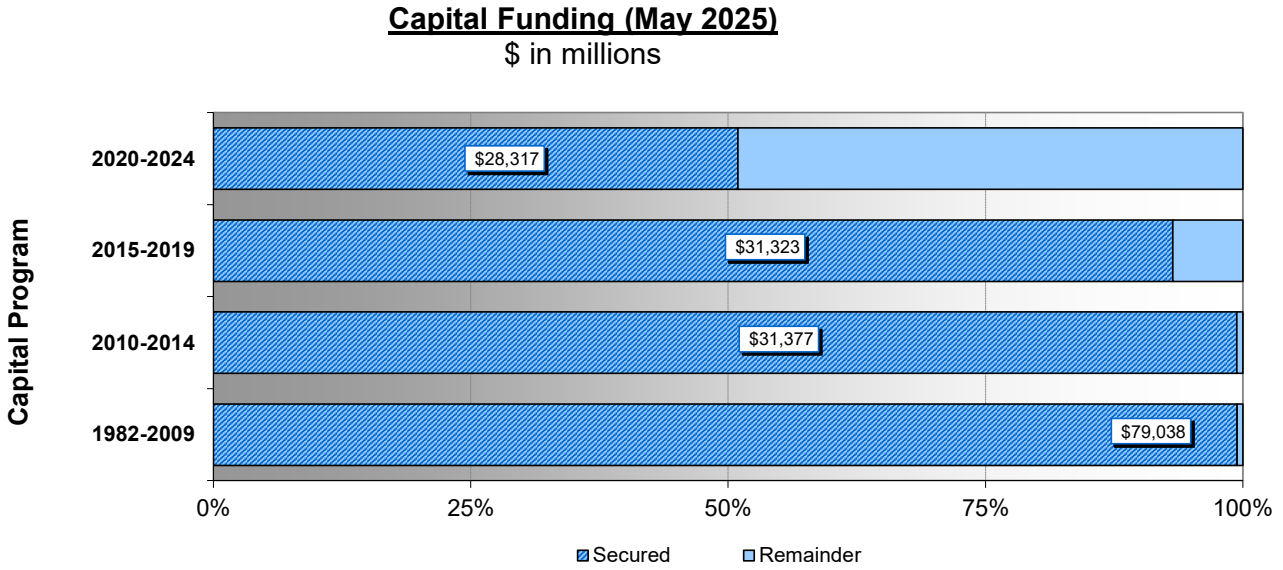
Capital Programs			Project
2010-14	2015-19	2020-24	
Integrated Capital Projects			
	X	X	Second Avenue Subway - Phase 2
	X	X	Penn Station Access
Systems Business Unit			
		X	Emergency Alarm Roll Out - Phase I
		X	Connection over Ethernet (COE) - Phase 3C
Signals and Controls Business Unit			
		X	Communications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

Projects in CPC's Risk-Based Monitoring Program

(1st Quarter 2025 Traffic Light Report – Period Ending March 31, 2025)

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

Status of MTA Capital Program Funding



Federal funds are recognized as "Secured" after they are available to MTA pursuant to an executed grant agreement or a full funding grant agreement. Bond proceeds and State funding are recognized at the time of their receipt. City funds are recognized as "Secured" after they are available to MTA pursuant to an executed letter agreement. Amounts listed under “Secured” may not have been fully received by MTA as of the date of this report.

Capital Funding Detail (May 2025)

$ in millions

2010-2014 Program	Funding Plan Current	Secured* Thru April	Secured* May	Secured* Secured to date	Remainder	
Federal Formula, Flexible, Misc	$5,841	$5,790	$ -	$5,790	$51	
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	528	524	-	524	4	
City Asset Sales	195	84	-	84	110	
State Assistance	770	770	-	770	-	
MTA Bus Federal and City Match	132	113	-	113	19	
MTA Bonds	11,654	11,654	-	11,654	-	
Other (Including Operating to Capital)	1,261	1,261	-	1,261	-	
B&T Bonds	1,975	1,975	-	1,975	-	
Hurricane Sandy Recovery						
Insurance Proceeds/Federal Reimbursement	6,677	6,677	-	6,677	0	
PAYGO	18	18	-	18	-	
Sandy Recovery MTA Bonds	658	658	-	658	-	
Sandy Recovery B&T Bonds & Cash	318	318	-	318	-	
Total	**31,561**	**31,377**	**-**	**31,377**	**184**	**1%**

2015-2019 Program	Funding Plan Current	Secured* Thru April	Secured* May	Secured* Secured to date	Remainder	
Federal Formula	$4,706	$4,706	$ -	$4,706	$ -	
Federal Flex & Other (Incl HSR/Security/Core Capacity)	649	628	-	628	20	
Federal New Start	1,400	1,400	-	1,400	-	
State Assistance	9,118	8,248	-	8,248	871	
City Capital Funds	2,092	2,066	-	2,066	27	
City Non-Tax Levy Revenue Sources	600	-	-	-	600	
MTA Bonds & PAYGO	11,203	11,203	-	11,203	-	
Asset Sales/Leases	906	326	-	326	581	
Other	267	70	-	70	197	
B&T Bonds & PAYGO/Asset Sale	2,677	2,677	-	2,677	-	
Total	**33,619**	**31,323**	**-**	**31,323**	**2,295**	**7%**

2020-2024 Program**	Funding Plan Current	Secured* Thru April	Secured* May	Secured* Secured to date	Remainder	
Capital from Central Business District Tolling	$15,000	$500	$499	$999	$14,001	a
Capital from New Revenue Sources	10,000	5,604	-	5,604	4,396	
MTA Bonds and PAYGO	7,385	1,540	-	1,540	5,845	
Other Contribution	589	-	-	-	589	
Federal Formula	9,921	10,615	-	10,615	(694)	
State of New York	3,169	1,211	-	1,211	1,958	
City of New York	3,007	3,031	-	3,031	(24)	
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-	
Federal Flexible & Other	1,161	2,563	-	2,563	(1,402)	
B&T Bonds	3,327	748	-	748	2,579	
Total	**55,563**	**27,818**	**499**	**28,317**	**27,246**	**49%**

a) Receipt of $499m in loan proceeds for CBDTP funded transit and commuter projects.

*Federal funds are recognized as "Secured" after they are available to MTA pursuant to an executed grant agreement or a full funding grant agreement. Bond proceeds and State funding are recognized at the time of their receipt. City funds are recognized as "Secured" after they are available to MTA pursuant to an executed letter agreement. Amounts listed under “Secured” may not have been fully received by MTA as of the date of this report.

**As noted in prior receipt reports: the 2020-2024 Capital Programs letter amendment was approved in December 2024. Federal Formula, City capital and Federal Other (Receipt of FRA funds for PSA post Plan approval) plan values will be updated to reflect in the next full plan amendment.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE
JUNE 2025

PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of $ 264.2 M.

Staff Summary

Subject	Request Authorization for Several Procurement Actions
Contracts Department	Evan Eisland, Executive Vice President and General Counsel
Date:	June 17, 2025

Board Action

Order	To	Date	Approval	Info	Other
1	Capital Program Committee	06/23/25	X		
2	Board	06/25/25	X		

Internal Approvals

	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award several procurement actions and to inform the Capital Program Committee of these procurement actions.

Discussion

MTA Construction & Development proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote	# of Actions	$	Amount
C. Competitive Requests For Proposals (Award of Purchase and Public Work Contracts)	1	$	249,003,000
SUBTOTAL	1	$	249,003,000

MTA Construction & Development proposes to ratify awards in the following category:

Schedules Requiring Majority Vote	# of Actions	$	Amount
K. Ratification of Completed Procurement Actions	4	$	15,208,600
SUBTOTAL	4	$	15,208,600
TOTAL	**5**	**$**	**264,211,600**

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

1. Skanska Koch Inc. **$249,000,300** ***Staff Summary Attached***
Contract No. VN-8Q

MTA Construction & Development requests Board approval to award to Skanska Koch Inc. a publicly advertised and competitively solicited contract for Design-Build services for the installation of a cable dehumidification system on the four main cables of the Verrazzano-Narrows Bridge.

Staff Summary

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

Item Number 1
Department, Department Head Name: Delivery, Romolo Desantis, P.E., SVP & Chief Engineer, B&T Business Unit

Board Reviews

Order	To	Date	Approval	Info	Other
1	Capital Program Committee	06/23/25	X		
2	Board	06/25/25	X		

Internal Approvals

Order	Approval	Order	Approval
X	Deputy Chief, Development	X	Executive Vice President & General Counsel
X	Deputy Chief, Delivery	X	President

SUMMARY INFORMATION	
Vendor Name	**Contract Number**
Skanska Koch Inc.	VN-8Q
Description	
Design-Build Services for the Main Cable Dehumidification at the Verrazzano Narrows Bridge	
Total Amount	
1. Design-Build Contract: $249,003,000 2. Stipend Payments: $500,000	
Contract Term (including Options, if any)	
1,521 Calendar Days	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☒ Operating ☒ Capital ☐ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to Skanska Koch Inc. ("Skanska") a publicly advertised and competitively solicited contract (the "Contract") for Design-Build services for the installation of a cable dehumidification system on the four cables of the Verrazzano-Narrows Bridge ("VNB"). The Contract is in the amount of $249,003,000 and for a duration of 1,521 Calendar Days. In accordance with MTA policy regarding the use of Design-Build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of $250,000 to be paid to each of the two unsuccessful proposers for a total of $500,000.

DISCUSSION

The Contract is for the installation of a cable dehumidification system on the four main cables of the VNB to prevent corrosion and preserve the current strength of the cables. The work will also include installation of an acoustic monitoring system on the four main cables for monitoring of the conditions within the cables, associated electrical and communication systems, internal inspection of selected cable panels, replacement of hand ropes and stanchions, and maintenance of the cable dehumidification and acoustic monitoring systems for five years after commissioning.

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

- American Bridge Company ("ABC")
- Kiewit Infrastructure Co. ("Kiewit")
- Skanska
- Tutor Perini Corporation ("Tutor Perini")

In response to the RFP, Kiewit, Skanska, and Tutor Perini submitted technical and price proposals. ABC withdrew from the RFP process. The selection committee, consisting of representatives from C&D Delivery, Development, Contracts, and B&T's Operations Department, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, key personnel, management plan, safety and quality, past performance, diversity practices and other relevant matters. The selection committee next opened the price proposals which were as follows: Kiewit $321,697,000, Skanska $249,503,000, Tutor Perini $423,770,000.

After reviewing the price proposals, the selection committee invited Skanska to participate in negotiations. Kiewit and Tutor Perini were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Skanska included detailed discussions of Skanska's overall cost as well as proposed schedule and approach to design and construction. Following negotiations, Skanska was given the opportunity to submit a Best and Final Offer ("BAFO"). The BAFO submitted was in the amount of $249,003,000.

The selection committee unanimously recommends Skanska for the award of the Contract. In addition to providing the lowest competitive price, the selection committee determined that Skanska's proposal provided the best value to the MTA, when considering the quality of its technical proposal. Skanska's schedule includes a reduction of 304 calendar days from the maximum duration permitted under the Contract. Skanska's proposal maximizes project efficiencies by mobilizing its resources and incorporating lessons learned from an ongoing project of similar scope. Skanska also demonstrated a strong understanding of all components of the scope of work as established in its technical approach, and its key personnel have successfully completed Design-Build projects of similar scope and magnitude. Skanska's BAFO of $249,003,000 is deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB INFORMATION

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

IMPACT ON FUNDING

Funding for the capital portion this project is available in a combination of the 2020-2024 Capital Program (Project D801/VN8Q) and the 2015-2019 Capital Program (Project D701/VN8Q). Funds are being reallocated in the 2020-2024 Capital Program to reflect the value of project D801/VN8Q at award. As a result, this planned action amends B&T's 2020-2024 Capital Program to increase D801VN8Q by $65.5M from a combination of unallocated program contingency and a Steel Repair and Concrete Rehabilitation Reserve for the Verrazzano-Narrows Bridge (D801VN32). Funding for the system maintenance expense is available from the B&T Operating Program.

ALTERNATIVES

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

JUNE 2025

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)

2. SYSTRA Engineering, Inc. **$2,094,000** ***Staff Summary Attached***
Contract No. CM1539

MTA Construction & Development requests that the Board ratify a modification for additional engineering support services in support of the installation of a Communication Based Train Control signaling system on New York City Transit's Queens Boulevard West Line.

3. Naik Consulting Group, PC **$8,564,600** ***Staff Summary Attached***
Contract No. PS886

MTA Construction and Development requests that the Board ratify a modification for continued project management services for three 42nd Street Corridor projects.

4. Siemens Mobility, Inc. **$3,200,000** ***Staff Summary Attached***
Contract No. S48013-1

MTA Construction and Development requests that the Board ratify a modification to provide for changes to the carborne controller software on R179 subway cars to improve system performance and reliability.

5. Hitachi Rail GTS USA Inc. **$1,350,000** ***Staff Summary Attached***
Contract No. S48013-2

MTA Construction and Development requests that the Board ratify a modification to provide for multiple changes to the carborne controller software on R211 subway cars to improve system performance and reliability.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (& Location)	
SYSTRA Engineering, Inc. (New York, NY)	
Description	
Consultant Services to Support the Construction of the Communication Based Control/AWS Signal System for the Queens Boulevard Line and for the Qualification of a Future CBTC Vendor	
Contract Term (including Options, if any)	
73 Months	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☐ Competitive ☒ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**
CM-1539	9

Original Amount:	$	12,555,698
Prior Modifications:	$	12,637,527
Prior Budgetary Increases:	$	0
Current Amount:	$	25,193,225
This Request:	$	2,094,000
% of This Request to Current Amount:		8.31%
% of Modifications (including This Request) to Original Amount:		117.33%

Discussion:

MTA Construction & Development ("C&D") requests that the Board ratify a modification for additional engineering support services in support of the installation of a Communication Based Train Control ("CBTC") signaling system on New York City Transit's Queens Boulevard West Line ("QBLW").

Contract CM-1539 (the "Contract") provides engineering consultant services for both QBLW and the Queens Boulevard East Line ("QBLE"). Modification No. 8 extended the contract term through March 31, 2027 for the QBLE project and formally terminated Systra's support services for QBLW as of February 26, 2024, however, left open, for a subsequent modification, the issue of compensation for services provided for QBLW for the period April 30, 2023 to February 26, 2024. This Modification resolves that issue and provides for compensation for services performed with respect to QBLW from April 30, 2023 to February 26, 2024. Those services included additional engineering support required to address modifications to cutover plans and other technical challenges; coordination of Automatic Train Supervision expansion activities between various projects, additional inspection and acceptance testing requirements; and work related to the resequencing of the QBLW arising from the COVID-19 pandemic.

Systra submitted its cost proposal in the amount of $3,526,810. Negotiations yielded a settlement amount of $2,094,000. C&D analyzed the merit of the claims submitted by Systra and deems this resolution to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name (& Location)	
Naik Consulting Group, PC (New York NY)	
Description	
Program Management and Consultant Construction Management Services for Midtown 42nd Street Corridor Projects	
Contract Term (including Options, if any)	
39 months	
Option(s) included in Total Amount?	☐ Yes ☐ No ☐ n/a
Procurement Type	☐ Competitive ☒ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☐ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Matthew Zettwoch, Vice President, Stations	

Contract Number	**AWO/Modification #**
PS886	2

Original Amount:	$	26,426,103.00
Prior Modifications:	$	0.00
Prior Budgetary Increases:	$	0.00
Current Amount:	$	26,426,103.00
This Request:	**$**	**8,564,599.99**
% of This Request to Current Amount:		32.4%
% of Modifications (including This Request) to Original Amount:		32.4%

DISCUSSION

This Contract, which was awarded on June 21, 2021, provides project management and administrative oversight services for 24 projects along the 42nd Street Corridor (the 42nd Street Corridor Projects"). MTA Construction & Development ("C&D") requests that the Board ratify a modification to extend the contract by 19 months, through April 30, 2026, to provide continued services for three of those projects, for the not-to-exceed amount of $8,564,599.99.

At the time of award of the Contract, the 42nd Street Corridor Projects were in various stages of development. Three of those projects remain ongoing and continued project management services are required. The ongoing projects are (i) Contract A-37679, which includes the replacement of eight escalators that service the Flushing Line and Grand Central and addresses leaks and other repairs at the mezzanine level of the Lexington Avenue line at Grand Central; and (ii) Contract A-37693, which includes circulation improvements at Grand Central – 42nd Street Station, including the construction of a new passageway, new stairs, and widening of existing stairs. Both of these projects are in construction and scheduled to be completed in the second quarter of 2026 and will continue to require project management and close-out services until complete. The third project will provide for four new elevators and state of good repair work at the Bryant Park – 42nd Street and Fifth Avenue Station. This package is currently in the procurement phase and this extension will only provide for pre-construction support. Project management services for the design-build phase will be provided under a separate contract.

The Contractor submitted a cost proposal in the not-to-exceed amount of $12,623,456.12. Negotiations resulted in an agreed upon not-to-exceed cost of $8,564,599.99, which was found to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 4

Vendor Name (& Location)	Siemens Mobility, Inc. (New York, NY)
Description	Supplemental Agreement for CBTC Carborne Equipment for R179 Cars for the 8th Avenue Line
Contract Term (including Options, if any)	March 27, 2019 – March 9, 2026
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	☐ Operating ☒ Capital ☐ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name:	Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	**AWO/Modification #**
S-48013-1	10

Original Amount:	$	20,675,412
Prior Modifications:	$	981,000
Prior Budgetary Increases:	$	0
Current Amount:	$	21,656,412
This Request:	$	**3,200,000**
% of This Request to Current Amount:		14.8%
% of Modifications (including This Request) to Original Amount:		20.2%

DISCUSSION:

Contract S-48013-1 (the "Contract") provides for the installation of Communication Based Train Control ("CBTC") equipment for R179 subway cars. MTA Construction and Development ("C&D") requests that the Board ratify a modification to the Contract to provide for changes to the carborne controller software to improve system performance and reliability. The work includes:

- Updates to the carborne controller software to provide operational improvements, including better alignment of the R179 trains with short platforms, improved functioning in work zones during general orders, and smoother transitions from train yards to mainline territory.
- Updates to the status indication fields on the Monitoring and Diagnostic system to streamline the maintenance process. The Monitoring and Diagnostic System is a diagnostic tool designed to monitor and provide the status of rail cars equipped with CBTC components. It assists maintenance personnel to identify failed hardware components using status indication fields displayed by the train's onboard screen.
- Updates to the carborne CBTC software to resolve coordination issues the R179 onboard control software.

The contractor submitted a cost proposal of $3,807,711. Negotiations resulted in the agreed lump sum price of $3,200,000, which has been determined to be fair and reasonable. This modification includes a reservation of the parties' rights with respect to an extension of time and impact costs, if any, for compensable delays. To mitigate any schedule impact, authorization was obtained from the President of MTA C&D to direct the Contractor to commence the work on April 2, 2025.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 5

Vendor Name (& Location)	
Hitachi Rail GTS USA Inc. (New York, NY)	
Description	
R211 Carborne Equipment for the CBTC 8th Avenue Line	
Contract Term (including Options, if any)	
March 27, 2019 – May 25, 2028 (including options)	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**
S-48013-2	6

Original Amount: (including options)	$	47,174,567
Prior Modifications:	$	1,288,000
Prior Budgetary Increases:	$	0
Current Amount:	$	48,462,567
This Request:	$	**1,350,000**
% of This Request to Current Amount:		2.8%
% of Modifications (including This Request) to Original Amount:		5.6%

DISCUSSION:

Contract S-48013-2 (the "Contract") provides Communication Based Train Control ("CBTC") equipment for R211 subway cars. MTA Construction and Development ("C&D") requests that the Board ratify a modification to the Contract to provide multiple changes to the carborne controller software to improve system performance and reliability. The work includes:

- A software modification for the carborne controller to disable the Automatic Train Operation ("ATO") function upon detection of loss of communication with the Automatic Train Supervision ("ATS") system and to re-enable the ATO when the communication is restored. This will allow for manual operation during a loss of communication.
- A software modification to provide date and time information from the ATS to the carborne controller. The date and time information will enable the ATS and other CBTC subsystems to handle processes that involve the current time (e.g., alarm timestamping).
- An enhancement that will allow for the updating of the carborne controller with updated track information directly from the wayside communications equipment without the need to take a take train out of service.
- A software modification to more rapidly initiate a switchover from the active onboard radio to the back-up radio when the carborne controller loses communication with the active radio.

The contractor submitted a cost proposal of $1,839,922. Negotiations resulted in the agreed lump sum price of $1,350,000 with no schedule impact, which has been determined to be fair and reasonable.