



Metropolitan Transportation Authority

Capital Program Committee Meeting

November 2025

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

Wednesday, 11/19/2025

1:15 - 2:15 PM ET

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Gannett Fleming Engineers and Architects, PC	\$1,599,678	Award of a modification to provide for structural testing and analysis of four support buildings and construction support services for façade work. This modification will also extend the Contract term by 26 months, to May 30, 2027, to support the additional façade work.
Contracts	Judlau Contracting, Inc.	\$12,350,000	Award of a unilateral modification to compensate the contractor for the direct costs of resequencing the work and ten months of impact costs, through October 20, 2026. This modification will also provide for an extension of the Substantial Completion date to October 20, 2026.
Contracts	Approved General Contractors Inc.	\$449,536	Ratification of a modification addressing unforeseen site conditions.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
October 27, 2025
New York, New York
01:00 PM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. Randolph Glucksman
Hon. Christopher Leathers
Hon. Blanca López
Hon. Haeda Mihaltses
Hon. Ed Valente
Hon. Neal Zuckerman

CPC Members not present:

Hon. Daniel Garodnick, Vice Chair
Hon. Norman Brown
Hon. Marc Herbst
Hon. David Jones
Hon. David Mack

MTA staff present:

Evan Eisland
Kana Ervin
Bill Montanile
Justin Vonashek
Jamie Torres-Springer

IEC Present:

Sirish Peyyeti

* * *

Chairman Lieber called the September 29, 2025, Capital Program Committee Meeting to order at 01:05 PM.

Public Comments Period

There were six public speakers during the hybrid public comment period: Kara Gurl, Christopher Greif, Jason Anthony, *David Paul Gerber, *Jesse Figueroa, and *Aleta Dupree.

*Provided comment virtually.

CPC Work Plan

There were no changes to the work plan.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on September 29, 2025.

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

President's Report

MTA Construction & Development ("C&D") President Jamie Torres-Springer presented an update on major C&D initiatives, beginning with recent progress at 33rd Street Station on the 7 line, where C&D is constructing new direct-to-platform elevators as part of the MTA's ongoing ADA accessibility program. Mr. Torres-Springer acknowledged widespread concern about delays at the 149th Street-Grand Concourse Station, expressing that C&D shares the board's disappointment with the contractor's performance. He emphasized that the agency is taking aggressive measures to complete the project by the end of the year while underscoring that, viewed in context, the overall ADA program has accelerated significantly, with reduced project delivery cycles and lower costs compared to previous years.

Mr. Torres-Springer then reported that the Board will consider an amendment to the 2020-2024 Capital Plan later in the week. He explained that such amendments are part of best financial practices, allowing the agency to update project budgets and reallocate funds as savings are realized. The amendment reflects \$600 million in savings generated through efficient project management across 239 projects, which is now being reinvested in new and expanded work. Notable savings came from the Congestion Pricing implementation, which finished \$75 million under budget, and from the OMNY fare payment system, which also came in under budget due to improved management and favorable vendor settlements.

These savings will allow C&D to fund additional ADA accessibility projects, bringing the total to 69 stations that will be made ADA-accessible under the 2020-2024 plan. The amendment also supports the platform barrier installation program, which has already equipped 96 stations with barriers and is projected to reach 118 stations by year's end. Additional capital investments will be directed toward resiliency measures at Westchester Yard, a new substation on Long Island, and security fencing at the Throgs Neck Bridge.

Turning to other major infrastructure efforts, Mr. Torres-Springer highlighted the Park Avenue Viaduct Replacement Project, which recently completed Phase 1, spanning East 115th to East 123rd Streets, without disrupting train service. Phase 1 finished 21 months ahead of schedule, and the full project remains 51 months ahead and \$93 million under budget. Mr. Torres-Springer credited the design-build delivery method, board support for early authorization of Phase 2, and strong contractor performance by Halmar International.

He also celebrated the opening of JPMorgan Chase's new headquarters at 270 Park Avenue, calling it a model public-private partnership. The MTA's decision to permit construction through the Grand Central Madison concourse yielded mutual benefits, improving the concourse environment while allowing the agency to complete Phase 1 of the Grand Central Train Shed Replacement on time and under budget. That success is enabling reinvestment in future train shed phases funded in the 2025-2029 Capital Plan, with additional partnerships expected to be announced soon.

Mr. Torres-Springer provided an update on the Interborough Express, noting that environmental review is now underway, running concurrently with the design contract awarded in August. The first public meeting of the environmental review will take place at Brooklyn College, following extensive outreach efforts conducted along the corridor.

Stations Update

Bill Montanile, Senior Vice President, Stations, began his update by explaining the unit's mission to enhance the customer experience through improvements in accessibility, station renewal, and elevator and escalator modernization in 493 stations across all five boroughs. The business unit currently oversees a budget of approximately \$16.5 billion across multiple capital programs, with 13 contracts in design, seven in procurement, and 18 in construction. Of this, roughly \$10 billion is devoted to expanding station accessibility, with the remainder dedicated to maintaining a state of good repair.

Mr. Montanile noted that within the current Capital Program, approximately \$6 billion is budgeted for accessibility projects, with an additional \$1.1 billion in work referred to the Infrastructure Business Unit under the new line bundling strategy. Since the previous board update, over \$600 million in new construction contracts have been awarded, and 10 projects valued at \$1.6 billion have been completed, 40 percent on time and 70 percent on budget. The ADA projects at Hunter College and Grand Central Station were both completed on time and on budget. The unit expects to complete one additional project before the end of the year.

Mr. Montanile detailed ongoing and upcoming accessibility projects, including the next two bundled ADA packages. ADA Package 9 will make Briarwood on the E and F lines, Parsons Boulevard on the F line, and Gates Avenue on the J and Z lines accessible. The ADA project at 42nd Street-Bryant Park will provide accessibility at both Bryant Park for the B, D, F, and M and Fifth Avenue on the 7 line. In total, over two thirds of the 60 stations slated for ADA upgrades in the current program have been identified, with early planning now underway for additional bundles. Since the last report, 10 stations have been made fully accessible, with 35 stations currently under construction, seven more expected to open by year's end, and 20 additional stations scheduled for completion next year.

Turning to state of good repair work, Mr. Montanile emphasized the progress made in elevator and escalator modernization. At the start of the prior capital program, the MTA faced a significant backlog of outdated vertical circulation equipment. Through bundled procurement and efficient project execution, that backlog has been eliminated. The current focus is on maintaining a normal replacement cycle, representing a 40 percent reduction in elevators and 50 percent reduction in escalators needing replacement.

Since the last update, 29 elevators at 16 stations and 25 escalators at 12 stations have been replaced. Two major elevator replacement contracts are currently underway, covering 56 elevators at 27 stations, with 22 elevators already completed across 13 stations. Both contracts are on time and on budget. Process improvements, including earlier demolition, accelerated equipment delivery, and faster commissioning, have reduced the average replacement time by two months. The inclusion of Otis as a new contractor under ADA Package 3 has strengthened long-term market competitiveness despite early adjustment challenges.

Mr. Montanile then highlighted the 61st Street-Woodside renewal project as an example of complex state of good repair work. During reconstruction, crews discovered extensive steel deterioration beneath the elevated structure, necessitating \$30 million in additional replacement work and an extended schedule. Innovative engineering solutions - such as a 520-ton temporary support system allowing work to proceed without disrupting traffic and a movable

trolley for installing replacement beams from above the tracks - enabled progress while minimizing service impacts and permitting delays.

In closing, Mr. Montanile celebrated a major milestone: completion of the 100th key station for accessibility, 68th Street-Hunter College, made fully ADA-accessible in December 2024 on time and on budget.

IEC Stations Report

Next, Sirish Peyyeti, Program Director of the IEC, presented the IEC's review of the Stations Business Unit. The IEC review covered 11 active station projects in construction, across 71 stations, representing a combined value of more than \$4.1 billion.

Mr. Peyyeti reported that since the last review, ADA Package 2 and 68th Street-Hunter College had both achieved full accessibility and were completed within budget. However, four of the 11 monitored projects are currently behind schedule. He cited ADA Package 4 and Borough Hall as examples, both facing delays primarily due to third-party coordination issues. While Con Edison field support issues on ADA Package 4 have been resolved, coordination with the New York City Department of Transportation on approvals and street reconstruction permits continues to pose a schedule risk for Borough Hall. Nonetheless, the elevators at that station are anticipated to reach beneficial use before the end of the year.

Additional schedule pressures were noted on the Flushing Line station renewals project, where expanded steel repair scope has extended work duration. The IEC anticipates that unless additional track outage allowances or partial station closures are approved, these delays could affect ADA Package 5. Mr. Peyyeti emphasized that maintaining progress will depend on effective deployment of in-house resources and close interagency coordination as new project awards move forward.

The IEC's cost analysis found that, apart from the two projects with added scope, all monitored projects remain within budget. However, the limited availability of qualified contractors and specialty subcontractors remains a program-wide challenge in the competitive New York City construction market. This shortage poses risks to the MTA's ability to meet the timelines of the 2025-2029 Capital Plan. The IEC therefore encourages C&D to continue expanding its contractor outreach efforts, particularly among elevator and escalator specialists, to ensure sufficient market capacity to support program delivery.

Mr. Peyyeti commended C&D's early onboarding of project management consultants, describing it as a best practice that has strengthened recent projects. He also noted progress in developing a centralized database of program-wide lessons learned and advised that C&D implement a tracking mechanism to monitor not only the application of these lessons to new projects but also their effectiveness in practice.

Mr. Peyyeti concluded by recognizing C&D's proactive steps to address challenges, through innovative pilot programs, expanded hiring, and streamlined internal processes. The IEC finds these initiatives are contributing meaningfully to C&D's advancement toward its accessibility and state-of-good-repair objectives across the 65 stations included in the current Capital Program.

Penn Station Access Update

Next, MTA C&D President Jamie Torres-Springer provided update on the Penn Station Access

Project, joined by outside professionals to present findings and recommendations. He began by commending Project Executive Jolyon Handler, his deputy Brad Knote, and the broader C&D team for their efforts to move the project forward since Handler assumed leadership in 2023.

Mr. Torres-Springer acknowledged that the project has faced significant challenges from the outset, primarily because all work takes place on Amtrak-owned territory, requiring Amtrak's cooperation and oversight. Reiterating the purpose of the project, Mr. Torres-Springer noted that since the 1930s, intercity trains have passed through East Bronx neighborhoods such as Co-op City, Morris Park, Parkchester, and Hunts Point without stopping, leaving these communities underserved. The Penn Station Access Project aims to change that by adding four new Metro-North stations in the East Bronx, projected to serve approximately 30,000 daily riders, a ridership comparable to Amtrak's entire Northeast Corridor. While New Haven Line riders will gain access to Penn Station, two-thirds of the new ridership is expected to come from the Bronx and New Rochelle, underscoring the project's equity benefits.

Mr. Torres-Springer explained that the MTA's agreement with Amtrak requires rebuilding Amtrak's Hell Gate Line - including track, signals, power, communication systems, bridges, and drainage - to modernize a deteriorated corridor that also impedes Amtrak's own intercity service. Much of the project budget supports this reconstruction. He compared the scope to the Long Island Rail Road Third Track Project, which involved a similar scale of work and complexity, including multiple bridge replacements and electrical upgrades, but was delivered on time and \$100 million under budget. Notably, the same contractor and design-build model were used on both projects. However, the key difference has been the operating environment: the Third Track Project occurred on MTA territory, while Penn Station Access depends on Amtrak's cooperation.

Mr. Torres-Springer outlined the series of challenges that have plagued progress. Chief among them was Amtrak's failure to provide scheduled outages, which are essential for construction work to occur safely. Of the 48 outages committed to on paper, only seven were granted in the project's first two years. Even when outages were provided, Amtrak support staff frequently failed to appear, halting work altogether. From March 2023 to August 2025, Amtrak foremen were absent on 98 workdays, and electrical traction linemen were unavailable for 77 days, rendering the MTA's contractor unable to work despite being mobilized on-site.

Although Amtrak has since improved workforce availability through new hiring, Mr. Torres-Springer said the impact has been minimal due to persistent bureaucratic and procedural delays, including slow approvals of work plans and design reviews. As a result, the project's completion timeline has slipped by roughly three years, with the current projection for early 2030, a date that still assumes a level of Amtrak cooperation not yet achieved. Initial internal estimates, based on current productivity, had placed completion in the late 2030s, underscoring the severity of the delay.

To provide independent validation, the MTA commissioned an independent schedule review from Ankura Consulting, a firm with experience evaluating regional megaprojects. Melissa Morea Evola, Senior Managing Director at Ankura Consulting, presented the firm's findings and recommendations to the board. Ms. Evola emphasized that her review focused solely on Amtrak-imposed impacts rather than all project challenges.

Ms. Evola identified three primary categories of delay caused by Amtrak: the lack of scheduled track outages available for construction, the unavailability of Amtrak force account personnel, who are required to supervise and perform work on Amtrak territory, and changes in Amtrak's work rules, which have constrained the project's ability to carry out planned activities efficiently.

According to the baseline project schedule, construction was intended to begin in January 2022 and conclude in March 2027, a five-year window contingent on Amtrak granting approximately

51 weekend outages of 55 hours each. These outages were essential to reaching a key milestone known as the Leggett Interlocking completion, which would have opened multiple new work fronts to the east and allowed construction to accelerate. Of the 48 planned outages for 2022 and 2023, however, Amtrak granted only two in 2022 and five in 2023. This shortfall, Ms. Evola explained, significantly impacted the ability for the project to proceed.

Beyond the missed outages, Amtrak frequently canceled or shortened additional work shifts due to the absence of required force account staff. From 2022 through 2024, Amtrak often failed to provide essential personnel such as track foremen and electrical traction linemen, which made it impossible for MTA contractors to safely access or de-energize the track. Ms. Evola confirmed that these workforce shortages were recurring and materially slowed progress across multiple project elements.

The cumulative result was a 17-month delay to the Leggett Interlocking milestone, which was originally scheduled for January 2024 but was not achieved until June 2025. Ms. Evola attributed this delay directly to the lack of outages, cancellations, shortened work periods, and insufficient Amtrak staffing. In addition, Amtrak performed uncoordinated work out of sequence and imposed work stoppages that further disrupted the planned construction timeline.

Ms. Evola presented data showing that project productivity has fallen well below expectations. The contractor had planned to complete approximately 92 activities per month. By late summer 2025, the actual average had dropped to 53 activities per month. This decline in output has forced significant portions of the work to be pushed to 2029, representing a cascading delay throughout the entire construction schedule. As one example, Ms. Evola noted that track work west of Leggett, initially planned to occur concurrently with the interlocking work in 2023-2024, has now been deferred and spread out over five years, from 2024 through 2029.

Ms. Evola also highlighted a new operational constraint imposed by Amtrak that has further reduced efficiency. Under revised work rules, Amtrak now requires an average of 17 force account staff to perform tasks that previously required only nine. This effectively halves the amount of work that can be performed with the same resources.

Ms. Evola reported that Amtrak-related factors have caused an actual delay of 17 months to date. When combined with the knock-on effects to parallel and follow-on work, the total impact is projected to extend overall project completion by 36 months, approximately three years beyond the original March 2027 deadline, even assuming Amtrak provides the level of support required under the revised schedule.

Continuing the report, Mr. Torres-Springer acknowledged the extensive measures the MTA has already undertaken over several years in an effort to resolve issues stemming from Amtrak's lack of cooperation and operational constraints. Mr. Torres-Springer noted that the MTA has attempted to facilitate collaboration and progress on the project. These efforts have included documenting and clarifying Amtrak's own work rules, establishing a regional coordination system for outages and staffing, and hosting partnering workshops to align both agencies on design and delivery approaches. The MTA has also taken steps to reduce its own project scope to simplify delivery and minimize conflict. As an example, he cited the switch to battery-powered locomotives, a decision approved by the Board, which eliminated the need to construct new third rail and two substations. This major design modification reduced complexity and potential points of friction with Amtrak.

Mr. Torres-Springer explained that the MTA has made multiple proposals to Amtrak to similarly defer or eliminate non-essential work within their scope, however, the only concession Amtrak has agreed to is removing the requirement to paint a single bridge. While he expressed appreciation for the individual Amtrak staff members who have made efforts to cooperate, he

emphasized that progress, while made, has simply not been enough.

He illustrated this point with an example: at one stage, Amtrak offered to compensate for missed weekend outages by providing a long-term single-track outage in place of short-term weekend ones. However, due to Amtrak's inability to provide sufficient staffing, the extended outage period failed to yield significant results.

Mr. Torres-Springer also addressed contractor performance, acknowledging that while the contractor has faced challenges, particularly in electrical work involving the overhead catenary system, its overall performance has been strong compared to the systemic constraints imposed by Amtrak. He cautioned against drawing false equivalencies, emphasizing that the contractor's shortcomings are minor in scope relative to Amtrak's ongoing delays and operational barriers.

Looking ahead, Mr. Torres-Springer stated that the MTA will need to pursue formal action to enforce Amtrak's obligations under the existing agreement. To that end, the MTA has retained Troutman Pepper LLP, a law firm specializing in construction law, to conduct a legal assessment of the MTA's position and potential recourse options. Mr. Torres-Springer invited Aaron Abraham, a partner at Troutman Pepper, to brief the Board on the firm's preliminary findings and recommendations.

Mr. Abraham explained that his firm had been engaged by the MTA to coordinate with Ankura on an analysis of project delays and to conduct a legal review of the agreements between the MTA, Amtrak, and the design-build contractor, HRJV. Mr. Abraham reported that upon review, the relevant facts of the case are largely undisputed and well-documented in the agreements. The contract between the MTA and Amtrak clearly established guaranteed track outages - at least 30 per year, along with regular weekend and evening outages - as well as guaranteed force account resources and defined design-build obligations intended to ensure progress under Amtrak's operational constraints.

He noted that prior to execution, Amtrak had actively participated in negotiations alongside the MTA and HRJV, providing specific commitments regarding track outages, force account availability, and work rules. These guarantees formed the foundation upon which the project schedule was developed and ultimately approved by Amtrak. However, once the contracts were executed, Amtrak failed to uphold these key obligations. Mr. Abraham described this failure as a series of material breaches that frustrated the entire purpose of the agreement, emphasizing that Amtrak was the only party with full knowledge and control over the resources and access necessary to perform the work. He concluded that these breaches were egregious and that the MTA is now reviewing its available remedies under the contract. Mr. Abraham noted that there is a formal process required to pursue these remedies, and further discussion of that process would follow.

Mr. Torres-Springer continued by outlining next steps and priorities for coordination with Amtrak. He emphasized that while the MTA continues to investigate contractual disputes and determine responsibility for delays, the immediate priority is ensuring timely delivery of service. Mr. Torres-Springer stated that full cooperation from Amtrak is essential to meet the 2030 project completion target, as current conditions put that goal at risk. He called for operational compromises, including allowing larger double-block outages, adopting more efficient work practices, and implementing work rules that enable steady progress. Additionally, he noted that since Amtrak crews are more experienced with installing catenary power and signal lines, the MTA supports Amtrak taking over that scope of work entirely to accelerate progress.

Mr. Torres-Springer emphasized that the top priority remains providing new Metro-North service to the East Bronx by 2027. To that end, the MTA has developed a plan to begin limited service

to the Bronx even as construction continues beyond that date. The Parkchester-Van Nest Station is expected to be completed by 2027, with temporary stations planned at Co-op City and Morris Park to enable early operations. He concluded by introducing Mr. Justin Vonashek to discuss the proposed service plan in greater detail.

Justin Vonashek, President, Metro-North Railroad, explained that beginning in 2027, Metro-North will introduce new shuttle service providing East Bronx residents with three new stations at Co-op City, Morris Park, and Parkchester-Van Nest. This service will address longstanding transit inequities in the East Bronx, where many neighborhoods lack direct and reliable subway access, leading to long and unpredictable commutes.

The temporary shuttle service will operate 31 passenger trains per day. The service is projected to accommodate approximately 11,000 daily riders. Mr. Vonashek noted that this service will operate on a two-track segment of the Hell Gate Line, currently used by Amtrak for up to four trains per hour.

IEC Penn Access Report

Sirish Peyyeti, Program Director of the IEC, presented the Penn Station Access report. He stated that the project management team continues to collaborate with the design-builder to develop mitigation strategies addressing the impacts of Amtrak-related delays, including the denial of track outages, insufficient support personnel, and the need for additional clearance work to accommodate CSX freight operations during construction. Over the past year, the MTA has made significant efforts to prompt Amtrak to formalize contractor work rules, improve regional coordination for track outages and resource allocation, and participate in design workshops involving all key stakeholders.

Mr. Peyyeti reported that the proposed schedule now forecasts substantial completion of the Penn Station Access project in March 2030, three years later than originally planned. However, he emphasized that this revised schedule remains heavily dependent on Amtrak's cooperation in providing the necessary track outages, force account support, and timely review and approval of project submittals. He noted that the successful placement of Leggett Interlocking into service in July 2025 was a significant project milestone, enabling extended single-track outages to advance construction. Nonetheless, this milestone was achieved approximately eight months later than previously anticipated due to delays stemming from Amtrak's overhead catenary system repairs and related power feed issues, which also extended testing and commissioning activities.

Mr. Peyyeti cautioned that further schedule slippage is possible without the full commitment of both the design-builder and Amtrak. Drawing from lessons learned during the Leggett Interlocking cutover, the IEC recommended that the MTA ensure sufficient detail and time are built into the schedule for testing and commissioning each remaining interlocking. This, he explained, would mitigate the risk of additional critical path delays.

Regarding the project's financials, Mr. Peyyeti stated that the current Penn Station Access budget stands at \$2.867 billion. The budget is under review to evaluate the potential impacts of the revised schedule. The IEC will provide an updated budget and schedule analysis once the schedule is finalized and all outstanding claims are resolved.

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. Award of a publicly advertised and competitively solicited contract with Forte Construction Corp. (Contract A46042) for Design-Build services to rehabilitate three New York City Transit stations;
2. Award of a modification to a contract with RailWorks Transit LLC (Contract M44146) that will resolve Contractor claims of delay and for added work;
3. Award of a modification to a contract with Ducci Electrical Contractors, Inc. (Contract MN96193) that will resolve Contractor claims of delay, resolve all open change orders and provide for Final Completion of the Contract;
4. Award of a modification to a contract with Forte Construction Corp. (Contract VS300) 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; and,
- 5-6. Ratification of two modifications to a contract with Siemens Mobility, Inc. (Contract S48004-1), one to provide continued Communications Based Train Control 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.

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 October 27, 2025, Capital Program Committee Meeting at 02:53 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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

November 2026

President's Update
Railroads

MTA Capital Program Committee Update
Railroads Business Unit: LIRR & Metro-North Projects
November 2025

C&D's Railroads Business Unit last reported to the Capital Program Committee in November 2024. Since then, progress has been made on a number of key initiatives across both Long Island Rail Road (LIRR) and Metro-North Railroad (MNR.) This includes completing bridge replacement on Phase 1 of the Park Avenue Viaduct, completing ADA-accessibility at the St. Albans station and elevator replacements at two others, and progress on the Grand Central Train Shed and Jamaica Capacity Improvements.

Program Status:

Metro-North Railroad:

Overall C&D is managing \$2.2B in active capially funded projects for Metro-North Railroad. This includes an overall total of 53 active construction and design projects, including Railroad in-house projects (\$290M) and third party-contracted (\$2.0B).

Year-to-date, C&D has achieved substantial completion on five construction projects and two in-house projects, in addition to completing one design project, resulting in an overall total of \$175 million (third party and in-house projects). These projects included: City Water substation, Fulton/South bridges replacement, upgrades to two auto fuel facilities, 86th /110th substations and Upper Harlem/Hudson Priority Repairs.

Design services for the replacements of 5 Metro-North Harlem Line Stations, located at Crestwood, Scarsdale, Hartsdale, Pleasantville and Chappaqua, the design of repairs to the slope located in Yonkers, and the design of Poughkeepsie Station rehabilitation are ongoing.

With the approval of the 2025–2029 Capital Program, C&D is advancing procurement for the next slate of projects such as: Rehabilitation of MNR stations and accessibility improvements, including Mt. Vernon West, Golden's Bridge, Purdy's, Croton Falls, Brewster and Wakefield, the Hudson Line Blueprint aimed to address the line's resiliency, Track 1 electrification and associated bridge replacements and the replacement of several Substations located on the Harlem Line.

Long Island Rail Road:

C&D is currently managing approximately \$3.6 billion in active capially funded projects for Long Island Rail Road. This includes \$1.8 billion in active construction and construction closeout, and \$321 million in projects advancing through design and procurement.

In 2025, several key LIRR capital projects totaling \$119 million were successfully completed, including the Webster Avenue Bridge Replacement, the Hall & Babylon Signal Power Motor Generator Replacement, the Auburndale Station Elevator Replacement, and the St. Albans Station New Elevator Installation.

Construction activities are currently progressing on the New East Yaphank Station, the ADA Package 2 improvements at Hollis and Forest Hills Stations, Hall Expansion and several Small Business Development Program (SBDP) projects totaling approximately \$40 million. Design-Builder procurements will continue for ADA Package 3 at Floral Park and Bellerose Stations, the East End Bridge Replacement project and

the West Side Yard Flood Wall. ADA Package 1, which includes accessibility improvements across nine stations, remains on schedule to achieve Substantial Completion by the end of 2025.

With the approval of the 2025–2029 Capital Program, C&D is advancing procurement for the next slate of LIRR stations and accessibility improvements, including the Port Washington Station Renewal design, the Stations Component Replacement Program, and the Elevator and Escalator Replacement Program at multiple locations.

This document summarizes progress on the following 5 projects:

Park Avenue Viaduct Replacement Phase 1

The Park Avenue Viaduct (PAV) replacement project will replace the over 130- year-old railroad viaduct from E115th Street to E123rd Street (Phase 1) and E127th Street to E132 street (Phase 2), along Park Avenue in Harlem. The project encompasses the entire replacement of the existing viaduct including foundations, structure, tracks, power, communications and signals. As reported at previous CPC meetings, the viaduct has reached the end of its useful life.

This section of the viaduct is an elevated steel structure that carries four third-rail powered tracks over Park Avenue. All trains from the Hudson, Harlem and New Haven Lines use the viaduct to reach Grand Central Terminal. Approximately 750 trains per day traverse the viaduct, making it one of the most critical MNR assets.

While the viaduct is critical for MNR transportation, the space under the viaduct serves as a well-utilized space for community and public use, such as various tenant purposes, including community events and parking. Agreements were reached with the City of New York for the temporary relocation of tenants under the viaduct during construction.

The PAV replacement project is providing multiple improvements to the community, including improving the lighting under the PAV to increase safety in the neighborhood; significantly improving the aesthetics of the community by replacing the existing painted brown structure with a welcoming new, light gray, galvanized steel structure, which will brighten the neighborhood; an arts and design component. The project maintains service to the Harlem 125th Street station, the 3rd busiest station for MNR.

PROJECT STATUS	Original	Forecast
Substantial Completion (Phase 1)	April 2026	April 2026
Substantial Completion (Phase 2)	Sept. 2027	Sep. 2027
Budget	\$833.6M*	\$833.6M*
The project is approximately 80% complete		
*Budget includes Phase 2		
Design-Build Contractor: Halmar International		

Since the last report, the project completed the replacement of Phase 1 Structure in its entirety. The project replaced a total of 162 bridge units in 22 outages within both Phases 1 and 2. 6 of these outages included both phases simultaneously.

Only 34 bridges units remain (17 spans) remain for next year and will be completed in 2026. In 2027 the project will perform track-level system restoration including rail, signal power and communication cables.

**GCT Train
Shed Sector
1**

The Train Shed Sector 1 rehabilitation project replaced the street and sidewalk area and supporting superstructure around the 270 Park Avenue city block (approx. 64,000 sf). JP Morgan Chase (JPMC), the owner of 270 Park Avenue, is acting as an agent for MTA to perform the construction of the train shed roof, which is closely tied with the construction of JPMC’s new headquarters, which is now open. Tishman Speyer is performing project management along with Tishman Construction Corporation as the construction manager.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2026	December 2026
Budget	\$293.5M	\$276.0M
This Project is approximately 93% complete		
Contractor: John Civetta and Sons.		

The construction was awarded to John Civetta and Sons and commenced on January 31, 2022. All roof replacement work on Sector 1 is complete, with the exception of a small area located on 48th Street that contains the hoist for the construction of the building. This work will be completed in Q4 of 2026. Remaining work below the street includes painting of columns and girders. Installation of a new DEP water main at 47th Street is nearing completion. The project is under budget and on schedule. It reflects a very successful partnership between JPMC, MTA and the New York City Department of Transportation.

**ADA Stations
Improvements
– Package 1**

Nine stations are included in the ADA Stations Package 1 Design-Build bundled project: Amityville, Copiague, Lindenhurst, Massapequa Park, St. Albans, Laurelton, Locust Manor, Valley Stream (escalator replacement & elevator replacement) and Auburndale (elevator replacement).

Work includes the installation of new elevators/escalators, ADA station building amenities, including code compliant egress and accessible restrooms, ADA path of travel amenities such as walkways, lighting and accessories, information, and directional signage in accordance with the MTA Sign Manual & ADA requirements.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2025	December 2025
Budget	\$169.7 M	\$171.1 M

The project is approximately 90% complete

Design-Build Contractor: Citnalta/Scalamandre Joint Venture

Improvements at seven station (Amityville, Copiague, Lindenhurst, Massapequa Park, St. Albans, Auburndale and Valley Stream) are already opened to the public and are in service. Five of the seven completed stations are providing new ADA access for the first time, a major LIRR milestone.

By December, work at the final two stations of the package, Laurelton and Locust Manor, will be complete. Upon completion of this ADA Stations Package 1, the LIRR will have 119 stations ADA accessible out of 127 LIRR stations.

Current status of the project:

- Laurelton is progressing the installation of elevator components, wiring and door frames. Con Ed is expected to energize permanent power in November. LIRR Force Account continues progressing its work. We anticipate the elevator to be opened to the public the week of 12/15/25.
- Locust Manor Station is continuing installation of the elevator cab and components. Con Ed is expected to energize permanent power in November. We anticipate the elevator to be opened to the public the week of 12/15/25.

ADA Station Improvements – Package 2

Three stations are included in the ADA Stations Package 2. The Design-Build bundled scope includes complete rehabilitation of Babylon, Hollis and Forest Hills Stations, which are all currently under construction. Babylon work generally includes replacement of the existing two center-island 12-car platforms with Automatic Snow and Ice Melt Systems (ASIMS), canopies, two new elevators, replacement of two existing elevators/escalators, plaza upgrades, lighting, communications, Audio Visual Paging System (AVPS), accessories, information and directional signage.

Hollis's scope includes full platform replacements with an extension of the platforms from 4 to 8-cars with ASIMs, new platform canopies, one new elevator on the south side, new ADA ramp on north side, rehabilitation of the existing pedestrian tunnel, one new pedestrian tunnel, new lighting, new ADA compliant communications systems, (Audio Visual Paging Systems and speakers), accessories, new informational and directional signage.

Forest Hills scope includes full platform replacements with an extension of the platforms from 6 to 10-cars with ASIMs, new platform canopies, updated ADA egress (ramps), station restroom rehabilitation, new lighting, new communication systems (AVPS and speakers), accessories, new informational and directional signage.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2026	Q4 2027*
Budget	\$329.1 M	\$329.1 M

- **The project is approximately 37% complete.**
- **Babylon Station is approximately 51% complete.**
- **Hollis Station is approximately 31% complete.**
- **Forest Hills Station is approximately 28% complete.**

*Substantial completion forecast for Hollis and Forest Hills station affected by temporary Congestion Pricing implementation pause.

Current status of the Babylon project:

- To ensure continued service to Babylon station, especially during the busy summer season, work was phased. Phase 1 was completed in May 2025, fully-reconstructing the western half of the station's center island platforms, including canopies, stairs, and station amenities.
- Phase 2, which will reconstruct the eastern portion of the platforms, is underway. Demolition is complete and new Substructure and platform installation is ongoing.
- Installation and opening of the 2 new ADA-accessible elevators is complete.
- LIRR Electrical and Communications installations of lighting, AVPS signs, speakers, etc. have progressed on both platforms.

Current status of the Hollis project:

- The new pedestrian tunnel was successfully installed under the Hillside Yard Lead track the weekend of 11/1/25.
- North Platform Phase 1 – Platform slabs installation is complete.
- South Platform Phase 1 - Stair walls for the new tunnel access is complete.
- South Platform Phase 1 – Platform slabs were installed the weekend of 11/15.

Current status of the Forest Hills project:

- Existing phase 1 platforms demolished at both north and south platforms.
- Platform columns are complete on the north platform and in progress on the south.
- North Platform Phase 1 – Platform slab installation forecasted to commence January 2026.

**Jamaica
Capacity
Improvements
Phase 2,
Hall
Interlocking
Expansion**

The Jamaica Capacity Improvements (JCI) Program of Projects represents LIRR's Master Plan for the future of railroad operations through Jamaica. This Plan for Jamaica was developed to address the complex Jamaica infrastructure needed to: (1) support East Side Access LIRR Service to Grand Central Madison Terminal; (2) increase Jamaica Station/Interlocking(s) capacity/speed for increased train service to/from all three west end city terminals and future growth; and (3) result in a state of good repair to Jamaica's aged infrastructure.

The completed JCI Phase 1 included new Interlockings on the outskirts of Jamaica Station, which provide operational flexibility and enable the construction of Phase 2. JCI Phase 2 construction will span several Capital Programs and will result in a complete realignment/reconstruction of the Jamaica interlockings, tracks, and associated railroad infrastructure.

The Hall Interlocking Expansion includes the eastward extension of existing E-Yard tracks via the construction of a new bridge over 150th Street. The work also involves replacing/modifying existing retaining walls, associated track/third rail modifications and state of good repair. This project launched a 280-foot 2 track bridge to create two additional parallel routes within Hall Interlocking (new tracks E2 and E3) which is critical to the overall master plan of JCI Phase 2.

PROJECT STATUS	Original	Forecast
JCI Phase 2 Hall Exp. - Contract Substantial Completion	November 2025	November 2025
JCI Phase 2 Hall Exp. - Project Substantial Completion	October 2026	October 2026
Budget (Hall Interlocking Expansion)	\$168.6 M	\$168.6 M
The project is approximately 73% complete; design is 98% complete Contractor: MLJT		

Current status of the project:

- The bridge steel reached the east abutment on May 9, 2025.
- Bridge deck waterproofing installation is complete.
- The 3rd party specialty dump train completed all backfill and ballast deliveries.
- The rail and ties were delivered and the contractor has begun E3 track installation.
- The Guy R Brewer Blvd State of Good Repair concrete repairs on the abutments has progressed.
- The State of Good Repair work along the Atlantic Branch Tracks is nearing completion.

**November 2025
Capital Program Committee
Independent Engineering Consultant
Project Review**

**Business Unit: Railroads
Metro-North Railroad (MNR) – Park Avenue Viaduct
Replacement**

MNR – Park Avenue Viaduct Replacement

Scope

The Park Avenue Viaduct is an elevated steel structure built in 1893 which carries four Metro-North Railroad tracks above Park Avenue in East Harlem.

- 98% of all Metro-North trains use the viaduct. The Park Avenue Viaduct services three East of Hudson lines and is the only corridor that carries all riders to and from Grand Central Terminal and Harlem-125th Street Station.
- The Park Avenue Viaduct continues to exhibit signs of general deterioration in the steel structure, and the current usage is well above the original design.
- This project provides design-build services to replace the existing Metro-North Railroad – Park Avenue Viaduct (MNR-PAV) Replacement Phase 1 (between East 115th Street to East 123rd Street) and Phase 2 (from East 127th Street to midblock East 131st Street to East 132nd Street). The scope of work includes:
 - Demolition of the existing structure and all ancillary components
 - Design and construction of all project components including, but not limited to, foundations, substructure, superstructure, drainage, track and systems (including direct fixation fastener system), communication and signals, traction power, and utility relocations.

MNR – Park Avenue Viaduct Replacement

Schedule

MTA C&D awarded the Design-Build contract to Halmar International, LLC in December 2022 with a construction duration of 39 months. Based on the award of Phase 2, the dates below reflect the updated milestone dates. The substantial completion date is forecasted for September 2027.

Milestone	Contract Baseline	Update #28	IEC Forecast	Variance (Months)
Milestone 1 – Phase 1 Completion	4/2026	4/2026	4/2026	0
Substantial Completion	9/2027*	9/2027	9/2027	0

* The Substantial Completion date was agreed upon after awarding Phase 2, and it includes the completion of Phase 2.

- ▣ The project is currently 70% complete based on the expenditures to date.
- ▣ The project is currently on schedule.
- ▣ The design-builder completed the superstructure replacement for Phase 1 Tracks 3/1 in October 2024 and Tracks 4/2 in October 2025.
- ▣ The design-builder completed the substructure work for Phase 2 in May 2025.
- ▣ The design-builder began the superstructure replacement for Phase 2 Tracks 4/2 in May 2025; this work is anticipated to be completed in November 2025. The superstructure replacement for Phase 2 Tracks 3/1 is anticipated to begin in July 2026 and completed by November 2026.
- ▣ The design-builder is continuing installation of bird spikes, drainage, stray current protection, cover plate between phases, under deck lighting, CWR (continuous welded rail). The design-builder is continuing to remove center girder/column and track-level barrier. In addition to performing closure pours and paving.

The IEC concurs with the Substantial Completion date of September 2027.

MNR – Park Avenue Viaduct Replacement

Budget

The current project budget and the estimate at Completion (EAC) stands at \$833 M.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$833M	\$833M	\$786M	\$833M

- MTA Current Base Budget is \$833M
- MTA Project EAC is \$786M
 - The project EAC does not include reserves.
 - The Design-Builder's construction budget is in the amount of \$622M.

IEC performed a review of the total project cost, inclusive of potential change orders and project risk. We conclude that the MTA C&D Project Budget of \$833M is sufficient to complete Park Avenue Viaduct Replacement Phase 1 and 2.

MNR – Park Avenue Viaduct Replacement

Risks & Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- Risk: Delay in restoring full train operations in a timely manner after an outage.
 - Mitigation: The Project Management Team and Design-Builder have been coordinating and preparing detailed work plans, logistics, and detailed schedule of activities for each weekend outages including those for the critical Bridge Replacement Outages (BROs) and have been coordinating these outages closely with MNR. In addition, MTA has an operational contingency plan in the event that a track isn't returned to operation in time for Monday morning rush hour. There are liquidated damages included in the contract if the Design-Builder fails to restore train service.
- Risk: Failure to secure the required track outages and Force Account support from MNR.
 - Mitigation: Track outage schedule is being reviewed and updated on a regular basis with continuous coordination with MNR to help secure force account support requested by the Design-Builder. The Project Management Team has been able to obtain all required track outages to date.
- Risk: Delays associated with delivery of long lead items.
 - Mitigation: Delay of long lead items, such as direct-fixation fastener plates can cause a delay to the project schedule. The project team is working closely with the manufacturing facility to ensure production is on schedule.
- Risk: Encountering differing subsurface conditions including utility locations within the Phase 2 project limits.
 - Mitigation: There was discovery of unidentified ConEd utility within the project limits during ongoing construction which could have impacted the project budget and schedule. The Design-Builder carefully maintained and protected the ConEd utility while continuing subsurface construction work in Phase 2. The subsurface work was completed successfully and this risk has been mitigated.

The IEC finds the MTA Project Management Team comprised of MTA C&D/PMC/MNR and Design-Builder are effectively mitigating the noted risks and it's the IEC's opinion that the mitigation strategies are reasonable.

MNR – Park Avenue Viaduct Replacement

Observations

- MTA C&D has demonstrated exceptional leadership and accountability in delivering the Park Avenue Viaduct Replacement Project. Through strong coordination with the Project Management Consultant and Design-Builder, the team continues to execute all bridge replacement outages with precision, maintaining schedule, budget and safety compliance.
- Building on the success of Phase 1, the MTA made a strategic decision to incorporate Phase 2 work into the existing contract to capitalize on the scheduled track outage opportunities. This approach was proven to be highly advantageous, enabling the team to advance critical State of Good Repair work efficiently and cost-effectively. Through meticulous coordination and proactive management, the Project Management Team successfully executed work for both phases concurrently, maximizing productivity while maintaining the project schedule and adhering to budget constraints. This integrated delivery model exemplifies the MTA's commitment to innovation, operational excellence, and the well-organized delivery of complex infrastructure improvements. All Phase 1 and Phase 2 bridge replacement outages have been successfully completed to date without a single disruption to train operations. This is a notable achievement given the complexity and scale of the work.
- The Project Management Team has been working closely with Public Outreach to build strong partnerships with elected officials, community boards, and Harlem-based organizations. This outreach has provided transparency, addressed community concerns regarding noise and parking, and strengthened public confidence in the project. As part of the collaborative efforts, MTA C&D thoughtfully incorporated community input and cultural inspiration into the design of the artwork installed along both the southbound and northbound sides of the viaduct at East 116th Street. The installation, inspired by the rich musical heritage of Harlem, celebrated East Harlem's vibrant artistic legacy and reflects the neighborhood's enduring creativity.

**November 2025
Capital Program Committee
Independent Engineering Consultant
Project Review**

**Business Unit: Railroads
Long Island Rail Road (LIRR) - ADA Station Improvements
- Nine Stations - Package 1**

LIRR - ADA Station Improvements - Nine Stations - Package 1

Scope

The Long Island Rail Road - ADA Station Improvements - Package 1 Design-Build contract provides accessibility and various improvements at nine LIRR stations. The stations are located across four LIRR branches: Babylon, Atlantic, Montauk, and Port Washington Branches and include the following scope:

- ▣ 8 New Elevators at Amityville (1), Copiague (1), Laurelton (1), Lindenhurst (1), Locust Manor (2), Massapequa Park (1), and St. Albans (1) stations
- ▣ Replace 2 Elevators at Auburndale and Valley Stream Stations
- ▣ Replace Escalator at Valley Stream
- ▣ Construction of Pedestrian Tunnels at St. Albans and Laurelton
- ▣ New Utility spaces
- ▣ Partial Platform replacement
- ▣ Site and sidewalk improvements
- ▣ This work will bring all nine stations into full ADA compliance with elevators, ADA paths of travel, and new signage.

LIRR - ADA Station Improvements - Nine Stations - Package 1

Schedule

MTA C&D awarded the Design-Build (DB) contract to Citnalta - Scalamandre JV. The Notice to Proceed (NTP) was issued in December 2022, with a construction duration of 36 months, and a substantial completion date of December 2025.

- ▣ This project is on schedule.
- ▣ It is currently 88% complete based on expenditures and 94% complete based on time.
- ▣ Since the last report, the elevators at St. Albans, Auburndale, and Valley Stream Stations are open to the public.
- ▣ The new stair at Valley Stream Station has been completed and open to the public.
- ▣ The following table shows noncontractual, intermediate milestones, for each of the nine stations in this contract.

Station	BU Date Baseline	BU Date Current	IEC BU Forecast
Amityville	4/2024	6/2024 (A)	6/2024 (A)
Copiague	4/2024	5/2024 (A)	5/2024 (A)
Lindenhurst	4/2024	6/2024 (A)	6/2024 (A)
Massapequa Park	8/2024	10/2024 (A)	10/2024 (A)
St Albans	8/2025	10/2025 (A)	10/2025 (A)
Auburndale	6/2025	10/2025 (A)	10/2025 (A)
Laurelton	9/2025	11/2025	11/2025
Valley Stream	10/2025	11/2025	11/2025
Locust Manor	9/2025	12/2025	12/2025

- ▣ The IEC has reviewed the latest schedule updates and concurs with the project team Substantial Completion will be achieved in December 2025.

LIRR - ADA Station Improvements - Nine Stations - Package 1

Budget

- The project has drawn down on some of the available contingency.
- The IEC analysis concludes there is sufficient funding based on the available contingency, project’s reserve, expenditures to date, and potential risks on remaining work.

LIRR ADA #1 Budget Status	Design Build Contract	Project Budget	Project Forecast EAC	IEC Forecast EAC
Current Status as of 10/2025	\$122M	\$171M	\$170M	\$170M

LIRR - ADA Station Improvements - Nine Stations - Package 1

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- ▣ Risk (realized): Limited availability of resources and materials due to supply chain issues
 - ▣ Mitigation: Project team mitigated this by using some of LIRR's stock and directing the contractor to replenish once their order is delivered. Resource availability will be closely monitored by the team through the testing and commissioning and Substantial Completion.
- ▣ Risk (realized): Unforeseen site conditions.
 - ▣ Mitigation: During construction at Valley Stream when lead paint was identified below the platform, the Project team was able to mitigate a significant delay by directing the contractor to resequence work activities.
- ▣ Risk: Impact on revenue service along the Montauk and Atlantic branches due to the difficulty of the pedestrian tunnel construction, at the St. Albans and Laurelton stations.
 - ▣ Mitigation: Project team mitigated this risk with the scheduling of several double track outages, at each location, and directing the contractor to provide a detailed work timeline.
- ▣ The IEC concurs with these mitigations.

LIRR - ADA Station Improvements - Nine Stations - Package 1

Observations

- The project team has coordinated well in minimizing customer impact by sequencing the work so there are fewer track outages.
- The contractor has worked efficiently during these outages and resequencing work when required to minimize schedule impacts.
- The project was able to use a portion of the available contingency to address some additional scope items at some of the stations, while work was being performed, rather than having to come back to address.

**November 2025
Capital Program Committee
Independent Engineering Consultant
Project Review**

**Business Unit: Railroads
Long Island Rail Road (LIRR) – ADA Station Improvements
Three Stations - Package 2**

LIRR – ADA Station Improvements Package 2

Scope

LIRR ADA Station Improvements Package 2 is a 36-month, Design-Build (DB) contract awarded to Forte Construction Corporation to reconstruct and extend station platforms, provide new elevators and stairs, and replace existing elevators, escalators and ramps to improve ADA accessibility at Babylon, Forest Hills and Hollis Stations. The contract also includes platforms constructed with an Automated Snow and Ice Melting System (ASIMS), State of Good Repair (SOGR) and back-of-house improvements at all stations.

Some major scope of work elements include:

- ▣ Demolition and reconstruction of two center, 12-car platforms at Babylon Station.
- ▣ Extending the existing platforms from six to ten-cars and four to eight-cars at Forest Hills and Hollis Stations, respectively.
- ▣ New elevators and stairs and replacement of elevators, escalators and ramps.
- ▣ New automated snow and ice melting systems/platforms (ASIMS), one new and two optional new boiler rooms and back-of-house improvements.
- ▣ Rehabilitation of existing pedestrian tunnel and construction of two new, under-platform pedestrian tunnels.

LIRR – ADA Station Improvements Package 2

Schedule

The 36-month, DB contract was awarded to Forte Construction Corporation in December 2023 with a Substantial Completion (SC) date of December 2026.

Milestones	Contract Baseline	C&D Current SC	IEC Forecast SC
Babylon Station	12/2026	12/2026	12/2026
Forest Hills Station	12/2026	4Q-2027	12/2027
Hollis Station	12/2026	4Q-2027	12/2027

- ▣ The project is 39% complete based on invoicing vs. 60% time elapsed.
- ▣ Since the last report:
 - ▣ The stop work order was lifted after eight months at Forest Hills and Hollis in February 2025.
 - ▣ C&D is in negotiation to finalize the new SC date.
 - ▣ The IEC forecasts the project will be delayed from the contract baseline schedule due to the stop work order and construction progress to date.

Budget

- ▣ The current C&D budget and EAC are \$329.6M and \$329.8M, respectively, which represents an increase in both since last report.
- ▣ The IEC's review of project expenditures, executed, negotiated, pending change orders and remaining contingency indicates the project will be within budget at completion.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$330M	\$330M	\$330M	\$330M

It is the IEC's opinion that the project will finish on budget by utilizing the project contingency despite the increase in cost associated with the stop work order.

LIRR – ADA Station Improvements Package 2

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- Risk: Potential LIRR union strike mid-2026 may slow or stop construction activities.
 - Mitigation: C&D working with LIRR on plan to continue working if strike occurs, to the extent possible.
- Risk: Unforeseen conditions, hidden during preliminary design surveys, could delay critical work at Forest Hills.
 - Mitigation: DB performing test pits and detailed SOGR inspections at earliest opportunity for proper planning and execution of the work.
- Risk: The short, Phase 2 (Fall to Spring) reconstruction season for Babylon platform could extend into the Summer.
 - Mitigation: DB utilizing all available outage timeframes to complete work ahead of unfavorable winter weather, to the extent possible.
- Risk: Insufficient coordination among contractor, subcontractor and in-house forces could reduce progress/productivity.
 - Mitigation: C&D/DB/PMC coordinating and conducting regular on-site meetings with all parties to better align all groups with the upcoming work schedules.
- It is the IEC's opinion that the project mitigations are effective for the cited risks.

Observations

- The IEC has noticed positive results with the Babylon surveys completed timely to facilitate completion of planned activities at Phase 1 (western half of the platform). Lessons learned from Phase 1 are being implemented on Phase 2 (eastern half of the platform) work.
- The project management team's effective coordination of in-house support, contractor and subcontractor work forces has been beneficial to the progress of the project.

**November 2025 CPC
Independent Engineering Consultant
Project Review**

**Business Unit: Railroads
Long Island Rail Road (LIRR) - Jamaica Capacity
Improvements Phase 2 Hall Interlocking Expansion**

LIRR - Jamaica Capacity Improvements - Phase 2

Hall Interlocking Expansion

Scope

Jamaica Capacity Improvements (JCI) is a multi-phased program across multiple capital plans. Jamaica Capacity Improvements Phase 2 seeks to reconfigure/modify the Jamaica Interlocking(s) infrastructure to improve train throughput, extend the length of existing Jamaica Platforms A-E to accommodate 12-car trains, and upgrade to a state of good repair. There are several stages that comprise the JCI Phase 2 program. The Hall Interlocking Expansion project represents the first stage.

- The Hall Interlocking Expansion project extends existing E-Yard tracks toward the east and will provide the capability for parallel routes out of Hall Interlocking. The extended tracks, planned for connection in a later stage of the JCI Phase 2 Program, will become Montauk Branch Track #2 and Mainline Branch Track #2.
 - The project is being advanced using a combination of Force Account labor and a third-party Design-Builder. Force Account is responsible for preliminary track reconfiguration, signal cable pulls, and power installations. The contractor is delivering all major civil work, including the installation of new track, ties, ballast, turnouts, signal huts, concrete foundations, drainage structures, and the erection of the 150th Street Flyover Bridge. Signal installation and final cutover activities will be completed by Force Account. The scope of work will include the construction and installation of two new platforms for material storage, new signal equipment and allow for proper workspace for employees around the platforms.
 - The work includes new tracks, crossovers, 3rd rail power, signal equipment, and the construction of a new closed deck rail bridge (across 150th Street) and other associated rail infrastructure.
 - The Guy R. Brewer Bridge SOGR work remains part of the project and includes basic structural preservation and maintenance of the bridge. However, the originally planned bridge deck infill component, which would have supported future rail infrastructure, have been removed from the JCI Phase 2 Hall interlocking contract. These bridge deck infills have been deferred and will be addressed under a future capital contract, allowing the current project to stay focused on immediate service-driven upgrades while reducing complexity and risk during construction.

LIRR - Jamaica Capacity Improvements - Phase 2

Hall Interlocking Expansion

Schedule Review

The third-party construction contract for the Hall Interlocking Expansion was awarded to MLJT in December 2022, with a Substantial Completion date originally set for July 2025. Force Account work and cutover for Beneficial Use was anticipated by October 2026.

- Since the last report, several delays have impacted the design-builder's progress, primarily due to steel fabrication disruptions at the Florida-based supplier. To account for these impacts, the Substantial Completion date has been extended by 86 calendar days, shifting the contractual milestone to September 2025. This adjustment reflects negotiated time impacts associated with steel delivery delays. The project is currently 76% complete, and updated forecasts now place the design-builder's substantial completion at mid-November 2025, with remaining Force Account work extending into June 2026.
 - All major bridge-related milestones have been successfully completed, including substructure work, girder delivery, bridge launching, and wingwall construction. The 150th Street Flyover Bridge, the most critical and logistically complex structural element of the contract, was fully launched and finalized in March 2025.
 - Below are key schedule indicators used to monitor progress toward substantial completion for both third-party and Force Account scopes of work.

Key Interim Milestones Activities	Contract Baseline	Update 33 DD 10/1/25	IEC Forecast
MLJT Substantial Completion	9/2025	11/2025	11/2025
FA Install new track and 3rd Rail connecting Track E3 To Montauk Branch Track 2 FA-TRK, ET	11/2025	1/2026	1/2026
FA Cutover - Hall Zone 2-3 FA-SIG	12/2025	2/2026	2/2026
FA Install new track on Trk 4 To replace removed switches and connect to switch 27E FA-TRK	1/2026	3/2026	3/2026
FA Modify signal supervisory system FS-Sig Vendor Zones 1-2, Pretest signal - Hall Zones 1,2 FA-SIG	3/2026	5/2026	5/2026
FA Final Cutover - Hall Zones 1,2 - remove block/spike Normal Switch 27E FA-SIG	10/2026	6/2026	6/2026

LIRR - Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Budget Review

The IEC continues to assess financial performance as the project advances. With construction activities progressing steadily, attention remains on ensuring that available funding is sufficient to support remaining work through project completion.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$109M	\$169M	\$168M	\$164M

- The C&D project budget and Estimate at Completion (EAC) for Hall Interlocking Expansion remains unchanged \$168.6M, which was not changed since last report.
 - The \$4 million variance between the project EAC and the IEC EAC is primarily attributed to the underutilization of contingency and reserve to date.
 - Analysis of the project's contingency, reserve, force account construction support, change orders, potential risks on remaining work and given the overall construction progress, the IEC forecasts that there is sufficient funding support the remaining scope of work.

LIRR - Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Risks and Mitigations

The following risks were developed via an official Risk Assessment and are reevaluated and updated by the project team, when necessary, during the project's lifecycle. These risks will continue to be monitored for the remaining force account work.

- Risk: Availability of Required Track Outages
 - The Project Management Team (PMT) continues to coordinate long-term outage requests with LIRR, which typically require six months notice.
 - The Design-Builder maintains an approved outage phasing plan, updated regularly to reflect progress.
 - In the opinion of the IEC, the PMT and contractor have collaborated effectively to align resources and meet critical milestones.
- Risk: Force Account Availability for Remaining Work
 - A potential risk remains regarding Force Account crew availability and coordination, especially as other LIRR projects compete for similar resources. The project team mitigated this risk by doing the following:
 - Pre-outage planning meetings with Operations and Transportation.
 - Look-ahead schedules targeting optimal force account request windows.
 - Early identification of scheduling conflicts with internal and external projects.
 - In the opinion of the IEC, we concur that the PMT has been proactively managing this risk through the above mitigations.
 - As of this reporting period, the majority of the project's high impact risks associated with the design-builder have already been realized or been mitigated. The project is now in a more stable phase, with minimal remaining exposure from the contractor's side.

LIRR - Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Observations

- The IEC observes that:
 - Project Management Team (PMT) has coordinated effectively with LIRR operations, especially in managing critical shared resources such as track outages and Force Account labor. This coordination has been central to progressing key milestones while navigating complex interdependencies.
 - Continued attention should be given to the transition from third-party construction to in-house scopes, ensuring readiness of agency teams to maintain schedule momentum.
- In the opinion of the IEC:
 - The descope of the Guy R. Brewer Bridge deck infills was a sound and timely decision. These elements were not deemed essential by C&D to current service delivery and could be deferred without compromising system functionality. By removing this scope, the team was able to reduce coordination demands, limit exposure to unforeseen structural risks, and avoid potential delays tied to force account support and outage windows.
 - The PMT has demonstrated strong coordination with LIRR operations, particularly in managing shared resources such as outages and force account labor. This collaboration has been critical to maintaining schedule momentum and avoiding conflicts with competing projects.
 - Stakeholder coordination across LIRR departments has remained positive and solution-oriented, enabling timely access to key outage windows and the execution of major milestones.

**November 2025
Capital Program Committee
Independent Engineering Consultant
Project Review**

**Business Unit: Railroads
Metro-North Railroad (MNR) – Grand Central Terminal
Trainshed Sector I**

MNR – Grand Central Terminal Trainshed Sector I

Scope

The Grand Central Terminal Trainshed is Metro-North's 30-acre, underground railroad yard located north of Grand Central Terminal. It is made up of two underground platform levels with 42 platform tracks and has various stakeholders. The trainshed requires significant repairs due to failure of the 100-year-old waterproofing system causing deterioration to structural steel members. The rate of deterioration continues to increase warranting a more comprehensive approach. As a result, Metro-North will replace the entire trainshed roof with a new 100-year service life roof structure, with a sector-by sector approach. This report will focus on Sector I which is the first phase of the Grand Central Terminal Artery Program.

Sector I is a collaboration between the MTA and JP Morgan Chase Bank (JPMC). The work is being performed in conjunction with JP Morgan Chase's reconstruction of 270 Park Avenue Building. Sector I is the replacement of the trainshed roof consisting of the streets surrounding 270 Park Avenue, including East 47th Street, East 48th Street and southbound Park Avenue up to the center line of existing Park Avenue Mall between East 48th Street and East 47th Street.

- The scope of work includes the replacement and rehabilitation of the superstructure and substructure within the upper level of the trainshed. This includes structural repairs to substructure columns and girders, replacement of roadway stringers and structural deck, removal/replacement of utilities, and waterproofing.

MNR – Grand Central Terminal Trainshed Sector I

Schedule

Sector I Project is a collaboration between the MTA and JP Morgan Chase Bank (JPMC). JP Morgan Chase awarded this project to John Civetta & Sons in October 2021, with 57 months construction duration and a substantial completion (SC) date of December 2026.

Milestone	Contract Baseline	Update #44	IEC Forecast	Variance (Months)
Substantial Completion	12/2026	9/2026	9/2026	3
Final Completion	6/2027	3/2027	3/2027	3

- The project is 93% complete based on the expenditures to date.
- The project is ahead of schedule by approximately three months.
- Construction activities continue to progress as planned.
- The deck demolition and stringer replacement work along East 47th Street was completed in Q3 2024.
- The deck demolition and stringer replacement work along Park Avenue was completed in Q2 2025.
- The majority of the deck demolition and stringer replacement work has been completed along East 48th Street. The remaining deck demolition and stringer replacement activities beneath the 270 Park Avenue hoist complex are scheduled to be completed following the hoist's demobilization in September 2026. The hoist, originally erected to support material lifting operations for the construction of the 270 Park Avenue Building, is a complex and tall structure that will require approximately one year and eight months to fully demobilize.
 - In the interim, the contractor continues to perform work below street level, including the installation of drip pans and redundancy posts, structural steel repairs, and the application of protective coatings and paint.

The IEC concurs with the updated Substantial Completion date of September 18, 2026.

MNR – Grand Central Terminal Trainshed Sector I

Budget

The current project budget and the estimate at Completion (EAC) stands at \$225M.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$225M	\$225M	\$225M	\$225M

- MTA Base Budget is \$225M
- Total Project Budget (MTA & JP Morgan Chase) is \$293M
 - JP Morgan Chase Project Base Budget is \$68M
- MTA Project EAC is \$225M
- As mentioned in the previous slides, the project is 93% complete based on the expenditures to date. The IEC performed a review of the total project cost, inclusive of potential change orders and project risk. We conclude that the MTA C&D Program Budget of \$225M is sufficient to complete Grand Central Terminal Trainshed Sector I.

MNR – Grand Central Terminal Trainshed Sector I

Risks & Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

MTA C&D Risks:

- Risk: Delays with construction due to unavailability of General Orders (track outage)
 - Mitigation: MTA C&D coordinates directly with the Force Account team to coordinate the track outage schedule. There are sufficient number of tracks to divert trains, the contractor has received all requested General Orders.

Contractor Risks:

- Risk: Delays with outside agency approvals, including Con Edison, NYCDEP, NYCDOT, and Grand Central Partnership.
 - Mitigation: There are regular meetings between the project team and outside agencies to discuss and approve the appropriate documents and permits.
- Risk: Impacts to neighboring properties due to construction.
 - Mitigation: This risk was reported in our previous report and has since been mitigated.
- Risk: Impacts due to delay in demobilization of the JP Morgan Chase 270 Park Avenue Building hoist located on East 48th Street which can delay the deck demolition and stringer replacement work.
 - Mitigation: During weekly construction progress meetings, the project teams for 270 Park Avenue Reconstruction and Grand Central Terminal Trainshed Sector I ensure both schedules are in alignment, and all construction activities remain on schedule.

The IEC finds the MTA Program Management Team comprised of MTA C&D, JPMC's PMC, MNR and DB are effectively mitigating the noted risks and it's the IEC's opinion that the mitigation strategies are reasonable and have been successful.

MNR – Grand Central Terminal Trainshed Sector I

Observations

- The collaboration between the Grand Central Terminal Trainshed and the JP Morgan Chase - 270 Park Avenue Building Redevelopment project teams has been highly effective, establishing a strong partnership that continues to drive significant progress. This coordinated effort between the construction management teams has proven instrumental in accelerating key construction activities and maintaining project momentum.
 - Regular weekly progress meetings ensure that all relevant stakeholders remain actively engaged and aligned with project objectives.
 - Potential risks are promptly identified and mitigated through timely communication and close cooperation among all stakeholders involved.
- MNR Force Account work required by the contractor is efficiently coordinated through MTA C&D. The contractor's weekly track, power, and flagging requests are guided by detailed lookahead schedules developed during the progress and breakout meetings. This structured coordination process has consistently allowed the contractor to obtain the necessary track outages, facilitating uninterrupted construction operations and enabling the project to advance ahead of schedule.
- The project team has maintained strong coordination with NYCDOT to secure full road closure permits and comply with all applicable requirements. This proactive engagement has contributed to an accelerated schedule while ensuring that the project remains within budget.

**November 2025
Capital Program Committee
Independent Engineering Consultant
Project Review**

**Business Unit: Railroads
Metro-North Railroad (MNR) – ADA Improvements at
Three Bronx Stations on the Harlem Line**

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Scope

In support of MTA's Americans with Disabilities Act (ADA) accessibility goals, MTA Construction & Development (C&D) has procured this Design-Build (DB) project to implement accessibility upgrades and station rehabilitation. These improvements will be carried out at three Metro-North Railroad (MNR) stations on the Harlem Line in the Bronx: Woodlawn, Williams Bridge, and Botanical Garden.

Project scope elements include:

- ▣ Replacement of the inbound and outbound platforms, piers, and foundations
- ▣ ADA Upgrades to ramps, and walkways
- ▣ New installation and replacement of stairways
- ▣ Four new installations and two elevator replacements.
- ▣ New platform canopy, and shelters
- ▣ Replacement of the wood canopy at Botanical Garden station in consultation with New York State Historic Preservation Office (NYSHPO).
- ▣ Rehabilitation of Botanical Garden station overpass and stairs
- ▣ New Customer Service Initiative (CSI) elements including CCTV, Public Address, and Customer Information Displays

Construction will be performed concurrently at all three stations during two sequential long-term track closures supplemented by weekend and night outages. To maximize efficiency during these closures, the work has been planned in two phases:

- ▣ Phase 1 – Inbound Track 4
- ▣ Phase 2 – Outbound Track 3

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Schedule

MTA C&D awarded the Design-Build (DB) contract to MLJ Contracting Corporation with a Notice to Proceed in November 2024 and a contract duration of 30.5 months.

- ▣ Stations Completion: April 2027
- ▣ Project Substantial Completion (SC): May 2027
- ▣ Since the project's award last year:
 - ▣ Final design has been achieved with some design packages already released for construction.
 - ▣ While Phase 1 of construction started as planned, the project has encountered a few initial challenges. These include:
 - ▣ Coordination issues with outside agencies, such as Con Ed and NYC DOT,
 - ▣ Late material deliveries impacted contractor productivity.
- ▣ As a result of these challenges, the contractor's latest schedule which was rejected by C&D, indicated potential impacts to project completion. A recovery schedule maintaining the original milestone dates has been submitted and is currently under review. Upon approval, it will be cost and resource loaded.
 - ▣ The IEC notes that the schedule demonstrates full recovery primarily by removing certain planned work constraints, allowing activities to run concurrently. This will require adequate resources to support it.
 - ▣ Additionally, future updates should continue to include a detailed review of schedule logic and activity durations to ensure realistic sequencing and timelines.
 - ▣ To prevent further delivery and installation delays, continued monitoring of long-lead items is necessary.

The IEC has noticed a recent improvement in contractor productivity resulting from an increase in work shifts and manpower, as part of their efforts to recover the lost time.

Building on this progress, the IEC finds that there are opportunities to further minimize schedule impacts, provided the contractor:

- ▣ Continues working additional shifts as needed while maintaining a high productivity rate; and
- ▣ Effectively coordinates and allocates sufficient resources to manage concurrent station completions.

In the IEC's opinion, close coordination and timely support from FACC (Fire Alarm, ADA, and Code Compliance) Group and Railroad-Supplied Services will be critical to enable a smooth transition from Phase 1 commissioning to the start of Phase 2 construction.

Michael Baker
INTERNATIONAL

MTA Independent Engineering Consultant

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MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Budget

The project budget has not changed since award and stands at \$165M.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$165M	\$165M	\$159M ⁽¹⁾	\$165M

⁽¹⁾ Project EAC does not account for allocated contingency.

- To date, a minimal number of change orders have been identified, some of which represent credits currently under evaluation.

Based on current expenditures and the review of pending change orders, allocated contingency and potential risks on remaining work, the IEC's analysis indicates the project budget is sufficient to complete construction.

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

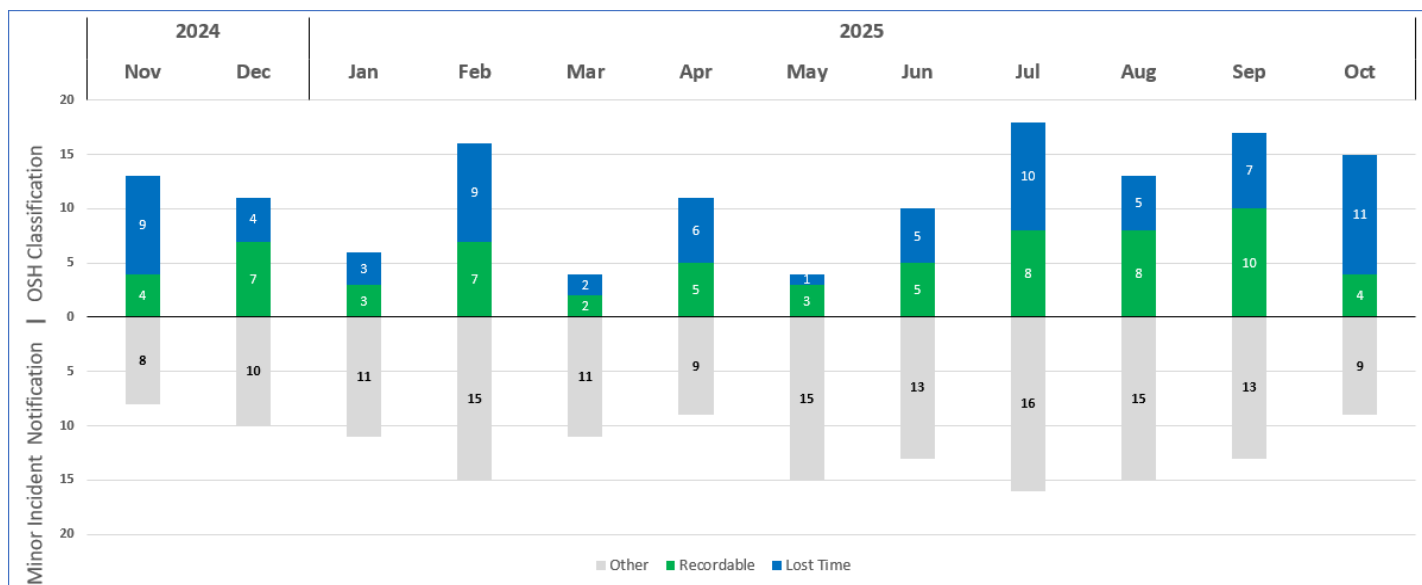
- Risk: Critical schedule impacts if the contractor does not achieve planned productivity.
 - Mitigation: The Project Management Consultant (PMC) is closely monitoring actual progress against the contractor's resource-loaded schedule.
 - Mitigation: Contractor working extended shifts and increasing manpower.
- Risk: Insufficient support from outside agencies and/or third-party stakeholders may delay construction activities and affect project milestones.
 - Mitigation: The project team is holding recurring coordination meetings to secure required support and minimize potential delays.
- Risk: Last-minute cancellations of scheduled track outages may cause operational disruptions and impact project completion.
 - Mitigation: The project team to submit accurate yearly and monthly track outage plans.
 - Mitigation: Use of long-term, continuous track outages reducing the risk of last-minute cancellation of off-peak or weekend outages.
 - Mitigation: C&D to notify MNR Operations Planning of any changes to track outage projections as early as possible.
 - Mitigation: Hold recurring Railroad-Supplied Services coordination meetings.
- Risk: Discovery of conflicting utilities or unforeseen site conditions during Phase 2 excavation could result in design changes, schedule impacts, and/or increased costs.
 - Mitigation: The contractor is performing additional test pits in preparation for the next phase track closure.

While some risks remain under close monitoring, the IEC concurs with the above measures taken to date and recognizes the project team's proactive efforts in anticipating risks and seeking solutions.

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Observation

- The IEC acknowledges the extensive planning and coordination undertaken by C&D in preparation for the track closures. This significant work has enabled MNR to sustain its rail operations on schedule and without interruptions to the public.



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

OCTOBER UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 24 safety incidents were reported in October 2025, including:
 - Eleven (11) lost time incidents,
 - Four (4) recordable incidents.
- The reported lost time incidents in October 2025 increased by four (4) incidents when compared to September 2025.
- The top lost-time and recordable incident types for October 2025 were Struck by/Against (47%), Strain and Sprain (33%), Caught Between (13%), and Slip, Trip, Fall (7%).

SERIOUS INCIDENTS:

- No Serious Incidents

C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

YEAR-TO-DATE TRENDS:

- LOST TIME INCIDENT TRENDS:** 59 Lost Time incidents have been reported YTD (through October 31, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (41%), Strain/Sprain (26%), Slip, Trip, Fall (17%), Caught In Between (15%), Electrical (1.5%), and Chemical (1.5%). The number of reported lost time incidents increased by four (4) from the previous month.
- RECORDABLE INCIDENT TRENDS:** 55 Recordable incidents have been reported YTD (through October 31, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (51%), Caught In Between (20%), Slip, Trip, Fall (13%), Sprain/Strain (9%), Other (7%). There was a six (6) incident decrease in the reported recordable incidents from the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for OCTOBER - 186 Projects with 328 Sub-Projects

- OCTOBER INSPECTIONS:**
 - INTERNAL – 440**
 - EXTERNAL – 830** (81 Third-Party Safety Consultants; 749 OCIP Visits)
- YTD TOTAL INSPECTIONS:**

- **INTERNAL – 3,353**
- **EXTERNAL – 7,483** (789 Third-Party Safety Consultants; 6,694 OCIP Visits)
- **OCTOBER NEGATIVE OBSERVATIONS** – Negative Findings identified through various inspections include General Safety/Housekeeping, Electrical, Fall Protection, Maintenance and Protection of Traffic (MPT), Fire Protection/Prevention, Stairs/Ladders, Industrial Hygiene, Supervision/Organization, Scaffolds/Aerial Work Platforms, and Barricades/Enclosures.
- **OCTOBER POSITIVE OBSERVATIONS** - Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Maintenance and Protection of Traffic (MPT), Electrical, Stairs/Ladders, Industrial Hygiene, Motor Vehicle/Heavy Equipment, and Fall Protection.
- **INVESTIGATIONS (SERIOUS INJURY):**
 - None reported this month

MTA C&D STRATEGIC INITIATIVES:

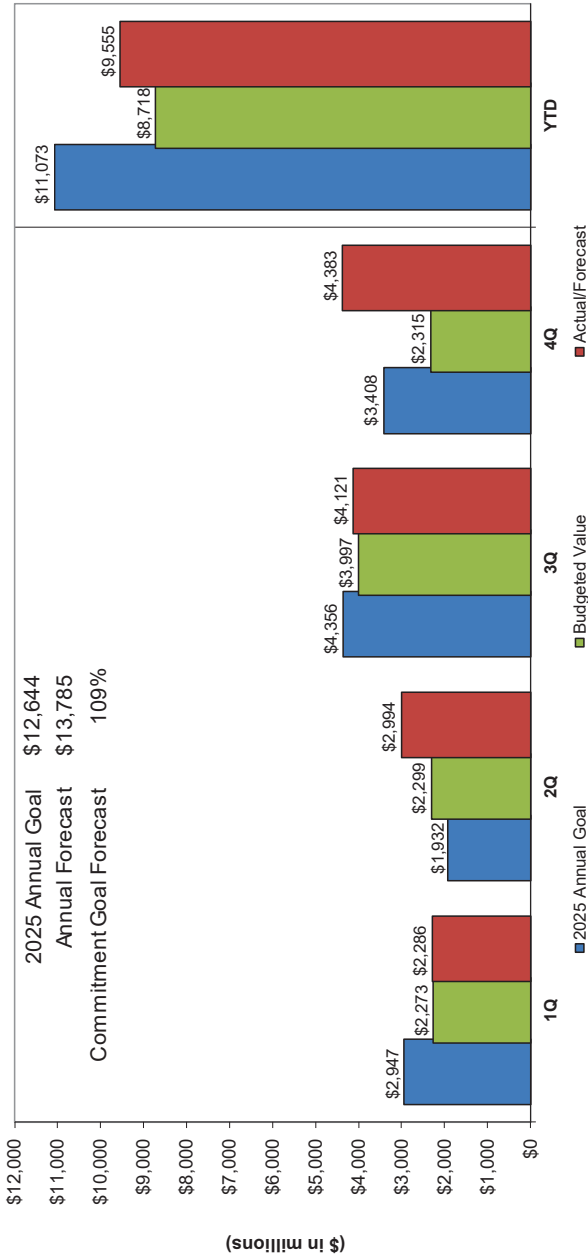
- MTA C&D's Safety Management System has officially achieved certification to ISO 45001:2018. This milestone recognizes the strength of our safety practices and our ongoing dedication to protecting workers and the public. Certification ensures uniform expectations across all projects, enhances our ability to identify and manage risks, and promotes a culture where everyone contributes to safety. It also positions us to continue learning, improving, and maintaining the highest international standards.
- 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 complete and ready for distribution. Employees will be scheduled for live Teams training sessions to support its rollout.
- C&D Safety is expanding its mobile safety inspection app to include the PCEO Safety Assessment checklist. We are working on adding PMC Safety Assessments to the platform. This will help ensure consistency with C&D safety standards and provide us with more useful data from the field. The information collected by PMCs will be integrated directly into our leading indicators, enabling us to identify patterns earlier and support project teams before issues grow. The first group of PMC safety staff is being assembled now, and training will begin once they are confirmed.
- A B&T Emergency Management tabletop exercise was created and carried out based on a scenario involving a Safe-Span work platform collapse. The incident resulted in workers falling into the East River, with others remaining on an unstable section, raising public safety concerns below the unstable platform over a public park. The exercise aimed to assess the emergency notification process and internal response procedures.
- The monthly Business Unit Safety Summary Reports continue to be updated 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, where reports are reviewed, trends are discussed, and areas for improvement are identified.
- A detailed process is currently underway to develop a comprehensive and systematic safety compliance audit schedule. This effort aims to ensure safety programs are consistently reviewed, promoting accountability. It also focuses on evaluating contractor adherence and fostering a culture of safety and diligence across all operations.
- The C&D Emergency Management team is actively progressing the Continuity of Operations (COOP) initiative. In our effort to strengthen resilience, we work closely with every department within C&D to carefully gather essential information. This team effort aims to boost our readiness and ensure smooth operations during emergencies or disruptions, making sure we are fully prepared to respond effectively when challenges occur.
- Safety Oversight has initiated the process of reintroducing select legacy documents through enhanced safety bulletins. These bulletins will be carefully updated to include any necessary revisions, ensuring that all information is current and relevant. Each document will be issued in a standardized C&D format, which has been developed to promote consistency and facilitate easy access for all business units. This approach aims to streamline communication and enhance safety protocols throughout the organization, enabling better compliance and a deeper understanding of safety procedures.

MTA Capital Program Commitments & Completions

**through
October 31, 2025**

Capital Projects – Commitments – October 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 Forecasted commitments being tracked during the year.

Commitments Summary

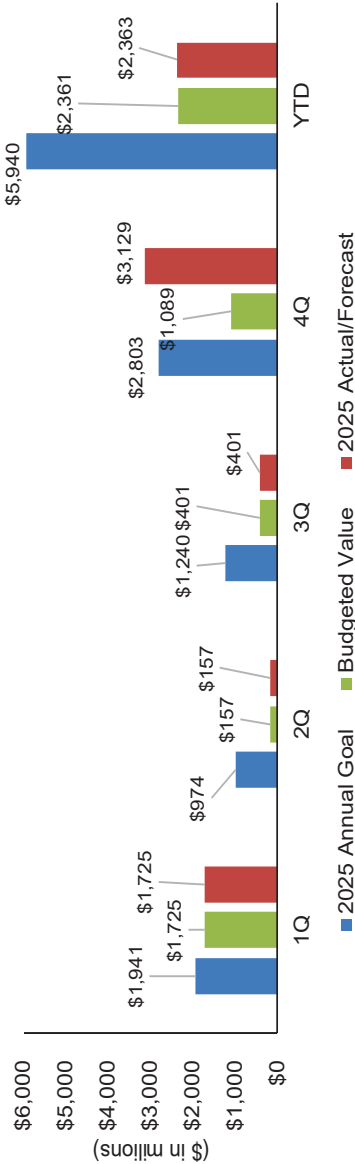
In 2025, the MTA plans to commit \$12.64 Billion worth of capital projects. Through October, the MTA has committed \$9.55 Billion against the \$11.07 Billion YTD goal, which was partly due to the award of the LIRR/MNR M-9A Passenger Railcars (\$2.43 Billion), SAS2 Contract 2 (\$2.04 Billion), R211 subway 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 October, 26 notable Major Commitment delays total \$4.42 Billion including; CBTC Fulton, B-Division 5G Radio Upgrades, Battery Electric Bus Charging Infrastructure Phase 3, 97 Express Buses, ADA Package 7 & ADA Package 9 all of which remain forecasted for commitment within 2025. Fan Plant Component Repairs (\$193 Million) & Life Cycle Replacement of Code Systems Ph II (\$87 Million) have slipped to 2026, all of which have been offset by additional accelerated commitments.

NYCT/MTA Bus Capital Projects – Commitments – October 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	\$1,240	\$2,803	\$5,940	
2025 Actual/Forecast	\$1,725	\$157	\$401	\$3,129	\$2,363	
Budgeted Value	\$1,725	\$157	\$401	\$1,089	\$2,361	



Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Actual(A)
9 NYCT/MTA Bus Red Commitments				2 NYCT/MTA Bus Amber Commitments			
Equip B Division with Second CBTC Radio: Siemens	Construction	Apr-25	Sep-25 (A)	ADA Package 7 (New this month)	Construction	Sep-25	Nov-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	Nov-25	Station Renewals: 3 Locs (6AV, PEL, QBL) (New this month)	Construction	Sep-25	Nov-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 November.				The project was delayed due to extended proposal evaluations and cost negotiations.			

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

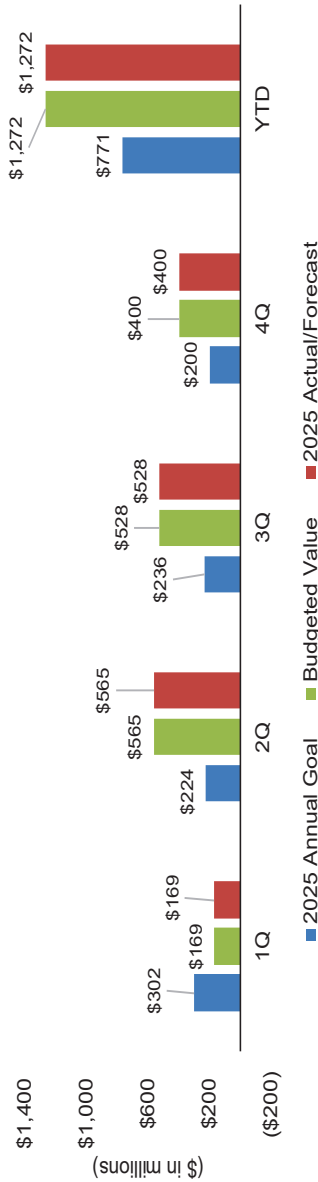
Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Act./Forec.			
9 NYCT/MTA Bus Red Commitments Continued										
Rehabilitation of 5 CBHs - Various Locations	Construction	Mar-25	Oct-25(A)	Battery Electric Bus Charging Infrastructure, Phase 3 (New this month)	Construction	Jun-25	Dec-25			
		\$89.2	\$62.8			\$206.7	\$213.1			
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).										
Purchase 97 Express Coaches	Purchase	May-25	Dec-25	Change in award date reflects a need to coordinate with the timing of future electric bus purchases.						
Life Cycle Replacement of Code Systems - Phase II (New this month)										
Depot Boilers, HVAC & Misc: Kingsbridge, Flatbush, Charleston	Construction	Jun-25	Dec-25	SIR Stations and Structures (New this month)	Construction	Sep-25	Dec-25			
		\$88.3	\$88.3			\$200.0	\$200.0			
Change in award date reflects longer than anticipated technical reviews during the ongoing procurement process.										
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.										
This project is in the procurement phase. The award was delayed due to the need for legal reviews of the revised specifications.										
Fan Plant Component Repairs (New this month)										
Fan Plant Component Repairs (New this month)	Construction	Sep-25	Jun-26	The schedule shifted to late 2025 due to extended bid document reviews for the PMC and construction contracts.						
		\$193.4	\$193.4							
The delay resulted from scope revisions that required rework and extended internal reviews.										

LIRR Capital Projects – Commitments – October 2025 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$771
2025 Actual/Forecast	\$169	\$565	\$528	\$400	\$1,272
Budgeted Value	\$169	\$565	\$528	\$400	\$1,272



Schedule Variances

Project	Commitment	Goal	Actual(A)
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5 LIRR Red Commitments (1 new this Quarter)

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 – October 2025 – Budget Analysis and Schedule Variances (continued)

Schedule Variances

Project	Commitment	Goal	Act./Forec.
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5 LIRR Red Commitments (continued)

RSSE - Train Wash Replacement - KO	Construction	Jun-25 \$15.2	Dec-25 \$15.2
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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 \$12.5	Dec-25 \$12.5
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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.

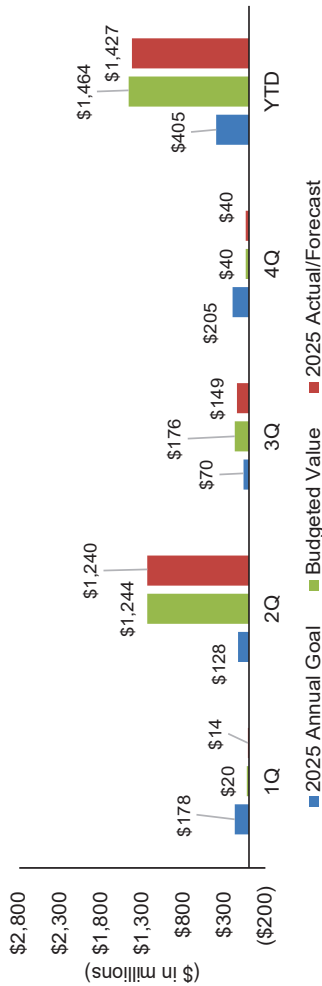
West Side Yard & East River Tunnel Mitigation (Flood Wall)	Construction	Sep-25 \$156.5	Dec-25 \$156.5
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Awaiting NYC DOT approval to build on NYC property; MTA Legal is reviewing the current addendum.

MNR Capital Projects – Commitments – October 2025 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$178	\$128	\$70	\$205	\$405
2025 Actual/Forecast	\$14	\$1,240	\$149	\$40	\$1,427
Budgeted Value	\$20	\$1,244	\$176	\$40	\$1,464



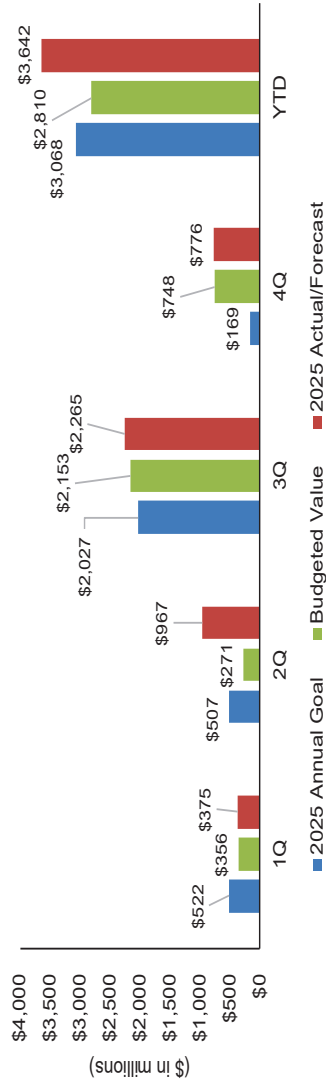
Schedule Variances

Project	Commitment	Goal	Forecast
1 Metro-North Red Commitments			
Red delays are beyond 2 months of goal.			
<i>Track & 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 – October 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	\$3,068
2025 Actual/Forecast	\$375	\$967	\$2,265	\$776	\$3,642
Budgeted Value	\$356	\$271	\$2,153	\$748	\$2,810



Schedule Variances

Project	Commitment	Goal	Actual(A)
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2 Network Expansion Red Commitments (2 new this Quarter)

SAS			
SASP2 Real Estate (New this month)	Construction	Sep-25 \$70.0	Dec-25 \$70.0

The schedule was adjusted to facilitate updated cost appraisals.

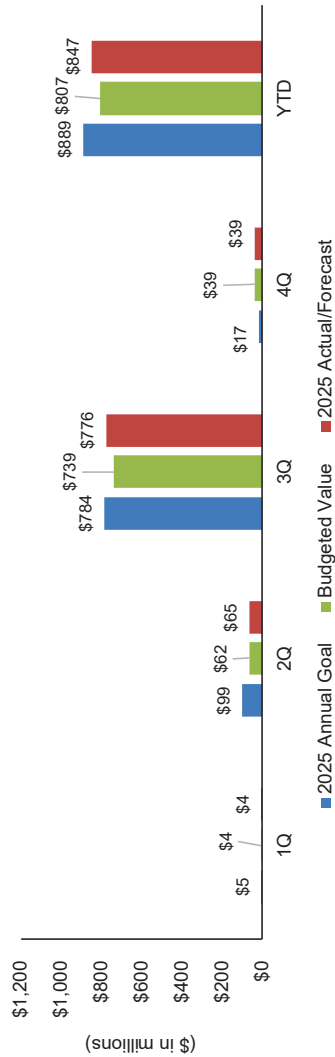
/BX			
Interborough Express GEC	Design	Jun-25 \$55.8	Sep-25 (A) \$174.3

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 – October 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	\$847
Budgeted Value	\$4	\$62	\$739	\$39	\$807



Schedule Variances

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

1 B&T Amber Commitment (1 new this quarter)

Bridges			
Rehabilitation of Tunnel Entrance/Exit - Manhattan	Construction	Jul-25	Sep-26 (A)
	\$	22.2	\$ 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 – October 2025

Goal	MTA-wide 2025 Major Completions												Post 2025
	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	
Total	43												6
Jan-25	2												
Feb-25	3	2											
Mar-25	3	1	2										1
Apr-25	4		1	2	1								
May-25	1												1
Jun-25	7		1										
Jul-25	4						1						1
Aug-25	0												
Sep-25	1								1				
Oct-25	6									1	1	1	3
Nov-25	1									1			
Dec-25	11									1	1	9	

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

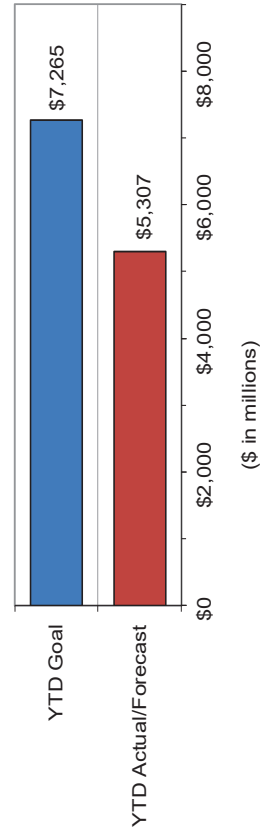
In 2025, the MTA plans to complete \$9.1 Billion of projects. 44 major completions will be tracked throughout the year. Major completions include 21 for NYCT, 10 for the LIRR, 5 for Metro-North, 5 for MTA Bus, 1 for Network Expansion, and 2 for B&T.

Through October, the MTA has completed \$5.31 Billion versus its annual year-to-date goal of \$7.26 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 17 major completions with delays across all agencies. All are highlighted on the following two pages. Seven 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 \$7,366
Completion Goal Forecast 81%

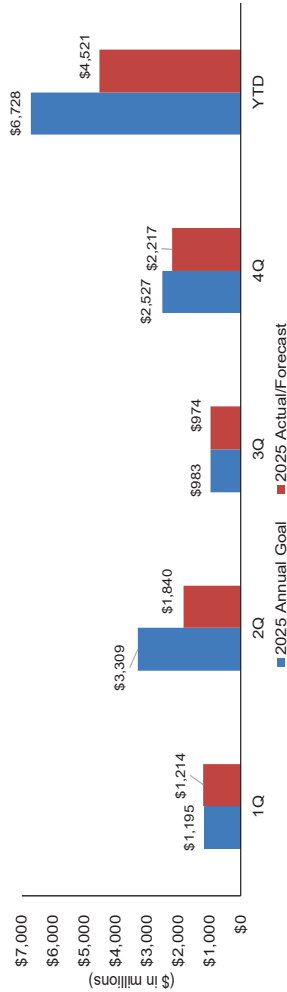


NYCT/MTA Bus Capital Projects – Completions – October 2025 – Budget Analysis and Schedule Variances (1 of 2)

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$6,728
2025 Actual/Forecast	\$1,214	\$1,840	\$974	\$2,217	\$4,521

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



Schedule Variances

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
10 NYCT/MTA Bus Red Completions							
ADA: 149 St Complex & Tremont Av	Construction	Mar-25	Feb-26	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 – October 2025 – Budget Analysis and Schedule Variances

Schedule Variances

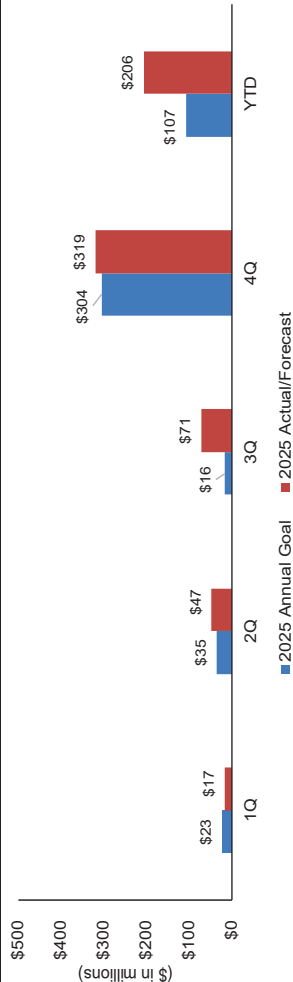
Project	Completion	Goal	Act./Forec.
10 NYCT/MTA Bus Red Completions Continued			
ADA and Renewal: Borough Hall	Construction	Jul-25 \$ 161.2 \$ 161.0	Mar-26
Change in schedule due to remaining contractual work and coordination with outside agencies on utility scope.			
Sandy Mitigation: Substation Hardening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

LIRR Capital Projects – Completions – October 2025 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$23	\$35	\$16	\$304	\$107
2025 Actual/Forecast	\$17	\$47	\$71	\$319	\$206

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.	Project	Completion	Goal	Act./Forec.
2 LIRR Red Completions (1 new this month)							
Radio Head-End Replacement	Construction	Jun-25	Nov-25	1 LIRR Amber Completions			
		\$	12.0	Fire Protection Improvements	Construction	Oct-25	Nov-25
		\$	12.0			\$	25.0
The delay was driven by the complexity of integrating and testing new radio infrastructure and Pentra consoles across active rail systems, requiring phased cutovers to avoid service disruptions.							
Delays stemmed from limited access for tie-in work and coordination with JCI for Fire Alarm integration, which prevented completion of the indoor suppression loop and pushed completion date.							

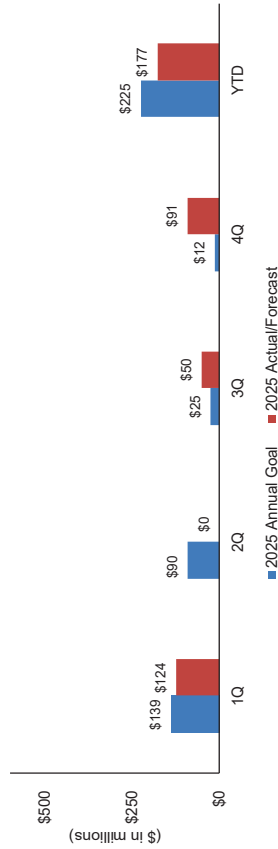
ADA Accessibility and Components 24 Stations DES (New item this month)	Design	Dec-25	Jun-26
	\$	49.6	\$ 50.0
Design completion was delayed due to a longer than expected procurement process for the Package 3 portion of the overall ADA design.			

MNR Capital Projects – Completions – October 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	\$177

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.
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1 MNR Red Completions

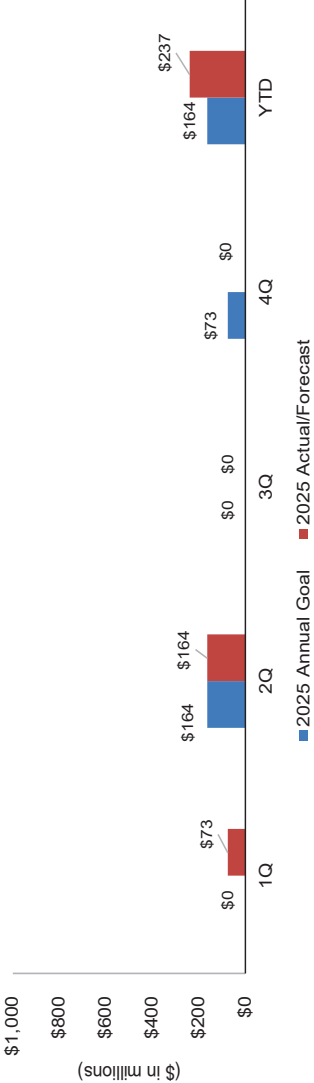
Power Infrastructure Restoration-Substations - Sandy	Construction	25-Jul	25-Dec
		\$50.0	\$50.0

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 – October 2025 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

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



Schedule Variances

Project	Completion	Goal	Forecast
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1 Network Expansion Completion

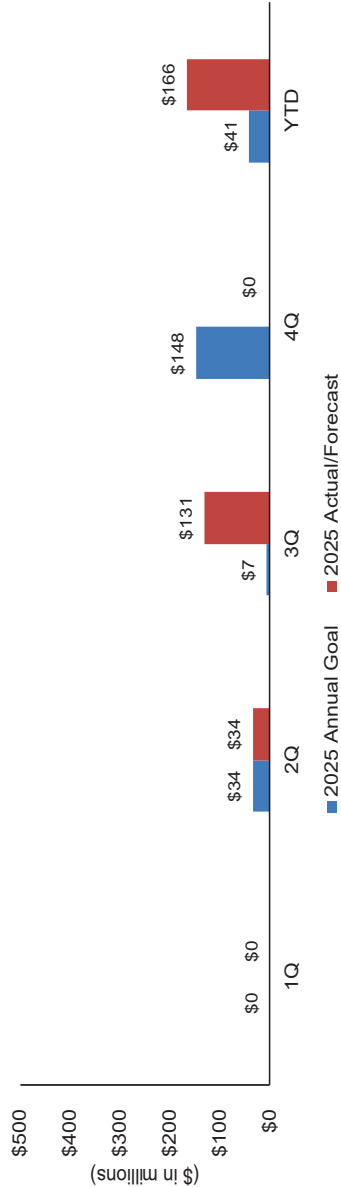
Amber delays are within 2 months of goal.

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 – October 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.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE NOVEMBER 2025

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed expenditure of \$ 14.4 M.

Staff Summary

Page 1 of 1

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	11/19/25	X		
2	Board	11/19/25	X		

Date: November 12, 2025			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services	1	\$	1,599,678
I. Modifications to Purchase and Public Work Contracts	1	\$	12,350,099
SUBTOTAL	2	\$	13,949,777

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	1	\$	449,536
SUBTOTAL	1	\$	449,536
TOTAL	3	\$	14,399,313

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.

NOVEMBER 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

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

- | | | | |
|----|--|--------------------|--------------------------------------|
| 1. | Gannett Fleming Engineers
and Architects, PC
Contract No. PSC-19-3031 | \$1,599,678 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to provide for structural testing and analysis of four support buildings and construction support services for façade work. This modification will also extend the Contract term by 26 months, to May 30, 2027, to support the additional façade work.

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.)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 2. | Judlau Contracting, Inc.
Contract No. A46026 | \$12,350,099 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a unilateral modification to compensate the contractor for the direct costs of resequencing the work and ten months of impact costs, through October 20, 2026. This modification will also provide for an extension of the Substantial Completion date to October 20, 2026.

Staff Summary

Schedule H: Modification to Personal Service & Miscellaneous Service Contracts

Page 1 of 1

Item Number: 1

Vendor Name (& Location) Gannett Fleming Engineers and Architects, P.C. (New York NY)	
Description Master Plan Development for the Rehabilitation of the Hugh L. Carey Tunnel (HC-80) and Queens-Midtown Tunnel (QM-36) Support Buildings	
Contract Term (including Options, if any) October 29, 2019 – March 28, 2025	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ n/a	
Procurement Type ☒ Competitive ☐ Non-competitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
PSC-19-3031	8
Original Amount:	\$ 3,351,517
Prior Modifications:	\$ 1,549,447
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 4,900,964
This Request:	\$ 1,599,678
% of This Request to Current Amount:	32.6%
% of Modifications (including This Request) to Original Amount:	93.9%

Discussion:

The Contract provides for the development of a master plan and design for two construction contracts for the rehabilitation of the support buildings at the Hugh L. Carey Tunnel ("HLCT") and the Queens-Midtown Tunnel ("QMT"). The Contract also includes construction support services for the two construction contracts. MTA Construction and Development ("C&D") requests Board approval of a modification, in the to not-to-exceed amount of \$1,599,678, to provide for structural testing and analysis of four buildings and construction support services for façade work. This modification will also extend the Contract term by 26 months, to May 30, 2027, to support the additional façade work.

During the course of the seismic testing performed in support of the design work, the consultant identified conditions that raised concerns about four of the support buildings (the QMT Queens Ventilation Building, the HLCT Manhattan Blower Building, the Governor's Island Ventilation Building, and the Brooklyn Ventilation Building) which may not meet the required standards for seismic integrity. This modification provides for the consultant to perform additional testing to determine if any structural redesign is required to meet those standards. If redesign is determined to be required, that will be the subject of a future modification for the design and construction support for the seismic modifications.

Additionally, by prior modification, a design for the repair of the façade of the QMT Manhattan Ventilation Building was added to this Contract and that work will now be added to the QMT construction contract. This modification will add the construction support services required to support that work which is expected to continue through May 2027.

The consultant submitted its cost proposal in the amount of \$1,758,882.03. Negotiations yielded a final price of \$1,599,677.99, which is considered fair and reasonable.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 1

Item Number: **2**

Vendor Name (& Location) Judlau Contracting, Inc. (Queens NY)
Description Repairs at Five Stations on the Flushing Line, in the Borough of Queens
Contract Term (including Options, if any) January 3, 2023 – December 17, 2025
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ <u>n/a</u>
Procurement Type ☒ Competitive ☐ Non-competitive
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☒ Operating ☒ Capital ☐ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
A46026	35
Original Amount:	\$ 216,982,730
Prior Modifications:	\$ 8,145,638.53
Prior Budgetary Increases:	\$ 15,878,638
Current Amount:	\$ 232,861,368
This Request	\$ 12,350,099
% of This Request to Current Amount:	5.30%
% of Modifications (including This Request) to Original Amount:	5.69%

DISCUSSION:

Contract A46026 is for state of good repair improvements at five stations on the Flushing Line in Queens and includes the repair and/or replacement of structural steel, platform reconstruction, and other improvements. MTA Construction and Development ("C&D") requests Board approval of a unilateral modification to the Contract to compensate the contractor for C&D's acknowledged value of the direct costs of resequencing the work and ten months of impact costs, through October 20, 2026. This modification will also provide for an extension of the Substantial Completion date to October 20, 2026.

The Contract's approved baseline schedule was dependent on track outages that assumed that work at two of the stations (52nd Street and 69th Street) would be performed concurrently with rehabilitation work occurring under a separate contract at the 61st Street-Woodside Station. However, extensive and unforeseen corrosion of the concrete-encased steel girders and columns encountered during demolition of the track bed at the 61st Street Station, delayed that project and thereby delayed the track outages required to perform the work under this contract. To minimize the impact to this Contract caused by the delayed track outages, MTA directed the contractor to commence work out of sequence and not in accordance with the baseline schedule. This modification compensates the contractor for the additional costs associated with the out-of-sequence work, as well as for impact costs for the delays that could not be recovered.

The contractor's proposal was in the amount of \$62,534,768.18 (inclusive of direct and impact costs) and for an extension to Substantial Completion of 14 months. C&D determined that the total amount due to the contractor was \$12,350,099 (inclusive of direct and impact costs) and a time extension of ten months. Negotiations have not begun due to the large variance between the cost proposal and C&D's determination.

This modification will compensate the contractor for C&D's acknowledged value of the direct costs for the resequencing of milestones and ten months of impacts costs, through October 20, 2026. This modification will also provide for an extension of the Substantial Completion date to October 20, 2026. As a unilateral modification, the contractor will be entitled to dispute the impact costs and time extension granted by this modification. However, this modification will provide the contractor with the impact Costs and time extension that C&D acknowledges is due, leaving only the disputed amount for further negotiation and/or dispute resolution.

NOVEMBER 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)

- | | | | |
|----|--|------------------|--------------------------------------|
| 3. | Approved General Contracting Inc.
Contract No. 6484 | \$449,536 | <u>Staff Summary Attached</u> |
|----|--|------------------|--------------------------------------|

MTA Construction and Development requests Board ratification of a modification addressing unforeseen site conditions.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: 3

Vendor Name (& Location) Approved General Contracting Inc. (Mineola, NY)
Description Atlantic Avenue Tunnel Structural Work – Essex & 100th Street Tunnel Hatchways
Contract Term (including Options, if any) December 19, 2022 – January 8, 2024
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a
Procurement Type ☒ Competitive ☐ Non-competitive
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☐ Capital ☒ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
6484	2
Original Amount:	\$ 2,464,019.11
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 2,464,019.11
This Request:	\$ 449,536
% of This Request to Current Amount:	18.2%
% of Modifications (including This Request) to Original Amount:	18.2%

DISCUSSION:

This Small Business Federal Program Contract is for the rehabilitation of four emergency hatchways along the Atlantic Avenue Tunnel, and includes the replacement or rehabilitation of associated sidewalks, bollards, curbs, stairs, walls, lighting and signage. MTA Construction and Development (“C&D”) requests Board ratification of a modification addressing unforeseen site conditions.

During the performance of the demolition work, the Contractor encountered unanticipated dowels, underground utilities and deteriorated structural elements that required revisions to the original work plan. Adjustments to stair railings and installation of an additional structural steel beam were necessary to ensure proper functionality of the hatchways. The work on this Contract is complete.

The contractor submitted a proposal of \$456,332 and a request for a time extension of 113 calendar days to Substantial Completion. Negotiations yielded a total agreed cost of \$449,536 and time extension of 109 excusable calendar days to Substantial Completion from January 8, 2024 to April 26, 2024. This modification is being presented to the Board pursuant to Article 8 of the All-Agency General Contract Procurement Guidelines because it increases the total contract price by more than ten percent of the original value.