



**Metropolitan Transportation Authority**

# **Capital Program Committee Meeting**

## **October 2025**

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### **Committee Members**

Janno Lieber, Chair  
Dan Garodnick, Vice Chair  
Andrew Albert  
Gerard Bringmann  
Samuel Chu\*  
Randy Glucksman  
Marc Herbst  
David Jones  
Christopher Leathers  
Blanca Lopez\*  
David Mack\*  
Haeda Mihaltses\*  
John Ross Rizzo  
John Samuelson  
Ed Valente  
Neal Zuckerman

# Capital Program Committee Meeting

Monday, 10/27/2025

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- SEPTEMBER 29, 2025

*C&D CPC Committee Minutes - Page 4*

## 4. 2025-2026 COMMITTEE WORK PLAN

*C&D CPC Committee Work Plan - Page 11*

## 5. PRESIDENT'S UPDATE

## 6. STATIONS PROJECTS UPDATE

*Stations Report - Page 12*

*IEC Stations Report - Page 24*

## 7. C&D SAFETY REPORT

*C&D CPC Safety Report - Page 43*

## 8. CAPITAL PROGRAM STATUS REPORT

*C&D Commitments, Completions, and Funding Report - Page 45*

## 9. C&D PROCUREMENTS

*C&D Procurements - Page 64*

**CONSTRUCTION & DEVELOPMENT  
COMMITTEE ACTIONS  
SUMMARY for OCTOBER 2025**

| <b>Responsible Department</b> | <b>Vendor Name</b>                 | <b>Total Amount</b> | <b>Summary of Action</b>                                                                                                                                                                                                                                                                                                                |
|-------------------------------|------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contracts                     | Forte Construction Corp.           | \$ 101,500,000      | Award of a publicly advertised and competitively solicited contract for Design-Build services to rehabilitate three New York City Transit stations.                                                                                                                                                                                     |
| Contracts                     | RailWorks Transit LLC              | \$6,700,000         | Award of a modification that will resolve Contractor claims of delay and for added work.                                                                                                                                                                                                                                                |
| Contracts                     | Ducci Electrical Contractors, Inc. | \$1,386,193         | Award of a modification that will resolve Contractor claims of delay, resolve all open change orders and provide for Final Completion of the Contract.                                                                                                                                                                                  |
| Contracts                     | Forte Construction Corp.           | \$7,232,064         | Award of a modification to upgrade the smoke extraction system at Grand Central Madison and remove the temporary partition doors between Grand Central Madison and Grand Central Terminal at the Dining Concourse and the Biltmore Room.                                                                                                |
| Contracts                     | Siemens Mobility, Inc.             | \$7,412,768         | Ratification of two modifications, one to provide continued CBTC maintenance support for the wayside and carborne systems provided by Siemens through March 31, 2026 and the second to begin software and system design work on critical enhancements to the Automatic Train Supervision system for New York City Transit's B Division. |

MINUTES OF MEETING  
MTA CAPITAL PROGRAM COMMITTEE  
September 29, 2025  
New York, New York  
01:15 PM

CPC Members present:

Janno Lieber, Chair  
Andrew Albert  
Gerard Bringmann  
Samuel Chu\*  
Randy Glucksman  
David Jones  
Blanca Lopez\*  
Haeda Mihaltses\*  
Melva Miller\*\*\*  
John Ross Rizzo  
Ed Valente  
Neal Zuckerman

CPC Members not present:

Dan Garodnick, Vice Chair  
Marc Herbst  
Christopher Leathers  
David Mack\*  
John Samuelsen

MTA staff present:

Charles Gans  
Evan Eisland  
Kana Ervin  
Miriam Harris  
Saqib Rizwan  
Jamie Torres-Springer

IEC Present:

Sirish Peyyeti

\* \* \*

Chairman Lieber called the September 28, 2025, Capital Program Committee Meeting to order at 01:30 PM.

Public Comments Period

There were six public speakers during the hybrid public comment period: Jason Anthony, Christopher Greif, Jack Connors, \*Charlton D'souza, and \*Aleta Dupree spoke during the meeting. Due to technical difficulties a recording of \*Matty Buchys-Hyland's comments was made available to the Committee.

\*Provided comment virtually.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the August minutes.

## CPC Work Plan

There were no changes to the work plan.

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

### President's Report

MTA Construction & Development ("C&D") President Jamie Torres-Springer opened with an update on accessibility projects specifically highlighting ongoing station work at New Lots Avenue on the 3 Line as part of Accessibility Package 5. This project required close coordination with the NYC Department of Transportation to maintain street functionality and represents a cost-effective model for accessibility improvements and remains on schedule for completion in the second quarter of next year. Next, Mr. Torres-Springer reported the completion of two newly ADA-accessible stations this month: Northern Boulevard on the M Line and the R Line and Moshulu Parkway on the 4 Line. An additional two stations, included in Package 7, 167th Street on the B and D Lines and Kingsbridge on the 4 Line are advancing for Board approval this month under a federally funded design-build contract. Mr. Torres-Springer emphasized that federal support for accessibility continues, alongside Congestion Pricing revenues that will fund 23 additional accessible stations. Overall, the MTA is now completing ADA upgrades at five times the pace of earlier efforts. Once the 2025-2029 Capital Plan is fully implemented, over half of the 472 subway stations will be ADA accessible.

Turning to rolling stock, Mr. Torres-Springer noted that 27 new dual-mode locomotives have entered service on Metro-North's Hudson Line. Manufactured by Siemens, these engines deliver more horsepower than their predecessors and represent a major climate initiative by enabling electric operation across 102 miles of third-rail territory, reducing air pollutants by 85%. The same contract will provide 22 locomotives for the Long Island Rail Road. These procurements are part of the new Capital Plan's \$11 billion investment in rolling stock.

Mr. Torres-Springer then highlighted the completion of the replacement of the Webster Avenue Bridge in Nassau County, which was originally built in 1897. The new, wider bridge offers improved clearance and stormwater management and was completed under budget and four months ahead of schedule. Through efficient work scheduling, including reducing a planned two-weekend outage to a single weekend, the project saved approximately \$1 million in costs.

On fare technology, Mr. Torres-Springer announced the installation of the final OMNY vending machine at 125th Street Station, marking the completion of in-service OMNY card vending machines at all 472 New York City Transit stations. Riders may continue to tap a bank card or mobile wallet for fare payment or purchase stored-value OMNY cards as needed. He commended the C&D project team for managing this complex systemwide rollout, noting that while 98% of installations were completed by August, the final installations required track outages and work train coordination. Additional software work related to OMNY is ongoing, with more updates expected soon.

Mr. Torres-Springer also reported that C&D recently issued a Request for Information for geothermal cooling technologies to reduce peak temperatures in subway stations, beginning with pilots at 168th Street and 181st Street, both on the 1 Line. The initiative builds on prior efforts to explore innovative cooling strategies in a system that cannot be fully air-conditioned.

Measures under review include heat recovery systems that convert station heat into power, expanded use of fans and other cooling mechanisms, and the potential use of groundwater to moderate station temperatures.

### Second Avenue Subway Update

Saqib Rizwan, Senior Vice President and Project Executive for Second Avenue Subway Phase 2, provided an update on the project's progress. He began by explaining that the project will extend the Q Line north from 96th Street with three new stations at 106th, 116th, and 125th Streets. The extension will significantly enhance connectivity and spur revitalization in East Harlem, benefiting approximately 100,000 daily riders and reducing travel times by up to 20 minutes.

Mr. Rizwan explained that Phase 2 is being delivered through four major contract packages, an approach designed to reduce interface risks and streamline management, a key lesson learned from Phase 1. These packages include built-in performance incentives and disincentives to strengthen contractor accountability. The program has achieved critical milestones to date, with utility work approximately one-third complete and the tunnel contract recently awarded. The Request for Proposals for the 106th Street Station package was scheduled for release later that day, meeting commitments to the Federal Transit Administration. The project remains within the Federal Full Funding Grant Agreement (FFGA) parameters and is on track for completion by September 2032. The total budget of \$6.98 billion includes a strong contingency reserve of 25% of construction costs. Mr. Rizwan noted that although utility work encountered minor delays due to access agreements and differing site conditions, these have been effectively mitigated and will not impact the overall project schedule.

He highlighted the recently awarded tunnel contract - a \$2 billion design-build project, the largest in MTA history - awarded to a joint venture known as Connect Plus Partnership (CPP), composed of Halmar International and FCC Construction. The Notice to Proceed was issued on September 2, 2025. Mr. Rizwan emphasized the strengths of the joint venture: Halmar's local experience as a trusted New York contractor currently working on the Park Avenue Viaduct reconstruction and FCC's global tunneling expertise with metro and high-speed rail projects in Doha, Riyadh, and across Europe. The designer for the joint venture is COWI, a firm with international design-build credentials, including work on the Copenhagen Metro and the Fehmarnbelt Tunnel. Together, this team brings an ideal combination of local knowledge, international experience, and design excellence.

The next major package will focus on systems integration and architectural fit-out for the three new stations. Design work for this phase is already 40% complete, with daily and weekly oversight in place

Finally, Mr. Rizwan described how new labor agreements put safety and efficiency first, and introduced Mr. Richard Fitzsimmons, recently retired Business Manager of Laborers' Local 147 ("Sandhogs") to highlight the strong partnership between labor and management. Mr. Fitzsimmons first thanked the Committee members and recognized the hard work of the workers who labor in the tunnels to keep the trains running. Next Mr. Fitzsimmons affirmed labor's commitment to the MTA's "better, faster, cheaper" objectives, noting that collective bargaining agreements with the General Contractors Association have already improved productivity, generating estimated savings of approximately \$100 million. He further announced that the unions and MTA had recently reached an agreement in principle to implement an alternative dispute resolution system for workplace accidents. He explained that this approach will not only reduce costly and protracted litigation but also improve worker safety and expedite access to benefits and medical care, ensuring that injured workers and their families receive

timely support without years-long delays.

Addressing safety, Mr. Fitzsimmons underscored that preventing accidents remains the top priority for both labor and management. He praised the cooperation among all parties in prioritizing health and safety, emphasizing that a safer workplace benefits workers, contractors, and the agency alike.

Mr. Fitzsimmons also paid tribute to the tunnel workers, engineers, and inspectors who labor in difficult and often hazardous conditions underground. Their professionalism, dedication, and commitment to safety, he said, ensure that the structures they build will stand the test of time. "Anything we build," he remarked, "is good for a hundred years." Mr. Fitzsimmons reflected on the generational legacy of the Sandhogs and the economic mobility that union jobs have created for working families. His father joined Local 147 in 1954 to work on the Second Avenue Subway, and now, nearly three generations later, his family continues to see that vision realized. He closed by reaffirming labor's commitment to partnership with the MTA in delivering the Second Avenue Subway safely, efficiently, and proudly for the people of New York.

Mr. Rizwan continued the presentation by thanking Mr. Fitzsimmons and expressing enthusiasm for the continued partnership with Laborers' Local 147 and related trade organizations. Mr. Rizwan noted that this collaboration is instrumental in implementing a leaner tunnel boring crew structure, designed to enhance efficiency and align with global best practices in tunnel construction.

Mr. Rizwan acknowledged that crew configuration had drawn some criticism during the previous phase of the project. However, he emphasized that the MTA has been working closely with the Sandhogs to ensure that all operational adjustments are grounded in international benchmarks for safety and productivity. According to Mr. Rizwan, these refinements are projected to yield significantly improved output at a lower cost, contributing to nearly \$100 million in anticipated labor savings.

Mr. Rizwan reiterated that the MTA remains committed to identifying additional savings opportunities as the project advances and introduced Ms. Miriam Harris, Senior Vice President of Transit Oriented Development, to update the committee on property acquisitions and tenant relocations required for the project. She began by emphasizing that the MTA has taken a deliberate and lessons-driven approach, applying insights gained from Phase 1 to minimize impacts on residents and businesses. Phase 2, she explained, was specifically designed to reduce overall disruption, resulting in approximately 50% fewer residential tenant relocations and 10% fewer commercial relocations compared to Phase 1. Importantly, Ms. Harris noted there will be no disruptive temporary relocations of tenants in this phase.

Reflecting on the success of Phase 1, Ms. Harris reported that all eligible tenants and businesses had been successfully relocated and received the benefits to which they were entitled. She attributed this success to early, open, and continuous engagement with affected parties, a practice that the MTA has continued in Phase 2. Dedicated tenant relocation experts are already working closely with both residential and commercial tenants to ensure that they fully understand the process, their options, and the benefits available to them. These benefits include the assistance of a professional real estate consultant to support their search for a new location, moving assistance, fixture payments for affected businesses, and monetary relocation benefits for residential tenants.

Ms. Harris acknowledged the challenges of New York City's housing market, noting that the standard federal relocation benefits are insufficient to meet the needs of local tenants. In response, the MTA has authorized enhanced relocation benefits that significantly exceed the baseline established under the federal Uniform Relocation Act, particularly for tenants residing

in rent-regulated apartments. The incremental costs of these enhanced benefits, she explained, are fully covered by the MTA.

Ms. Harris then described the steps of the property acquisition process and explained how tenant relocation activities proceed in parallel. She reported that all required property acquisitions are on track to be completed, or to have court petitions for condemnation filed, by the end of 2025. Ms. Harris emphasized the importance of conducting adjacent building monitoring in advance of construction to ensure safety and compliance. She confirmed that all necessary building access agreements for monitoring have either been secured or are in active negotiation, ensuring that the project will continue without delay.

Mr. Rizwan concluded the report with an update on community engagement including proactive engagement with residents, schools, merchants, and elected officials to ensure that all stakeholders are part of an open and ongoing dialogue. As part of the MTA's commitment to local economic opportunity, Mr. Rizwan announced a 20% local hiring goal for the project. The MTA is partnering with the City University of New York to offer internships and develop workforce programs that will create jobs and build long-term career pathways for members of the East Harlem community.

Mr. Rizwan noted that coordination with other city agencies remains a key priority, particularly in addressing traffic safety, pedestrian access, and noise mitigation - issues he identified as critical to maintaining community well-being during construction.

He outlined the project's next steps, which include mobilizing the recently awarded tunnel contractor, advancing procurement for the 106th Street Station package, completing the remaining real estate acquisitions, and maintaining progress on the systems design, which is expected to move into procurement next year.

### IEC Report

Sirish Peyyeti, Program Director of the IEC, provided the board with an update on the IEC's oversight of the Second Avenue Subway Phase 2 program and the most recent quarterly Traffic Light Report. Mr. Peyyeti reported that the Second Avenue Subway Phase 2 program began with the award of Contract 1 in December 2023, followed by Contract 2 in August 2025. Notices to proceed for Contracts 3 and 4 are anticipated within the next two years. The total program budget remains at \$6.968 billion.

Contract 1, which focuses on utility relocations in preparation for tunneling and station work under Contract 3, has encountered several challenges, including inconsistencies in existing utility drawings, unforeseen field conditions, and delays related to finalizing property access agreements. The project team is actively developing mitigation measures expected to significantly reduce impacts on key milestones. Despite these issues, the IEC reported that the overall program remains on schedule. Contract 2 has begun startup activities and is proceeding as planned. The IEC recommended that the project team continue conducting comprehensive, quantitative analyses of schedule changes, cost trends, and contract awards to proactively identify any emerging risks to program performance.

Turning to the Traffic Light Report for the second quarter of 2025, Mr. Peyyeti noted that the IEC reviewed a total of 248 active projects for adherence to cost and schedule benchmarks. Of these, 92% did not trigger a schedule variance, and 99% did not trigger a budget variance. Among the projects that did experience variances, 19 were related to schedule and three to cost. The IEC and MTA C&D have jointly prepared brief summaries outlining the causes and corrective actions for each affected project.

Common challenges contributing to the variances included unforeseen field conditions, scope adjustments, limited project support, and coordination issues with concurrent projects that diverted resources and delayed construction starts. Mr. Peyyeti also highlighted a positive case study from the Brighton Line Track Replacement Project, where crews discovered the need for additional track bed reinforcement while already on site. By addressing the issue immediately, the project avoided future slow-speed restrictions and minimized customer impacts.

Mr. Peyyeti concluded his report by noting that overall, project delivery performance remains strong across the capital program, with the majority of projects progressing within established cost and schedule baselines.

### Interborough Express Update

Charles Gans, Senior Vice President and Project Executive for the Interborough Express (IBX), delivered a detailed update on the project's background, progress, and ongoing community engagement. He began by emphasizing that IBX will be a transformative new transit connection between Brooklyn and Queens, running along a 14-mile existing freight rail corridor from Bay Ridge to Jackson Heights. Passenger service will be added while preserving freight operations, with 19 new stations providing connections to 17 subway lines and over 50 bus routes. The corridor encompasses 900,000 residents within a half mile and serves an employment base of more than 250,000 jobs.

Mr. Gans reviewed the project's development timeline, noting that a feasibility study was released in 2022, followed by selection of the light rail mode and station locations in 2023. In 2024, the MTA issued a request for proposals for a design contract, and in 2025 the Capital Program was approved, allocating \$2.75 billion for IBX and Jacobs-HDR Joint Venture was subsequently selected as the project's design team.

Aligned with the MTA's "better, faster, cheaper" delivery framework, Mr. Gans described several major design improvements aimed at enhancing performance and reducing costs. Refinements were made to alignment geometry, track curvature, and station dwell times. Combined these measures reduced end-to-end travel time from 39 minutes to 32 minutes, while increasing projected daily ridership from 120,000 to 160,000 riders, improving both reliability and service efficiency.

Further design optimizations include removing 11 bridges from the list of structures requiring reconstruction or expansion, the conversion of eight stations from side platforms to center platforms, thereby reducing vertical circulation and associated costs, and the relocation of the East New York Station closer to Broadway Junction to enable shorter, more convenient transfers.

Mr. Gans reported that the two-year design phase will encompass three main components: (1) corridor due diligence, including surveys, soil borings, and inspections; (2) civil design, covering site work, utilities, retaining walls, bridges, and track; and (3) light rail design, encompassing stations, operations facilities, storage yards, and systems such as traction power, signaling, and communications.

Finally, Mr. Gans highlighted the project's robust public outreach efforts. To date, the IBX team has hosted 10 public open houses with nearly 1,000 total attendees, held 10 pop-up events at corridor subway stations during peak commuting hours, and convenes quarterly virtual community council meetings with elected officials and community board representatives. Additional open-house events are scheduled for the fall, with new dates and locations to be announced.

## Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented 6 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. Adoption of a resolution declaring competitive bidding impractical or inappropriate for all MTA Design-Build contracts and that it is in the public interest to issue Requests for Proposals for such contracts;
- 2-3. Award of a publicly advertised and competitively solicited contract with Forte Construction Corp. (Contract A37811) for Design-Build services for ADA Upgrades – Package 7 to provide American with Disabilities Act upgrades at two New York City Transit stations and award of a long term elevator maintenance contract to Mid-American Elevator Co., Inc. (Contract 600000000037020);
4. Ratification of a modification to a contract with Infinity Contracting Services Corp. (Contract C33495) to restore Track Pit No. 8 at the 207<sup>th</sup> Street Overhaul Shop to a state of good repair;
5. Ratification of a modification to a contract with Atkins-HNTB JV (Contract PS21002) for additional design services for CBTC implementation and for enhanced cellular coverage on New York City Transit's Fulton Street and Liberty Avenue lines and to extend the period of performance by nine months to December 31, 2025; and,
6. Ratification of a modification to a contract with Siemens Mobility, Inc. (Contract S48013-1) to add the development of hardware and software for 5G-based Data Communication System train equipment, support for the installation and testing of the new 5G-based equipment on two R160-class and two R179-class subway trains, and ordering long lead components of the new equipment for installation on the full R160 and R179 fleets.

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 September 29, 2025, Capital Program Committee Meeting at 02:35 PM.

Respectfully submitted,  
Lizzy Berryman  
MTA C&D, Contracts

## 2025-2026 Capital Program Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**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

**July 2026**

President's Update  
Signals

**September 2026**

President's Update  
Expansion  
Quarterly Traffic Light Report

**October 2026**

President's Update  
Stations

## **MTA Board & Capital Program Committee Update: Stations Projects**

October 2025

MTA Construction & Development last presented an update on Stations projects to the Capital Program Committee in October 2024. Since that time, we have made substantial strides in improving accessibility, reliability, and customer experience across the system.

Notably, we have placed ten additional ADA-compliant stations into service, further advancing our commitment to making the transit system accessible to all New Yorkers. These newly accessible stations include three stations from the 14th Street ADA bundle, three stations delivered as part of ADA Package 2, two stations from ADA Package 4, one station from ADA Package 3 and 68 St-Hunter College, the final “key” station committed to in 1994.

These completions represent a significant portion of our accessibility portfolio under the current Capital Program and underscore the effectiveness of our design-build delivery approach.

In parallel with accessibility improvements, we have also made major investments in replacing existing elevators and escalators that have reached the end of their useful life. Since our last report, we have successfully replaced 29 elevators across 16 stations and 25 escalators across 12 stations. These upgrades not only enhance customer experience but also contribute to greater system reliability.

The continued use of project bundling and alternative delivery methods, such as design-build, has been instrumental in driving this progress. By combining related scopes of work and streamlining procurement and execution, we are able to deliver improvements more efficiently and at an accelerated pace.

These achievements demonstrate the growing momentum of the Stations Business Unit and reinforce our ability to meet the ambitious goals set forth in the current Capital Program.

Since our last meeting, the Stations Business Unit has made significant progress in both awarding new contracts and delivering completed projects that enhance system accessibility and resilience.

Three major contracts, totaling \$617 million, have been awarded: ADA Package 6 will make five stations fully ADA-accessible and ADA Package 7 will make two stations fully ADA-accessible – these contracts continue our commitment to an inclusive transit system for all riders. We also awarded Stormwater Mitigation Package 2 – this initiative will elevate staircases at 11 stations to help safeguard critical infrastructure from surface-level stormwater infiltration, improving system reliability during extreme weather events.

In addition, the Business Unit has successfully completed ten projects valued at \$1.6 billion. Among these were substantial accessibility upgrades at ten stations, including our second ADA

project bundle, which made six stations fully accessible. These milestones reflect our ongoing focus on modernizing the system in line with the broader goals of the Capital Program.

As we look ahead, we are applying key lessons learned from both completed and active projects to refine our planning and execution strategies. One major improvement involves analyzing and grouping work geographically as well as by project element. This line segment approach enhances our ability to bundle projects more efficiently, particularly where work at stations can be integrated with adjacent track, signal, or infrastructure improvements.

This refined bundling strategy is already helping us identify synergies and reduce redundancies across project scopes. By capitalizing on these efficiencies, we are better positioned to meet the ambitious delivery targets of the current Capital Plan.

This document summarizes the progress on six of our most significant ongoing projects:

1. ADA Upgrades at 68 St-Hunter College
2. ADA Upgrades at 149 St-Grand Concourse and Tremont Av
3. Replace 37 elevators at 17 stations
4. ADA Package 3 (8 new ADA stations and 5 replacement stations)
5. ADA Package 5 (13 new ADA stations)
6. ADA Upgrades at Borough Hall

*Project budgets below have been updated to reflect construction tasks only. This may result in discrepancies with prior years' reports.*

**ADA  
Upgrades at  
68 St-Hunter  
College  
A36164  
A37375  
M44152**

*This project is a design-build contract to provide ADA accessibility, including elevators and other improvements, at 68 St / Hunter College (6).*

| PROJECT STATUS                                    | Original      | Forecast      |
|---------------------------------------------------|---------------|---------------|
| <b>Substantial Completion</b>                     | December 2024 | December 2024 |
| <b>Budget</b>                                     | \$157 M       | \$157 M       |
| <b>The project is approximately 99% complete.</b> |               |               |

This design-build project provided three new elevators: one (1) from the street to the mezzanine and two (2) from the mezzanine to the Northbound and Southbound platforms, respectively. The elevators will be maintained under a separate contract. Other ADA features include the reconstruction of platform edges and stairways, the installation of new lighting and signage. In addition, the project added two (2) new street to platform entrances: one (1) at the SW corner of 69th Street and Lexington Ave, and one (1) at the midblock of Lexington Ave between 68th and 69th Streets.

The project scope included significant utility replacement and relocation, mezzanine expansion, track replacement work on the northbound rail, state of good repair work throughout the station, and CCTV and Fire Alarm Systems installations. The design-build contract is a joint venture between Forte and Citnalta.

The station was made ADA compliant in December 2024 and completed within budget and schedule. The overall project is approximately 99% complete with minimal punch list items remaining.

**ADA  
Upgrades at  
149 St-Grand  
Concourse  
and Tremont  
Av**  
A37131  
A37134

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

| PROJECT STATUS                                    | Original  | Forecast      |
|---------------------------------------------------|-----------|---------------|
| <b>Substantial Completion</b>                     | July 2023 | December 2025 |
| <b>Budget</b>                                     | \$160 M   | \$166 M       |
| <b>The project is approximately 90% complete.</b> |           |               |

This project is a design-build contract for the installation of six new elevators, three new stairs, four new elevator machine rooms and ADA boarding areas. In addition, this project includes the restoration and re-opening of the historic headhouse at 149 St-Grand Concourse, including decorative terracotta, brick, and iron features. The design-build contractor is Tully Construction.

The overall project is approximately 90% complete. The project budget was increased to provide additional funding for the Consultant Construction Manager due to the extended construction duration. The project schedule has been extended to accommodate delays associated with the addition of an Area of Refuge (AOR) in the station, third-party delays, and underperformance by the design-builder and subcontractors.

Recent and current activities include:

Tremont Av:

- Elevators were placed in service in February 2024, making the station ADA-compliant.

149 St-Grand Concourse:

- Complex paid transfer concourse structural slab is 100% complete
- Complex paid transfer concourse guard rails installation ongoing
- Elevator 101, 102 cabs are installed and EMR equipment installation is completed
- Elevator 100 cab, doors and hall stations installed
- Elevator 100 EMR equipment installation ongoing
- New normal EDR room completed and energized by Con Ed
- Head house CMU block installation completed, common bricks 95% complete
- Reconstruction of stairs PL5/PL15, PL3/PL13 and PL1/PL11 completed

- Area of refuge fire rated storefront installation completed
- Fire Alarm installation 95% complete and internal testing is ongoing

The project has experienced challenges that impacted the project schedule, including the addition of an Area of Refuge (AOR) at 149 Street-Grand Concourse required by a change in code requirements and poor performance by the design-builder and subcontractors. Further delays were caused by the addition of a subpanel and signal disconnects, and a new electrical panel in the reserve EDR.

Currently, the project faces contractor delays in completing the fire alarm installation and final documents and challenges in finalizing communication and electrical bulletins. Additional issues include the replacement of water-damaged elevator equipment. Completion of the Elevator 100 enclosure, headhouse street storefront glass, and exterior lighting remain in the critical path to substantial completion.

C&D has assigned additional resources, and the Consultant Construction Manager continues to closely monitor delivery of long lead items and provide management of subcontractor activities. The design-builder will be held accountable for its delays and liquidated damages will be assessed if applicable in accordance with the terms of the contract.

To mitigate further delays, C&D is meeting with the design-builder, electrical/communication subcontractor, and elevator subcontractor to address potential risks related to the installation of electrical and communication equipment, replacement of water damaged equipment in the elevator pit, and elevator commissioning at 149 St-Grand Concourse. The project team continues to closely monitor critical activities and maintain coordination with all stakeholders to ensure timely completion.

The elevators at 149 St.-Grand Concourse are currently forecasted to be placed in service by December 2025.

**Replace 37  
elevators at  
17 Stations**

E34054  
E34055

*This project is a design-build contract to provide elevator replacements at 17 stations.*

| PROJECT STATUS                                    | Original       | Forecast       |
|---------------------------------------------------|----------------|----------------|
| <b>Substantial Completion</b>                     | September 2026 | September 2026 |
| <b>Budget</b>                                     | \$302 M        | \$302 M        |
| <b>The project is approximately 48% complete.</b> |                |                |

This design-build project will replace thirty-seven existing elevators at 17 stations. The design-builder is a Forte-Gramercy Joint Venture. This project is on schedule and on budget.

10 of the 37 elevators have been placed in service with an average out of service duration of less than 8 months.

Elevators placed in service:

- Three elevators at Atlantic Av-Barclays Center (D,N,R)
- One elevator at 14 St (A,C,E)
- Two elevators at 66 St-Lincoln Center (1)
- Three elevators at Queens Plaza (E,M,R)
- One elevator at Canal St (6)

Current activities include:

- Installing conduits, EMR equipment and oil lines at Dekalb Av
- Installing cab equipment and sub-assemblies at Coney Island-Stillwell Av
- Progressing return to service of Elevators 186, 187 and 188 at Fordham Rd and EL304 and EL305 at Atlantic Av -Barclay Center

**ADA Pkg 3:  
Accessibility  
Upgrade,  
Station  
Improvement  
and Elevator  
Replacement  
at 13 Stations**  
A37140

*This project bundle will provide ADA accessibility, including new elevators, replacement elevators, and other improvements, at thirteen stations in four of the five New York City boroughs. The project covers work at Church Av. (B,Q), Sheepshead Bay (B,Q), Rockaway Blvd (A), Kings Hwy (F), Woodhaven Blvd (M,R), Steinway St (M,R), Junius St. (3), and Mosholu Parkway (4). This Bundle also includes the Livonia – Junius Intermodal Transfer Connection project and 14 elevator replacements at five stations: 3 Ave. – 149th St (2,5), 161 St-Yankee Stadium (4,B,D) , 34 St (A,C,E), and Euclid Ave. (A,C).*

A37147  
A37173  
A37174  
A37175  
A37176  
A37177  
A37178  
A35323  
E34048

| PROJECT STATUS                                    | Original   | Forecast   |
|---------------------------------------------------|------------|------------|
| <b>Substantial Completion</b>                     | Sept. 2026 | Sept. 2026 |
| <b>Budget</b>                                     | \$668 M    | \$665 M    |
| <b>The project is approximately 65% complete.</b> |            |            |

This project uses the Public Private Partnership (“P3”) delivery model to provide for the design, construction, financing, and maintenance of ADA accessibility upgrades to enhance vertical accessibility across 13 subway stations in New York City. The scope includes the installation of 20 new elevators at eight stations, accompanied by significant enabling works such as shaft excavation, platform edge reconstruction, path-of-travel improvements, and essential state-of-good-repair work. Additionally, five stations will have their existing elevators replaced to further enhance accessibility, and a new in-system transfer will be constructed between Livonia Av on the Canarsie Line and Junius St on the New Lots Line. The P3 is being executed with Elevated Accessibility Enhancements (EAE) as the Developer.

The design-build approach has yielded significant schedule and cost efficiencies thanks to standardized designs, economies of scale, and competitive supplier pricing. While we’ve made solid progress toward key milestones, some work is behind schedule. In particular, the Developer introduced a new elevator installer, Otis Elevator, to the MTA, and there has been a learning curve that has affected installation timelines.

The project is approximately 65% complete and remains on budget.

Recent and current activities include:

- Mosholu Pkwy (4) EL 523 & 524 placed in service Sept. 2025
- Ongoing coordination with MTA user departments for the Elevators to be Placed in Service
- Utility relocation is 90% complete, with ongoing relocations at Steinway, Rockaway, and Kings Highway
- Eight elevators are planned to be placed in-service in Q4 2025 at the following stations: Church Avenue Station (B,Q), Sheepshead Bay Station (B,Q), 34 St-Penn Station (A,C,E), Rockaway Blvd (A)

The project is managing design development delays due to required coordination with outside agencies. NYCDOT requires a complete design to approve the Master Lease, and concurrence is needed when our station work impacts the public right-of-way. This delayed construction start at several of

the installation stations because the contractor could not begin to order and fabricate steel until the design was complete.

Remote Elevator Monitoring systems necessitated additional programming by the Developer to integrate the existing system with the proprietary OTIS elevator controller. This integration is mostly complete, with MTA IT coordination needed to ensure that MTA firewalls are properly configured.

The Developer has had production issues and the Project Management Team has monitored production to ensure there is sufficient personnel working on the projects. MTA support for work on communication systems is constrained by limited personnel available to review and to perform certain highly specialized tasks. The Availability of Construction Flaggers and Service Diversions (GO's) remains a challenge due to the volume of work being performed in the system.

The Developer and Project Team continue to seek opportunities to mitigate schedule risks where possible. They are also closely monitoring ongoing utility work and construction activities to ensure alignment with critical project milestones. As the project progresses, continued coordination between MTA, the Developer, and external agencies will be essential for mitigating further schedule risks and maintaining project momentum.

**ADA Pkg 5:  
Accessibility  
Upgrades,  
Station  
Renewal,  
Component  
Repairs, and  
Track  
Replacement  
at Thirteen  
(13) Stations**

*This project bundle will provide ADA accessibility work at thirteen (13) Stations in all five New York City boroughs. These 13 ADA Stations are Van Courtlandt Park-242 St (1), 81 St-Museum of Natural History (B,C), Broadway (N,W), 36 St (R), Harlem-148 St (3), 33 St-Rawson St (7), 46 St-Bliss St (7), 96 St (B,C), Court Sq-23 St (E,M), Classon Av (G), New Lots Av (3), 86 St (4,5,6), and Huguenot (SIR). This Bundle also include Station Renewal at Van Courtlandt Park-242 St (1); Station Component work at New Lots Av (3) and 46 St-Bliss St (7), and Mainline Track work at three stations.*

| PROJECT STATUS                             | Original  | Forecast  |
|--------------------------------------------|-----------|-----------|
| Substantial Completion                     | Dec. 2026 | Dec. 2027 |
| Budget                                     | \$854 M   | \$854 M   |
| The project is approximately 32% complete. |           |           |

A37753  
A35754  
A37755  
A37756  
A37757  
A37758  
A37759  
A37760  
A37761

The design-build project will make thirteen (13) stations fully accessible via installation of ramps or elevators. A total of eighteen (18) new elevators and four new (4) ramps will be installed. Other ADA features, including reconstruction of the platform edge, installation of platform edge warning

A37762 strips, modification of entry/exit gates and signage are included. The design-  
A37763 builder is Judlau Contracting. Modern Elevator, Inc., is the elevator installer  
A37764 and has a separate fifteen (15) year elevator maintenance contract.  
A37765  
A37766 The project is approximately 32% complete and remains within budget. The  
A46041 project schedule has been adjusted by 12 months. Throughout this year, the  
A80290 project team has worked with all third-party entities such as Con Edison, NYC  
M44246 Department of Transportation (NYCDOT), local stakeholders, and other  
ongoing C&D project teams to mitigate schedule delays.

Sources of delays include:

- Con Edison resource availability delayed service relocations at 81 St-Museum of Natural History, 96 St, and Broadway.
- Lack of track outage availability due to conflicts with other MTA projects has delayed work at 81 St-Museum of Natural History, 33 St-Rawson St, 46 St-Bliss St, Classon Av, New Lots Av, and Van Courtlandt Park-242 St.
- Delay in obtaining NYCDOT and FDNY permits has delayed work at New Lots Av, 33 St-Rawson St, 46 St-Bliss St, and 36 St.
- At 36 St, utility relocation delays due to conflict with immediately adjacent NYCDOT-DDC projects. Additional delays were caused by National Grid resource availability and winter embargo and a conflict with the NYC Marathon. This station is now on the overall project's critical path and affects the substantial completion date.

The design-builder and C&D project team are actively developing mitigation strategies to recover schedule and maintain the substantial completion date and are continuing negotiations.

Current activities include:

- All early design units were approved and permitted by code compliance
- Full stations design units are all 100% complete for review and approval
- Harlem-148 St - Building ADA Ramps (nearly 85% complete), electrical, and communication work is underway.
- Huguenot - Con Edison work and building ADA ramp is underway.
- Broadway - Utility relocation, foundation and elevator towers were installed. Electrical, communication and elevator steel work are underway.

- New Lots Av - Utility relocation, foundation and elevator towers were installed. Electrical, communication, elevator steel and SOGR work are underway.
- 96 St - Utility reallocation (Con Edison gas work), rock excavation and grading were completed. Con Edison electrical work and elevator foundation are underway.
- Van Courtlandt Park-242 St - Utility reallocation (DEP sewer work), wood flooring at Mezzanine were completed. Utility reallocation (DEP water), elevator foundation and conduit installation are underway.
- 81 St-Museum of Natural History - Rock excavation, platform edge, utility reallocation are underway.
- 86 St - Rock excavation, platform edge, utility reallocation are underway.
- 36 St - National Grid gas work is underway.
- Classon Av - Elevator foundation work, structural steel, plumbing and electrical work are underway.
- 33 St–Rawson St, 46 St–Bliss St - Utility reallocation and pile work were completed. Elevator pit and foundation work are underway.
- Court Sq-23 St - Utility reallocation (DEP sewer) is underway.

**ADA  
Upgrades and  
Sta. Renewal  
at Borough  
Hall/Lex.  
A37145  
A46024**

*This is a design-build project to provide ADA accessibility and a station renewal at Borough Hall Station on Lexington Ave. Line (4,5). In addition to making the station fully accessible, the project scope includes waterproofing the station envelope, replacing and rehabilitating the station vent structure over, performing significant structural steel repairs, and replacing a 44-inch girder that spans the station.*

| PROJECT STATUS                                    | Original   | Forecast  |
|---------------------------------------------------|------------|-----------|
| <b>Substantial Completion</b>                     | April 2025 | Feb. 2026 |
| <b>Budget</b>                                     | \$167 M    | \$165 M   |
| <b>The project is approximately 80% complete.</b> |            |           |

This design-build project will provide three new elevators:

- One street-to-mezzanine traction elevator (EL-773), located in the northeast mezzanine.
- One mezzanine-to-northbound platform hydraulic elevator (EL-774), located in the northwest mezzanine.
- One mezzanine-to-southbound platform hydraulic elevator (EL-775), located in the south mezzanine.

The elevators will be maintained under a separate contract.

Station renewal work includes platform edge replacement, wall tile replacement, control area re-configuration, steel beams/girders repairs/replacement, associated cable/conduit and utility relocations, and waterproofing of the station envelope. The design-build contractor is Judlau Contracting, Inc.

The project is approximately 80% complete and remains within budget. The project schedule has been adjusted to February 2026.

Recent activities include:

- Placed in service Stairs S3, and S5/6/7/8 from street to mezzanine level, and P2, P3, P4, P12, and P13 from mezzanine to platform level.
- Placed in service the renovated Control Area R603 (partial) for customer use.
- Completed platform edge replacement with tactile strip installation.
- Completed 95% of the major SOGR work related to girder replacement and beam/column repair/replacement at platform and mezzanine level.
- Completed installation of all three elevators cars and completed installation of machine rooms.
- Completed wall and floor work for the 2/3 Line passageway.
- Completed 90% floor tile installation at all three mezzanine overpasses and platform.
- Completed 70% of vent replacement/repair work.
- Installed fire alarm system devices for 4/5 Line Station.

Current activities include:

- Utility work on Joralemon St. and Court St
- Testing and commissioning for all three elevators
- Steel repair work in Mezzanine Areas R603, R602, and the west overpass
- Final wiring for AFC turnstiles
- Drop ceiling and lighting work in Mezzanine Area R602
- Ventilator replacement/repair work
- Wall tile and mosaic tile installation within station area.
- Renovation of Stairs P8, P10, P11, and S1/2/3/4
- Permanent agent booth switchover.
- Installation and testing of all communication devices.
- HVAC system installation and testing.

In addition to underperformance by the design-builder, unforeseen steel

defects and other field conditions in the station and third-party coordination at street level have contributed to the delay of substantial completion. The unforeseen field conditions include a State of Good Repair (SOGR) quantity overrun of more than 400% caused by severe deterioration of the station steel and missing concrete encasement at the station ceiling, as well as the discovery of an abandoned structure during excavation for the back-of-house area.

PMC and MTA C&D are closely monitoring progress and working with the design-builder and key third-party stakeholders to identify opportunities to improve coordination, recover schedule and mitigate further delays.

**October 2025  
Capital Program Committee  
Independent Engineering Consultant (IEC)  
Programmatic Review**

**Business Unit: Stations  
New York City Transit (NYCT) – Stations Program**

# NYCT – Stations Program

## Program Summary

The MTA is committed to making the majority of transit stations ADA accessible by 2055. The 2025-2029 Capital Plan includes a commitment to address accessibility at 65 additional stations within the next five years.

The IEC monitors Construction & Development's (C&D) Stations Business Unit (BU) through the quarterly Traffic Light Report (TLR) and provides additional risk-based monitoring of both individual and bundled station projects, which combined, represent approximately 95% of all active Stations projects in design and construction.

This programmatic report provides an update since last year's CPC in October 2024. It focuses on 11 individual projects representing a total budget of \$4.1B, which together account for the majority of the BU's accessibility-related construction work.

These projects cover the following key areas:

- Americans with Disabilities Act (ADA) Improvements
  - Elevators, ramps, tactile warning strips, boarding platform modifications, etc.
- Renewals, Infrastructure and Structural Upgrades
  - Station component replacements, mezzanine extensions, structural and electrical repairs, utility relocations, painting, finishes, etc.
- Elevator and Escalator replacements.
- System and Technology Upgrades
  - Communication systems, life safety, technology improvements, etc.

Cost and schedule metrics have been used to assess project performance, identify key issues and potential risks, and generate program-level observations on common challenges and opportunities. These findings informed a set of programmatic recommendations to support effectiveness in project delivery.

The IEC will continue to closely monitor this critical ADA program and will expand its oversight to include additional station infrastructure improvements and State of Good Repair (SOGR) projects within the current Capital Program.

# NYCT – Stations Program

## Program Scope

The following table outlines the scope of IEC's risk-based project monitoring of 13 station projects. These projects involve ADA accessibility upgrades, station renewals, and component replacements, including the installation of 143 elevators and 28 escalator replacements across 80 of MTA's 493 existing transit stations.

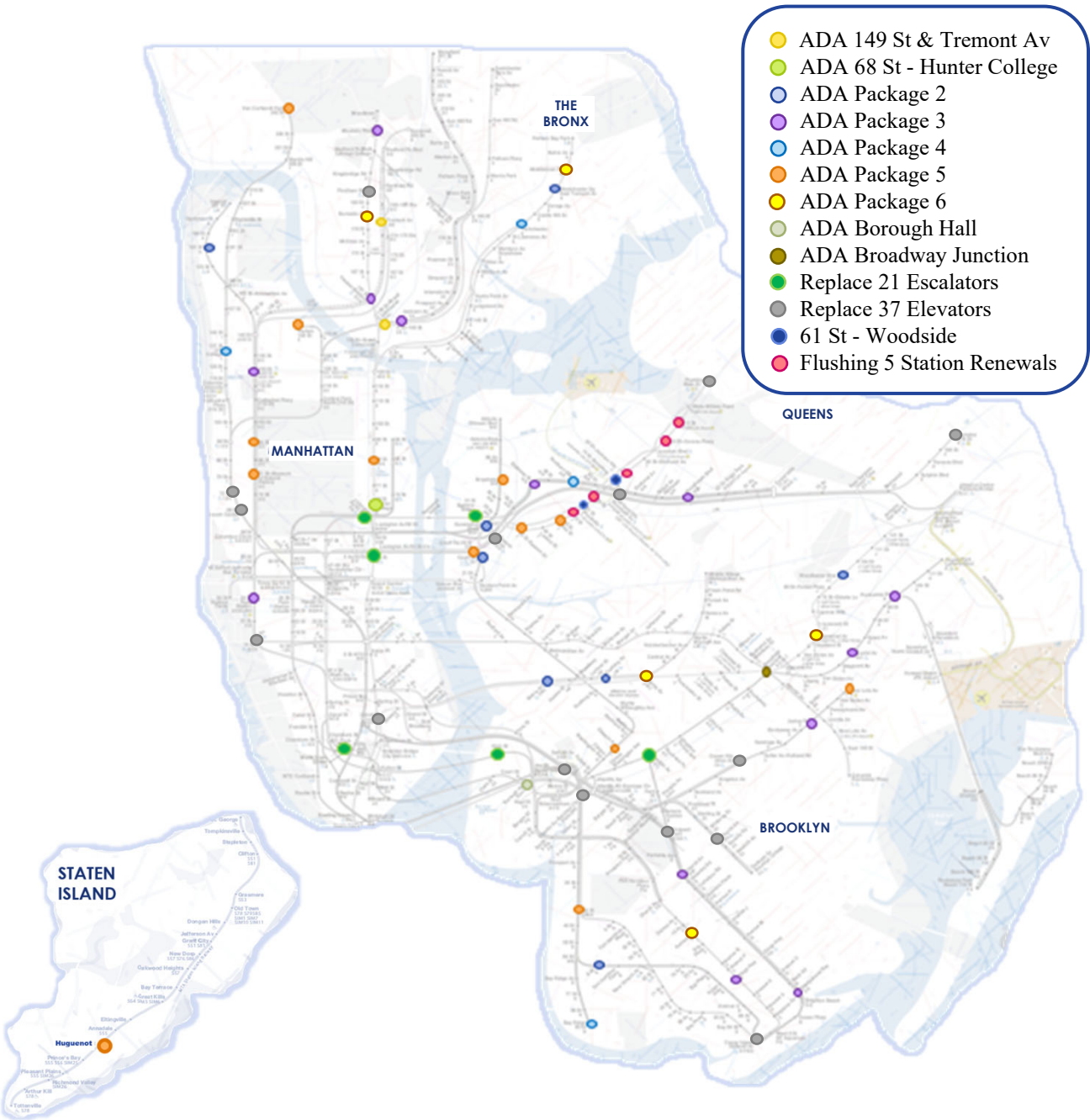
Since our last report in October 2024, two projects achieved Substantial Completion (SC)\* and two projects were added to our monitoring responsibilities\*\*

| Project                                   | # Stations | Scope                                                                                                                                | Contractor                 |
|-------------------------------------------|------------|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| ADA 149 St-Grand Concourse and Tremont Av | 2          | Six new elevators, historic 1905 headhouse renovation and free station transfer at 149 <sup>th</sup> St.                             | Tully Construction         |
| ADA 68 St – Hunter College *              | 1          | Three new elevators, two new stairs                                                                                                  | Forte-Citnalta (JV)        |
| ADA Package 2 *                           | 8          | 11 new and 5 replacement elevators, and SOGR.                                                                                        | MLJTC2/ AECOM              |
| ADA Package 3                             | 13         | 34 elevators (20 new, 14 replacement), and stairs (13 new, 11 replacement)                                                           | EAE (Developer)            |
| ADA Package 4                             | 4          | Eight new elevators, one replacement escalator                                                                                       | JTTC/AECOM                 |
| ADA Package 5                             | 13         | 18 new elevators, four new ramps, track replacement, SOGR and station renewal work at three stations.                                | Judlau/WSP                 |
| ADA Package 6 **                          | 5          | 11 new elevators and eight new stairs, track replacement, and SOGR work                                                              | MLJTC2/ AECOM              |
| ADA/Renewal: Borough Hall                 | 1          | Three new elevators, waterproofing of entire station ceiling.                                                                        | Judlau/WSP                 |
| ADA Broadway Junction                     | 3          | Seven new elevators, three replacement escalators; new station entrance; and two new transfer bridges.                               | ECCO III/ Atkins Realis    |
| 61 St – Woodside                          | 2          | Structural component renewals, overcoat painting from 48 <sup>th</sup> St to East of 74 St Station, and four replacement escalators. | Skanska Railroad (JV)      |
| Flushing 5 Station Renewals               | 5          | New platforms and ADA compliant edges, stairs, structural columns and beams repairs, new lighting, and updated windscreens.          | Judlau                     |
| Replace 21 Escalators                     | 6          | 20 replacement escalators, remove one escalator and modify existing stair.                                                           | Skanska/ Parsons           |
| Replace 37 Elevators **                   | 17         | 37 replacement elevators.                                                                                                            | Forte-Gramercy (JV)/ AECOM |

# NYCT – Stations Program

## Project Locations

Throughout the five boroughs, the following Station projects are monitored by the IEC.



# NYCT – Stations Program

## Program Status

Since our last report to the Board, the Stations Program has continued to advance, delivering station improvements and accessibility upgrades, installing new elevators and escalators, and awarding new accessibility and infrastructure replacement projects. While systemic challenges remain, C&D has initiated corrective measures, progressed capturing lessons learned, targeting effective outage planning, and enhanced utility coordination.

### Achievements:

- ▣ The following 15 stations now provide full ADA accessibility, with 33 elevators placed in service.

| Project                    | Station                          | # Elevators | In Service |
|----------------------------|----------------------------------|-------------|------------|
| ADA 68 St – Hunter College | ADA 68 St – Hunter College       | 3           | 12/2024    |
| ADA Package 2              | Queensboro Plaza                 | 2           | 12/2024    |
|                            | Westchester Sq-East Tremont Av   | 3           | 01/2025    |
|                            | Woodhaven Blvd (Jamaica Line)    | 2           | 01/2025    |
| ADA Package 3              | 3 Av – 149 St                    | 2           | 04/2025    |
|                            | 34 St – Penn Station             | 2           | 05/2025    |
|                            | Euclid Av                        | 3           | 06/2025    |
|                            | Mosholu Pkwy                     | 2           | 08/2025    |
| ADA Package 4              | Bay Ridge – 95 St                | 2           | 07/2025    |
|                            | Northern Blvd                    | 2           | 08/2025    |
| Replace 37 Elevators       | Atlantic Av – Barclays Ctr       | 3           | 04/2025    |
|                            | 14 St (Eight Avenue Line)        | 1           | 05/2025    |
|                            | 66 St – Lincoln Center           | 2           | 06/2025    |
|                            | Queens Plaza                     | 3           | 08/2025    |
|                            | Canal St (Lexington Avenue Line) | 1           | 09/2025    |

- ▣ Additionally, 21 elevators and 10 escalators are projected to go into service before the end of 2025:
  - ▣ ADA 149 St-Grand Concourse: three new elevators
  - ▣ ADA Package 3: four new elevators, two elevator replacements.
  - ▣ ADA Package 4: two elevators and one escalator.
  - ▣ Borough Hall: three new elevators.
  - ▣ Replace 21 Escalators: nine escalators.
  - ▣ Replace 37 Elevators: seven elevators

# NYCT – Stations Program

## Program Status (Challenges)

As the MTA moves forward with its commitment to deliver accessibility at 65 additional stations under the new 2025-2029 Capital Plan, the Stations Program continues to face the same challenges noted in our last report.

- The new station projects will continue to strain the local pool of qualified contractors, and specialty subcontractors needed to support construction.
- Limited support from MTA User Groups and departments including, Elevators & Escalators (E&E), Accessibility, Code Compliance, etc., continues to be a constraint in meeting the demands of upcoming work.
  - To address critical in-house project support needs, the MTA has increased its hiring efforts.
- Unmarked utilities and inaccurate or outdated existing-condition surveys continue to result in unforeseen site conditions that expand project scope and affect both cost and schedule.
  - To reduce exposure, C&D has begun implementing additional utility and existing-condition surveys and introduced risk-sharing provisions in contracts to reduce change orders and better manage added scope. The IEC will evaluate the implementation as work progresses.
- General Orders (GOs) / Diversions remain a systemic challenge across projects due to schedule volatility, frequent cancellations, and shifting resource availability which can impact the certainty of construction planning and lead to project delays.
  - MTA C&D is improving coordination efforts by expanding GO planning across multiple projects and maximizing the utilization of all available GOs. The IEC continues to monitor this as a program-level concern.
- The current bulletin review process requires coordination across multiple teams, often leading to competing priorities, and slower turnaround.
  - To help improve the process, C&D has initiated a pilot on a station project using a new centralized software to manage the 22-day review cycle for electrical bulletins. The pilot streamlines submissions, reviews, and approvals, while improving visibility and accountability.
  - Early results show faster return times and stronger coordination. If it continues to be successful, the approach will expand to other projects and bulletin types.
- Easements/Access Agreements/Permits present challenges due to prolong approval process.
  - The MTA collaborates with third parties/stakeholders early in the project lifecycle to gain concurrence for the conceptual design; however, approval often requires advanced design that is not available until after contract award.

# NYCT – Stations Program

## Program Status (Challenges)

- Third party utility coordination and support continue to be a challenge to project completion, delaying both interim milestones and substantial completions.
  - In addressing these challenges, C&D Delivery Service Office (DSO) has an impending rollout of its Con Ed initiative. The IEC has participated in stakeholder training sessions and is of the opinion, with proper implementation, this initiative has the potential to deliver noticeable improvements in managing Con Ed challenges. If successful, this initiative could serve as a model for expanding to other third-party groups.

The targeted rollout is by the end of 2025. The IEC will continue to monitor this initiative and report on progress as data becomes available.
- Testing and commissioning remain a challenge for the timely place in-service of elevators and escalators. This is due to incomplete work in advance of scheduled inspections, and limited availability of user groups for witness testing.
  - While completion of the contractor's work ahead of inspections remains an area for improvement, the IEC acknowledges C&D's efforts to streamline resources for this phase. This initiative, led by the Delivery Services Office, has supported the effective prioritization of projects despite staffing constraints, helping to ensure that resources are focused where they are most needed.

# NYCT – Stations Program

## Program Schedule

The table below outlines the IEC-monitored Station projects, followed by observations on schedule variances, and the IEC’s assessment of progress, challenges, and potential delays. Where applicable, the IEC also highlights actions under consideration by project teams to mitigate schedule risks and improve delivery timelines.

| Project                                   | Contractual |                             | Forecast    |             |
|-------------------------------------------|-------------|-----------------------------|-------------|-------------|
|                                           | Award       | Substantial Completion (SC) | Project SC  | IEC SC      |
| ADA 149 St–Grand Concourse and Tremont Av | 08/2020     | 12/2024                     | 12/2025     | 12/2025     |
| ADA 68 St – Hunter College                | 12/2021     | 12/2024                     | 12/2024 (A) | 12/2024 (A) |
| ADA Package 2                             | 12/2021     | 09/2024                     | 12/2024 (A) | 01/2025 (A) |
| ADA Package 3                             | 12/2022     | 09/2026                     | 09/2026     | 09/2026     |
| ADA Package 4                             | 12/2022     | 06/2025                     | 06/2026     | 06/2026     |
| ADA Package 5                             | 12/2023     | 12/2026                     | 12/2026     | 12/2027     |
| ADA Package 6                             | 12/2024     | 10/2028                     | 10/2028     | 10/2028     |
| ADA/Renewal: Borough Hall                 | 12/2022     | 04/2025                     | 02/2026     | 02/2026     |
| ADA Broadway Junction                     | 12/2023     | 09/2027                     | 09/2027     | 09/2027     |
| 61 St – Woodside                          | 09/2022     | 05/2025                     | 05/2027     | 05/2027     |
| Flushing 5 Station Renewals               | 01/2023     | 01/2026                     | 10/2026     | 10/2026     |
| Replace 21 Escalators                     | 12/2023     | 11/2026                     | 11/2026     | 11/2026     |
| Replace 37 Elevators                      | 12/2023     | 09/2026                     | 09/2026     | 09/2026     |

# NYCT – Stations Program

## Program Schedule (continued 1)

Since the IEC's previous report, five projects are forecasting delays, and they have progressed as follows:

- ADA 149 St-Grand Concourse and Tremont Av – The latest schedule update reflects continued delays due to difficulties securing track outages at Tremont Av to complete steel repairs over the station tracks. In addition, insufficient DB project support and poor management has delayed construction at the headhouse, as well as utility and life safety work at 149 St station. As a result, the forecast SC has slipped since our last report to December 2025.
  - The active summer schedule at Yankee Stadium limited GO availability and potential mitigations. An extension of time (EOT) for the steel repairs is under negotiation.
- ADA Package 3 – Three of the 13 stations have been completed. Current efforts are focused on completing three additional stations before the end of the year.

The developer's most recent schedule maintains the project substantial completion date, although there is slippage across several interim milestones. The developer is preparing a recovery schedule with proposed mitigation measures for MTA's review and approval.

  - In the IEC's opinion, there are opportunities to minimize schedule impacts, provided the contractor delivers timely documentation, maintains acceptable work quality, effectively coordinates resources, and works additional shifts as needed to manage concurrent station completions. Timely support from MTA User Groups to provide required services such as GOs, bulletins, and inspections are critical to this effort.
- ADA Package 4 – Interim milestones and project SC have experienced delays due to unforeseen subsurface conditions and the inability to readily get Con Ed's support for additional field work. Additionally, a recent change to the glazing subcontractor and the protraction of glass delivery and installation is adding additional pressure to completing scheduled activities.
  - Replacement of a poorly performing glazing subcontractor resulted in a temporary schedule setback. However, the improved performance and quality of work of the new subcontractor validates the change. Additionally, Con Ed challenges have been resolved with the renewed cooperation after meetings at different levels. The recent completion of Con Ed work gives the DB better control of the schedule and a more positive outlook for achieving remaining dates.
- ADA Package 5 – Since the previous IEC Report SC has been further delayed to December 2027 as conflicts with other projects limit work access at select stations.
  - Extended SOGR work at Woodside Station requires track bypass with temporary platform installed at Package 5 Flushing Line stations (33 St and 46 St), not allowing for track, platform edge, and other work in the vicinity of the tracks. The project team is seeking approval for an improved outage allowance or partial station closure that may allow delay mitigation.

# NYCT – Stations Program

## Program Schedule (continued 2)

- ADA Package 6 – Construction has commenced at three stations while maintaining the scheduled station completion forecast. Including the addition of SOGR scope at Norwood Ave and Avenue I Stations is under consideration. Schedule impacts to the stations and project completion dates are being evaluated.
- ADA/Renewal: Borough Hall – Full station accessibility is forecast for November 2025, with SC now projected for February 2026 due to ongoing street-level DOT and utility work.
  - In the IEC's opinion, the February 2026 substantial completion date is achievable; however, it's contingent on continued third-party support.
- ADA Broadway Junction – Concurrent delays may soon be realized due to design delays/approvals and issuance of the NYC Parks Department easement. Additionally, delays could be realized if additional power is not available by Q1 2026. The IEC is tracking critical activities. Depending on the timing of permanent easement, and separately when Con Ed's protocol has been satisfied, delays may be realized or mitigated. If delays are still predicted, the IEC will evaluate and consider if there is potential for recovery.
  - Easement Delays
    - ULURP certification was obtained five months later than anticipated (March 2025). While this certification enabled the DB to begin limited construction activities in the Callahan-Kelley Playground, the 6-month permit was temporary and non-renewable (expired September 2025). The DB cannot continue construction, or expand past the temporary permit's limitations, without a new permit, which cannot be issued without the issuance of a temporary or permanent easement. Full approval of the ULURP was granted in September 2025. ULURP approval is required for the easement.
    - State Park application (Federal Land and Water Conservation Fund) was submitted by MTA Real Estate (RE) in October 2025. The duration of the application approval process is approximately eight weeks. This approval is also required for the easement.
  - Requests for additional power are in Con Ed's protocol. Additional power is required for new elevators and replaced escalators as their needs exceeds what is presently available. The new power must be available by Q1 2026 to maintain the schedule.
  - GO and flagging requests have been denied or approved and later cancelled with little notice. Assigning higher priority to the project will aid in GO approvals and flagging assignments to progress the work.

# NYCT – Stations Program

## Program Schedule (continued 3)

- 61 St-Woodside – Contractual SC has been missed, and it is forecast to be delayed two years due to the required repairs to address excessive unforeseen steel deterioration.
  - While the project team has been working diligently to mitigate the delay, the IEC believes it is not likely due to lack of available General Orders on the Flushing Line.
- Flushing 5 Station Renewals – SC is forecast to be nine months delayed due to the excessive steel deterioration on the other Flushing line contract (61 St-Woodside).
  - The Contractor has attempted to mitigate further delays by working at three stations, instead of two at a time; however, they have had difficulty staffing the project.
- Replace 21 Escalators – Staffing of specialty subcontractors has been an issue. During meetings with the MTA/Project Management Consultant (PMC), DB and relevant subcontractor principals, the escalator subcontractor has promised that staffing would be reallocated to this project as other MTA projects wind down. Currently, DB is prioritizing manpower to hold the schedule.
- Replace 37 Elevators – Three of the 17 stations have been completed to date. An additional three stations are scheduled for completion by the end of the year.
  - In the IEC’s opinion, PMC and C&D are proactively working with the DB to ensure that all construction activities are completed accurately, on schedule and within the budget.

# NYCT – Stations Program

## Program Budget

The 13 projects monitored by the IEC account for approximately \$4.8B of the Stations program.

| Project                                   | Budget at Award | Current Budget | Project EAC <sup>(1)</sup> | IEC EAC within Budget |
|-------------------------------------------|-----------------|----------------|----------------------------|-----------------------|
| ADA 149 St-Grand Concourse and Tremont Av | \$170M          | \$174M         | \$175M                     | Yes                   |
| ADA 68 St – Hunter College *              | \$176M          | \$177M         | \$154M                     | Yes                   |
| ADA Package 2 *                           | \$482M          | \$480M         | \$455M                     | Yes                   |
| ADA Package 3                             | \$692M          | \$692M         | \$692M                     | Yes                   |
| ADA Package 4                             | \$237M          | \$230M         | \$230M                     | Yes                   |
| ADA Package 5                             | \$871M          | \$871M         | \$871M                     | Yes                   |
| ADA Package 6                             | \$435M          | \$435M         | \$435M                     | Yes                   |
| ADA/Renewal: Borough Hall                 | \$175M          | \$173M         | \$173M                     | Yes                   |
| ADA Broadway Junction                     | \$393M          | \$393M         | \$392M                     | Yes                   |
| 61 St – Woodside                          | \$322M          | \$330M         | \$336M                     | No                    |
| Flushing 5 Station Renewals               | \$303M          | \$304M         | \$331M                     | No                    |
| Replace 21 Escalators                     | \$222M          | \$222M         | \$222M                     | Yes                   |
| Replace 37 Elevators                      | \$311M          | \$311M         | \$311M                     | Yes                   |

- Since our last report, both completed projects were delivered within budget.

The following projects are over budget and/or forecasting higher EAC:

- 61 St – Woodside – The project's EAC has exceeded its budget due to unforeseen excessive steel deterioration but has decreased since the last reporting period. At the time, numerous commercial items needed to be addressed and since then cost exposure is less than what was forecasted.
- Flushing Station Renewals – Similarly to the other Flushing line project (61 St-Woodside), the project's EAC has increased by \$28M since the last reporting period due to excessive steel deterioration.

# NYCT – Stations Program

## Project Risks and Mitigations

As part of Stations oversight, the IEC participates in risk assessments, contributes to the development of risk registers and actively tracks realized risks and outcomes throughout the project lifecycle. The IEC has identified the following project specific risks from our actively monitored projects.

### ADA 149 St-Grand Concourse and Tremont Av

- Risk: Not obtaining track outages and insufficient DB productivity has impacted the schedule.
  - Mitigation: The Consultant Construction Manager (CCM) provided support coordinating subcontractor activities in order to place the elevators in service at Tremont Av in 2024.

The IEC's opinion is that an increased level of CCM management support and proactive assistance is needed to mitigate the ongoing risk and achieve SC at 149 St-Grand Concourse in 2025.

### ADA Package 3

- Risk: There is a risk that low productivity, inadequate design or construction quality, and/or disruptions to the planned construction sequencing may impact the project's SC.
  - Mitigation: PMC is tracking construction progress and monitoring against baseline. Continue detailed schedule analysis.
  - Mitigation: Developer working extended shifts and increasing manpower.
  - Mitigation: PMC continually reviews construction quality reports and performs site inspections to ensure construction performance.

While developing tracking tools is helpful in identifying the work that is required, the IEC considers that there are opportunities to expand on these mitigations.

### ADA Package 4

- Risk: Ongoing challenges with the coordination and completion of Con Ed work, the change in the glazing subcontractor and the delivery of enclosure glass have been and remain risks for additional contract delays and potential cost increases.
  - Mitigation: Refocused and ongoing meetings and working sessions with Con Ed's senior management and field staff to address support deficiencies and the DB's release of the glazing subcontractor and contracting with a replacement to address work performance and glass delivery.

The IEC believes the mitigations are showing positive results. The renewed Con Ed cooperation led to the September 2025 completion of Con Ed work and improved productivity and quality of work by the new glazing subcontractor and the impending glass delivery may be sustainable and support the remaining contract schedule.

# NYCT – Stations Program

## Project Risks and Mitigations (continued)

### ADA Package 5

- Risk: Conflicting work from prioritized projects is obstructing access at 33 St and 46 St stations and may continue to prevent planned activities from proceeding, further impacting the schedule.
  - Mitigation: The project team is seeking approval for an improved track outage allowance or partial station closure that may allow delay mitigation.

The IEC notes that obtaining approval may prove challenging and is anticipating an impact to the project's SC.

### ADA Package 6

- Risk: Utilities relocation conflicts, specifically at Burnside Av station, may pose constructability challenges, and lengthy approval process with NYCDEP.
  - Mitigation: A VECP (Value Engineering Change Proposal) was received from the Design-Builder (DB) to alter the headhouse and elevator layout to avoid sewer and water main relocations.

While the revised design introduces some egress and street clearance challenges, implementation of the VECP is forecast to reduce the overall project risk and assist with schedule performance.

### ADA/Renewal: Borough Hall

- Risk: The IEC notes that the primary schedule risk lies with street-level DOT/utility work that now drives the critical path and has delayed substantial completion to February 2026.
  - Mitigation: Phased staging of sidewalk/roadway work to permit partial progress.

The IEC finds this mitigation to be appropriate to meet the forecasted SC date, yet it relies on continued DOT and third-party support.

### ADA Broadway Junction

- Risk: Schedule impacts could be realized if additional electrical service is not available by Q1 2026. During the DB's advanced design survey, it was identified that available power is insufficient to power the elevators and escalators.
  - Mitigation: Submitted Con Ed requests are monitored by MTA Energy Management. Status updates forecast service delivery within acceptable timeframe for DB to complete work to deliver SC on schedule.

The IEC recognizes that a delay could soon be realized if additional power is not available by Q1 2026.

# NYCT – Stations Program

## Project Risks and Mitigations (continued)

### 61 St – Woodside and Flushing Station Renewals

- Risk: GO availability is an ongoing risk to both of these projects. Historically, GOs on the Flushing line are difficult to schedule, due to the high ridership and multiple projects on the line.
- Mitigation: These projects are communicating with Support Services to schedule GOs as far in advance as possible and looking to piggyback on other project's GOs.

The IEC finds this mitigation to be appropriate.

### Replace 21 Escalators

- Risk: Schedule impacts due to inability of DB to achieve and maintain planned productivity.
- Mitigation: The PMC is monitoring production rates and progress of the DB. Project team holds monthly meetings to address staffing and productivity issues.

In the opinion of the IEC, current productivity will continue to suffer without the proposed additional resources and shifts, and SC could be impacted.

### Replace 37 Elevators

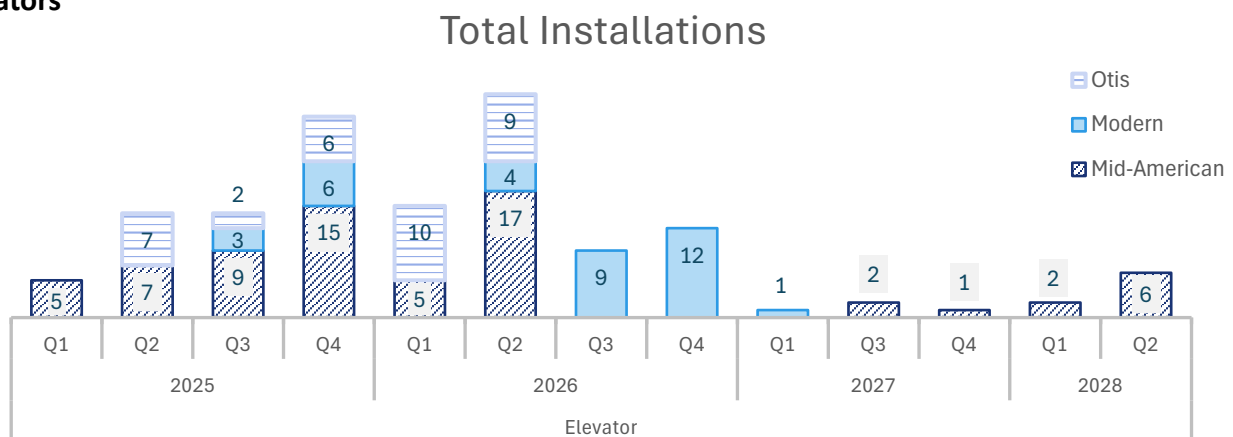
- Risk: Delay in system integration for low voltage system (Fire Alarm, Remote Monitoring System – REMS Plus, and others).
- Mitigation: The PMC team has been engaging the appropriate stakeholders and MTA User Group to determine contractual requirements for fire alarm, elevator remote monitoring system, communication system, CCTV camera system, etc., to establish proper protocols for testing, commissioning, and turn-over of these systems during the design phase to avoid disruptions in the future.

In the opinion of the IEC, MTA C&D and the PMC have been proactive with identifying and addressing potential issues during the weekly progress meetings to positively progress the project.

# NYCT – Stations Program

## Elevator and Escalator Installations

### Elevators



The IEC has analyzed C&D active project schedules and notes the following:

- MTA Resource Constraints: given limited internal resources, the upcoming number of elevator installations continues to present a significant challenge for the MTA. The increased demand may add pressure to staff available for testing and commissioning, leading to delays in placing elevators into service.
  - Effective planning from each project team will be essential to ensure MTA can meet the needs of the delivery schedules.
- Subcontractor workload: the chart above also reflects a high volume of installations across the current three elevator subcontractors. The number of concurrent installations within a short time frame increases the risk of delays due to limited subcontractor capacity. Given the limited pool of specialty subcontractors, consistent performance from each and timely completion of prerequisite work by project teams will be essential to meeting project milestones.

The IEC notes that, while constraints appear to ease in 2027 and 2028, this analysis does not account for contract awards expected through the end of 2025 or those anticipated in 2026.

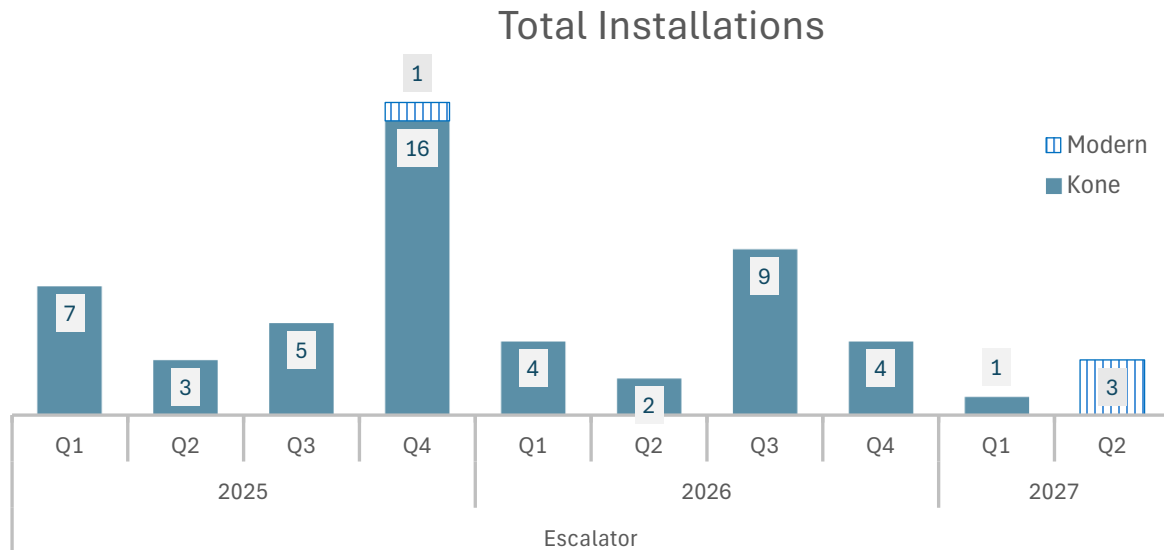
### Maintenance

- One of C&D's project delivery strategies has been the introduction of elevator maintenance agreements on a majority of the station accessibility packages. The Elevator and Escalator (E&E) Group is monitoring the product reliability and response time on over 80 new elevator installations as part of the elevator subcontractor's performance.
  - The IEC notes that a few initial challenges have been encountered following early equipment installations. These have provided valuable lessons for both the contractor and maintenance team, and recent performance has shown steady improvement. The IEC will continue to follow up with E&E on both the result matrices and any new contractual developments.

# NYCT – Stations Program

## Elevator and Escalator Installations (continued)

### Escalators



- The IEC has analyzed C&D active project schedules and notes that the escalator installation workload is primarily handled by one subcontractor responsible for the majority of units. The reliance on a single vendor increases the risk of delays if capacity or performance issues arise.
- Furthermore, with limited internal staffing, the overlapping demands of escalator and elevator installations may exceed MTA's capacity to fully support both programs.
- To stay on track, careful planning and coordination is key to avoid delays in bringing escalators into service.

### Maintenance

- The escalator maintenance is solely performed by E&E. Based on systemwide tracking of escalator availability and reliability, the IEC notes that downtime is low. The few exceptions of escalators showing frequent breakdowns are nearing the end of their useful life and are being addressed under C&D's Replacement Program. Overall, E&E's approach to maintaining escalators by performing monthly maintenance checks and proactive planned repairs to address defects continues to be effective.

# NYCT – Stations Program

## Program Observations

- ▣ Delays in the design development process are linked to incomplete design submissions and interpretation challenges related to Project Requirements and Design Criteria (PRDC), both of which have placed schedule pressure on several projects.

The IEC notes the following changes in project approach and/or best practices being adopted for future stations work.

- ▣ MTA C&D has been implementing a program wide Contract Change Order log. The full adaptation remains in process. Once fully implemented, this may provide a valuable tool for cost analysis.
- ▣ Some contracts have been providing incentives for early milestone completion and early asset return to service. The efficacy of incentive provisions can be evaluated to confirm the desired outcome is achieved.

The IEC commends C&D's continued commitment to exploring innovative solutions, such as pilot programs, targeted initiatives, refined procedures, and alternative delivery methods to make meaningful progress on ongoing challenges and drive continuous improvement.

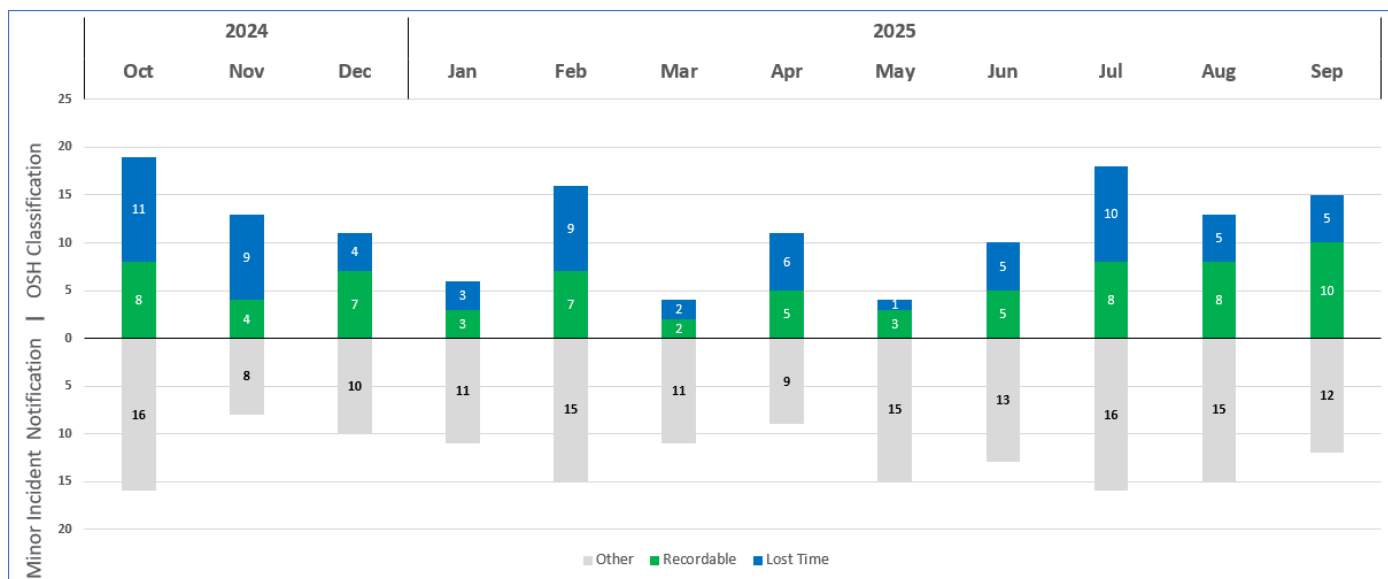
# NYCT – Stations Program

## Program Recommendations

- Documenting lessons learned (LL) from the stations program is essential to improving performance and outcomes of future station projects. C&D has referenced its efforts to incorporate LLs into a C&D database. The IEC has observed that lessons are not being captured consistently or in a uniform systematic approach across all projects and recommends the following:
  - Consider including this responsibility in all PMC contracts, ensuring LLs are tracked and recorded as part of their required deliverables, and that findings are submitted to C&D for incorporation into the database.
  - Implement a standardized process to ensure LLs are reviewed and shared across all project managers. This could include periodic PCEO's knowledge-sharing sessions, especially at project start and closure. This approach would encourage knowledge transfer across project managers and contribute to improved project outcomes.
  - As previously recommended by the IEC, to evaluate the effectiveness of these lessons, consider introducing a tracking method to monitor the implementation of past lessons in new projects.
  - To build a more proactive approach to risk management, consider incorporating past lessons during the risk assessment phase of new projects by referencing to the database to populate the initial risk register with known risks and mitigations encountered in similar projects.
    - Concurrently, the database could be expanded by including new successful mitigation strategies. Gathering proven responses to common project risks could help project teams respond more effectively and efficiently.

Based on the review of LL submittals provided by a few projects to date, the IEC recognizes the potential of C&D's database to capture critical insights and navigate issues. Granting the IEC full access to the database would enable deeper analysis and support the development of more informed comments and recommendations.

- It is recommended that, building on the practice established in ADA Package 6, future contracts consider including a provision for the PMC to measure the effectiveness of risk mitigations and report their findings to C&D.
- The IEC notes C&D's practice of engaging the PMC prior to some recent project awards. This early onboarding supports proactive planning, smoother project startup, and promotes continuity through knowledge transfer before the project is fully underway. The IEC recommends continuing this approach as a best practice.
- Lastly, the IEC encourages C&D to continue its efforts to attract and engage specialty subcontractors, particularly in vertical transportation (elevator and escalator) to ensure robust industry capacity in support of the 2025-2029 Capital Plan.



**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

### SEPTEMBER UPDATE:

#### CONTRACTOR WORKER INCIDENTS:

- A total of 27 safety incidents were reported in September 2025, including:
  - Five (5) lost time incidents,
  - Ten (10) recordable incidents.
- The reported lost time incidents in September 2025 remained the same at five (5) incidents when compared to August 2025.
- The top lost-time and recordable incident types for September 2025 were Struck by/Against (40%), Slip, Trip, Fall (40%), and Chemical (20%).

#### SERIOUS INCIDENTS:

- No Serious Incidents

#### C&D EMPLOYEE INCIDENTS:

- No Incidents reported.

### YEAR-TO-DATE TRENDS:

- LOST TIME INCIDENT TRENDS:** 46 Lost Time incidents have been reported YTD (through September 30, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (39%), Strain/Sprain (22%), Slip, Trip, Fall (20%), Caught In Between (15%), and Electrical (2%). The number of reported lost time incidents has remained the same from the previous month.
- RECORDABLE INCIDENT TRENDS:** 51 Recordable incidents have been reported YTD (through September 30, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (51%), Caught In Between (20%), Slip, Trip, Fall (14%), Sprain/Strain (8%), Other (8%). There was a two (2) incident increase in the reported recordable incidents from the previous month.

### INSPECTIONS & AUDITS: Active Capital Projects for SEPTEMBER - 193 Projects with 341 Sub-Projects

- SEPTEMBER INSPECTIONS:**
  - INTERNAL – 419**
  - EXTERNAL – 739** (80 Third-Party Safety Consultants; 659 OCIP Visits)
- YTD TOTAL INSPECTIONS:**
  - INTERNAL – 2908**
  - EXTERNAL – 6657** (712 Third-Party Safety Consultants; 5945 OCIP Visits)

- **SEPTEMBER NEGATIVE OBSERVATIONS** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Fire Protection/Prevention, Maintenance and Protection of Traffic (MPT), Electrical, Stairs/Ladders, Industrial Hygiene, Supervision/Organization, Scaffolds/Aerial Work Platforms, Barricades/Enclosures, and Tools (Hand & Power).
- **SEPTEMBER POSITIVE OBSERVATIONS** - 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, Fall Protection, Motor Vehicle/Heavy Equipment.
- **INVESTIGATIONS (SERIOUS INJURY):**
  - None reported this month

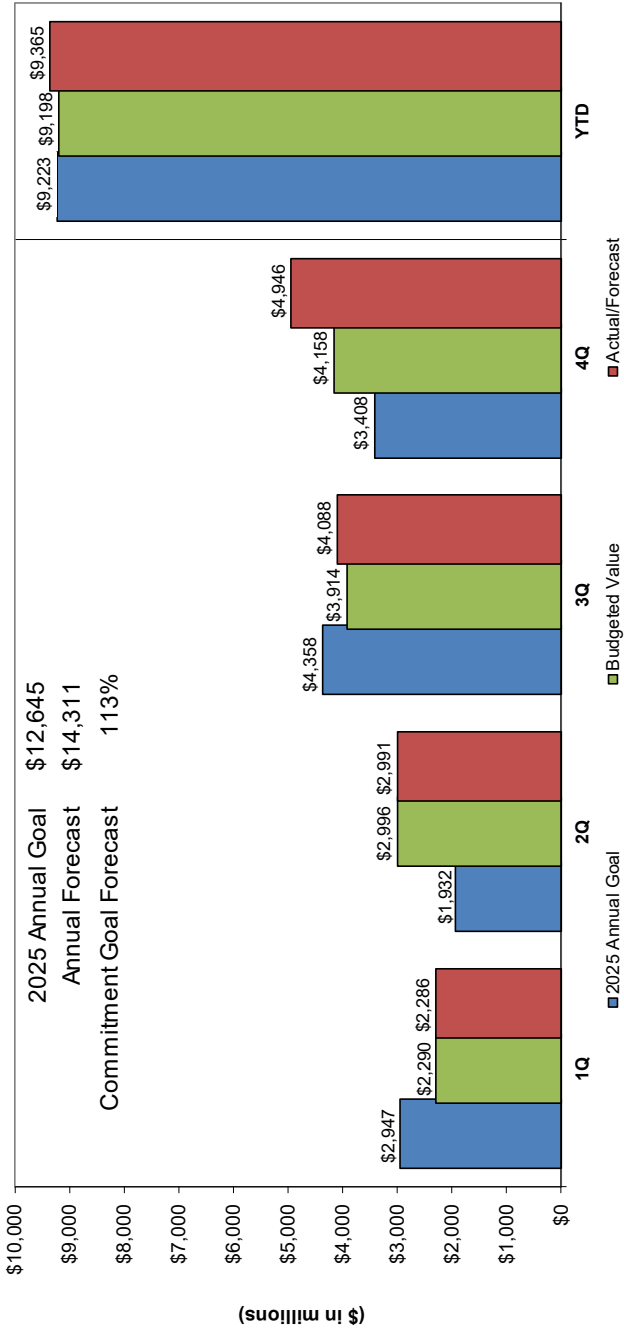
## **MTA C&D STRATEGIC INITIATIVES:**

- C&D Safety is working with DSO to improve the Safety Reporting Portal and expand the Safety KPI Dashboard with new data, including PCEO assessments. These updates aim to make the system easier to use and support proactive risk management, compliance, and safety improvements across the capital program.
- Safety Oversight (SO) has begun releasing select legacy documents through safety bulletins. It is actively reviewing and migrating remaining materials into the standardized C&D format to ensure consistency and accessibility across all business units.
- C&D Safety continues expanding the mobile safety inspection app, which now includes the PCEO Safety Assessment. Work is underway to integrate PMC Safety Assessments into the platform to strengthen oversight further and ensure alignment with C&D safety standards. We are currently identifying projects and PMC Safety personnel who will participate in the initial cohort of PMC Safety Assessments. Once this group is confirmed, training is ready for delivery, and participants will begin conducting assessments through the assessment application.
- Occupational Health and Safety (OHS) is preparing to release training and resources related to the OHS Policy and OHS Management System (OHSMS). The OHSMS manual is finalized and ready for release, and employees will be scheduled for live Teams training sessions to support implementation.
- A B&T Emergency Management tabletop exercise has been developed and delivered, focusing on a work platform collapse scenario that results in workers falling into a waterway. This exercise is designed to test and strengthen inter-agency coordination and emergency response capabilities.
- Updates are being made to the Safety Summary Report based on review and feedback to improve clarity for Business Unit Leaders (BUL) and enhance communication and data sharing. Engagement with BUL continues through monthly meetings to review reports, discuss trends, and identify improvement areas.
- Development is underway for a comprehensive audit schedule to ensure regular and consistent evaluation of safety programs and contractor compliance.
- The C&D Emergency Management team continues to advance the Continuity of Operations (COOP) Program, focusing on training, data collection, and process development to strengthen preparedness and ensure continuity during emergencies or disruptive events.
- Upgraded SharePoint sites continue to provide real-time access to Safety Oversight, Emergency Management, and OHS resources, including KPI data, to support informed decision-making. A new Security SharePoint is also being developed to ensure consistent access to security-related information and resources.

# **MTA Capital Program Commitments & Completions through September 30, 2025**

Capital Projects – Commitments – September 2025

MTA-wide 2025 Commitments



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

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

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

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

Commitments Summary

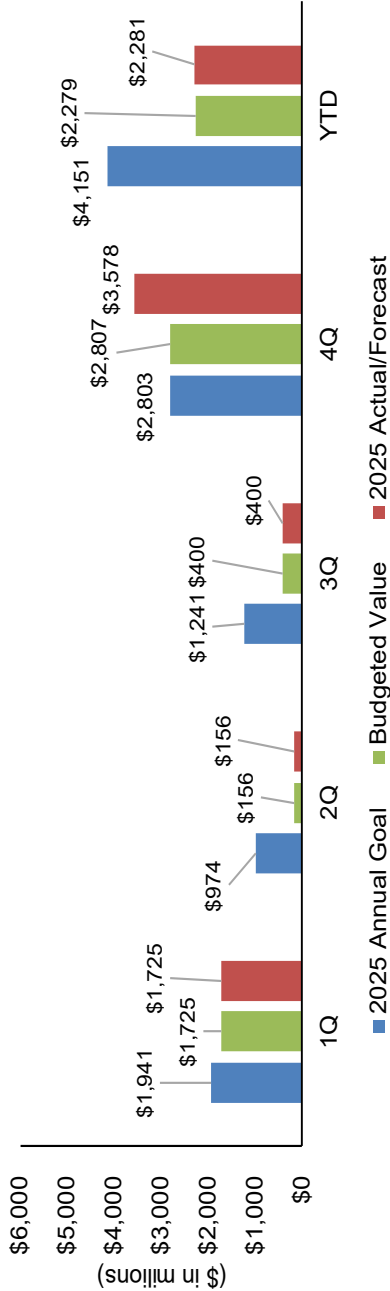
In 2025, the MTA plans to commit \$12.64 Billion worth of capital projects. Through September, the MTA has committed \$9.19 Billion against the \$9.22 Billion YTD goal, which was mainly due to the award of the M-9A Passenger Railcars (\$2.43 Billion), SAS Contract 2 (\$2.04 Billion), R211 subway fleet option for NYCT (\$1.39 Billion) and the LIRR's dual-mode locomotive purchase (\$130 Million). In 2025, the MTA is tracking 40 "major" commitments across the agencies, including 18 major commitments at NYCT, 9 at the LIRR, 3 at MNR, 6 at Expansion, and 4 at B&T. These YTD major commitments total nearly \$9.2 Billion (73% of the overall commitment plan's value). At the end of each quarter in 2025, any schedule variances will be reported on the following pages.

Through September, 26 notable Major Commitment delays total \$4.344 Billion including; CBTC Fulton, B-Division 5G Radio Upgrades, Battery Electric Bus Charging Infrastructure Phase 3, 131 and 97 Express Buses, ADA Package 7 & ADA Package 9 remain forecasted for commitment within 2025. Fan Plant Component Repairs (\$193 Million) has slipped to 2026, which has been offset by additional accelerated commitments.

# NYCT/MTA Bus Capital Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances

## NYCT and MTA Bus Budget Analysis

| Summary Chart Data   |         |       |         |         |         |
|----------------------|---------|-------|---------|---------|---------|
|                      | 1Q      | 2Q    | 3Q      | 4Q      | YTD     |
| 2025 Annual Goal     | \$1,941 | \$974 | \$1,241 | \$2,803 | \$4,151 |
| 2025 Actual/Forecast | \$1,725 | \$156 | \$400   | \$3,578 | \$2,281 |
| Budgeted Value       | \$1,725 | \$156 | \$400   | \$2,807 | \$2,279 |



## Schedule Variances

| Project                                                                                                                                                                      | Commitment   | Goal    | Act./Forec. | Project                                                                                                                                    | Commitment   | Goal    | Actual(A) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------|-----------|
| 9 NYCT/MTA Bus Red Commitments (4 new this Quarter)                                                                                                                          |              |         |             | 2 NYCT/MTA Bus Amber Commitments (2 new this Quarter)                                                                                      |              |         |           |
| Equip B Division with Second CBTC Radio: Siemens                                                                                                                             | Construction | Apr-25  | Sep-25 (A)  | ADA Package 7 (New this month)                                                                                                             | Construction | Sep-25  | Oct-25    |
|                                                                                                                                                                              |              | \$114.3 | \$44.9      |                                                                                                                                            |              | \$222.5 | \$222.5   |
| Change in award date and cost reflects latest procurement strategy to proceed as a pilot. The remainder will be performed under a separate 2025 contract.                    |              |         |             | Delays were driven by multiple addenda, bidder clarifications, and the negotiation and legal review process following proposal submission. |              |         |           |
| Equip B Division with Second CBTC Radio: Hitachi                                                                                                                             | Construction | Apr-25  | Oct-25      | Station Renewals: 3 Locs (6AV, PEL, QBL) (New this month)                                                                                  | Construction | Sep-25  | Oct-25    |
|                                                                                                                                                                              |              | \$70.2  | \$85.2      |                                                                                                                                            |              | \$181.8 | \$197.6   |
| The award was delayed due to extended negotiations and subsequent budget revisions; following Board approval in late July, NTP issuance was still pending through September. |              |         |             | The project was delayed due to extended proposal evaluations and cost negotiations.                                                        |              |         |           |

## NYCT/MTA Bus Capital Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances

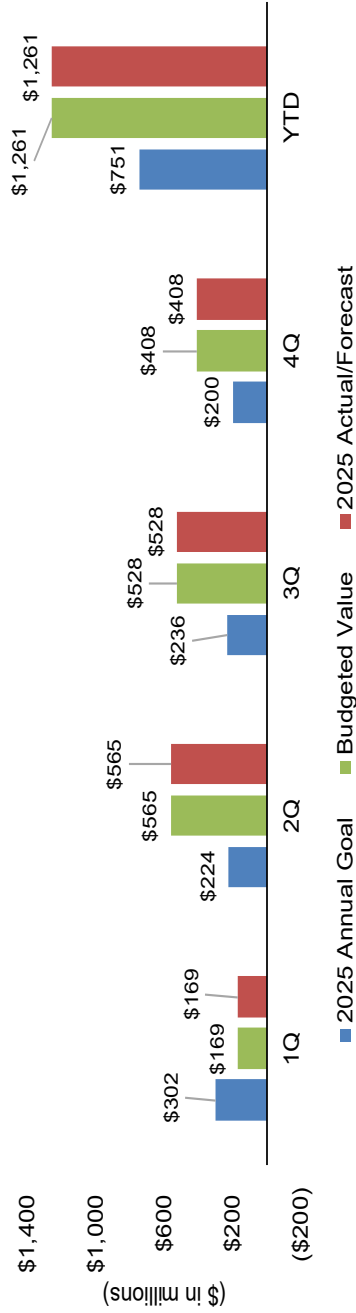
### Schedule Variances

| Project                                                                                                                                                                                                                                                                                                                                                                       | Commitment   | Goal    | Act./Forec. | Project                                                                       | Commitment   | Goal    | Act./Forec. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------|-------------|-------------------------------------------------------------------------------|--------------|---------|-------------|
| <b>9 NYCT/MTA Bus Red Commitments Continued</b>                                                                                                                                                                                                                                                                                                                               |              |         |             |                                                                               |              |         |             |
| <b>Rehabilitation of 5 CBHs - Various Locations</b>                                                                                                                                                                                                                                                                                                                           | Construction | Mar-25  | Oct-25(A)   | <b>Battery Electric Bus Charging Infrastructure, Phase 3 (New this month)</b> | Construction | Jun-25  | Dec-25      |
|                                                                                                                                                                                                                                                                                                                                                                               |              | \$89.2  | \$62.8      |                                                                               |              | \$206.7 | \$213.1     |
| <p>The project was rebid which resulted in cost savings 38% below estimate, and a 317-day reduction in schedule. Change in award date reflects revised bid opening date due to bidder RFI (Request for Information).</p> <p>Change in award date reflects a need to coordinate with the timing of future electric bus purchases.</p>                                          |              |         |             |                                                                               |              |         |             |
| <b>Purchase 97 Express Coaches</b>                                                                                                                                                                                                                                                                                                                                            | Construction | May-25  | Dec-25      | <b>Life Cycle Replacement of Code Systems - Phase II (New this month)</b>     | Construction | Sep-25  | Dec-25      |
|                                                                                                                                                                                                                                                                                                                                                                               |              | \$88.3  | \$88.3      |                                                                               |              | \$87.4  | \$87.4      |
| <p>Change in award date reflects longer than anticipated technical reviews during the ongoing procurement process.</p> <p>Schedule progress was impacted by a scope change to include HVAC installations in multiple relay rooms and Communications and Instrument Rooms, prompting additional design development and cost evaluation prior to advancing the procurement.</p> |              |         |             |                                                                               |              |         |             |
| <b>Depot Boilers, HVAC &amp; Misc: Kingsbridge, Flatbush, Charleston</b>                                                                                                                                                                                                                                                                                                      | Construction | Jun-25  | Dec-25      | <b>SIR Stations and Structures (New this month)</b>                           | Construction | Sep-25  | Dec-25      |
|                                                                                                                                                                                                                                                                                                                                                                               |              | \$95.1  | \$95.1      |                                                                               |              | \$200.0 | \$200.0     |
| <p>This project is in the procurement phase. The award was delayed due to the need for legal reviews of the revised specifications.</p> <p>The schedule shifted to late 2025 due to extended bid document reviews for the PMC and construction contracts.</p>                                                                                                                 |              |         |             |                                                                               |              |         |             |
| <b>Fan Plant Component Repairs (New this month)</b>                                                                                                                                                                                                                                                                                                                           | Construction | Sep-25  | Mar-26      |                                                                               |              |         |             |
|                                                                                                                                                                                                                                                                                                                                                                               |              | \$193.4 | \$193.4     |                                                                               |              |         |             |
| <p>The delay resulted from scope revisions that required rework and extended internal reviews.</p>                                                                                                                                                                                                                                                                            |              |         |             |                                                                               |              |         |             |

# LIRR Capital Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances

## LIRR Budget Analysis

| Summary Chart Data   |       |       |       |       |         |
|----------------------|-------|-------|-------|-------|---------|
|                      | 1Q    | 2Q    | 3Q    | 4Q    | YTD     |
| 2025 Annual Goal     | \$302 | \$224 | \$236 | \$200 | \$751   |
| 2025 Actual/Forecast | \$169 | \$565 | \$528 | \$408 | \$1,261 |
| Budgeted Value       | \$169 | \$565 | \$528 | \$408 | \$1,261 |



## Schedule Variances

| Project                                                                                                                   | Commitment   | Goal    | Actual(A)  |
|---------------------------------------------------------------------------------------------------------------------------|--------------|---------|------------|
| <b>5 LIRR Red Commitments (1 new this Quarter)</b>                                                                        |              |         |            |
| 2025 Annual Track Program                                                                                                 | Construction | Apr-25  | Jul-25 (A) |
|                                                                                                                           |              | \$110.0 | \$110.0    |
| The award of this project in the 2020-2024 capital program was delayed pending the approval of the 25-29 Capital Program. |              |         |            |
| Concrete Ties                                                                                                             | Construction | Apr-25  | Jul-25 (A) |
|                                                                                                                           |              | \$28.0  | \$28.0     |
| The award of this project in the 2020-2024 capital program was delayed pending the approval of the 25-29 Capital Program. |              |         |            |

# LIRR Capital Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances (continued)

## Schedule Variances

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

### 5 LIRR Red Commitments (continued)

|                                    |              |                  |                  |
|------------------------------------|--------------|------------------|------------------|
| RSSE - Train Wash Replacement - KO | Construction | Jun-25<br>\$15.2 | Dec-25<br>\$15.2 |
|------------------------------------|--------------|------------------|------------------|

Delay due to longer than anticipated time to secure permits with Suffolk County as well as Real Estate issues.

|                                                |        |                  |                  |
|------------------------------------------------|--------|------------------|------------------|
| Floral Park Platform Replacement (Design Only) | Design | Jun-25<br>\$12.5 | Dec-25<br>\$12.5 |
|------------------------------------------------|--------|------------------|------------------|

The delay in procurement was caused by extended internal reviews and coordination of RFP contract documents across multiple C&D and LIRR departments, including updates to design and legal reviews before advertisement. Initial Design commenced in early 2025.

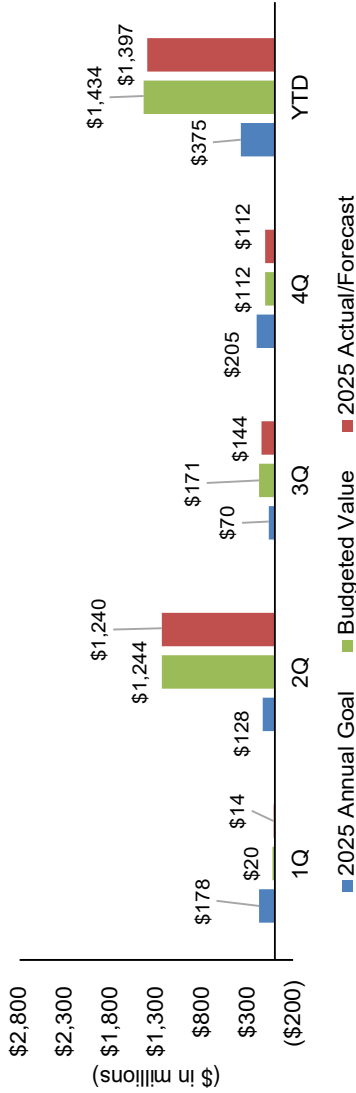
|                                                                             |              |                   |                   |
|-----------------------------------------------------------------------------|--------------|-------------------|-------------------|
| West Side Yard & East River Tunnel Mitigation (Flood Wall) (New this month) | Construction | Sep-25<br>\$156.5 | Dec-25<br>\$156.5 |
|-----------------------------------------------------------------------------|--------------|-------------------|-------------------|

Awaiting NYC DOT approval to build on NYC property; MTA Legal is reviewing the current addendum.

# MNR Capital Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances

## MNR Budget Analysis

| Summary Chart Data   | 1Q    | 2Q      | 3Q    | 4Q    | YTD     |
|----------------------|-------|---------|-------|-------|---------|
| 2025 Annual Goal     | \$178 | \$128   | \$70  | \$205 | \$375   |
| 2025 Actual/Forecast | \$14  | \$1,240 | \$144 | \$112 | \$1,397 |
| Budgeted Value       | \$20  | \$1,244 | \$171 | \$112 | \$1,434 |



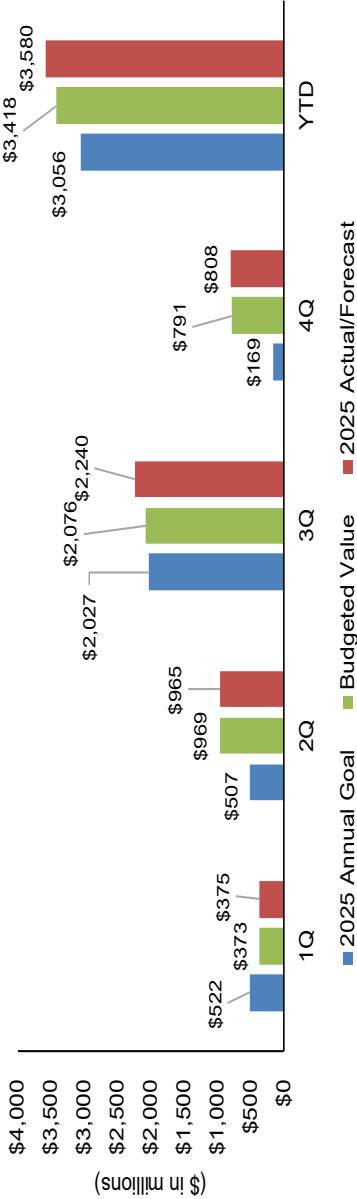
## Schedule Variances

| Project                                                              | Commitment   | Goal    | Forecast   |
|----------------------------------------------------------------------|--------------|---------|------------|
| <b>1 Metro-North Red Commitments</b>                                 |              |         |            |
| Red delays are beyond 2 months of goal.                              |              |         |            |
| <i>Track &amp; Structures</i>                                        |              |         |            |
| 2025 Cyclical Track                                                  | Construction | Feb-25  | Jul-25 (A) |
|                                                                      |              | \$ 55.0 | \$ 55.0    |
| Slip due to the delay in the approval of the 2025-2029 Capital Plan. |              |         |            |

## MTA Network Expansion Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances

### MTA Network Expansion Budget Analysis

| Summary Chart Data   |  | 1Q    | 2Q    | 3Q      | 4Q    | YTD     |
|----------------------|--|-------|-------|---------|-------|---------|
| 2025 Annual Goal     |  | \$522 | \$507 | \$2,027 | \$169 | \$3,056 |
| 2025 Actual/Forecast |  | \$375 | \$965 | \$2,240 | \$808 | \$3,580 |
| Budgeted Value       |  | \$373 | \$969 | \$2,076 | \$791 | \$3,418 |



### Schedule Variances

| Project | Commitment | Goal | Actual(A) |
|---------|------------|------|-----------|
|---------|------------|------|-----------|

## 2 Network Expansion Red Commitments (2 new this Quarter)

|                                                     |              |        |        |
|-----------------------------------------------------|--------------|--------|--------|
| SAS                                                 | Construction | Sep-25 | Dec-25 |
| <b>SASP2 Real Estate</b><br><b>(New this month)</b> |              | \$70.0 | \$70.0 |

The schedule was adjusted to facilitate updated cost appraisals.

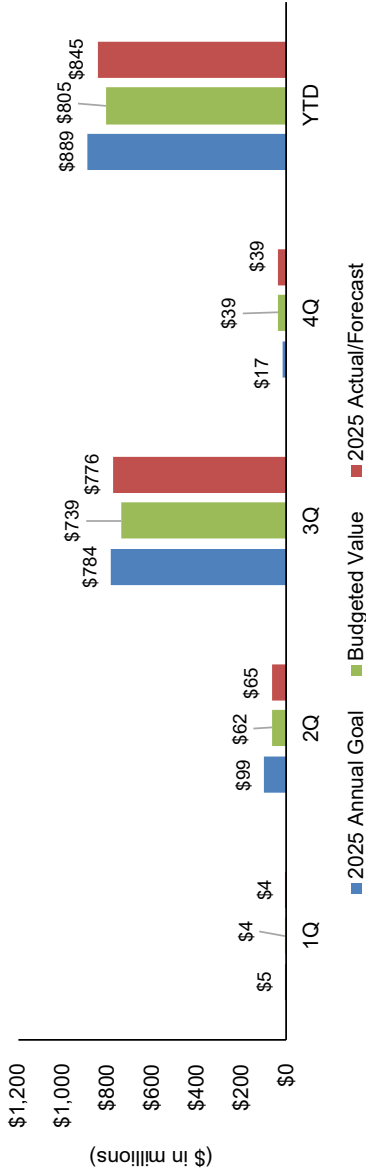
|                                 |        |        |            |
|---------------------------------|--------|--------|------------|
| IBX                             | Design | Jun-25 | Sep-25 (A) |
| <b>Interborough Express GEC</b> |        | \$55.8 | \$174.3    |

The project delay is due to prolonged procurement cycle. The cost increase was due to expanded design scope made possible by the approval of the 2025-2029 Capital Plan.

## B&T Capital Projects – Commitments – September 2025 – Budget Analysis and Schedule Variances

### B&T Budget Analysis

| Summary Chart Data   |     |      |       |      |       |  |
|----------------------|-----|------|-------|------|-------|--|
|                      | 1Q  | 2Q   | 3Q    | 4Q   | YTD   |  |
| 2025 Annual Goal     | \$5 | \$99 | \$784 | \$17 | \$889 |  |
| 2025 Actual/Forecast | \$4 | \$65 | \$776 | \$39 | \$845 |  |
| Budgeted Value       | \$4 | \$62 | \$739 | \$39 | \$805 |  |



### Schedule Variances

| Project                                                                                                                                                                                           | Commitment   | Goal           | Act./Forec.     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|-----------------|
| <b>1 B&amp;T Red Commitment</b>                                                                                                                                                                   |              |                |                 |
| Bridges                                                                                                                                                                                           |              |                |                 |
| Rehabilitation of Tunnel Entrance/Exit - Manhattan                                                                                                                                                | Construction | Jul-25 \$ 22.2 | Sep-25 (A) 32.0 |
| Delays due to additional time for completion of procurement and contract finalization activities, including final review and processing of award documentation. Project was awarded in September. |              |                |                 |

## Capital Projects – Completions – September 2025

|        |          | MTA-wide 2025 Major Completions |        |        |        |        |        |        |        |        |        |        |        | Post |      |
|--------|----------|---------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|------|
| Goal   | Forecast | Jan-25                          | Feb-25 | Mar-25 | Apr-25 | May-25 | Jun-25 | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | 2025 | 2025 |
|        | Total    | 3                               | 2      | 3      | 2      | 1      | 3      | 1      | 1      | 3      | 2      | 3      | 15     | 5    |      |
| Jan-25 | 2        | 2                               |        |        |        |        |        |        |        |        |        |        |        |      |      |
| Feb-25 | 3        | 1                               | 2      |        |        |        |        |        |        |        |        |        |        |      |      |
| Mar-25 | 3        |                                 |        | 1      |        |        | 1      |        |        |        |        |        | 1      |      |      |
| Apr-25 | 4        |                                 |        | 1      | 2      |        |        |        |        |        |        |        |        |      |      |
| May-25 | 1        |                                 |        |        |        |        |        |        |        |        |        |        |        |      |      |
| Jun-25 | 7        |                                 |        | 1      |        |        | 2      |        | 1      | 1      | 1      | 1      | 1      | 1    |      |
| Jul-25 | 4        |                                 |        |        |        |        |        | 1      |        |        | 1      |        | 1      |      |      |
| Aug-25 | 0        |                                 |        |        |        |        |        |        |        |        |        |        |        |      |      |
| Sep-25 | 1        |                                 |        |        |        |        |        |        |        | 1      |        |        |        |      |      |
| Oct-25 | 6        |                                 |        |        |        |        |        |        |        |        | 1      | 1      | 1      | 3    |      |
| Nov-25 | 1        |                                 |        |        |        |        |        |        |        |        |        | 1      |        |      |      |
| Dec-25 | 12       |                                 |        |        |        |        |        |        |        | 1      |        |        | 11     |      |      |

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

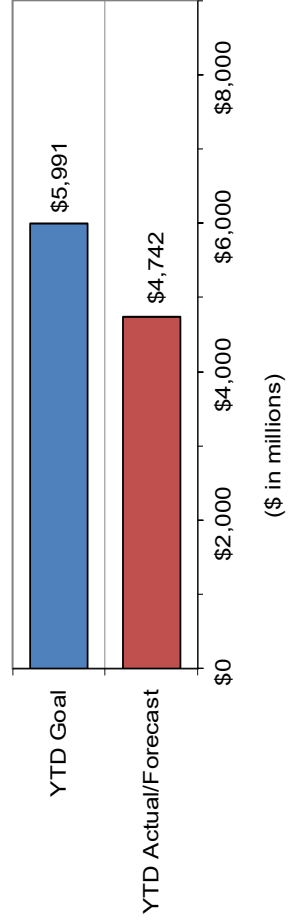
## Completions Summary

In 2025, the MTA plans to complete \$9.1 Billion of projects. 44 major completions will be tracked throughout the year. Major completions include 21 for NYCT, 10 for the LIRR, 5 for Metro-North, 5 for MTA Bus, 1 for Network Expansion, and 2 for B&T.

Through September, the MTA has completed \$4.74 Billion versus its annual year-to-date goal of \$5.99 Billion. This result includes the completion of the R211 Base Order (\$1.47 Billion) and ADA station work at NYCT's 14th Street complex (\$303 Million). There are 16 major completions with delays across all agencies. All are highlighted on the following two pages. Five Major projects, Replace 19 Elevators (\$160 Million) ADA Package 4 (\$220 Million) Sandy Mitigation: Substation Hardening (\$159 Million), Paint/Structure Repair: White Plain Road and Dyre (\$136 Million), ADA and Renewal: Borough Hall (\$161 Million) have a completion delayed until mid 2026, contributing to the year-end forecast shortfall.

## Budget Analysis

2025 Annual Goal \$9,084  
 Annual Forecast \$7,629  
 Completion Goal Forecast 84%

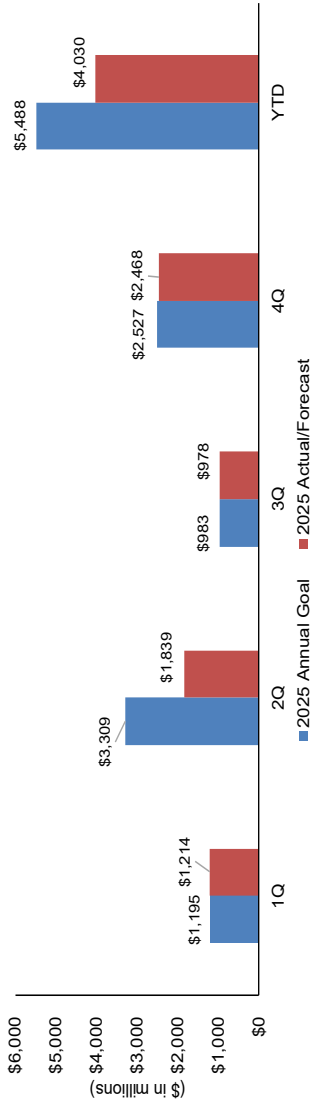


## NYCT/MTA Bus Capital Projects – Completions – September 2025 – Budget Analysis and Schedule Variances (1 of 2)

## NYCT and MTA Bus Budget Analysis

| Summary Chart Data   |         |         |       |         |         |
|----------------------|---------|---------|-------|---------|---------|
|                      | 1Q      | 2Q      | 3Q    | 4Q      | YTD     |
| 2025 Annual Goal     | \$1,195 | \$3,309 | \$983 | \$2,527 | \$5,488 |
| 2025 Actual/Forecast | \$1,214 | \$1,839 | \$978 | \$2,468 | \$4,030 |

|                                      |       |         |     |         |
|--------------------------------------|-------|---------|-----|---------|
| 2025 Goal (Rolling Stock)            | \$120 | \$1,485 | \$0 | \$1,605 |
| 2025 Actual/Forecast (Rolling Stock) | \$163 | \$1,485 | \$0 | \$1,648 |



## Schedule Variances

| Project                                                                                                                                                                                                 | Completion   | Goal   | Act./Forec. | Project                                                                                                                                     | Completion   | Goal   | Act./Forec. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------|-------------|
| 2 NYCT/MTA Bus Red Completions (2 new this month)                                                                                                                                                       |              |        |             |                                                                                                                                             |              |        |             |
| ADA: 149 St Complex & Tremont Av                                                                                                                                                                        | Construction | Mar-25 | Dec-25      | Jamaica Station Renewals                                                                                                                    | Construction | Jun-25 | Aug-25 (A)  |
| Change in schedule due to unforeseen electrical distribution protection needs with the existing EDR at the 149th St-GC station complex and track access coordination for remaining work at Tremont Ave. |              |        |             | Change in schedule due to necessary scope modifications at Cypress Hills station related to the construction of the track lubrication room. |              |        |             |
| ADA Package 4                                                                                                                                                                                           | Construction | Oct-25 | Jun-26      | Purchase 25 Hybrid Locomotives                                                                                                              | Purchase     | Oct-25 | Dec-25      |
| Change in schedule due to coordination with Con Ed on cable work at the 137th St City College station.                                                                                                  |              |        |             | Change in project schedule reflects operational issues with accepted units.                                                                 |              |        |             |
| Replace 19 Elevators                                                                                                                                                                                    | Construction | Oct-25 | Apr-26      |                                                                                                                                             |              |        |             |
| Change in project schedule due to added communications scope, including intercom and CCTV server upgrades                                                                                               |              |        |             |                                                                                                                                             |              |        |             |

# NYCT/MTA Bus Capital Projects – Completions – September 2025 – Budget Analysis and Schedule Variances

## Schedule Variances

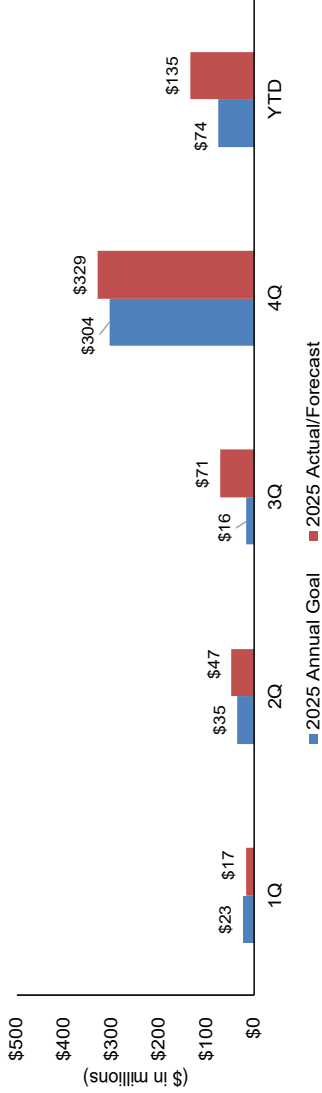
| Project                                                                                                                                                          | Completion   | Goal               | Act./Forec.            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------|------------------------|
| <b>10 NYCT/MTA Bus Red Completions Continued</b>                                                                                                                 |              |                    |                        |
| <b>ADA and Renewal: Borough Hall</b>                                                                                                                             | Construction | Jul-25<br>161.2 \$ | Feb-26<br>161.0        |
| Change in schedule due to remaining contractual work and coordination with outside agencies on utility scope.                                                    |              |                    |                        |
| <b>Sandy Mitigation: Substation Hardening</b>                                                                                                                    | Construction | May-25<br>159.2 \$ | <b>Mar-26</b><br>159.2 |
| Change in schedule due to unforeseen field conditions related to utilities and soil, as well as a pending easement for structural work at Pierrepont substation. |              |                    |                        |
| <i>MTA Bus</i>                                                                                                                                                   |              |                    |                        |
| <b>Storeroom Expansion - LaGuardia</b>                                                                                                                           | Construction | Mar-25<br>7.6 \$   | Jun-25 (A)<br>7.6      |
| The contractor/subcontractor has encountered a manpower shortage issue, which has resulted in a project delay.                                                   |              |                    |                        |
| <b>CBTC Culver</b>                                                                                                                                               | Construction | Jun-25<br>\$453.2  | Sep-25 (A)<br>\$447.4  |
| The delay and the budget modification are due to a pending arbitration decision. Change in estimate reflects latest cost at completion.                          |              |                    |                        |
| <b>Rail Car Acceptance and Testing Facility, Brooklyn (New this month)</b>                                                                                       | Construction | Jun-25<br>\$110.0  | Sep-25 (A)<br>\$110.0  |
| Change in schedule to remaining tasks related to fire safety systems                                                                                             |              |                    |                        |
| <b>Grand Central Access Improvements: Main Mezzanine Finishes</b>                                                                                                | Construction | Jul-25<br>117.3 \$ | Sep-25 (A)<br>117.3    |
| Change in forecast due to unforeseen structural and sprinkler work, and track access coordination related to the delivery of escalator parts                     |              |                    |                        |
| <b>Paint/Structure Repair: White Plain Road and Dyre (New this month)</b>                                                                                        | Construction | Oct-25<br>135.9 \$ | Mar-25<br>135.9        |
| Change in schedule due to remaining steel repair and painting work.                                                                                              |              |                    |                        |

# LIRR Capital Projects – Completions – September 2025 – Budget Analysis and Schedule Variances

## LIRR Budget Analysis

| Summary Chart Data   |      |      |      |       |       |
|----------------------|------|------|------|-------|-------|
|                      | 1Q   | 2Q   | 3Q   | 4Q    | YTD   |
| 2025 Annual Goal     | \$23 | \$35 | \$16 | \$304 | \$74  |
| 2025 Actual/Forecast | \$17 | \$47 | \$71 | \$329 | \$135 |

|                                      |     |     |     |     |     |
|--------------------------------------|-----|-----|-----|-----|-----|
| 2025 Goal (Rolling Stock)            | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2025 Actual/Forecast (Rolling Stock) | \$0 | \$0 | \$0 | \$0 | \$0 |



## Schedule Variances

| Project | Completion | Goal | Act./Forec. |
|---------|------------|------|-------------|
|---------|------------|------|-------------|

### 1 LIRR Red Completions

|                            |              |         |         |
|----------------------------|--------------|---------|---------|
| Radio Head-End Replacement | Construction | Jun-25  | Nov-25  |
|                            |              | \$ 12.0 | \$ 12.0 |

The delay was driven by the complexity of integrating and testing new radio infrastructure and Penta consoles across active rail systems, requiring phased cutovers to avoid service disruptions.

| Project | Completion | Goal | Act./Forec. |
|---------|------------|------|-------------|
|---------|------------|------|-------------|

### 1 LIRR Amber Completions

|                              |              |         |         |
|------------------------------|--------------|---------|---------|
| Fire Protection Improvements | Construction | Oct-25  | Nov-25  |
| (New this month)             |              | \$ 25.0 | \$ 25.0 |

Delay due to limited outage availability and potential main line delays led to the rescission of directional drilling approval.

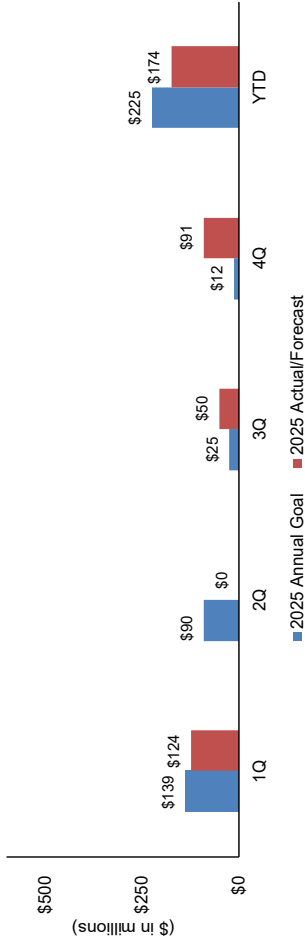
# MNR Capital Projects – Completions – September 2025 – Budget Analysis and Schedule Variances

## MNR Budget Analysis

| Summary Chart Data   |       |      |      |      |       |  |
|----------------------|-------|------|------|------|-------|--|
|                      | 1Q    | 2Q   | 3Q   | 4Q   | YTD   |  |
| 2025 Annual Goal     | \$139 | \$90 | \$25 | \$12 | \$225 |  |
| 2025 Actual/Forecast | \$124 | \$0  | \$50 | \$91 | \$174 |  |

|                                      |     |     |     |     |     |     |
|--------------------------------------|-----|-----|-----|-----|-----|-----|
| 2025 Goal (Rolling Stock)            | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2025 Actual/Forecast (Rolling Stock) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |



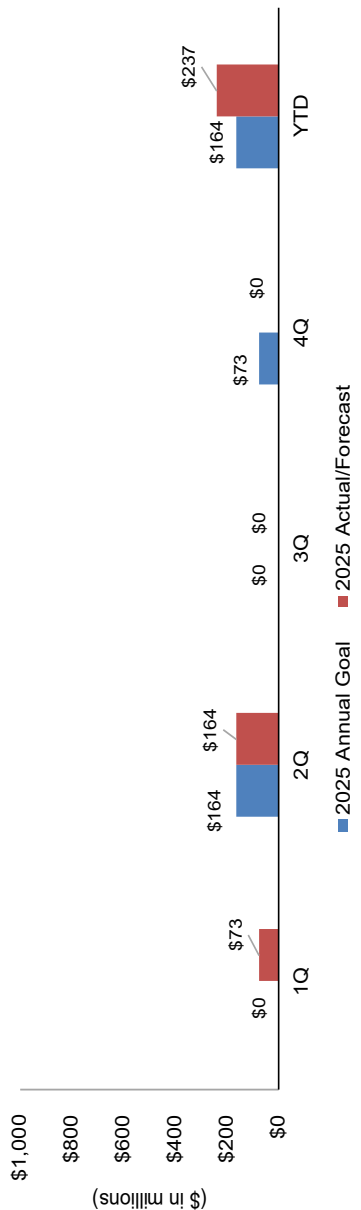
## Schedule Variances

| Project                                                                                                                                                     | Completion   | Goal   | Act./Forec. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------|-------------|
| <b>1 MNR Red Completions</b>                                                                                                                                |              |        |             |
| Power Infrastructure Restoration-Substations - Sandy                                                                                                        | Construction | 25-Jul | 25-Dec      |
|                                                                                                                                                             |              | \$50.0 | \$50.0      |
| The project timeline shifted due to extended punch list corrections and adjustments to the burn-in and testing schedule following transformer installation. |              |        |             |

MTA Network Expansion Projects – Completions – September 2025 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

| Summary Chart Data   |  | 1Q   | 2Q    | 3Q  | 4Q   | YTD   |
|----------------------|--|------|-------|-----|------|-------|
| 2025 Annual Goal     |  | \$0  | \$164 | \$0 | \$73 | \$164 |
| 2025 Actual/Forecast |  | \$73 | \$164 | \$0 | \$0  | \$237 |



Schedule Variances

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

1 Network Expansion Completion

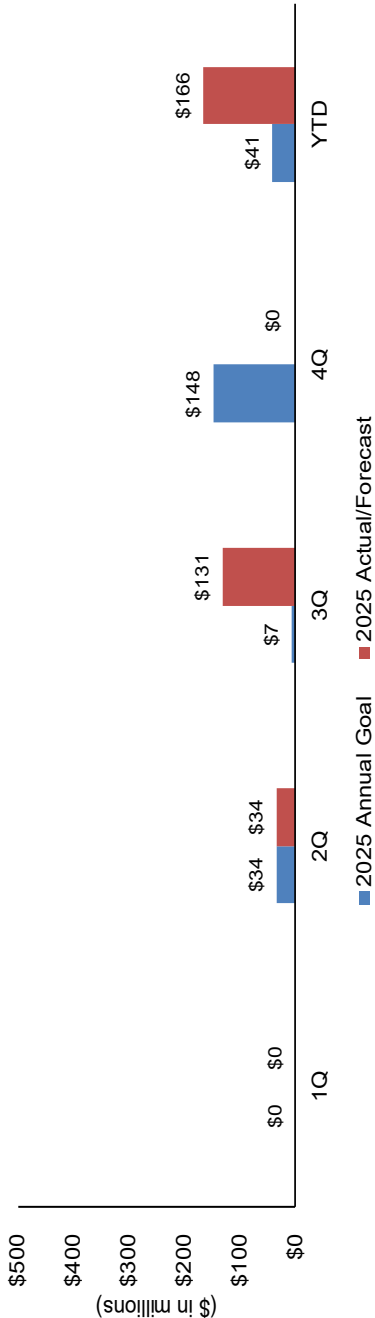
Amber delays are within 2 months of goal.

|                                                                 |              |          |            |
|-----------------------------------------------------------------|--------------|----------|------------|
| East Side Access                                                |              |          |            |
| East Bound Re-Route                                             | Construction | Apr-25   | May-25 (A) |
|                                                                 |              | \$ 163.6 | \$ 163.7   |
| East Bound Re-Route was activated and put into service 5/19/25. |              |          |            |

B&T Capital Projects – Completions – September 2025 – Budget Analysis and Schedule Variances

B&T Budget Analysis

| Summary Chart Data   |     |      |       |       |       |  |
|----------------------|-----|------|-------|-------|-------|--|
|                      | 1Q  | 2Q   | 3Q    | 4Q    | YTD   |  |
| 2025 Annual Goal     | \$0 | \$34 | \$7   | \$148 | \$41  |  |
| 2025 Actual/Forecast | \$0 | \$34 | \$131 | \$0   | \$166 |  |



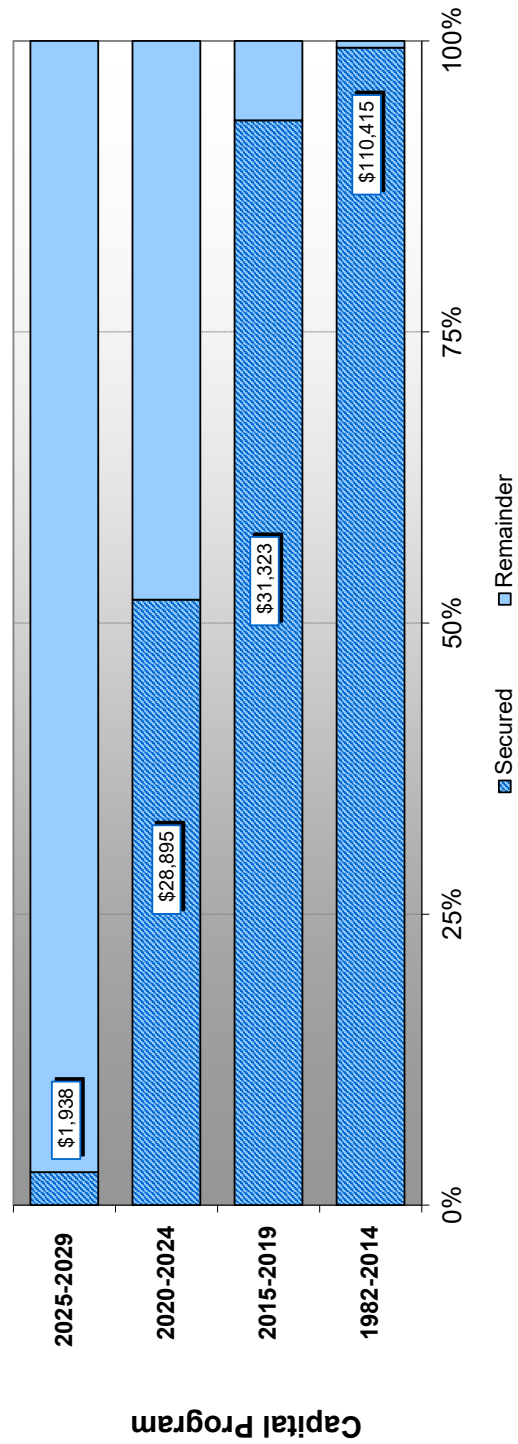
Schedule Variances

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

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# Status of MTA Capital Program Funding

**Capital Funding (September 2025)**  
\$ in millions



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 (September 2025)

\$ in millions

|                                                        | Funding Plan  |               | Secured*  |                 | Remainder       |
|--------------------------------------------------------|---------------|---------------|-----------|-----------------|-----------------|
|                                                        | Current       | Thru August   | September | Secured to date |                 |
| <b>2015-2019 Program</b>                               |               |               |           |                 |                 |
| 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           | -               |
| <b>Total</b>                                           | <b>33,619</b> | <b>31,323</b> | <b>-</b>  | <b>31,323</b>   | <b>2,295 7%</b> |

|                                                 | Funding Plan  |               | Secured*  |                 | Remainder         |
|-------------------------------------------------|---------------|---------------|-----------|-----------------|-------------------|
|                                                 | Current       | Thru August   | September | Secured to date |                   |
| <b>2020-2024 Program**</b>                      |               |               |           |                 |                   |
| Capital from Central Business District Tolling* | \$15,000      | \$999         | \$ -      | \$999           | \$14,001          |
| 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         | 2,577         | 43        | 2,620           | (1,459) a         |
| B&T Bonds                                       | 3,327         | 1,269         | -         | 1,269           | 2,058             |
| <b>Total</b>                                    | <b>55,563</b> | <b>28,852</b> | <b>43</b> | <b>28,895</b>   | <b>26,668 48%</b> |

|                                                            | Funding Plan  |              | Secured*   |                 | Remainder         |
|------------------------------------------------------------|---------------|--------------|------------|-----------------|-------------------|
|                                                            | Current       | Thru August  | September  | Secured to date |                   |
| <b>2025-2029 Program</b>                                   |               |              |            |                 |                   |
| MTA Capital Lockbox^                                       | \$31,500      | \$ -         | \$ -       | \$ -            | \$31,500          |
| Federal Formula, Flexible and Competitive Grants and Loans | \$14,000      | 1,019        | 879        | 1,898           | 12,102 b          |
| MTA Bonds and PAYGO                                        | \$9,700       | -            | -          | -               | 9,700             |
| State of New York                                          | \$4,200       | -            | -          | -               | 4,200             |
| City of New York                                           | \$3,000       | 40           | -          | 40              | 2,960             |
| Additional MTA Self-Funding                                | \$3,000       | -            | -          | -               | 3,000             |
| B&T Bond & PAYGO                                           | \$3,000       | -            | -          | -               | 3,000             |
| <b>Total</b>                                               | <b>68,400</b> | <b>1,059</b> | <b>879</b> | <b>1,938</b>    | <b>66,462 97%</b> |

a) Receipt of \$43m discretionary grants: \$33m from DOT Promoting Resilient Operations for Transformative Efficiency and Cost-saving Transportation program (PROTECT) to fund the NYCT Westchester Yard drainage improvement project, \$10m in federal flexible funds NYCT Broadway Junction.

b) Receipt of \$879m in federal formula funds.

Note: 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.

\* Proceeds from bonds and notes payable from the 2020-2024 MTA Capital Lockbox are recognized at the time of receipt. Capital Lockbox amounts applied directly to fund projects will be recognized annually, beginning in December 2025.

^ Proceeds from bonds and notes payable from the 2025-2029 MTA Capital Lockbox are recognized at the time of receipt. Capital Lockbox amounts applied directly to fund projects will be recognized annually, beginning in December 2025.

\*\*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 OCTOBER 2025**

### PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$ 124.2M.

# Staff Summary

Page 1 of 1

|                                                                      |                           |             |                 |             |              |
|----------------------------------------------------------------------|---------------------------|-------------|-----------------|-------------|--------------|
| <b>Subject</b> Request Authorization for Several Procurement Actions |                           |             |                 |             |              |
| <b>Contracts Department</b>                                          |                           |             |                 |             |              |
| Evan Eisland, Executive Vice President and General Counsel           |                           |             |                 |             |              |
| <b>Board Action</b>                                                  |                           |             |                 |             |              |
| <b>Order</b>                                                         | <b>To</b>                 | <b>Date</b> | <b>Approval</b> | <b>Info</b> | <b>Other</b> |
| 1                                                                    | Capital Program Committee | 10/27/25    | X               |             |              |
| 2                                                                    | Board                     | 10/29/25    | X               |             |              |

|                               |                                               |   |                                            |
|-------------------------------|-----------------------------------------------|---|--------------------------------------------|
| <b>Date:</b> October 22, 2025 |                                               |   |                                            |
| <b>Internal Approvals</b>     |                                               |   |                                            |
|                               | <b>Approval</b>                               |   | <b>Approval</b>                            |
| X                             | Deputy Chief Development Officer, Delivery    | X | President                                  |
| X                             | Deputy Chief Development Officer, Development | X | Executive Vice President & General Counsel |

## Purpose

To obtain the approval of the Board to award 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:

| <u>Schedules Requiring Two-Thirds Vote</u>                                          | <u># of Actions</u> | <u>\$</u> | <u>Amount</u> |
|-------------------------------------------------------------------------------------|---------------------|-----------|---------------|
| C. Competitive Requests For Proposals (Award of Purchase and Public Work Contracts) | 1                   | \$        | 101,500,000   |
| <b>SUBTOTAL</b>                                                                     | 1                   | \$        | 101,500,000   |

| <u>Schedules Requiring Majority Vote</u>               | <u># of Actions</u> | <u>\$</u> | <u>Amount</u> |
|--------------------------------------------------------|---------------------|-----------|---------------|
| I. Modifications to Purchase and Public Work Contracts | 3                   | \$        | 15,318,257    |
| <b>SUBTOTAL</b>                                        | 3                   | \$        | 15,318,257    |

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

| <u>Schedules Requiring Majority Vote</u>         | <u># of Actions</u> | <u>\$</u> | <u>Amount</u>      |
|--------------------------------------------------|---------------------|-----------|--------------------|
| K. Ratification of Completed Procurement Actions | 2                   | \$        | 7,412,768          |
| <b>SUBTOTAL</b>                                  | 2                   | \$        | 7,412,768          |
| <b>TOTAL</b>                                     | <b>6</b>            | <b>\$</b> | <b>124,231,025</b> |

## Budget Impact

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

**OCTOBER 2025**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**

(Staff Summaries required for all items greater than \$1M.)

- |           |                                                         |                      |                                      |
|-----------|---------------------------------------------------------|----------------------|--------------------------------------|
| <b>1.</b> | <b>Forte Construction Corp.<br/>Contract No. A46042</b> | <b>\$101,500,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---------------------------------------------------------|----------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services to rehabilitate three New York City Transit stations.

**Procurements Requiring Majority Vote:**

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

(Staff Summaries required for individual change orders greater than \$1M. Approval required for change orders greater than 10% of the original contract amount or duration.)

- |           |                                                  |                    |                                      |
|-----------|--------------------------------------------------|--------------------|--------------------------------------|
| <b>2.</b> | <b>RailWorks Transit LLC<br/>Contract M44146</b> | <b>\$6,700,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--------------------------------------------------|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification that will resolve Contractor claims of delay and for added work.

- |           |                                                                |                    |                                      |
|-----------|----------------------------------------------------------------|--------------------|--------------------------------------|
| <b>3.</b> | <b>Ducci Electrical Contractors, Inc.<br/>Contract MN96193</b> | <b>\$1,386,193</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|----------------------------------------------------------------|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification that will resolve Contractor claims of delay, resolve all open change orders and provide for Final Completion of the Contract.

- |           |                                                        |                    |                                      |
|-----------|--------------------------------------------------------|--------------------|--------------------------------------|
| <b>4.</b> | <b>Forte Construction Corp.<br/>Contract No. VS300</b> | <b>\$7,232,064</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|--------------------------------------------------------|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to upgrade the smoke extraction system at Grand Central Madison and remove the temporary partition doors between Grand Central Madison and Grand Central Terminal at the Dining Concourse and the Biltmore Room.

# Staff Summary

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

Page 1 of 2

|                                                                                                          |                                  |              |                                            |             |              |
|----------------------------------------------------------------------------------------------------------|----------------------------------|--------------|--------------------------------------------|-------------|--------------|
| <b>Item Number</b> 1                                                                                     |                                  |              |                                            |             |              |
| <b>Department, Department Head Name:</b><br>Delivery, William Montanile, Senior Vice President, Stations |                                  |              |                                            |             |              |
|                                                                                                          |                                  |              |                                            |             |              |
| <b>Board Reviews</b>                                                                                     |                                  |              |                                            |             |              |
| <b>Order</b>                                                                                             | <b>To</b>                        | <b>Date</b>  | <b>Approval</b>                            | <b>Info</b> | <b>Other</b> |
| 1                                                                                                        | <b>Capital Program Committee</b> | 10/27/25     | X                                          |             |              |
| 2                                                                                                        | <b>Board</b>                     | 10/29/25     | X                                          |             |              |
| <b>Internal Approvals</b>                                                                                |                                  |              |                                            |             |              |
| <b>Order</b>                                                                                             | <b>Approval</b>                  | <b>Order</b> | <b>Approval</b>                            |             |              |
| X                                                                                                        | Deputy Chief, Development        | X            | Executive Vice President & General Counsel |             |              |
| X                                                                                                        | Deputy Chief, Delivery           | X            | President                                  |             |              |
|                                                                                                          |                                  |              |                                            |             |              |
|                                                                                                          |                                  |              |                                            |             |              |

|                                                                                                                                                 |                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>SUMMARY INFORMATION</b>                                                                                                                      |                                                                     |
| <b>Vendor Name</b>                                                                                                                              | <b>Contract Number</b>                                              |
| Forte Construction Corp.                                                                                                                        | A46042                                                              |
| <b>Description</b>                                                                                                                              |                                                                     |
| Design-Build Services for Station Renewals – Package 1                                                                                          |                                                                     |
| <b>Total Amount</b>                                                                                                                             |                                                                     |
| 1. Design-Build Contract:                                                                                                                       | \$101,500,000                                                       |
| 2. Stipend Payments:                                                                                                                            | \$450,000                                                           |
| <b>Contract Term (including Options, if any)</b>                                                                                                |                                                                     |
| 780 Calendar Days                                                                                                                               |                                                                     |
| <b>Option(s) included in Total Amount?</b>                                                                                                      | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| <b>Renewal?</b>                                                                                                                                 | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| <b>Procurement Type</b>                                                                                                                         |                                                                     |
| <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive                                                         |                                                                     |
| <b>Solicitation Type</b>                                                                                                                        |                                                                     |
| <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:                                            |                                                                     |
| <b>Funding Source</b>                                                                                                                           |                                                                     |
| <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |                                                                     |

### ACTION REQUESTED

MTA Construction & Development (“C&D”) requests Board approval to award to Forte Construction Corp. (“Forte”) a publicly advertised and competitively solicited contract (the “Contract”) for Design-Build services to rehabilitate three New York City Transit (“NYCT”) stations. The Contract is in the amount of \$101,500,000 and for a duration of 780 Calendar Days. In accordance with MTA policy regarding the use of Design-Build contracts, to enhance competition and defray proposal costs, the solicitation included a stipend of \$150,000 to be paid to each of the three unsuccessful proposers for a total of \$450,000.

### DISCUSSION

The Contract provides for repairs to structural steel and concrete, cleaning and or replacement of damaged wall tiles, leak mitigation, painting, ventilator repairs, electrical upgrades, restoration of architectural finishes, and repair of other deteriorated components at the 7th Avenue (F, G) station, the East 149th Street (6) station and the Jamaica - 179th Street (F) station. The Contract also includes track replacement work at the East 149th Street station and Jamaica - 179th Street station. This is one of a series of contracts that are being developed in order to maintain a state of good repair in stations throughout the system.

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, understanding of the work, prior Design-Build experience, past performance and diversity compliance). Based on these criteria, all four firms were selected to receive a Request for Proposals (“RFP”) in Step 2:

- Forte
- Citnalta Construction Corp (“Citnalta”)
- Gramercy PJS JV (“GPJS”)
- Judlau Contracting, Inc (“Judlau”)

In response to the RFP, all four firms submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, Contracts, and NYCT Department of Subways – Maintenance of Way, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, and other relevant matters. The selection committee next opened the price proposals which were as follows: Citnalta \$150,773,000, Forte \$98,700,000, GPJS \$166,750,000 and Judlau \$118,712,757.

After reviewing the price proposals, the selection committee invited Judlau to participate in negotiations and tentatively recommended that Forte be considered for negotiations, pending submission and evaluation of alternate Key Personnel as the personnel originally proposed were also assigned for Contract A37811: Design-Build Services for ADA Upgrades Package 7, for which Forte has been selected for award. Following the review of Forte's revised key personnel qualifications and experience, the selection committee invited Forte to participate in negotiations as well. Citnalta and GPJS were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Forte and Judlau included detailed discussions of the proposers' overall cost as well as proposed schedule and approach to design and construction. During the negotiations, Forte reported a subcontractor-related scope error that affected its initial pricing and Judlau indicated that an increase in price was warranted based on its reassessment of project scope and risk. Following negotiations, the proposers were given the opportunity to submit a Best and Final Offer ("BAFO"). The BAFO submitted by the proposers were as follows: Forte 101,500,000; and Judlau \$128,600,253.

The selection committee unanimously recommends Forte for the award of the Contract. In addition to providing the lowest competitive price, the selection committee determined that Forte's proposal provided the best value to the MTA, when considering the quality of its technical proposal. Forte 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. Forte's BAFO of \$101,500,000 is deemed to be fair and reasonable.

#### **DBE/MBE/WBE/SDVOB INFORMATION**

Pursuant to the United States Department of Transportation ("U.S. DOT") Interim Final Rule ("IFR") issued on October 3, 2025, implementing changes to its Disadvantaged Business Enterprise ("DBE") Program regulations, MTA is updating its DBE program. Specifically, in accordance with the IFR, Unified Certification Programs ("UCP") are required to be updated and each U.S. DOT federal financial recipient is required to re-certify all firms that apply for DBE status, re-assess the federal financial recipient's overall DBE goal based on the re-certified pool of DBEs, and, based on the re-assessment of its overall DBE goal, set any contract-specific goals. Until completion of these steps, the MTA will pause enforcement of the DBE participation provisions in the Contract and the DBE participation goal for the Contract is 0%

#### **IMPACT ON FUNDING**

Funding for the Contract and stipends for the three unsuccessful proposers are included in the NYCT portion of the MTA's 2020-24 Capital Program.

#### **ALTERNATIVES**

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

# Staff Summary

## Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 2

Item Number: **2**

|                                                                                                                                                                               |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Vendor Name (&amp; Location)</b><br>RailWorks Transit LLC, 83 Central Avenue (East Farmingdale NY)                                                                         |  |
| <b>Description</b><br>Mainline Track Replacement, 63 <sup>rd</sup> Street Line – IND, Jamaica and Myrtle Avenue Lines – BMT in the Boroughs of Manhattan, Queens and Brooklyn |  |
| <b>Contract Term (including Options, if any)</b><br>December 28, 2021 – September 14, 2024                                                                                    |  |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a                                   |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive                                                              |  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                                    |  |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:      |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Delivery, Mark Roche, Deputy Chief Development Officer                                                                |  |

| Contract Number                                                        | AWO/Modification #  |
|------------------------------------------------------------------------|---------------------|
| M44146                                                                 | 51                  |
| <b>Original Amount:</b>                                                |                     |
|                                                                        | \$ 92,739,500       |
| <b>Prior Modifications:</b>                                            |                     |
|                                                                        | \$ 15,001,718       |
| <b>Prior Budgetary Increases:</b>                                      |                     |
|                                                                        | \$ 6,100,000        |
| <b>Current Amount:</b>                                                 |                     |
|                                                                        | \$ 107,741,218      |
| <b>This Request:</b>                                                   |                     |
|                                                                        | \$ <b>6,700,000</b> |
| <b>% of This Request to Current Amount:</b>                            |                     |
|                                                                        | 6.2%                |
| <b>% of Modifications (including This Request) to Original Amount:</b> |                     |
|                                                                        | 23.4%               |

### Discussion:

This Contract provides for mainline track replacement on New York City Transit's 63<sup>rd</sup> Street (F, M) Line in Manhattan & Queens, Jamaica (J, Z) Line in Queens and Myrtle Avenue (M) Line in Brooklyn and includes associated drainage, traction power and signal infrastructure rehabilitation and/or replacement. The work on this Contract is complete. MTA Construction and Development ("C&D") requests Board approval of a modification to compensate RailWorks Transit LLC ("RailWorks") for MTA-caused delays and added work and the release by RailWorks of any and all remaining claims asserted or unasserted by RailWorks, except for one claim that remains in dispute.

This Contract included track replacement in the 63rd Street Tunnel between Queens and Manhattan and required diverting F and M train service that utilizes this tunnel. MTA planned these diversions on the assumption that, during the work in the 63rd Street Tunnel, the F and M trains would be routed via the Queens Boulevard Line West ("QBL West") through the 53rd Street Tunnel, and that QBL West would be operating on a newly installed Communications-Based Train Control ("CBTC") signal system, delivered under a separate MTA contract. With CBTC implemented, QBL West can support a higher frequency of trains through the 53rd Street tunnel than using the legacy signal system. However, the CBTC system on QBL West was not commissioned by the time this Contract's work began in the 63rd Street tunnel. As a result, NYCT had to revise its service plan to reflect the lower frequency of QBL West trains through the 53rd Street tunnel under the legacy signal system. This change in the service plan affected NYCT's ability to support the planned diversions and number of work trains specified in this Contract.

RailWorks claimed that as a result of the changes in diversions and work trains, it performed work out of planned sequence, over a longer period time, and with fewer work trains than provided for in the Contract. RailWorks asserted claims in the amount of \$14,844,189.56, for the added work, acceleration costs, and compensable delay. The claim for added work was in the amount of \$10,406,163.20, acceleration in the amount of \$384,373.19 and the Impact Costs in the amount of \$4,053,653.18.

C&D reviewed RailWorks' claims and determined that RailWorks reasonably incurred higher labor costs due to the changes in the diversions and unavailability of work trains specified in the Contract. These changes resulted in a greater number of shifts required to perform track demolition and track construction. C&D did not agree with RailWorks that all other planned activities were likewise affected because they were not as reliant on work trains. As to the time impacts, C&D performed a time impact analysis to assess the effects of the changes on the Contract Milestones, including an assessment of Compensable Delay for the extended durations caused solely by the MTA. Finally, C&D assessed the limited acceleration

claim presented by RailWorks and determined it to be meritorious because without this acceleration the track work would have taken longer.

As a result of C&D's analyses and negotiations with RailWorks, the parties agreed to settle RailWorks' claims for \$6,700,000 which is considered fair and reasonable. This modification provides for a release by RailWorks of all claims that it has had or may have had as of the date of execution of the modification and resolves all outstanding commercial issues in this Contract except for a claim associated with the repair of damaged track rebar.

# Staff Summary

## Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 1

Item Number: **3**

|                                                                                                                                                                          |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Vendor Name (&amp; Location)</b><br>Ducci Electrical Contractors, Inc. (Farmington, CT)                                                                               |  |
| <b>Description</b><br>Construction of the City Water Substation – Mt. Kisco, NY                                                                                          |  |
| <b>Contract Term (including Options, if any)</b><br>November 20, 2018 – April 30, 2025                                                                                   |  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a                              |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive                                                         |  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                               |  |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Delivery, Mark Roche, Deputy Chief Development Officer                                                           |  |

| Contract Number                                                        | AWO/Modification #  |
|------------------------------------------------------------------------|---------------------|
| MN96193                                                                | 81                  |
|                                                                        |                     |
| <b>Original Amount:</b>                                                | \$ 12,898,891.84    |
| <b>Prior Modifications:</b>                                            | \$ 964,005          |
| <b>Prior Budgetary Increases:</b>                                      | \$ 0                |
| <b>Current Amount:</b>                                                 | \$ 13,862,896.84    |
|                                                                        |                     |
| <b>This Request:</b>                                                   | <b>\$ 1,386,193</b> |
|                                                                        |                     |
| <b>% of This Request to Current Amount:</b>                            | 12.6%               |
|                                                                        |                     |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 20.9%               |

### Discussion:

This Contract provides for the construction of a substation between Chappaqua and Mount Kisco stations on Metro North Railroad's ("MNR") Harlem Line at the "City Water" site. MTA Construction and Development ("C&D") requests Board approval of a modification to resolve all remaining claims asserted by Ducci Electrical Contractors, Inc. ("Ducci") for compensable and excusable delays and to resolve all outstanding change orders, providing for Final Completion of the Contract. All Contract work has been satisfactorily completed by the Contractor.

From the outset of this Contract Ducci experienced delays associated with the impact of the high water table at the substation site, necessitating both redesign and added dewatering efforts. However, in negotiations concerning compensation for delay and added costs, Ducci insisted on including claims associated with other factors, principally a generator fire, which MTA believes were the responsibility of Ducci. In total, Ducci asserted damages with respect to these delay claims and other disputed change orders totaling \$6,506,185.69. Thereafter, Ducci filed suit in New York State Supreme Court – *Ducci Electrical Contractors, Inc. v. The Metro-North Commuter Railroad Company, et al*; Index No. 651220/2023 (NY County Sup. Ct.) seeking no less than \$3,891,913.00, exclusive of retainage, associated with the principal delay claim, with the potential of amending or filing a new suit for the remainder of the monies sought.

After lengthy negotiations, which included Ducci dropping its claim for the generator fire, it was agreed, subject to the approval of this Board, that MTA would pay Ducci \$1,150,000 in settlement of all outstanding claims for delay and disputed change orders; \$220,000 in settlement of a separate subcontractor claim related to the need to use cold weather concrete as a result of delays and \$16,193 for three outstanding change orders that had arisen late in the project and which are not in dispute, for a total of \$1,386,193. The agreement also provides for release of retainage earned by Ducci of \$357,727.15 which had been withheld pending resolution of these claims and provides for Ducci to receive a Certificate of Final Completion.

Given the delay for which MTA is responsible, the significant cost of defending this matter in court, and the possibility of litigation resulting in a much higher liability, the total sum of \$1,386,193, exclusive of retainage, is considered fair and reasonable.

# Staff Summary

## Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 1

Item Number: 4

|                                                                                                                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Vendor Name (&amp; Location)</b><br>Forte Construction Corp. (Islandia, NY)                                                                                                      |  |
| <b>Description</b><br>Grand Central Madison Miscellaneous Remaining Work                                                                                                            |  |
| <b>Contract Term (including Options, if any)</b><br>380 Days                                                                                                                        |  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a                                         |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive                                                                    |  |
| <b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                               |  |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Delivery, Mark Roche, Deputy Chief Development Officer                                                                      |  |

| Contract Number                                                 | AWO/Modification # |
|-----------------------------------------------------------------|--------------------|
| VS300                                                           | 12                 |
|                                                                 |                    |
| Original Amount:                                                | \$ 17,151,700      |
| Prior Modifications:                                            | \$ 14,492          |
| Prior Budgetary Increases:                                      | \$ 0               |
| Current Amount:                                                 | \$ 17,166,192      |
|                                                                 |                    |
| This Request:                                                   | \$ 7,232,064       |
|                                                                 |                    |
| % of This Request to Current Amount:                            | 39%                |
|                                                                 |                    |
| % of Modifications (including This Request) to Original Amount: | 38.5%              |

### Discussion:

Contract VS300 provides for the wrap-up of miscellaneous work within Grand Central Madison Station ("GCM") required to resolve the outstanding needs of the user groups including MTA Real Estate. MTA Construction and Development ("C&D") requests Board approval of a modification to the Contract to upgrade the smoke extraction system at the GCM Concourse and remove the temporary partition doors between GCM and Grand Central Terminal ("GCT") at the Dining Concourse and the Biltmore Room.

During final fire-life-safety testing of the multi-zone smoke extraction system for the GCM Concourse prior to its public opening, smoke migration was observed at the open access points with GCT. As an interim measure, to open the Concourse to the public, the smoke extraction system was modified to operate as a single-zone system and temporary partition doors were installed, separating GCM from GCT. While this configuration effectively controls smoke migration, the partitions are visually unappealing and restrict passenger flow between GCM and GCT. More significantly, the single-zone system does not satisfy code compliance requirements for the use of the retail space within GCM, requiring doors to remain always shut and not allowing for the storage of combustible materials or the use of cooking/heating appliances. C&D pursued an error and omission claim against the designer of GCM and the settlement of that claim accounted for this issue.

MTA has since commissioned a consultant to analyze the system and design a solution. This modification will implement that solution, which includes (i) targeted mechanical and electrical upgrades to the fans and dampers, (ii) revisions to the smoke extraction system instrumentation, programming, and controls to re-establish multi-zone operation and resolve the code compliance issues, and (iii) removal of the temporary partitions at the Dining Concourse and Biltmore interfaces and replacement with new architectural smoke-control measures that do not obstruct passenger flow.

Forte submitted a proposal of \$11,278,244.87. Negotiations yielded a final cost for the work of \$6,692,264. In addition, C&D performed a time impact analysis and determined that the work would delay the substantial completion of the Contract by 175 days. An agreement on Impact Costs was reached at \$3,085 per day, for a total of \$539,800, which brings the total cost of the Modification, including Impact Costs, to \$7,232,064, which is considered to be fair and reasonable. This modification will also extend the Substantial Completion date by 175 days, from January 7, 2026 to July 1, 2026.

**OCTOBER 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)

|             |                               |                    |                                      |
|-------------|-------------------------------|--------------------|--------------------------------------|
| <b>5-6.</b> | <b>Siemens Mobility, Inc.</b> | <b>\$7,412,768</b> | <b><u>Staff Summary Attached</u></b> |
|             | <b>Contract No. S48004-1</b>  |                    |                                      |

MTA Construction and Development requests ratification of two modifications, one to provide continued CBTC maintenance support for the wayside and carborne systems provided by Siemens through March 31, 2026 and the second to begin software and system design work on critical enhancements to the Automatic Train Supervision system for New York City Transit's B Division.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions

Page 1 of 2

Item Number: **5-6**

|                                                                                                                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Vendor Name (&amp; Location)</b><br>Siemens Industry, Inc. (New York, NY)                                                                                                        |  |
| <b>Description</b><br>CBTC Queens Boulevard Line (QBL) West, Phase 1                                                                                                                |  |
| <b>Contract Term (including Options, if any)</b><br>67 months                                                                                                                       |  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a                                         |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive                                                                    |  |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification                                          |  |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Delivery, Mark Roche, Deputy Chief Development Officer                                                                      |  |

| Contract Number                                                        | AWO/Modification #  |
|------------------------------------------------------------------------|---------------------|
| S-48004-1                                                              | 43 & 44             |
|                                                                        |                     |
| <b>Original Amount:</b>                                                | \$ 156,172,932      |
| <b>Prior Modifications:</b>                                            | \$ 43,482,845       |
| <b>Prior Budgetary Increases:</b>                                      | \$ 37,798,262       |
| <b>Current Amount:</b>                                                 | \$ 199,655,777      |
| Modification No. 43                                                    | \$ 4,162,768        |
| Modification No. 44                                                    | \$ 3,250,000        |
| <b>This Request:</b>                                                   | <b>\$ 7,412,768</b> |
| <b>% of This Request to Current Amount:</b>                            | 3.7%                |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 32.6%               |

### DISCUSSION:

Contract S-48004-1 (the "Contract") provides for Siemens Mobility, Inc. ("Siemens") to furnish and install trackside Communication-Based Train Control ("CBTC") equipment and compatible carborne CBTC equipment for the Queens Boulevard West Line. The Contract also requires Siemens to provide an Automatic Train Supervision system for New York City Transit's B-Division ("ATS-B"). MTA Construction and Development ("C&D") requests Board ratification of two modifications, one to provide continued CBTC maintenance support for the wayside and carborne systems provided by Siemens through March 31, 2026 and the second to begin software and system design work on critical ATS-B enhancements.

#### CBTC Maintenance

Substantial Completion of this Contract was declared on March 31, 2025. However, New York City Transit ("NYCT") will require support to maintain the new CBTC system until April 2026, at which time NYCT will either perform the maintenance work with in-house forces or have entered into a long-term maintenance agreement. Adding maintenance support by Siemens to this Contract is the most cost-effective and efficient approach to ensure safe and reliable CBTC operation of the Siemens-supplied equipment. On May 22, 2025, the President of MTA C&D authorized Siemens to commence this work to ensure continued support for the system for rail operations.

Siemens submitted a proposal of \$8,579,106.96 for one year of maintenance support. Negotiations resulted in a total cost of \$4,162,768, which has been determined to be fair and reasonable.

#### ATS-B Enhancements

As noted above, this Contract requires Siemens to develop the ATS-B system, which delivers train control and supervision capabilities to support CBTC operations across NYCT's B-Division. MTA is in the process of procuring a successor contract that will significantly enhance the capabilities of the ATS-B system implemented under this contract, providing for: (1) direct communication between ATS-B and on-board CBTC equipment, removing the need for intermediary wayside equipment; (2) a web-based "Thin Client" interface for ATS-B, accessible via secure wireless devices, eliminating the need to install dedicated ATS-B workstations at stations and communications rooms; (3) a local ATS-B program to replace local control panels in train control rooms, enabling standardized local back-up control across the B-Division; (4) an ATS-B "jump server" that allows future CBTC contractors to test their systems on a replica of the ATS-B without affecting live operations; and (5) a virtual ATS-B application for use at MTA's new virtual test facility.

CBTC on the ongoing Crosstown Line project is being implemented to take advantage of the enhanced capabilities of the ATS-B to be provided by the successor contract. As a first step to implementing those enhancements, Siemens must design changes to the hardware and software of the current ATS-B, including revisions to system design documentation, system architecture documentation, and software specifications. Those design changes are being added to the Contract through this modification in order to expedite full implementation of the ATS-B enhancements to facilitate integration and testing of the Crosstown Line CBTC system with the enhanced ATS-B system. To minimize schedule impacts on the Crosstown project and accelerate delivery of these enhancements, the President of C&D authorized Siemens on June 4, 2025, to begin work on this modification.

Siemens submitted a proposal for \$3,740,248.17. Negotiations resulted in an agreed-upon cost of \$3,250,000, which has been determined to be fair and reasonable.