



**Metropolitan Transportation Authority**

# **Capital Program Committee Meeting**

## **December 2025**

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### **Committee Members**

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

# Capital Program Committee Meeting

Monday, 12/15/2025

12:45 - 1:45 PM ET

## 1. SUMMARY OF ACTIONS

*C&D CPC Summary of Actions - Page 3*

## 2. PUBLIC COMMENTS PERIOD

## 3. APPROVAL OF MINUTES- NOVEMBER 17, 2025

*November 2025 Joint Committee Meeting Minutes - Page 5*

## 4. 2025 COMMITTEE WORK PLAN

*CPC Committee Work Plan - Page 21*

## 5. C&D BRIDGES & TUNNELS UPDATE

*C&D Bridges & Tunnels Business Unit Report - Page 22*

*IEC Project Review of Reconstruction of Upper-Level Brooklyn Ramps at the VNB - Page 29*

*IEC Report on Suspended Span Retrofit and Painting at the RFK Bridge - Page 35*

*IEC Project Review of Main Cable Dehumidification at the VNB - Page 42*

*IEC Project Review of Tower Fender Protection and Painting at the TNB - Page 49*

## 6. C&D SAFETY REPORT

*CPC Safety Report - Page 56*

## 7. CAPITAL PROGRAM STATUS REPORT

*C&D Commitments, Completions, and Funding Report - Page 58*

## 8. QUARTERLY TRAFFIC LIGHT REPORT

*Third Quarter 2025 Traffic Light Report - Page 77*

## 9. C&D PROCUREMENTS

*C&D Procurements - Page 134*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
Contracts	Paul J. Scariano	\$ 84,662,000	Approval to award a publicly advertised and competitively solicited contract for design-build services to provide Americans with Disabilities Act upgrades at New York City Transit's 42nd Street-Bryant Park and Fifth Avenue Station Complex (B, D, F, M, 7, S). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.
	Mid-American Elevator Co. Inc.	\$ 5,746,000	
Contracts	Forte Construction Corp.	\$169,950,000	Approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades at three New York City Transit stations: Briarwood Station (F, E), Parsons Boulevard Station (F), and Gates Avenue Station (J, Z). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.
	Mid American Elevator Co. Inc.	\$12,248,000	
Contracts	Navillus Tile Inc. d/b/a Navillus Contracting	\$138,252,750	Approval to award a publicly advertised and competitively solicited contract for design-build services for a fire suppression system at the Hugh L. Carey and Queens Midtown Tunnels. Board approval is also requested to award a maintenance contract for the fire suppression systems for a duration of 5 years.
	Navillus Tile Inc. d/b/a Navillus Contracting	\$9,970,000	
Contracts	LK Comstock & Company LLC	\$1,390,000,000	Approval to award a publicly advertised and competitively solicited contract for design-build services to provide a wayside Communication Based Train Control ("CBTC") system on the Fulton Street and Liberty Avenue lines. Board approval is also requested to award a maintenance contract to maintain the installed CBTC system for a duration of 25 years.
	Siemens Mobility Inc.	\$235,001,777	
Contracts	Naik Consulting Group, PC	\$2,530,024	Approval of a modification to provide oversight and coordination services in connection with the construction of a new office and hotel development at 175 Park Avenue and to extend the Contract term by four months to September 1, 2026.
Contracts	RCC/AMCC Joint Venture	\$3,350,000	Approval of a modification for impact costs related to compensable delay in the construction of a new diesel locomotive repair shop and employee facility at Long Island Railroad's Morris Park Yard.
Contracts	Sovereign Hydroseal East, Inc.	\$3,000,975	Approval of a modification to extend the term of this unit price Contract by one year to January 2, 2027, and increase quantities to various unit price items to support forecasted work orders for remediation services.

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

Contracts	Skanska Railroad Construction JV	\$19,540,000	Approval of a modification for the replacement of eight deteriorated platform girders (four at the Manhattan-bound track and four at Flushing-bound track) at the 61st Street Woodside station on the Flushing line and to accelerate the work at the Manhattan-bound track and extend the milestone for that work and the Substantial Completion date to August 17, 2026.
Contracts	TAP Electrical Contracting Services, Inc.	\$3,000,000	Approval of a modification to the contract for the replacement of Metro-North Railroad's 86th Street Substation and the negative return reactors at Metro-North's 110th Street Substation to resolve all remaining claims asserted by the contractor for compensable and excusable delays.
Contracts	Infinity Contracting, Inc.	\$2,340,000	Ratification of a modification for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

**Joint Minutes of the Metropolitan Transportation Authority, the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company, MTA Construction and Development Company, the MTA Bus Company, Grand Central Madison Operating Company, and the First Mutual Transportation Assurance Company**

**Joint Meeting of the Triborough Bridges & Tunnel Authority, the Long Island Rail Road, Metro-North, Capital Program and New York City Transit Committees**

**Meeting Minutes**

**November 19, 2025**

**9:00 a.m.**

**2 Broadway**

**New York, New York**

**The following Board Members were present (\*attended remotely):**

Hon. Janno Lieber, Chair & CEO

Hon. Andrew Albert

Hon. Samuel Chu \*

Hon. Michael Fleischer

Hon. Marc Herbst

Hon. David Jones

Hon. Christopher Leathers

Hon. Blanca Lopez \*

Hon. David Mack

Hon. Haeda B. Mihaltses

Hon. Melva M. Miller

Hon. James O'Donnell

Hon. Dr. John-Ross Rizzo

Hon. Lisa Sorin\*Hon. Midori Valdivia

Hon. Edward Valente

Hon. Neal Zuckerman

**The following alternate non-voting members were present:**

Hon. Gerard Bringmann

Hon. Randolph Glucksman

**The following Board Members were not present:**

Hon. Daniel Garodnick

Hon. John Samuelsen

Paige Graves, General Counsel, John McCarthy, Chief External Relations & Policy, Lisette Camilo, Chief Administrative Officer, Jai Patel, Chief Financial Officer, Justin Vonashek, President Metro-North Railroad, Robert Free, President LIRR, Jamie Torres-Springer, President MTA C&D, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff and Strategic Planning, Catherine Sheridan, President Bridges & Tunnels, Demetrius Crichlow, President New York City Transit, Monica Murray, Auditor General, Thomas Taffe, Chief MTA PD, and Michael Kemper, Chief Security Office MTA HQ also attended the meeting.

Chair Lieber called to order the November 2025 joint meeting of the Triborough Bridge and Tunnel Authority, Long Island Rail Road, Metro-North Railroad, New York City Transit and Capital Program Committees.

A safety announcement was made.

## 1. **PUBLIC SPEAKERS' SESSION**

The MTA moderator announced that the following public speakers will speak either live virtually or in-person. The moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The moderator reminded speakers of the warning beep when 30 seconds remain to conclude their remarks. The moderator advised that the public comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

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

Gian Pedulla, private citizen  
Jack Connors, PCAC  
Omar Vera, private citizen  
Lauren Schandavel, Jobs 2 Move America  
Jason Anthony, LIRR ADA task force\*  
David Kupferberg, Passengers United  
Besty Plum, Riders Alliance  
Nadja Byrd, Riders Alliance  
Mo Yain Tham, Jobs 2 Move America  
Leshane Lindsey, Jobs 2 Move America  
Jesse Figueroa, VFW Department of NY\*  
Tania Tavez, Riders Alliance  
Morvel Givson, Riders Alliance  
Rodney Dedeus, Riders Alliance  
Beth Childs, Riders Alliance  
Shara Harry, NYPIRG\*  
Tina Lidogoster, private citizen\*  
Steven Rojas, NYPIRG\*  
Wendy Smith, Save the Ferry\*  
Anna Humphrey, CIDNY  
Mayna Torres, Riders Alliance  
Miriam Fisher, private citizen  
Estrella Juarez, NYPIRG\*  
Yifeng Zhang, Riders Alliance  
Marco Carrion, CWE\*  
Michael Cohen, private citizen  
Christopher Greif, private citizen  
Trisha L, Riders Alliance\*  
Michael Riley, private citizen\*

Charlton D'Souza, Passengers United\*  
Victoria Manning, private citizen\*  
Gabriele Schafer-Fracaro, Riders Alliance\*  
Naomi Hersson-Ringskog, Save the Ferry\*  
Angel Rosas, Bronx Community College\*  
Alexis Foote, private citizen\*  
Wisleiry Lantigua, NYPIRG\*  
Benjie Leon, Riders Alliance\*

Chair Lieber thanked everyone who joined the meeting today, especially the public speakers.  
General Counsel Paige Graves confirmed a quorum for the record.

Chair Lieber stated the meeting would begin with agency president's reports and called on Catherine Sheridan, B&T President to begin.

## **2. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

### **A. TBTA President's Report:**

TBTA President Catherine Sheridan ("President Sheridan") noted that Senior Vice President, Security & Operations, and Chief of Department, Charles Chavez ("SVP Chavez") will be speaking on her behalf. SVP Chavez stated that the proposed TBTA Work Plans for 2026 is presented in the committee materials for review and submitted for Committee's approval in December. The 2025 TBTA Work Plans are filed with the records of this meeting.

SVP Chavez provided an update on the targeted joint-agency enforcement operations. Targeted operations have yielded more than 1,400 arrests, 63,000 summonses, and 5,800 vehicles towed. Those interdicted are responsible for nearly \$64 million dollars owed collectively to all member agencies. SVP Chavez also welcomed two partner agencies to the task force, the Orange County Sheriff's Office and the Town of Woodbury Police Department.

SVP Chavez stated that TBTA's strengthened enforcement against illegally tinted vehicle windows continues to gain momentum. Tinted windows pose risks to law enforcement during traffic stops, concealing vehicle occupants and contents. Year to date, enforcement efforts have doubled compared to previous years. In recent focused initiatives, TBTA warned drivers via roadway variable message signs. In October alone, TBTA issued 260 tint summonses.

SVP Chavez stated that there has been recent attention on serial toll evaders and the consequences of ignoring dozens or even hundreds of tolls, which some evidently find confusing. SVP Chavez clarified that

first, pay your tolls, which is the simplest and easiest way to avoid fees and other issues. SVP Chavez directed attention to a screenshot of the E-ZPass New York Service Center website clearly depicting the toll bill escalation process. SVP Chavez explained that if you drive across bridges, through tunnels, or enter the congestion relief zone without paying tolls, the escalation to toll violator status is as certain as it is transparent. SVP Chavez reiterated that people should pay their tolls and they should know that if they evade hundreds of them and then say that they didn't see the notices, not only does that challenge common sense, but TBTA will proceed as stated on the webpage – starting with fees, violations, and then suspend registrations. SVP Chavez emphasized that TBTA prefers never to charge a late fee. It is for the vast majority of people who follow the rules that TBTA is here to advocate for. Make no mistake, TBTA will stand up for New Yorkers who expect to pay a fair share for transportation.

SVP Chavez stated that November 15 marked the 85th year since the opening of the Queens Midtown Tunnel in 1940. Designed by renowned engineer Ole Singstad, construction took 2,500 sandhogs working their way through tons of solid rock. President Franklin D. Roosevelt rode the first automobile through the tunnel under the East River. Visitors to Grand Central Terminal's Vanderbilt Passage may view an exhibit curated by TBTA's Special Archive team. SVP Chavez thanked the Maintenance crew for the installation effort, and Metro-North colleagues for their logistical support.

SVP Chavez reported that the 54th running of the TCS New York City Marathon kicked off on Sunday, November 2 from its traditional starting line at the Verrazzano-Narrows Bridge. More than 60,000 runners along with scores of event organizers and officials convened for the race. SVP Chavez thanked the employees for their collective efforts that allowed for a safely executed event-start that showcased the bridge to a worldwide audience.

Finally, SVP Chavez stated that there are no procurements for this month.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the Board members' questions and comments, and SVP Chavez's and responses.

### **3. JOINT LONG ISLAND RAIL ROAD/METRO-NORTH RAILROAD COMMITTEE**

#### **A. LIRR President's Report:**

LIRR President Rob Free (“President Free”) stated that LIRR ridership remained strong for October with 7.44 million customers, a post-pandemic record that represents 92% of October 2019 ridership. Year-to-date (“YTD”) total ridership is 9.2% higher than 2024. Monthly ticket ridership increased by 9.9% compared to last October and an increase of 10.4% as compared to September. President Free emphasized that while non-commutation ridership has increased, regular commutation ridership is coming back as well. There were 3.1 million commutation riders in October, which is a post-pandemic record. Grand Central Madison ridership also set a record with 1,785,659 riders.

President Free stated performance also remained strong. For the month of October, on-time performance (“OTP”) was 96.3% and YTD OTP was 96.3%.

President Free stated that for the 12-month period ending in September, the customer injury rate decreased by 24% and the employee injury rate decreased by 15% as compared to the same period last year.

President Free stated that safety is the top priority at the Long Island Rail Road. On October 23, LIRR hosted its annual On-Track Safety Summit, with representatives from Metro-North, New Jersey Transit, PATH, Keolis, Amtrak, and MBTA to discuss and align regional railroads on shared safety challenges, exchange best practices, and develop joint strategies to roadway worker safety. President Free thanked the Corporate Safety team for facilitating this important forum, personally thanked all the attending railroads for coming and for their strong commitment to safe operations.

President Free announced that extra service will be provided to support the Thanksgiving Day parade. There will be six extra AM trains going into the City for the beginning of the parade and nine extra trains for post-parade. President Free reminded everyone to check the website and TrainTime app for most up to date schedule information.

President Free stated that LIRR continues to monitor ridership to keep up with demand and provide customers with comfortable rides. As a result of this analysis, LIRR determined there was a need on the Ronkonkoma Branch for extra service during the PM peak. President Free announced that they are now operating a new additional train departing Penn Station at 3:20pm to Ronkonkoma. President Free lauded the Service Planning and Operations team for making this happen.

President Free stated that the past couple of years have been a time of great growth when it comes to expanding the list of ADA accessible stations at LIRR. Last year, four new stations became ADA accessible

on the Babylon branch alone. On November 13, they cut the ribbon at St. Albans Station, the latest in the system to become accessible. The 18-month project brought St. Albans Station into the 21st century, with a modern look and new station amenities. President Free emphasized that over 90% of LIRR stations are currently ADA accessible. At the end of this capital program, 95% of LIRR stations will be ADA accessible. In addition, LIRR has worked to maintain station accessibility as elevators were replaced at Auburndale and Valley Stream stations. President Free thanked partners at C&D, the project and construction teams, and the incredible LIRR employees for their amazing work.

In response to a question from Board Member O'Donnell regarding an article in Newsday about the recent IG Report, President Free emphasized that LIRR has done everything in its authority to address the report findings and holding employees accountable through the disciplinary process, as recognized in the IG's public statements. Board Member O'Donnell requested a briefing by the IG on the entire investigation. Chair Lieber stated that they will arrange for an in-camera briefing with the IG and noted that the disciplinary process must be followed before the agency can take action.

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

**B. Metro-North President's Report:**

Metro-North President Justin Vonashek ("President Vonashek") reported that Metro-North's reliability and ridership remained strong with October's OTP at 98.3% and YTD is 97.9%. President Vonashek credited the dedicated teams and innovative tools like the Laser Train for the reliable service through the fall season. In October, Metro-North served nearly 6.8 million customers, a 3.7% increase from last year, and 86.8% of prepandemic ridership. Weekday ridership reached a new post-pandemic high with an average of 241,000 riders. Weekend ridership also remained strong, surpassing 2019 levels at 102.5% helped by great weather and a beautiful fall season.

President Vonashek stated that November is continuing the upward trend, with ridership through November 9 at 85.4% of recovery overall. Baseball season ridership remains strong with more than 850,000 trips to Yankee Stadium, including three record-breaking games averaging about 14,000 riders per game representing about 16% of total stadium attendance.

President Vonashek stated that during Thanksgiving, Metro-North will provide early getaway service the day before Thanksgiving, a special holiday schedule on Thanksgiving Day, and Shopper Special trains will begin on November 28.

President Vonashek reported that for the 12-month period ending in September 2025, Metro-North's reportable customer injury rate was 1.54 per one million customers and the reportable employee lost time injury rate was 1.68, both essentially flat from the previous year. With the holiday season fast approaching, they are in full swing with the community outreach program, TRACKS, to remind customers to travel safely.

President Vonashek stated that on Veterans Day, Metro-North honored our nation's heroes, including the nearly 450 veterans in the Metro-North family during the annual Wreath Hanging ceremony at Grand Central Terminal. The ceremony featured the MTAPD Pipes and Drums Band, and MTAPD Officer James Volpe singing both the national anthem and God Bless America. New this year is the Aviation High School Color Guard Drill team, established in 1934 at the Manhattan School of Aviation Trades. President Vonashek thanked everyone for their contributions.

President Vonashek announced the unveiling of Engine 216, Metro-North's eighth heritage series locomotive, designed by a committee of twelve veterans, along with Emily Moser, to honor all branches of the US Armed Services. The unveiling occurred at North White Plains on Monday November 10 and the locomotive was brought to Grand Central on Veterans Day for all to enjoy. The train will tour all the system's shops and yards before returning to revenue service.

President Vonashek discussed Grand Central as it is once again at the heart of New York's holiday magic with the opening of the Grand Central Holiday Fair in Vanderbilt Hall, which is open daily through Christmas Eve, except Thanksgiving.

President Vonashek stated due to the success of the Holiday Lights Train last year, Metro-North is bringing back the season with two trains this year. One electric and one diesel haul train will make visits throughout the entire system. President Vonashek advised that anyone can follow the train on social media to see where they may catch the train.

President Vonashek stated that Metro-North is ready for winter with more than 375 pieces of snow clearing equipment ready to go. Operations teams have been working diligently inspecting and fortifying tracks, switches, signals, and rail cars, ensuring smooth, safe travel operations all season long.

Board Member Zuckerman commented that the number one issue he hears from customers on Metro-North is internet access and he requested that Metro-North work to figure out how to improve the quality of the phone service. President Vonashek stated that Metro-North has been looking into improving phone service. In response to a question from Chair Lieber with regards to the plans for service to Albany, President Vonashek stated that the service is set to start in early Spring and the team has been working diligently to plan everything. They have begun training crews on the rules and they are on schedule to start as planned.

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

#### 4. NEW YORK CITY TRANSIT COMMITTEE

##### A. PRESIDENT'S UPDATE

President Crichlow spoke about the rollout of the newest trains and buses and noted that NYCT will be receiving new paratransit vehicles in 2026 and piloting 10 electric buses.

President Crichlow reported that there is increased weekday service on the A and L lines and announced that NYCT will operate a Saturday schedule on MLK day. He stated that NYCT will be engaging in customer outreach for the F/M swap along with other communications including posting signs, social media video explainers and a live dedicated website.

President Crichlow talked about NYCT's preparations for major events like the Thanksgiving parade and New Years Eve including sending mobile wash crews to ensure cleanliness and assigning personnel to assist with crowd control.

President Crichlow reported on the performance metrics for Subways in October, noting declines from last month attributable in part to a series of atypical vandalism incidents. He noted that on-time performance was up .7% compared to this time last year.

President Crichlow reported on improvements across all performance metrics for Buses in October, with the 12-month average continuing to trend upward.

President Crichlow reported strong performance metrics for Paratransit, noting that nearly 96% of weekday trips met the 30 minute on-time performance standard and 90% of the trips were made within 20 minutes of the promised time. President Crichlow reported that this was the first month ever in which paratransit completed more than one million trips.

President Crichlow reported on ridership for Subways, Buses and Paratransit. He reported that Subways weekday ridership reached 4.16M, Buses had a 1.38M weekday average ridership and Paratransit had a weekday average of 51,156 riders.

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

#### B. NYPD TRANSIT REPORT

NYPD Chief of Transit Joseph Gulotta delivered the Safety and Security Report. Chief Gulotta reported a 13.9% reduction in crime compared to October of last year, which he attributed to a decrease in robberies and grand larcenies. Chief Gulotta reported a 4.2% reduction in crime when comparing January through the end of October of this year to the same time period last year. He commended police officers for the incredible job they do.

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

#### C. PROCUREMENT

Lisette Camilo, Chief Administrative Officer, and Tim Mulligan, Chief of Rolling Stock Programs, delivered the Procurement Report.

Chief Administrative Officer Camilo requested that the Board declare, pursuant to the All-Agency Service Contract Procurement Guidelines, that a competitive selection process is inappropriate due to the existence of a single responsible source, and approve the award of a five-year noncompetitive miscellaneous service contract to Clever Devices LTD (“Clever Devices”) for the provision of software maintenance and support services related to the Intelligent Vehicle Network (“IVN”) system in the estimated total amount of \$40,194,597. Chief Administrative Officer Camilo noted that Clever Devices is the manufacturer of IVN hardware and software and does not have any authorized agents to provide the required items and service. Chief Administrative Officer Camilo requested that the Board ratify the declaration of an Immediate Operating Need approved by the Deputy Chief Procurement Officer, MTA Procurement, waiving

competitive bidding pursuant to Article III, Paragraph B(1) of the All-Agency Procurement Guidelines and Public Authorities Law 1209, subsection 9(a) and approve the award of an estimated quantity contract made to Standard Steel LLC for the procurement of 3,000 subway car wheels. The award was made July 8, 2025 for a term of six months.

Chief of Rolling Stock Programs Tim Mulligan requested that the Board approve the award of Modification No. 9 to Contract B40666-2 to exercise an option for the purchase of 219 low-floor 40-foot Option Buses, comprised of 161 diesel-electric hybrid and 58 clean diesel buses, from New Flyer of America, Inc. (“New Flyer”) in the estimated amount of \$257,602,924.

Upon motion duly made and seconded, the Committee approved the procurements.

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

## **5. CAPITAL PROGRAM COMMITTEE**

### **A. PRESIDENT’S REPORT**

MTA Construction & Development (“C&D”) President Jamie Torres-Springer started his update by highlighting ongoing work across the system, beginning with the installation of a temporary platform at Metro-North’s Bronx Botanical Garden Station as part of the Bronx Stations ADA project. Next, Mr. Torres-Springer reported two major ADA milestones on LIRR’s ADA Package 1: the newly accessible St. Albans Station, delivered two months early and on budget, and the replacement elevator at Auburndale Station, also completed ahead of schedule and under budget. These achievements follow the completion of four accessible Babylon Branch stations last year, with additional stations expected to be finished by year’s end.

Mr. Torres-Springer also acknowledged the completion of the Grand Central subway station improvement program, a five-year initiative delivered \$46.5 million under budget. The program expands circulation capacity by 20 percent, including the creation of a new passageway to the 7 Line through bedrock excavation at 42nd Street and Lexington Avenue. The project also added 14 new staircases, replaced 10 escalators and four elevators, repaired more than 3,000 square feet of concrete, and installed 35,000 square feet of new flooring. He credited the success of the program to design-build delivery and to strategic early planning undertaken during Chair Lieber’s tenure at C&D.

Turning to systemwide elevator improvements, Mr. Torres-Springer reported that C&D recently opened five new elevators - two at Jackson Heights-Roosevelt Avenue/74th Street station in Queens and three at Fordham Road station in the Bronx. In total, 31 elevator replacements have been completed so far this year. He noted that the time required to replace an elevator has been reduced by three months in recent years, now averaging eight months, and emphasized ongoing efforts to further streamline work sequencing and minimize service impacts.

Mr. Torres-Springer also highlighted Governor Hochul's recent announcement of weekday service increases on the A and L lines. While crediting Subways leadership for operational implementation, he underscored that these improvements were made possible by prior capital investments - specifically, the installation of three new substations on the L Line between 2020 and 2022, which expanded traction power capacity and redundancy. He reminded the Board that the 2025-2029 Capital Program includes approximately \$3 billion for traction power upgrades to continue supporting system reliability, state-of-good-repair work, and service enhancements.

Mr. Torres-Springer introduced Anthony Tufano, Senior Vice President of the Railroads Business Unit, noting the benefits of the unified approach to capital planning and delivery for both Metro-North and LIRR. He also recognized key program leaders present: Andrew Wilson, who oversees the LIRR program; Ziona Rubin, who leads the Metro-North program; and Bob Laga, head of the Grand Central Artery program, which functions as a distinct initiative within the Metro-North portfolio.

## B. RAILROADS REPORT

Mr. Tufano started his update reminding the Committee that the unified Railroads Business Unit, formed in 2023 to integrate the Long Island Rail Road and Metro-North Capital Programs, has strengthened expertise, standardized practices, and delivered projects more efficiently. He reported that for 2025, the unit has achieved \$33 million in commitments with an additional \$526 million in procurement now moving forward following the approval of the Capital Program. On completions, the unit has delivered \$583 million to date, with an additional \$346 million expected by year-end, bringing total 2025 completions to approximately \$930 million. Mr. Tufano highlighted the Webster Avenue Bridge project, completed four months early and \$7.3 million under budget while minimizing operational and community impacts.

Reviewing the broader program, Mr. Tufano noted that \$14 billion has been allocated to the railroads, including \$11 billion for projects, more than double prior levels. This program will deliver six additional ADA-accessible stations, rehabilitate or replace 50 bridges, upgrade up to 10 substations, and invest \$800 million in stormwater and coastal resiliency along Metro-North's Hudson Line. He emphasized that the unit is prepared to execute this expanded program.

Turning to the Park Avenue Viaduct and Grand Central Train Shed, collectively referred to as “the Artery,” through which 98% of Metro-North trains pass, Mr. Tufano outlined ongoing and future work. The last Capital Program invested \$1 billion in the Artery, and the current program added \$1.7 billion more. The effort is being managed as a single megaproject under Project Executive Bob Laga. Train Shed Sector One is nearly complete, with 65,000 square feet of roof replacement substantially finished in coordination with JPMorgan Chase. The project remains on time and under budget.

Mr. Tufano reported exceptional progress on the Park Avenue Viaduct replacement. Phase One was completed in October with full superstructure renewal. Phase Two substructure work for Track 4 was completed in June. Through close coordination with Metro-North and the design-builder, the project achieved \$93 million in savings and was delivered 51 months ahead of schedule without a single train delay. He noted that, in addition to the well-publicized gantry innovations, a key rule change allowed installation of an inter-track barrier, enabling round-the-clock weekend work without requiring stoppages when trains passed on adjacent tracks. This innovation has already produced approximately \$48 million in efficiencies and is being replicated across multiple projects.

Mr. Tufano then reviewed progress on the Bronx Stations ADA Package. All three stations are being rebuilt simultaneously, involving full station rehabilitations. Work is currently in its first phase of a 32-week outage on one track side, with a flip scheduled for February. Most cross-track utility relocations have been completed. The project remains on schedule and budget, with potential to finish ahead of schedule due to strong coordination with Metro-North.

Mr. Tufano provided an update on the overall railroad station accessibility program, noting that 91% of stations across both railroads are now ADA compliant. With the completion of ADA Packages 1 and 2, this figure will rise to 94%. Package 1 covers 12 stations, nine of which will become accessible for the first time. Seven stations have already opened, including St. Albans last week. He highlighted major work delivered last year on two 12-car platforms east of Babylon, completed in time for summer service, and noted that lessons learned have allowed the team to build schedule float for the upcoming season. He also reported strong progress at Hollis and Forest Hills, with both projects forecast for 2027 completion on budget. At Forest Hills, extensive deteriorated steel and concrete conditions prompted 29,000 square feet of additional repairs, performed within existing budget and schedule, significantly improving station condition ahead of the planned December unveiling.

On the LIRR’s Hall Expansion project, Mr. Tufano emphasized its critical role in relieving Jamaica congestion by creating two new parallel routes. To construct a 280-foot bridge in a constrained environment with 11 active tracks, the team staged materials using work trains, installed rail-mounted gantries, and

ultimately employed bridge jacking, a first for MTA railroads, to slide the structure into place over live train operations without causing delays. The project is reaching substantial completion this month and will be turned over to LIRR forces for commissioning next year. He announced that the project was recently awarded an ACEC Diamond Award, underscoring the success of design-build delivery and the project team's ingenuity.

Chair Lieber, underscored that Park Avenue Viaduct, in contrast to Penn Station Access, which was presented to the Committee the previous month, is coming in under budget and ahead of schedule because the MTA is holding itself to a high level of accountability, something lacking in Amtrak projects.

### C. IEC RAILROADS REPORT

Sirish Peyyeti, Program Director of the IEC, presented the IEC's report on six railroad projects. He began with updates on the three monitored Metro-North Railroad projects. The Grand Central Terminal Train Shed Sector 1 project is 93% complete, on budget, and ahead of schedule, supported by effective collaboration between the MTA and JPMorgan Chase project teams. Coordination with NYC DOT to obtain full road-closure permits has accelerated work and helped maintain budget compliance. The Park Avenue Viaduct Replacement project is 70% complete and remains on budget and schedule. All Phase 1 bridge replacement outages and nine Phase 2 outages were completed without disrupting train operations, and the project team has successfully executed concurrent work on both phases to maximize productivity.

Mr. Peyyeti then provided the IEC report on ADA improvements at three Bronx stations. The project is on budget and on schedule for May 2027 completion. The first of two track-outage phases has begun, and the team is addressing early challenges involving coordination with external agencies and limited construction progress due to aggressive design and procurement timelines. Continued coordination among the design-builder, MTA compliance groups, and operations teams will be required to maintain the schedule, and the IEC acknowledged C&D's work in preparing outages while avoiding service interruptions.

Mr. Peyyeti next reported on three LIRR projects. ADA Package 1 is 94% complete and remains on budget and on schedule for substantial completion in December 2025. The project team effectively mitigated construction challenges through resequencing work to minimize the impact of lead abatement and by leveraging in-stock materials to avoid supply-chain issues. The IEC recommends documenting these strategies in LIRR's lessons-learned database.

ADA Package 2, currently 39% complete, has been affected by an eight-month construction pause at Forest Hills and Hollis, lifted in February 2025; with 60% of the scheduled duration elapsed, the IEC expressed concern that completion at these stations may slip to December 2027. Mitigations and change orders related

to the pause remain under negotiation. The project remains on budget, and the IEC forecasts final completion within budget through use of contingency. Work at Babylon Station continues on schedule, with accessibility improvements targeted for December 2026. Finally, Jamaica Capacity Improvements (JCI), Phase 2, Hall Interlocking, is 76% complete and within budget. Steel fabrication issues have extended the forecast completion date by two months to November 2025, however, the project team proactively identified conflicts with other projects, secured necessary track outages, and ensured force-account availability to maintain substantial completion in June 2026.

Next Chair Lieber asked LIRR President Rob Free to comment how JCI project helps LIRR ridership. Mr. Free explained that Jamaica is the busiest station with dozens of trains coming in and out without the ability to move more than one train at once. The JCI project will allow high speed switches further out on the tracks that will improve overall traffic flow and allow trains to enter and leave faster which will improve ridership experience.

Board Member Albert then asked Mr. Torres-Springer the completion date for Livonia Complex, after consulting with the team Mr. Torres-Springer reported that it would be completed next year, and Member Bringmann suggested more communication with Nassau County, citing an article in the New York Post complaining of station maintenance. Mr. Free said that he was very proud of the work at Valley Stream and that it would be shared with local officials at the end of the year and further to this John McCarthy, Chief of Policy and External Relations, offered to supply a full letter rebuttal to the letter in the Post to Mr. Bringmann.

#### D. PROCUREMENT ACTIONS

Evan Eisland, Executive Vice President and General Counsel, C&D, presented 3 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 modification to a contract with Gannett Fleming Engineers and Architects (Contract PSC-19-3031) 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.
2. Award of a unilateral modification to a contract with Judlau Contracting (Contract A46026) 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.

3. Ratification of a modification to a contract with Approved General Contractors (Contract 6484) addressing unforeseen site conditions.

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.

#### 6. **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Committee approved the Minutes of the regular committee meetings held on October 27, 2025, as corrected.

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

#### 7. **ADJOURNMENT**

Upon motion duly made and seconded, the Committee voted to adjourn the meeting at 11:47 am.

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Paige Graves  
General Counsel and  
Corporate Secretary  
MTA

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Eamonn Foley  
Vice President,  
General Counsel and Corporate Secretary  
Metro-North Commuter Railroad Company

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David Farber  
General Counsel and  
Corporate Secretary  
NYCT and MTA Bus

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

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Paul L. Friman

General Counsel

and Corporate Secretary

Triborough Bridge & Tunnel Authority

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Evan Eisland

General Counsel and Corporate Secretary

MTA C&D

## 2025-2026 Capital Program Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**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

**December 2026**

President's Update  
Bridges & Tunnels  
Quarterly Traffic Light Report

## MTA Capital Program Committee Update

### Bridges & Tunnels Business Unit

December 2025

MTA Construction & Development's last report to the Capital Program Committee on Bridges and Tunnels (B&T) projects was submitted in December 2024. Since then, progress has been made across the program, including greater than anticipated levels of both commitments and completions.

All major 2025 commitments have been awarded, and all major projects in the 2020-24 Program have been committed totaling \$2.9B, including the Central Business District Tolling Program (CBDTP). In addition, we are forecasting the award of an additional \$311M in projects funded in the new 2025-2029 program by year end which will bring the total for 2025 commitments to \$1.156B. B&T's 2025 completion plan totaled \$165M and included 5 projects. At the time of this report, the Bridges and Tunnels Business Unit has reached substantial completion on all 5 projects, totaling \$165M and we are forecasting the completion of another \$98M project by year end, bringing the total for 2025 completions to \$263M. We have also made significant progress on many more projects.

This document summarizes the progress on several recently completed and ongoing projects.

#### **Relocation of Refueling Station and Queens Service Building Switchgear at the Queens Midtown Tunnel (QMT)**

This Design-Build project includes the construction of a new outdoor fueling station along with electric vehicle charging stations, the demolition of the existing in-door fueling station, and upgrades to and relocation of switchgear equipment within the service building to both meet current codes and place it above the 100-year flood level. This project improves facility resiliency and safety.

PROJECT STATUS	Original	Forecast
Substantial Completion	October 2024	April 2025
Budget	\$31.2 M	\$ 28.9 M
Status: Substantially Complete		
Contractor: E. J. Electric Installation Co.		

The project substantial completion was delayed due to a major supply chain issue for electrical equipment. B&T partnered with the Contractor to mitigate delays to the extent possible, and achieve beneficial use of the new switchgear by December 2024. All permanent equipment was installed and the project substantially completed in April 2025.

#### **Lower Level Suspended Span Deck Rehabilitation at the Verrazano-Narrows Bridge (VNB)**

This Design-Bid-Build A+B project extends the useful life of the 56 year old lower-level deck of the VNB, deferring the need to implement a full deck replacement project. This rehabilitation effort included concrete deck repairs, complete repaving of the lower level suspended span roadways, finger joint rehabilitation, miscellaneous substructure steel repairs, and electrical and painting work, as well as the installation of a weigh-in-motion system to detect overweight vehicles. The project also included a reduction in the thickness of the asphalt overlay, reducing the load on the main cables. The project also includes installation of FDNY fiber optic communications work that was coordinated with and funded by FDNY via an interagency agreement.

	<table><tr><th>PROJECT STATUS</th><th>Original</th><th>Forecast</th></tr><tr><td>Substantial Completion</td><td>January 2026</td><td>September 2025</td></tr><tr><td>Budget</td><td>\$121.1 M</td><td>\$ 109.6 M</td></tr><tr><td colspan="3">Status: Substantially Complete</td></tr><tr><td colspan="3">Contractor: Restani Construction Corporation</td></tr><tr><td colspan="3">The contractor was incentivized to reduce weekend lane closures, and the overall effect was that more work was done in a compressed time; the project was completed three months ahead of schedule, in September 2025 under budget.</td></tr></table>	PROJECT STATUS	Original	Forecast	Substantial Completion	January 2026	September 2025	Budget	\$121.1 M	\$ 109.6 M	Status: Substantially Complete			Contractor: Restani Construction Corporation			The contractor was incentivized to reduce weekend lane closures, and the overall effect was that more work was done in a compressed time; the project was completed three months ahead of schedule, in September 2025 under budget.				
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Power Redundancy and Resiliency Improvements at the Bronx-Whitestone Bridge (BWB) and Verrazzano-Narrows Bridge (VNB)	<p>This Design-Build project includes upgrades to the power distribution system on both the Bronx-Whitestone Bridge (BWB) and the Verrazzano-Narrows Bridge (VNB) to improve reliability and redundancy. The work at the BWB includes interconnecting the electric power distribution system of the Service Building with the bridge service feeds, as well as the installation of a new redundant electrical feeder across the bridge from Queens and the replacement of the standby generator to provide reliable backup power for the entire facility. The project at the BWB also includes installation of FDNY fiber optic communications work that was coordinated with and funded by FDNY via an interagency agreement. At the VNB, work includes upgrades to existing substations, the PLC controls, and other electrical and communication systems to improve resiliency, as well as upgrades to the bridge’s lane use signal system.</p> <table><tr><th>PROJECT STATUS</th><th>Original</th><th>Forecast</th></tr><tr><td>Substantial Completion</td><td>November 2025</td><td>December 2025</td></tr><tr><td>Budget</td><td>\$92.5 M</td><td>\$ 84.7 M</td></tr><tr><td colspan="3">Status: approximately 90% complete</td></tr><tr><td colspan="3">Contractor: Hellman Electric/PJS Construction, JV.</td></tr><tr><td colspan="3">The project will be substantially complete one month behind schedule due to a supply chain issue for electrical equipment. Substantial completion is forecast for December 2025.</td></tr></table>			PROJECT STATUS	Original	Forecast	Substantial Completion	November 2025	December 2025	Budget	\$92.5 M	\$ 84.7 M	Status: approximately 90% complete			Contractor: Hellman Electric/PJS Construction, JV.			The project will be substantially complete one month behind schedule due to a supply chain issue for electrical equipment. Substantial completion is forecast for December 2025.		
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Suspended Span Retrofit and Painting at the Robert F. Kennedy Bridge (RFK)	<p>This Design-Build project includes structural upgrades on the suspended spans including the anchorage structures, main cable dehumidification, an overcoat painting of the steel on the suspended spans and installation of an enforcement grade weigh-in-motion system to detect overweight vehicles. This project improves aerodynamic performance of the bridge and pedestrian/bicycle access while also addressing state of good repair needs.</p> <table><tr><th>PROJECT STATUS</th><th>Original</th><th>Forecast</th></tr><tr><td>Substantial Completion</td><td>September 2027</td><td>September 2027</td></tr><tr><td>Budget</td><td>\$513.7 M</td><td>\$513.7 M</td></tr><tr><td colspan="3">Status: approximately 37% complete</td></tr><tr><td colspan="3">Contractor: American Bridge-Commodore, JV</td></tr></table>			PROJECT STATUS	Original	Forecast	Substantial Completion	September 2027	September 2027	Budget	\$513.7 M	\$513.7 M	Status: approximately 37% complete			Contractor: American Bridge-Commodore, JV					
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Substantial Completion	September 2027	September 2027																			
Budget	\$513.7 M	\$513.7 M																			
Status: approximately 37% complete																					
Contractor: American Bridge-Commodore, JV																					

The project began construction in December 2023, and is progressing on schedule and on budget.

Progress to date:

- Design packages complete
- Structural repairs ongoing
- Orthotropic deck repairs ongoing
- Began installation of main cable access
- Began installation of cable dehumidification system on south cable
- Completed installation of enforcement grade Weigh-In-Motion
- Completed demolition of south sidewalk
- Commenced installation of new south Shared Use Path
- Began painting of below roadway steel

2026 Look Ahead:

- Continue structural repairs
- Complete installation of main cable access
- Continue installation of cable dehumidification system
- Complete installation of new south SUP
- Begin demolition of north sidewalk
- Continue painting of below roadway steel

**FDR Drive Widening  
at the Robert F.  
Kennedy Bridge  
(RFK)**

This Design-Build project will improve the RFK bridge connection to the south-bound FDR drive, allowing two lanes from the RFK bridge to continue onto the SB FDR Drive un-impeded by eliminating the current center lane merge. In addition, to accommodate the widening of the roadway, the existing pedestrian overpass over the FDR Drive will be replaced with a new ADA compliant bike/ped overpass.

PROJECT STATUS	Original	Forecast
Substantial Completion	August 2026	August 2026
Budget	\$32.0 M	\$32.0 M

Status: approximately 15% complete

Contractor: Defoe Corporation

The project began construction in June, 2025, and is progressing on schedule and on budget.

Progress to date:

- Design ongoing
- Commenced structural repairs
- Commenced construction of slip ramp

2026 Look Ahead:

- Complete structural repairs
- Complete widening of FDR
- Install new pedestrian bridge
- Achieve Substantial Completion

**Tower Painting and Electrical Upgrades at the Verrazzano-Narrows Bridge (VNB)**

This Design-Build project includes a complete exterior painting of the almost 700-foot high VNB towers, removing original lead based paints and addressing corrosion of these iconic structures. This project also includes painting of the suspender ropes, steel repairs and electrical work at the tower locations. Upon the completion of this project, 100% of lead based paints will have been removed from the exteriors of the VNB towers and replaced with B&T’s modern coating system.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	July 2026	July 2026
<b>Budget</b>	\$168.6 M	\$146.2 M
Status: approximately 85% complete		
Contractor: Ahern Painting Contractors Inc.		

The project began construction in December 2023, and is progressing on schedule and on budget.

Progress to date:

- Completed exterior painting of Staten Island and Brooklyn Towers
- Completed painting of the suspender ropes
- Continued electrical work at towers

2026 Look Ahead:

- Complete removal of roadway protection platform above the Upper-Level roadway on the Brooklyn and Staten Island Towers.
- Complete electrical work at both towers
- Achieve Substantial Completion

**Tower Fender Protection and Painting at the Throgs Neck Bridge (TNB)**

This Design-Build project includes a complete replacement of the existing tower ship collision protection system to meet current American Association of State Highway and Transportation Officials (AASHTO) guidelines. The project also includes tower painting, rehabilitation of the tower elevators and main cable and suspender rope work.

PROJECT STATUS	Original	Forecast
<b>Substantial Completion</b>	April 2027	December 2026
<b>Budget</b>	\$197.8 M	\$197.8M
Status: approximately 70% complete		
Contractor: Trevcon Construction Co. Inc		

The project began construction in December 2023, and is progressing ahead of schedule and on budget.

Progress to date:

- Completed Painting of Bronx Tower exterior and interior
- Completed painting of Queens Tower exterior and interior
- Began concrete repairs on Bronx & Queens Tower pedestals.
- Began main cable inspection
- Completed pile driving for fender foundation at Bronx and Queens Towers

	<ul style="list-style-type: none"><li>• Began installation of fender system at Bronx and Queens Towers</li><li>• Began Tower electrical work</li></ul> <p>2026 Look Ahead:</p> <ul style="list-style-type: none"><li>• Continue rehabilitation of tower elevators</li><li>• Continue concrete repairs on Bronx and Queens Tower Pedestal</li><li>• Complete main cable inspection</li><li>• Complete installation of fender system at Bronx and Queens Towers</li><li>• Continue tower electrical work</li></ul>									
<b>Reconstruction of Upper-Level Brooklyn Ramps at the Verrazzano-Narrows Bridge (VNB)</b>	<p>This Design-Build project includes the reconstruction of the Brooklyn approach viaducts to the Verrazzano-Narrows Bridge. As part of the reconstruction, the viaducts are being reconfigured to include right-hand exit ramps to the Belt Parkway to improve safety, traffic flow, and reduce congestion.</p> <table><tr><th>PROJECT STATUS</th><th>Original</th><th>Forecast</th></tr><tr><td>Substantial Completion</td><td>July 2029</td><td>July 2029</td></tr><tr><td>Budget</td><td>\$536.0 M</td><td>\$536.0 M</td></tr></table> <p>Status: approximately 3% complete Contractor: VNB Construction Company</p> <p>The project began construction in August, 2025, and is progressing on schedule and on budget.</p> <p>Progress to date:</p> <ul style="list-style-type: none"><li>• Design ongoing</li><li>• Began installation of work access platform</li></ul> <p>2026 Look Ahead:</p> <ul style="list-style-type: none"><li>• Continue design</li><li>• Complete installation of work access platform</li><li>• Commence installation of foundations for new right-hand ramps</li><li>• Begin widening of Belt Parkway Ramp substructure</li><li>• Begin Upper Level east-bound staged deck replacement</li></ul>	PROJECT STATUS	Original	Forecast	Substantial Completion	July 2029	July 2029	Budget	\$536.0 M	\$536.0 M
PROJECT STATUS	Original	Forecast								
Substantial Completion	July 2029	July 2029								
Budget	\$536.0 M	\$536.0 M								
<b>Main Cable Dehumidification at the Verrazzano-Narrows Bridge (VNB)</b>	<p>This Design-Build project will install a dehumidification system on the main cables of the Verrazzano-Narrows Bridge. This project will preserve the main cable strength and extend the service life of the suspended spans</p> <table><tr><th>PROJECT STATUS</th><th>Original</th><th>Forecast</th></tr><tr><td>Substantial Completion</td><td>August 2029</td><td>August 2029</td></tr><tr><td>Budget</td><td>\$320.6 M</td><td>\$320.6 M</td></tr></table> <p>Status: Project currently in Design Phase Contractor: Skanska Koch, Inc.</p> <p>The project was awarded in July, 2025, and is progressing on schedule and on budget.</p> <p>Progress to date:</p>	PROJECT STATUS	Original	Forecast	Substantial Completion	August 2029	August 2029	Budget	\$320.6 M	\$320.6 M
PROJECT STATUS	Original	Forecast								
Substantial Completion	August 2029	August 2029								
Budget	\$320.6 M	\$320.6 M								

- Design ongoing

2026 Look Ahead:

- Complete design packages
- Begin installation of work access platform
- Begin installation of dehumidification system

**Manhattan Plaza Rehabilitation at the Hugh Carey Tunnel (HCT)**

This Design-Bid-Build A+B project will rehabilitate and reconfigure the HLCT Manhattan Plaza, addressing SGR needs and improving traffic safety and plaza operations.

PROJECT STATUS	Original	Forecast
Substantial Completion	August 2026	August 2026
Budget	\$34.0M	\$34.0M
Status: approximately 2% complete Contractor: J-Track LLC		

The project began construction in September, 2025, and is progressing on schedule and on budget.

Progress to date:

- Contractor Mobilizing

2026 Look Ahead:

- Complete Rehabilitation and reconfiguration of plaza
- Achieve Substantial Completion

**Security Upgrades at the Hugh Carey Tunnel (HCT) and the Queens Midtown Tunnel (QMT)**

This Design-Build project includes a complete upgrade and expansion of the security systems at the Hugh L. Carey and Queens Midtown tunnels.

PROJECT STATUS	Original	Forecast
Substantial Completion	October 2026	October 2026
Budget	\$51.6 M	\$48.8 M
Status: approximately 60% complete Contractor: E-J Electric		

The project began construction in December, 2023 and is progressing on schedule and on budget.

Progress to date:

- Design ongoing
- Continued installation of electrical equipment for digital video management system and access control systems
- Continued installing new doors, upgraded locks and hardware in facility buildings
- Commenced replacement/addition of cameras and access hardware and intercoms in facility buildings

- Began testing of installed cameras and access control equipment and integration with video analytics software

2026 Look Ahead:

- Complete all design packages
- Complete installation of electrical equipment for digital video management system and access control systems
- Complete installing new doors, upgraded locks and hardware in facility buildings
- Complete replacement/addition of cameras and access hardware and intercoms in facility buildings
- Complete testing of installed cameras and access control equipment and integration with video analytics software
- Achieve Substantial Completion

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

**Business Unit: Bridges & Tunnels  
Bridges & Tunnels – Rehabilitation and New Construction  
of Brooklyn Ramps of the Verrazzano-Narrows Bridge –  
Phase 2**

# B&T - Rehabilitation and New Construction of Brooklyn Ramps of the Verrazzano-Narrows Bridge – Phase 2

## Project Overview

The project is the second phase of a multi-phased effort to replace the upper-level Brooklyn approaches at the Verrazzano-Narrows Bridge (VNB). Phase 1 included the replacement of the westbound upper-level approaches in Brooklyn. This project will provide construction of Phase 2 of the upper-level approach ramps in Brooklyn, which includes:

- ▣ Reconstruction of the upper-level eastbound mainline approach
- ▣ Reconfiguration of both the upper and lower-level Belt Parkway off ramps to provide right hand exits
- ▣ Replacement of the 60-year-old roadway decks and barriers
- ▣ Rehabilitation of piers
- ▣ Rehabilitation of superstructure steel
- ▣ Replacement of all bearings with seismically compliant bearings
- ▣ Elimination of maintenance walkways and addition of shoulders for future needs
- ▣ Improvement of design speeds and curve radii
- ▣ Installation of standpipe and drainage systems
- ▣ Lighting Upgrades
- ▣ JJ Carty Park Restoration – maintain access to the Community Center and portions of the Park

All new work will be constructed within the existing B&T easement.

## Maintenance and Protection of Traffic (MPT)

The allowable lane closures for the project are typical of what is allowed at B&T facilities and specifically the VNB, to minimize customer impacts:

- ▣ Maintain current number of lanes in peak hours for the entire duration of construction
- ▣ Lane Closure allowed off-peak following allowable Facility closure hours
- ▣ Maximize daytime construction to reduce noise impacts to Brooklyn communities
- ▣ The contractor is responsible for moving the upper-level Bus/HOV barrier system

# B&T - Rehabilitation and New Construction of Brooklyn Ramps of the Verrazzano-Narrows Bridge – Phase 2

## Schedule

MTA C&D awarded the Design-Build (DB) contract to VNB Construction Company with a Notice to Proceed (NTP) on August 20, 2025. The overall project duration, determined by the DB firm during negotiations, is 1420 days (47 months) which results in a Substantial Completion date of July 10, 2029. That duration is several months shorter than the one given in the Request for Proposals (RFP) provided to the shortlisted firms.

## Schedule Notes

- In addition to Substantial Completion, there are two intermediate milestones:
  - Milestone 1 - Duration for Certain JJ Carty Park courts to be out of service (319 days). The preliminary schedule calls for starting this milestone on November 11, 2026.
  - Milestone 2 - Duration to complete the tangent section of the Belt Parkway Ramp (1308 days from NTP)
- The DB kickoff meeting was held on September 4, 2025, and the construction progress and design coordination meetings started in September 2025.
- Early work has included subcontractor approvals and personnel approvals such as the Safety and Quality managers. Also, setting up the design/builder's yard, geotechnical investigations and preparing the final design packages.
- Long-lead items include the structural steel and steel bearings for the ramp reconstructions. The final design for those items has started and the preparation of shop drawings should start in early 2026.
- The DB contract is 3% complete by expenses and 7% by time. The DB amount expended is for mobilization and preliminary field work.
- Milestone 1, shown in the table below, specifies a duration, can start at any time and is not connected to NTP.

MILESTONE	CONTRACT BASELINE	DURATION (Days)	UPDATE #??	IEC FORECAST	VARIANCE (MONTHS)
Notice to Proceed	8/2025	NA	NA	NA	NA
Milestone 1 – Certain Park Courts Out of Service	8/2026 to 6/2027	319	8/2026 to 6/2027	8/2026 to 6/2027	0
Milestone 2 – Complete the Tangent Section of the Belt Parkway Ramp	3/2029	1308	3/2029	3/2029	0
Substantial Completion	7/2029	1420	7/2029	7/2029	0

# B&T - Rehabilitation and New Construction of Brooklyn Ramps of the Verrazzano-Narrows Bridge – Phase 2

## Budget Summary

- The DB contract was awarded to VNB Construction Company for \$434,980,000. The amount is in line with the project's estimate and 70% risk-based estimate.
- The project budget at award is \$536M. The current agency EAC is reported as \$464M. The difference is that the EAC does not include the budgeted reserve amounts or the DB contract contingency.
- The DB contingency is in line with B&T history. The project reserve is higher than normal and is a set-aside of good bid savings which may be reallocated within the program during a future amendment.
- Liquidated Damages:
  - Milestone 1 - Duration for Certain Park courts to be out of service (\$3,000/day)
  - Milestone 2 – Completion of the tangent section of the Belt Parkway Ramp (\$60,000/day)
  - Substantial Completion – Liquidated damages of \$30,000/day
- There are allowance items in the contract for work not specifically included in the contract, or in excess of the contract amount, but which may be needed after work has started and existing conditions confirmed. The DB does not receive any unspent allowance money. Some of these are:
  - Excess Asbestos Abatement \$1,000,000
  - NYCDPR Tree Restitution \$750,000
  - Concrete Repairs \$3,500,000
  - Steel Repairs \$4,000,000

The contract also includes a steel price adjustment for fluctuations in iron/steel prices and unit price items such as deck repairs for changes in quantity.

- The DB contract is 3% complete based on payments to the design/builder which at this point is only for mobilization. The project budget is summarized below:

	Budget at Award*	Current Budget *	Project EAC	IEC EAC
Current Status	\$536M	\$536M	\$464M	\$464M

\* The two shortlisted teams not selected received stipends of \$450,000 each.

# B&T - Rehabilitation and New Construction of Brooklyn Ramps of the Verrazzano-Narrows Bridge – Phase 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.

### ▣ Risks During Construction

The top cost and schedule risks include:

- ▣ Conflicts with other projects (Schedule)
- ▣ Community impacts (Schedule)
- ▣ Falling debris during construction (Schedule)
- ▣ Structure condition worse than expected (Cost and schedule)
  
- ▣ Risk: Falling debris during construction
  - ▣ Mitigation - Early project tasks include installation of shielding under areas of concern - this shielding installation is underway.
  
- ▣ Risk: Structure condition worse than expected
  - ▣ Mitigation - Early project tasks have included surveys of existing conditions.
  
- ▣ Risk: Community Impacts
  - ▣ Mitigation - Community coordination and coordination with Parks has started. Work will need to be carefully monitored in sensitive areas. The contract includes a milestone limiting duration of Park impacts.
  - ▣ Meetings started with the Fort Hamilton community.
  
- ▣ Risk: Conflicts with other projects. There are several projects that are, or will be, ongoing at the same time including the recently awarded VN-8Q which is within the main spans and VN-12/PT which is for painting and electrical work in the towers.
  - ▣ Mitigation - This is usually true at any time at the VNB and coordination efforts will be needed. There may also be opportunities that arise from this coordination as shared lane closures and MPT can reduce project costs.

Most of the above risks will be active throughout the project. The risk register will be updated periodically and also when project task completions dictate.

# B&T - Rehabilitation and New Construction of Brooklyn Ramps of the Verrazzano-Narrows Bridge – Phase 2

## IEC Observations

- The project EAC is significantly less than the budget as the EAC does not include the budgeted reserve amounts or the DB contract contingency.
- The amount budgeted for the project is sufficient to cover the overall costs now that the DB award amount is known.
- Community involvement will be a critical task for a successful project. While all permanent work will be constructed within the TBTA property easement, there are Parks and residential homes within and near the site that will require a mitigation strategy for reducing impacts including noise, dust, and parking. Also, for maintaining access to portions of JJ Carty Park throughout construction. The coordination is underway.
- Traffic conditions are important for avoiding work shutdowns. The DB contractor must maintain the current number of lanes in peak hours for the entire duration of construction. Lane closures are allowed in the off-peak direction and also at night and on weekends.
- The contract also calls for the DB contractor to be responsible for moving the Bus/HOV barrier system that is located in the center median of the bridge upper level. The movements are paid for using a unit price per day and the DB will be paid for additional moves after the contractual number of days is exceeded.
- Much of the preliminary investigations needed have been completed including bridge deck concrete cores, geotechnical borings, utility investigations and lead, PCB and asbestos sampling.
- Procurement of long-lead items will be critical to maintaining the schedule. Design has started and the shop drawing preparation should start in early 2026.
- The project management team is experienced with this work as they are made up of personnel and consultants familiar with the facility and with the Phase 1 approach roads project which was completed in 2023.
- The IEC notes that the selected DB team is comprised of several contractors and consultant designers that are experienced with these types of projects. VN-84B is more like typical bridge viaduct work as the work is not on the suspended spans. The DB team members are all very experienced in highway bridge construction and also with the agency which should minimize any learning curve and give confidence that this should be a successful project.

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

**Business Unit: Bridges & Tunnels  
Bridges & Tunnels –RFK Bridge Suspended Span  
Retrofit/Painting**

# Bridges & Tunnels –RFK Bridge Suspended Span Retrofit/Painting

## Scope

The East River Span is one of the three bridges comprising the Robert F. Kennedy Bridge complex. This project addresses improvements to achieve State of Good Repair (SOGR), extending the service life of the span. It also features a new ADA-compliant walkway (Shared Use Path (SUP)). The major elements of the scope are:

- Structural rehabilitation to extend the life of the span.
  - Steel and concrete repairs and strengthening to preserve the structure and address deficiencies as reported in the Biennial Inspection Reports.
  - Orthotropic deck repairs
  - Structure overcoat painting
- Relocate and construct walkways to improve aerodynamic performance.
- Install new dehumidification systems to preserve and extend the life of the main cables, including the cables within the anchorages.
- Roadway barrier replacement to improve aerodynamic performance.
- Enhance lighting infrastructure for greater safety and aesthetics.
- Replace the existing Weigh in Motion (WIM) system with a new WIM system that features real-time tracking and improved data collection for the purposes of direct enforcement.

# Bridges & Tunnels –RFK Bridge Suspended Span Retrofit/Painting

## Schedule

The Design-Build (DB) contract was awarded to American Bridge-Commodore JV, with a Notice to Proceed (NTP) date of March 2024. Construction duration is 43 months.

Milestone	Contract Baseline	Update 10/01/2025	IEC Forecast
1 Completion of the SUP*	TBD*	TBD*	TBD*
2 Completion of Orthotropic Deck Repairs	03/2025	01/2025 (A)	01/2025 (A)
3 Installation of WIM System	03/2025	11/2025	11/2025
Substantial Completion (SC)	09/2027	09/2027	09/2027

\*The contract provides for a maximum of 487 days to complete and implement the ADA-compliant SUP. Assuming the maximum duration, the latest start for Milestone 1 would be 05/2026 to achieve SC on schedule.

- Overall, the project is on schedule at 47% complete.
  - Milestone 1 work has not yet started. Scheduled activities and durations forecast that the work will complete within the time allowed.
  - Due to unforeseen field conditions which would affect the accuracy of the WIM readings, Milestone 3 will be granted a time extension (SC will be not be impacted). The work to mitigate the conflict has been completed. Installation of the WIM system and initial calibration was completed in November 2025.

Since our last report Milestone 2 was achieved 2 months early. And while additional time will be granted for Milestone 3, SC will remain unchanged.

Based on project progress to date and remaining work, in the opinion of the IEC, there is sufficient time to complete the project on schedule.

## Bridges & Tunnels –RFK Bridge Suspended Span Retrofit/Painting

### Budget

The project budget at award was set at \$513M and that has remained. The EAC is \$446M with the difference being in the removal of the DB contract contingency amount and any other budgeted contingency or reserve amounts. The IEC agrees with the agency EAC based on historical data on spending of the reserves and contingencies.

	Budget at Award	Current Budget	Project Team EAC
Current Status	\$513M	\$513M	\$446M

- To date, DB has invoiced 34% of the contract value.
- There are allowance items in the contract for work not specifically included, or in excess of, the contract amount but which may be needed after work has started and existing conditions confirmed. The DB does not receive any unspent allowance money. These allowances are:
  - ERSS Rehabilitation
  - ERSS Roadway Barrier Replacement and Queens-Wards Island Shared-Use Path
  - QAN & WAN Rehabilitation
  - Cleaning of Steel & Overcoat Painting of ERSS
  - Environmental Remediation
  - Reimbursement of NYCDPR Rental Costs for Staging Areas
  - Ribs and Subfloor beams - Crack Repair of Existing Steel Orthotropic Deck
  - Allowance for Compliance with NYCDPR Tree Protection Requirements

Based upon assessment of remaining work, project risk, available contingency and identified potential change orders, the IEC concludes that the budget is sufficient to complete the project.

# Bridges & Tunnels –RFK Bridge Suspended Span Retrofit/Painting

## Risks & Mitigations

- Risk: Schedule impacts due to replacement of tower stringer pins.
  - Mitigation: DB will develop a cost estimate and proposal for the work. If awarded, project contingency is available to cover this cost. The work is expected to be completed concurrent with in-contract work and will not impact schedule
- Risk: Cost and schedule impacts for design and monitoring of proposed supplementary secondary floor beams prototype to reduce stress to the orthotropic deck.
  - Mitigation: Phased implementation:
    - Phase 1: Analysis and modeling of prototype.
    - Phase 2: Design, construction of prototype, and monitoring for effectiveness.
  - Mitigation: As approvals are granted to move forward:
    - Phase 1 is nearly complete. Costs for this phase were funded from the ERSS Rehabilitation allowance. To date there have been no schedule impacts due to Phase 1.
    - Phase 2 costs will be covered by a new task funded under the 2025-29 program and will not impact the project budget. There is sufficient time in the schedule to accommodate this phase.

In the opinion of the IEC, consideration of supplemental secondary floor beams is worthy of study for an application that could result in greater stability and longer durations between repairs. Dividing the process into separate phases enables a logical sequence to study, monitor and implement a method to further preserve the structure.

## Bridges & Tunnels –RFK Bridge Suspended Span Retrofit/Painting

### Risks & Mitigations (continued)

- Risk: Cost and schedule impacts due to extensive anchorage concrete repairs beyond what was anticipated in preliminary design.
  - Mitigation: Allowance included in the Contract to cover additional quantities of concrete repairs.

While it is possible that the quantity of repairs exceed the allowance, contingency is available to cover additional costs. Should repair activities exceed planned durations, there is ample time in the schedule to allow completion. In the opinion of the IEC, the budget and schedule will not be impacted by this risk.

The IEC finds that the project management team is effectively mitigating risks and it's the IEC's opinion that the mitigation strategies are reasonable.

# Bridges & Tunnels –RFK Bridge Suspended Span Retrofit/Painting

## Observations

- If it's decided that tower stringer pin replacement work should be performed, it should be included as a change order to this contract to take advantage of the existing safe span platform. SC should not be affected.
- The extent of implementation of supplementary secondary floor beams supporting the orthotropic deck will be determined following the results of a six-month prototype. If it is determined that additional supplementary floor beams are needed, that work will be done as part of a future project.
  - ▢ The addition of the WIM system should reduce the number of overweight vehicles which will reduce the impacts to the orthotropic deck potentially making supplementary floor beams unnecessary.
- The project team continues to work closely with Public Outreach to keep the community apprised of current activities. Efforts to provide continuous project updates have had positive reception. Also, the few complaints lodged have been immediately addressed, and where possible, remedied.
- Activities and productivity are tracking on schedule. DB continues to manage subcontractors, ensuring appropriate staffing as activities progress. Manpower for specialty trades has not been an issue.
- DB is actively maintaining WBE goals while engaging subcontracts to achieve MBE and SDVOB goals. Currently, the DB has contracts in place to achieve three goals.
- The project team maintains an environment of open communication fostering close collaboration for problem solving and creative solutions.

# **December 2025 Capital Program Committee Independent Engineering Consultant Project Review**

**Business Unit: B&T  
Bridges & Tunnels – Main Cable Dehumidification at the  
Verrazzano-Narrows Bridge**

# B&T - Main Cable Dehumidification at the Verrazzano-Narrows Bridge

## Project Overview

VN-8Q is mainly for the installation of a dehumidification system on the four main cables of the Verrazzano-Narrows Bridge to extend the life of the cables. The contract includes maintenance and monitoring of the system for five-years after commissioning and system acceptance.

Additional tasks includes:

- ▣ Replacement of the Cable Band Bolts throughout all four main cables
- ▣ Internal Main Cable inspection of 12 panels
- ▣ Internal inspection of four additional Main Cable panels as directed by the PCEO
- ▣ Replacement of the Messenger Cables on the main cables
- ▣ Replacement of the Aerial Obstruction Lights and Supports on the main cables
- ▣ Replacement of Main Cable Hand Ropes and Stanchions
- ▣ Installation and removal of temporary Main Cable Access Platforms necessary to perform the work
- ▣ Installation of an Acoustic Monitoring System on all four main cables including maintenance and monitoring of the system for five-years after commissioning and system acceptance
- ▣ Implementation of approved Maintenance and Protection of Traffic (MPT) throughout the project

This is the first report of VN-8Q.

# B&T - Main Cable Dehumidification at the Verrazzano-Narrows Bridge

## Schedule Summary

MTA C&D awarded the Design-Build (DB) contract to Skanska Koch, Inc. on July 3, 2025. The overall project duration, proposed by the DB firm during negotiations, is 1521 days (50.5 months) which results in a Substantial Completion date of August 31, 2029. That duration is 304 calendar days shorter than the one specified in the Request for Proposals (RFP) provided to the shortlisted firms.

## Schedule Notes

- There is one intermediate milestone which is to complete all construction on the main cable dehumidification system including successful commissioning and acceptance of the complete system in 1361 days (03/2029).
- The preliminary schedule has been submitted and approved. It shows physical main cable work starting in 2026, beginning with the temporary platform installation. The baseline schedule was submitted 11/21/2025 and is under review. It shows temporary platform installation starting in April 2026.
- Dehumidification installation work will start on the northside cables. When completed, the temporary platforms will be removed and transferred to the south side.
- The DB has been advancing final design and submitting the early project needs such as the baseline schedule, Requests for Information (RFIs), subcontractor approvals and approvals for personnel (Safety, Quality, etc.). Physical on-site work has been for surveys of existing conditions including in both anchorages and towers.

MILESTONE	CONTRACT BASELINE	Duration (Days)	UPDATE #??	IEC FORECAST	VARIANCE (MONTHS)
Notice to Proceed	7/2025	NA	7/2025	NA	NA
Milestone 1 – Acceptance of Dehumidification System	3/2029	1361	3/2029	3/2029	0
Substantial Completion	8/2029	1521	8/2029	8/2029	0

# B&T - Main Cable Dehumidification at the Verrazzano-Narrows Bridge

## Budget Summary

- The project was awarded to Skanska Koch, Inc. in July 2025 for \$249,003,000. The project budget at award was set at \$321M and that has remained. The EAC is \$271M with the difference being in the removal of the DB contract contingency amount and any other budgeted contingency or reserve amounts. The IEC agrees with the agency EAC based on historical data on spending of the reserves and contingencies.
- Budgeted construction contingency is in line with project scope.
- Liquidated Damages:
  - \$15K per day for Milestone 1 (Commissioning of Dehumidification System)
  - \$20K per day after Substantial Completion
- The contract includes several unit price items so that overruns on those can be paid from the contingency at the unit price. One of those is for repairing broken main cable wires found during the cable inspections.
- Through mid-November 2025, the DB contract is 2% complete by payments and 8% complete by time.
- The project budget and EAC are summarized below:

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$321M*	\$321M*	\$271M*	\$271M*

\* The budget and EAC include stipends paid to the two unsuccessful DB teams.

# B&T - Main Cable Dehumidification at the Verrazzano-Narrows Bridge

## 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.

### Risks During Construction

- **Risk: Main Cable Platform Integrity:** Wind impacts on temporary platform
  - Mitigation: The RFP included rigorous prescriptive provisions with specific details and design criteria for temporary platforms and the contract calls for monthly inspections. The platforms are being designed and will be installed starting in 2026.
- **Risk: Conflicts With Other Projects:** Delays in other projects do not allow the start of cable dehumidification work in VN-8Q and poor coordination and unavailability of yard space could impact project.
  - Mitigation: Ensure contract language clearly identifies the risk and the ownership.
  - There are several projects that are, or will be, ongoing at the same time, including VN-84B, which is also included in this month's reporting. Having multiple projects ongoing simultaneously is common at the VNB and coordination efforts have typically included regular meetings with all parties and coordination of lane closures.
  - Opportunity: Survey work is ongoing using the lane closures for the current painting project.
- **Risk: Poor Performance of Dehumidification System:** Poor quality system is produced and does not achieve specified relative humidity level in the main cable.
  - Mitigation: Design requirements include prescriptive details to ensure a high-quality performance system.
  - The DB team is experienced in designing and installing dehumidification systems. Also, lessons learned from the ongoing RK-19A dehumidification system installation, will be communicated to this project team.

# B&T - Main Cable Dehumidification at the Verrazzano-Narrows Bridge

## Risks and Mitigations (continued)

The following risk was not included in the project's pre-bid risk register but was identified by the DB as such.

▣ **Long-Lead items:** The DB team identified the following items as having a long procurement time.

- ▣ Cable band bolts - 4-6 months
- ▣ Main cable platform - 6 months
- ▣ Neoprene wrapping - 6-9 months
- ▣ Dehumidification equipment - 12-18 months
- ▣ Structural steel for plant rooms - 12-18 months

The preliminary schedule has considered the above long-lead items and incorporated the procurements into the schedule. DB design of these items has started as has shop drawing preparation. All shop drawings are scheduled to start by the end of 2025. The IEC will monitor the procurement process of these items.

# B&T - VN-8Q - Main Cable Dehumidification at the Verrazzano-Narrows Bridge

## IEC Observations

### Design-Builder Experience

Main Cable dehumidification is relatively new in the United States with the first implementation being approximately 10 years ago on the Chesapeake Bay Bridge in Maryland. In the years since, it has become more common and other U.S. bridges that have received dehumidification systems include the Delaware Memorial Bridge and the George Washington Bridge, which is the most recent one completed and in service.

The design-builder selected for the Verrazzano-Narrows Bridge cable dehumidification, is experienced in this type of work having just completed the installation of the dehumidification system at the George Washington Bridge for the Port Authority. The DB team's consultant engineer for final design was the Engineer of Record for the Chesapeake Bay Bridge dehumidification mentioned above, as well as several other systems in the United States.

### Lessons Learned

In addition to the DB teams recent experience in main cable dehumidification, the RFK Bridge suspended span is currently receiving a main cable dehumidification system under project RK-19A. Mock-ups of that installation are ongoing at ground level and the actual installation will precede the ones at VNB so that any lessons learned from the RFK installation can be transmitted to VNB for consideration there.

In the opinion of the IEC, the DB team is experienced in this type of work and in working with the agency and has proposed an achievable schedule and budget.

# **December 2025 Capital Program Committee Independent Engineering Consultant Project Review**

**Business Unit: Bridges & Tunnels  
Bridges & Tunnels - Throgs Neck Bridge Tower Protection,  
Painting and Elevator Rehabilitation**

# B&T - Throgs Neck Bridge Tower Protection, Painting and Elevator Rehabilitation

## Scope

TN-87C/PT is a design-build project at the Throgs Neck Bridge that provides for:

- ▣ Replacement of the towers' fender protection
- ▣ Installation of new fire standpipes at each tower
- ▣ Lighting improvements
- ▣ Cleaning and painting of towers
- ▣ Pedestal and strut concrete repairs
- ▣ Replacement of several suspender ropes for testing
- ▣ Main cable inspection
- ▣ Rehabilitation of the tower elevators, including replacement of the mechanical and electrical components and traction system

In connection with the rehabilitation of the tower elevators, the Design-Builder proposed a separate three-year elevator maintenance contract to be entered into by B&T with the subcontractor performing the elevator rehabilitation commencing upon Substantial Completion. That work is a separate contract but is included in the award amount.

This is the first report for Project TN-87C/PT.

# B&T - Throgs Neck Bridge Tower Protection, Painting and Elevator Rehabilitation

## Schedule

MTA C&D awarded the Design-Build (DB) contract to Trevcon Corporation on December 30, 2023. The overall project duration proposed by the DB firm during negotiations is 1189 days (39.5 months) to the Substantial Completion (SC) date of April 18, 2027. The contractual duration in the DB RFP was 41 months, so the DB team was able to reduce that by just over one month. There are no contractual intermediate milestones, however, the contract calls for liquidated damages of \$18,000 per day of delay to SC.

- Early delays in completing final design were mitigated, and the final design is now complete, and the overall project is on schedule. The latest schedule update shows SC on time. The work is approximately 70% complete overall based on DB payments with 55% of the time elapsed.

Key Dates	Contractual Date* or Baseline Schedule	DB Update #10 (Data Date: 10/1/25)	IEC Forecast	Variance Contractual vs. IEC Forecast (Months)
Notice to Proceed	12/2023*	12/2023	NA	NA
Tower Fender Work Complete	6/2026	8/2026	8/2026	-2
Tower Painting Complete	8/2025	10/2025	11/2025 (A)	-3
Bridge Lighting Work Complete	3/2027	2/2027	2/2027	1
Main Cable and Suspenders Work Complete	6/2026	4/2026	4/2026	2
Substantial Completion	4/2027*	4/2027	4/2027	0

After reviewing the latest schedule update and the completion percentages in the field, the project is proceeding well, and production rates are sufficient to complete the project on schedule. Key dates shown in the table as being behind have enough float to not affect the schedule.

# B&T - Throgs Neck Bridge Tower Protection, Painting and Elevator Rehabilitation

## Budget

The project was awarded to Trevcon Corporation on December 30, 2023, for \$153,875,200. The project budget at award was set at \$198M and that has remained. The EAC is \$172M with the difference being in the removal of the DB contract contingency amount and any other budgeted contingency or reserve amounts. The IEC agrees with the agency EAC based on historical data on spending of the reserves and contingencies.

There are five allowance items in the contract for work not specifically included in the contract, but which may be needed after work has started and existing conditions confirmed. The DB does not receive any unspent allowance money. These are:

- ▣ As ordered by the PCEO
- ▣ Unanticipated Asbestos Abatement
- ▣ Mechanical and Electrical Repairs
- ▣ Concrete Repairs
- ▣ Structural Repairs

Of the above allowances, only the Structural Repairs one has been used (approximately 40%) and there will likely be a need for some of the remaining amount of that item. Work has been identified for the Mechanical and Electrical Repairs, however that work will occur later in 2026 and will be reflected then.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$198M	\$198M	\$172M	\$172M

- ▣ The projected cost of anticipated change orders is well below the WAR contingency amount at this stage of the project so, barring unforeseen issues, the contingency amount should be adequate.
  - ▣ The IEC EAC analysis includes all known issues, pending/potential change orders and risk on remaining work. Based on a review of available contingencies, project reserves, and expenditures to date, the budget is sufficient to complete the project.

# B&T - Throgs Neck Bridge Tower Protection, Painting and Elevator Rehabilitation

## 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. The risk register was last updated September 5, 2025.

- Risk: Heavy wind, tidal or fog conditions can impact construction operations on fender and heavy winds can impact painting operations.
  - Mitigation: Include float in schedule
  - Overall schedule impact is not a concern right now as project is nearly 70% complete.
- Risk: Additional concrete and steel repairs
  - Mitigation: Ensure that sufficient float is there for this activity and include allowance items for larger than expected repairs.
  - At nearly 70% complete no concrete repair allowance has been used and only 40% of steel repairs.
- Risk: Late fabrication and delivery of long-lead items including the fenders, cable wrapping machine, suspender ropes, mooring platform and the elevators.
  - Mitigation: Track long lead items through the schedule.
  - Maintaining the schedule for final design, shop drawings and fabrication. There has been no delay in the procurement of the fender units which have been arriving on site in time to install them. The elevator element fabrication is proceeding well with no issues at this time. The cable wrapping machine and suspender ropes procurement is complete. Remaining identified long-lead items are in procurement.

# B&T - Throgs Neck Bridge Tower Protection, Painting and Elevator Rehabilitation

## Risks and Mitigations (continued)

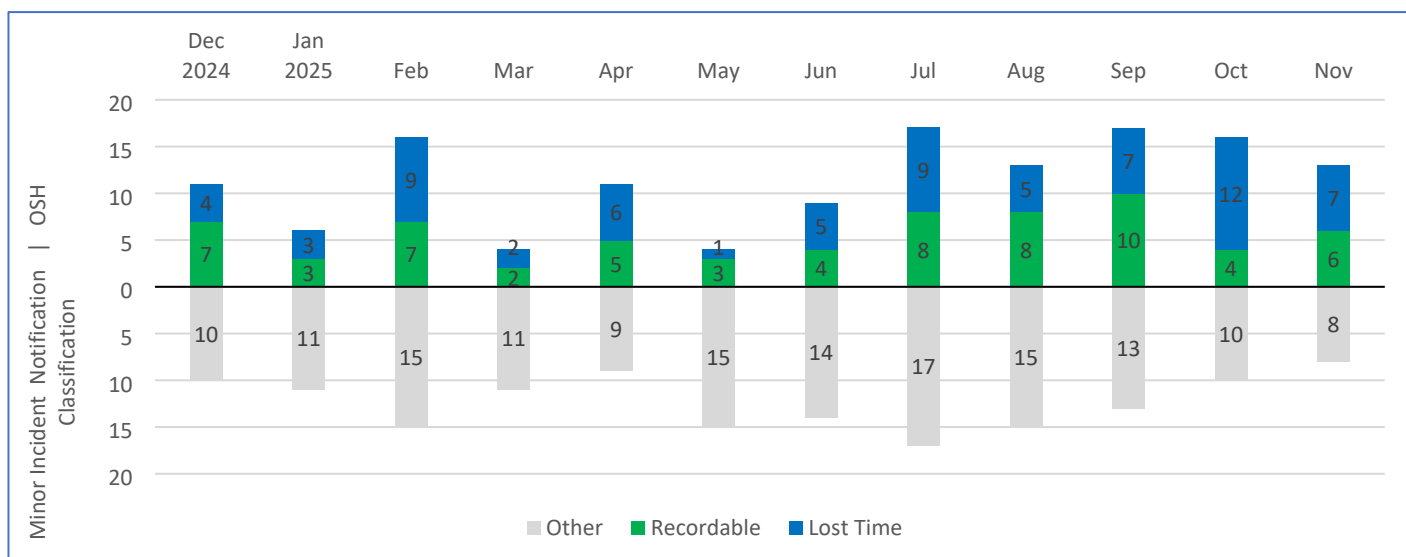
- Risk: Change Order Process takes longer than expected causing delays or slow works
  - Mitigation: B&T BU has centralized change management for all projects to streamline and expedite change order processing. To date this process is working well and it is anticipated it will ensure reasonable processing times for any upcoming change orders under TN-87C/TN-PT.

The IEC agrees with the risks shown and the mitigations being taken for the remaining risks by the project team.

# B&T - Throgs Neck Bridge Tower Protection, Painting and Elevator Rehabilitation

## Observations

- The scope of work in this project includes a number of very different disciplines. One of the largest scope items is for the tower work in the water and that work is being done by an experienced marine contractor who is also the lead contractor on the DB team. Remaining scope items include painting, tower elevator work, work on the suspension system and lighting and the team includes subcontractors experienced in each of those types of work.
- The pile driving operations at the fenders are complete and the fender installation is proceeding well and in the opinion of the IEC, will finish early. The DB proposed a precast option for the tower fenders which was accepted by the agency during negotiations, and which has been very successful in reducing the amount of work in the water.
- Remaining marine work includes structural repairs to the tower pedestals and installation of the netting and the fireboat mooring platforms. The repair work has shut down for the winter and will start again in spring 2026.
- The tower painting is now complete. This and the above marine work are significant to the overall schedule.
- Painting of the inside of the towers included abrasive blasting as those areas hadn't been de-leaded previously. The tower exteriors do not need abrasive blasting as they were painted before.
- Main cable and cable suspender rope work is ongoing and there have been no issues thus far and that work is currently two months ahead of schedule.
- The main cable work includes blow tests which measure the ability of air to pass through the cables. That information will be used for the upcoming main cable dehumidification work included in the 2025 to 2029 Capital Program.
- Elevator work is currently behind schedule but should not affect the overall project completion. Elevator testing should now start several months later than originally scheduled and testing and commissioning failures could impact the acceptance and overall schedule. The IEC is monitoring the elevator work closely.
- The Risk Register was most recently updated in September 2025 to more accurately reflect the current exposure to the project. While many risks have been retired, there are still risks that could affect the schedule if realized.
- In general, the IEC forecasts that TN-87C/PT will finish on time and under budget.



**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

#### NOVEMBER UPDATE:

#### CONTRACTOR WORKER INCIDENTS:

- A total of 21 safety incidents were reported in November 2025, including:
  - Seven (7) lost time incidents,
  - Six (6) recordable incidents.
- The reported lost time incidents in November 2025 decreased by five (5) incidents when compared to October 2025.
- The top lost-time and recordable incident types for October 2025 were Struck by/Against (31%), Caught Between (31%), Strain and Sprain (23%), and Slip, Trip, Fall (15%).

#### SERIOUS INCIDENTS:

- No Serious Incidents

#### C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

#### YEAR-TO-DATE TRENDS:

- LOST TIME INCIDENT TRENDS:** 66 Lost Time incidents have been reported YTD (through November 30, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (38%), Strain/Sprain (24%), Slip, Trip, Fall (18%), Caught In Between (17%), Electrical (1.5%), and Chemical (1.5%). The number of reported lost time incidents decreased by five (5) from the previous month.
- RECORDABLE INCIDENT TRENDS:** 61 Recordable incidents have been reported YTD (through November 31, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (51%), Caught In Between (21%), Slip, Trip, Fall (11%), Sprain/Strain (10%), Other (7%). There was a two (2) incident increase in the reported recordable incidents from the previous month.

#### INSPECTIONS & AUDITS: Active Capital Projects for OCTOBER - 185 Projects with 330 Sub-Projects

- NOVEMBER INSPECTIONS:**
  - INTERNAL – 370**
  - EXTERNAL – 673** (55 Third-Party Safety Consultants; 618 OCIP Visits)
- YTD TOTAL INSPECTIONS:**
  - INTERNAL – 3,724**
  - EXTERNAL – 8,162** (847 Third-Party Safety Consultants; 7,315 OCIP Visits)

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

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

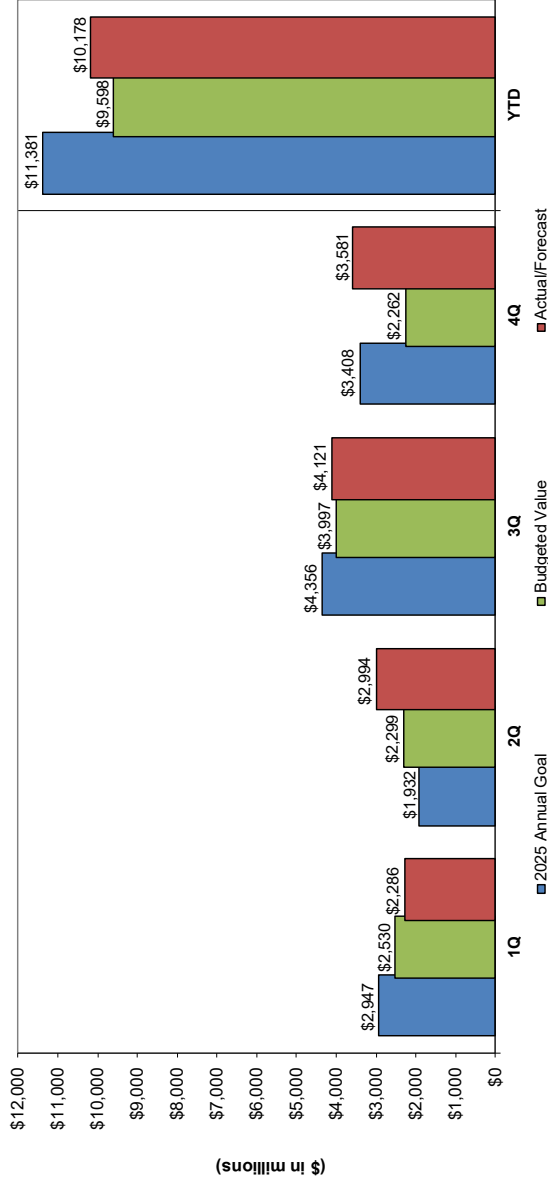
- MTA C&D's recently certified ISO 45001:2018 Safety Management System continues to bolster our commitment to top-tier safety standards. Safety Oversight works closely with Business Unit leaders to ensure alignment with the standard through regular system reviews, risk-based enhancements, and open communication across all levels of staff. This collaborative and proactive approach supports safer project delivery, drives compliance, and reinforces a culture of continuous improvement. Together, we are embedding safety as both a shared responsibility and a core organizational value.
- Occupational Health and Safety (OHS) is finalizing the planned rollout of the updated OHS Policy and OHS Management System (OHSMS). The OHSMS manual has been completed and is ready for distribution. OHS is preparing to schedule live Teams training sessions to ensure staff are equipped to implement and maintain the system. This initiative supports the consistent application of safety principles and reinforces our commitment to a proactive, informed safety culture.
- C&D Safety continues expanding its mobile safety inspection app. The PMC Safety Assessments have been integrated into the inspection platform, with a planned rollout at the beginning of 2026. Using these inspections will help maintain consistency with C&D safety standards and provide us with more valuable field data. C&D Safety will incorporate the PMC inspection information into our leading indicators, enabling us to identify patterns earlier and support project teams before issues escalate. The initial group of PMC safety staff is being finalized, with training scheduled to begin once participants are confirmed.
- C&D Emergency Management continues working with all C&D Departments and actively develops COOP operations to ensure each department is prepared to respond effectively during an emergency. This includes creating and refining continuity plans, identifying critical functions, and collaborating with department leaders to maintain operational readiness and organizational resilience across the organization. This team effort aims to improve our preparedness and ensure smooth operations during emergencies or disruptions, making sure we are fully equipped to respond effectively when challenges arise.
- Safety Oversight is working on a thorough process to create a detailed and systematic safety compliance audit schedule. This effort aims to ensure safety programs are regularly reviewed, enhancing accountability. It also emphasizes evaluating contractor compliance and building a culture of safety and diligence across all operations.
- Safety Oversight recently submitted three updated safety bulletins tailored to the NYCT ROW environment. These bulletins reintroduce selected legacy documents in a refreshed, standardized C&D format to ensure clarity, consistency, and accessibility across all business units. This effort improves communication, reinforces safety protocols, and promotes greater awareness and compliance across the organization.
- C&D Safety maintains consistent and proactive engagement with Business Unit Leaders through structured monthly safety meetings. These sessions serve as a platform to review key safety performance reports, analyze emerging trends, and collaboratively identify areas requiring attention or improvement. The meetings foster accountability, encourage open dialogue, and support a culture of continuous safety enhancement across all business units.
- C&D Security remains proactive in collaborating with project teams to promote and strengthen the Respectful Workplace Policy on our projects. Through regular site visits, team discussions, and collaboration with project leadership, Security is helping to foster a work environment grounded in mutual respect, professionalism, and accountability. These efforts support a culture where all staff feel safe, valued, and empowered to speak up, aligning with C&D's broader commitment to safety, inclusion, and organizational integrity.

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

## Capital Projects – Commitments – November 2025

### MTA-wide 2025 Commitments

2025 Annual Goal	\$12,644
Annual Forecast	\$12,982
Commitment Goal Forecast	103%



**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

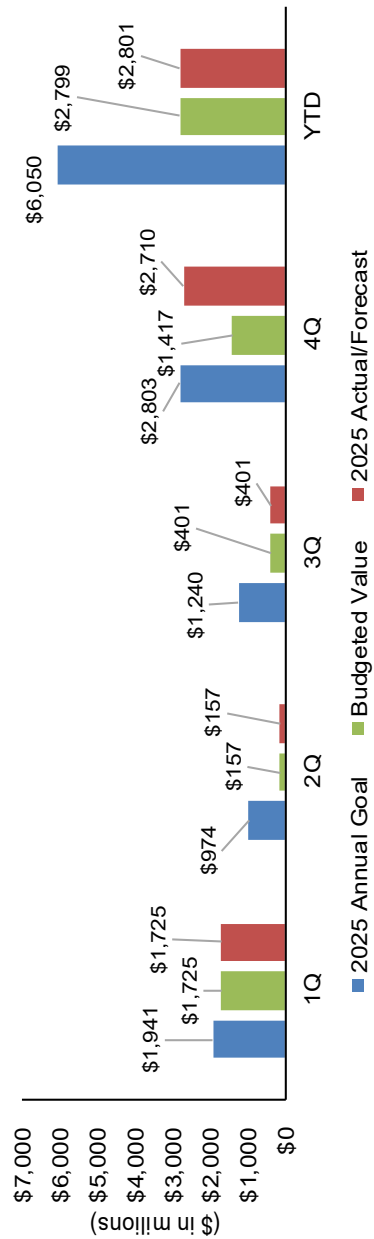
In 2025, the MTA plans to commit \$12.64 Billion worth of capital projects. Through November, the MTA has committed \$10.18 Billion against the \$11.38 Billion YTD goal, which was partly due to the award of the LIRR/MNR M-9A Passenger Railcars (\$2.43 Billion), SAS2 Contract 2 (\$2.04 Billion), R211 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 November, 29 Major Commitment delays totaling \$4.45 Billion, including CBTC Fulton, B-Division 5G Radio Upgrades, ADA Package 7 & ADA Package 9, are still forecasted for commitment within 2025. 11 Majors, including ADA / Station Renewals: Brook Av & 3 Av-138 St / PEL (\$325 Million), Battery Electric Bus Charging Infrastructure, Phase 3 (\$213 Million), Fan Plant Component Repairs (\$193 Million) have slipped to 2026. These have been offset by additional accelerated commitments.

## NYCT/MTA Bus Capital Projects – Commitments – November 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	\$6,050
2025 Actual/Forecast	\$1,725	\$157	\$401	\$2,710	\$2,801
Budgeted Value	\$1,725	\$157	\$401	\$1,417	\$2,799



### Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Actual(A)
<b>9 NYCT/MTA Bus Red Commitments</b>				<b>2 NYCT/MTA Bus Amber Commitments</b>			
Equip B Division with Second CBTC Radio : Siemens	Construction	Apr-25	Sep-25 (A)	ADA Package 7	Construction	Sep-25	Nov-25(A)
		\$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. {Approved by September Board}			
Equip B Division with Second CBTC Radio : Hitachi	Construction	Apr-25	Nov-25(A)	Station Renewals : 3 Locs (6AV, PEL, QBL)	Construction	Sep-25	Nov-25(A)
		\$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 October with the award made in November.				The project was delayed due to extended proposal evaluations, cost negotiations for both the PMC and RFP procurements. Multiple review and negotiation rounds pushed key milestones, including BAFO and NTP, from midyear into late 2025.			

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

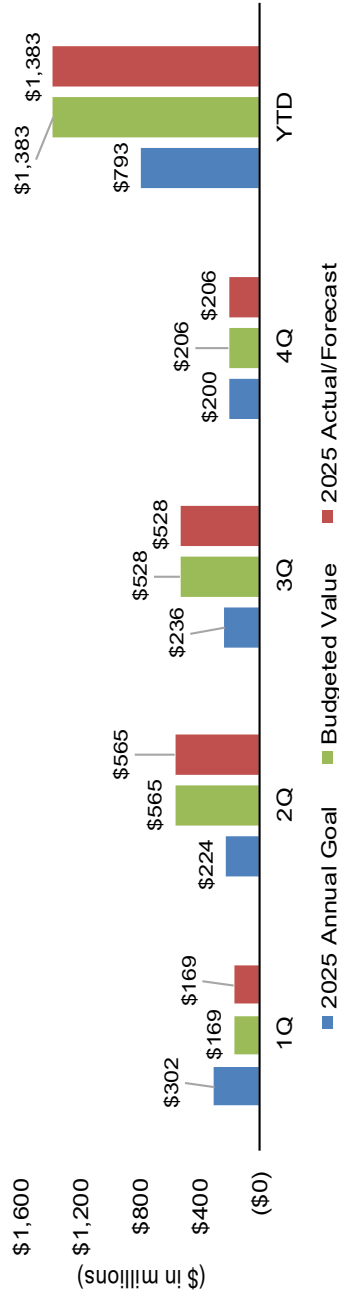
### Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Act./Forec.
9 NYCT/MTA Bus Red Commitments Continued							
Rehabilitation of 5 CBHs - Various Locations	Construction	25-Mar	Oct-25(A)	Battery Electric Bus Charging Infrastructure, Phase 3	Construction	Jun-25	Mar-26
		\$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).				Change in award date reflects a need to coordinate with the timing of future electric bus purchases.			
Purchase 97 Express Coaches	Purchase	May-25	Mar-26	Life Cycle Replacement of Code Systems - Phase II	Construction	Sep-25	May-26
		\$88.3	\$88.3			\$87.4	\$87.4
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.			
Depot Boilers, HVAC & Misc: Kingsbridge, Flatbush,Charleston	Construction	Jun-25	Dec-25	SIR Stations and Structures	Construction	Sep-25	Dec-25
		\$95.1	\$95.1			\$200.0	\$200.0
This project is in the procurement phase. The award was delayed due to the need for legal reviews of the revised specifications.				The schedule shifted to late 2025 due to extended bid document reviews for the PMC and construction contracts.			
Fan Plant Component Repairs	Construction	Sep-25	Jun-26				
		\$193.4	\$193.4				
The delay resulted from scope revisions that required rework and extended internal reviews.							

**LIRR Capital Projects – Commitments – November 2025 – Budget Analysis and Schedule Variances**

**LIRR Budget Analysis**

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$793
2025 Actual/Forecast	\$169	\$565	\$528	\$206	\$1,383
Budgeted Value	\$169	\$565	\$528	\$206	\$1,383



**Schedule Variances**

Project	Commitment	Goal	Actual(A)
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**5 LIRR Red Commitments**

<b>2025 Annual Track Program</b>	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.			
<b>Concrete Ties</b>	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 – November 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	Jan-26
		\$15.20	\$15.20

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	Jan-26
		\$12.50	\$12.50

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 volumes before advertisement. Initial Design commenced in early 2025.

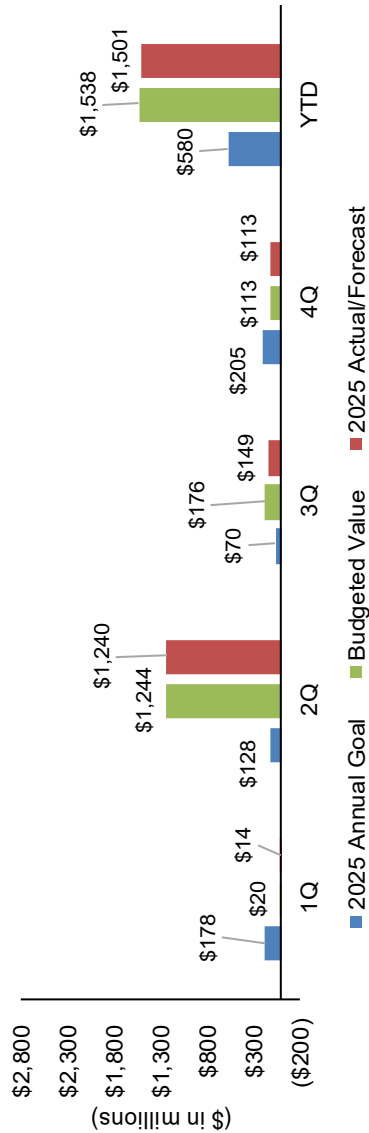
West Side Yard & East River Tunnel Mitigation (Flood Wall)	Construction	Sep-25	Jan-26
		\$156.50	\$156.50

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

**MNR Capital Projects – Commitments – November 2025 – Budget Analysis and Schedule Variances**

**MNR Budget Analysis**

Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2025 Annual Goal		\$178	\$128	\$70	\$205	\$580
2025 Actual/Forecast		\$14	\$1,240	\$149	\$113	\$1,501
Budgeted Value		\$20	\$1,244	\$176	\$113	\$1,538



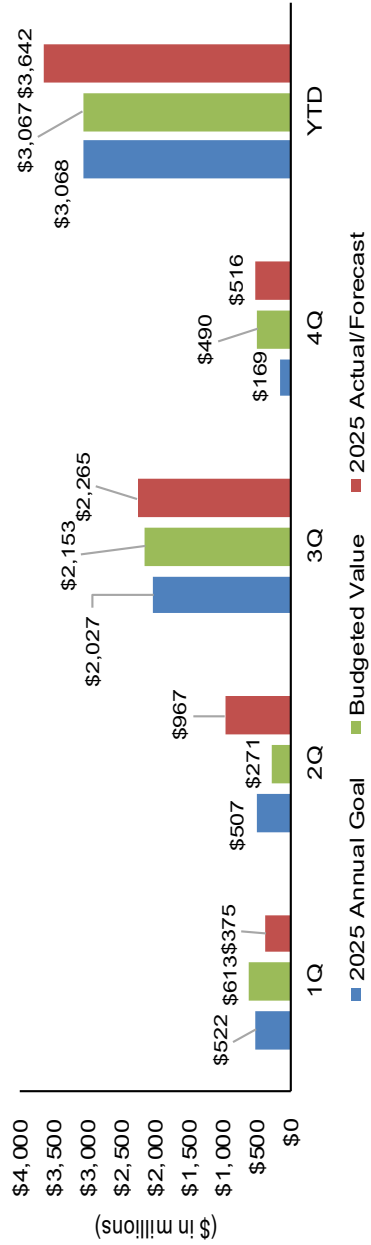
**Schedule Variances**

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>1 Metro-North Red Commitments</b>							
Red delays are beyond 2 months of goal.							
<b>1 Metro-North Amber Commitments</b>							
Track & Structures							
2025 Cyclical Track	Construction		Feb-25		Construction		Nov-25
		\$	55.0			\$	36.0
			55.0				36.0
Slip due to the delay in the approval of the 2025-2029 Capital Plan.							
Due to an internal review of the project, the scheduled award date has been delayed to December.							

## MTA Network Expansion Projects – Commitments – November 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	\$516	\$3,642
Budgeted Value		\$613	\$271	\$2,153	\$490	\$3,067



### Schedule Variances

Project	Commitment	Goal	Actual(A)
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## 2 Network Expansion Red Commitments

SAS			
SASP2 Real Estate	Construction	Sep-25 \$70.0	Dec-25 \$70.0

The schedule was adjusted to facilitate updated cost appraisals.

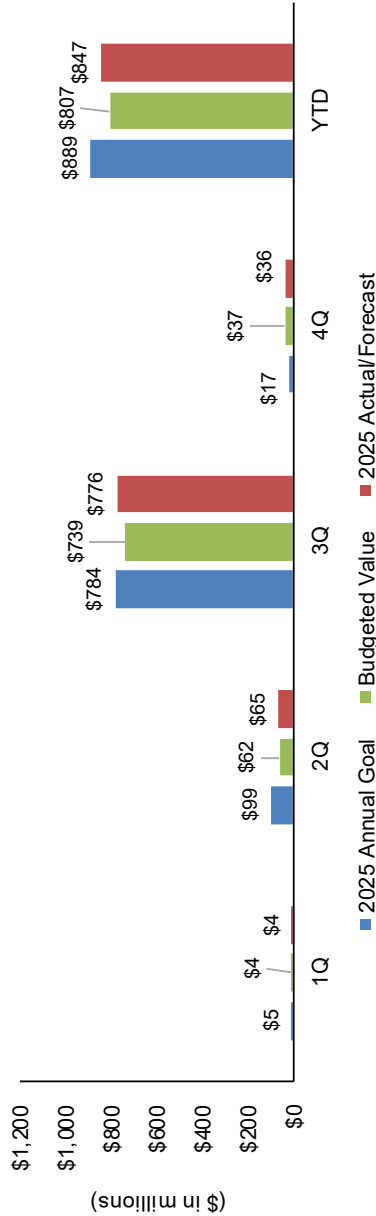
IBX			
Interborough Express GEC	Design	Jun-25 \$55.8	Sep-25 (A) \$174.3

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 – November 2025 – Budget Analysis and Schedule Variances

### B&T Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal		\$5	\$784	\$17	\$889
2025 Actual/Forecast		\$4	\$65	\$776	\$847
Budgeted Value		\$4	\$62	\$739	\$807



### Schedule Variances

Project	Commitment	Goal	Act./Forec.
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#### 1 B&T Amber Commitment

<b>Bridges</b>			
<b>Rehabilitation of Tunnel Entrance/Exit - Manhattan</b>	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. The contract was awarded in September.

## Capital Projects – Completions – November 2025

Forecast		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	
Goal	44	3	2	3	2	1	3	1	1	5	0	8	12	
Total	44	2	2	3	2	1	3	1	1	5	0	8	12	
Jan-25	2	2												
Feb-25	3	1	2											
Mar-25	3			1			1							1
Apr-25	4			1	2	1								1
May-25	1													1
Jun-25	7			1			2	1	1	1				1
Jul-25	4							1		1				1
Aug-25	0													
Sep-25	1								1					
Oct-25	6									1	1			5
Nov-25	1										1			
Dec-25	12									1	1	7	2	1

**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

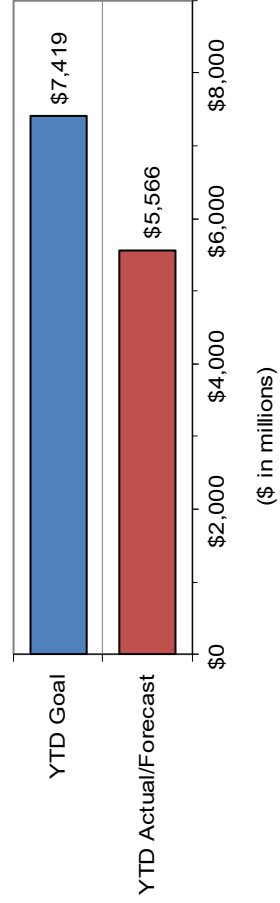
## Completions Summary

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 November, the MTA has completed \$5.57 Billion versus its annual year-to-date goal of \$7.42 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 19 major completions with delays across all agencies. All are highlighted on the following two pages. Twelve Major projects including Replace 19 Elevators (\$160 Million) ADA Package 4 (\$220 Million), Purchase 25 Hybrid Locomotives (\$258 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 Q3'26, contributing to the year-end forecast shortfall.

## Budget Analysis

2025 Annual Goal \$9,084  
 Annual Forecast \$6,829  
 Completion Goal Forecast 75%

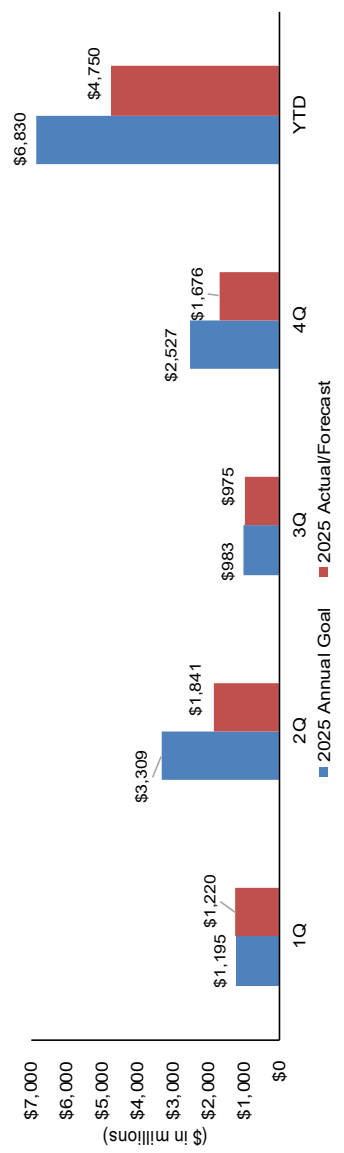


**NYCT/MTA Bus Capital Projects – Completions – November 2025 – Budget Analysis and Schedule Variances (1 of 2)**

**NYCT and MTA Bus Budget Analysis**

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$6,830
2025 Actual/Forecast	\$1,220	\$1,841	\$975	\$1,676	\$4,750

2025 Goal (Rolling Stock)	\$120	\$1,485	\$0	\$0	\$1,511
2025 Actual/Forecast (Rolling Stock)	\$36	\$1,475	\$0	\$0	\$1,511



**Schedule Variances**

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
<b>11 NYCT/MTA Bus Red Completions (1 new this month)</b>							
ADA: 149 St Complex & Tremont Av	Construction	Mar-25	Mar-26	1 NYCT/MTA Bus Amber Completion	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				
Change in schedule due to coordination with Con Ed on cable work at the 137th St City College station.							
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 – November 2025 – Budget Analysis and Schedule Variances

### Schedule Variances

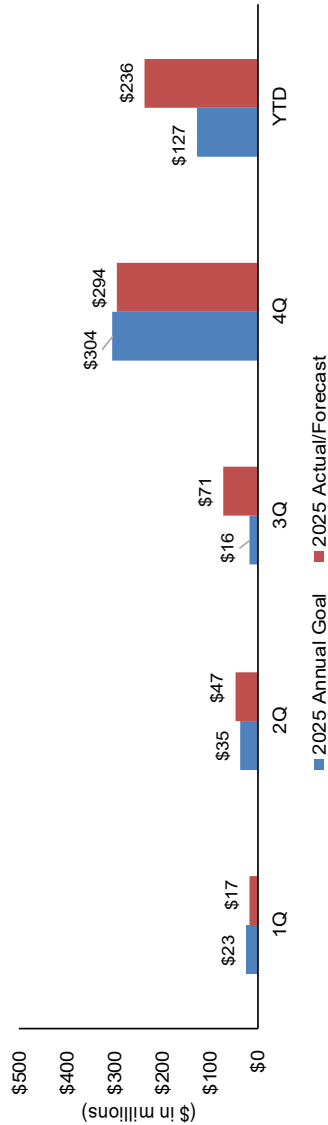
Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
<b>11 NYCT/MTA Bus Red Completions Continued</b>				<b>11 NYCT/MTA Bus Red Completions Continued</b>			
<b>ADA and Renewal: Borough Hall</b>	Construction	\$	Jul-25 161.2 \$ 161.0	<b>Rail Car Acceptance and Testing Facility, Brooklyn</b>	Construction	Jun-25	Sep-25 (A)
Change in schedule due to remaining contractual work and coordination with outside agencies on utility scope.				Change in schedule to remaining tasks related to fire safety systems		\$110.00	\$110.00
<b>Sandy Mitigation: Substation Hardening</b>	Construction	May-25	<b>Mar-26</b>	<b>Grand Central Access Improvements: Main Mezzanine Finishes</b>	Construction	Jul-25	Sep-25 (A)
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.		\$	159.2 \$ 159.2	Change in forecast due to unforeseen structural and sprinkler work, and track access coordination related to the delivery of escalator parts		\$ 117.3 \$ 117.3	117.3
<b>MTA Bus</b>				<b>Paint/Structure Repair: White Plain Road and Dyre</b>	Construction	Oct-25	<b>Sep-26</b>
<b>Storeroom Expansion - LaGuardia</b>	Construction	Mar-25	Jun-25 (A)	Change in schedule due to remaining steel repair and painting work.		\$ 135.9 \$ 142.0	142.0
The contractor/subcontractor has encountered a manpower shortage issue, which has resulted in a project delay.		\$	7.6 \$ 7.6	<b>Purchase 25 Hybrid Locomotives (New this month)</b>	Construction	Oct-25	Mar-26
<b>CBTC Culver</b>	Construction	Jun-25	Sep-25 (A)	Change in project schedule reflects operational issues with accepted units.		\$ 257.8 \$ 257.8	257.8
The delay and the budget modification are due to a pending arbitration award. Change in estimate reflects latest cost at completion.		\$453.20	\$447.40				

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

### LIRR Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$23	\$35	\$16	\$304	\$127	
2025 Actual/Forecast	\$17	\$47	\$71	\$294	\$236	

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



### Schedule Variances

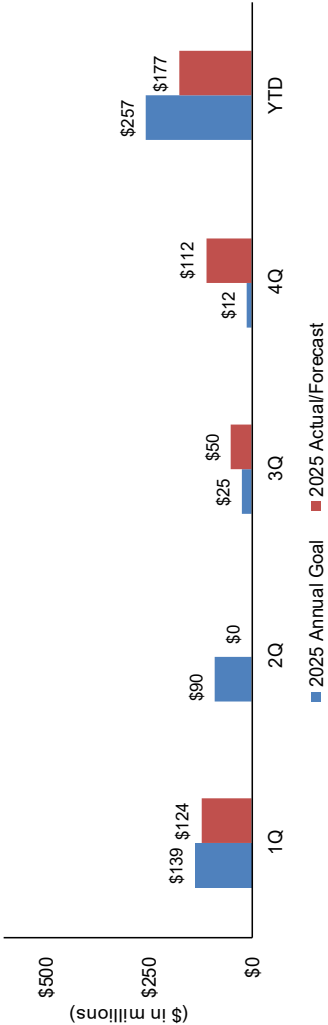
Project	Completion	Goal	Act./Forec.
<b>3 LIRR Red Completions (1 new this month)</b>			
Radio Head-End Replacement	Construction	Jun-25	Jun-26
		\$ 12.0	\$ 12.0
The delay was driven by the complexity of integrating and testing new radio infrastructure and Penta consoles across active rail systems, requiring phased cutovers to avoid service disruptions.			
ADA Accessibility and Components 24 Stations DES	Construction	Dec-25	Jun-26
		\$ 49.6	\$ 50.0
Delayed procurement for D-B contract. Designer will provide bid assistance until Contractor comes on board.			
Fire Protection Improvements (new this month)	Construction	Oct-25	Apr-26
		\$ 25.0	\$ 25.0
Delay due to limited outage availability and potential main line delays led to the rescission of directional drilling approval.			

MNR Capital Projects – Completions – November 2025 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$257
2025 Actual/Forecast	\$124	\$0	\$50	\$112	\$177

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



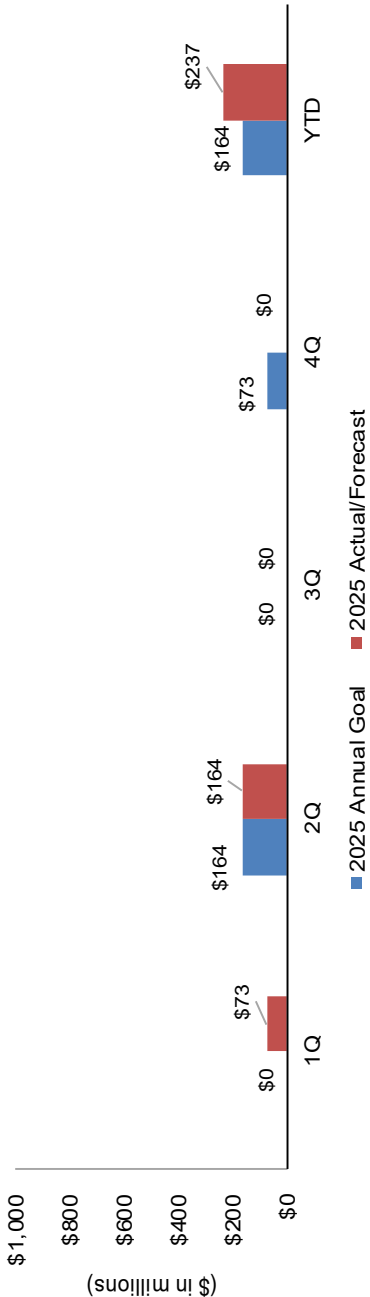
Schedule Variances

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

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

MTA Network Expansion Budget Analysis

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



Schedule Variances

Project	Completion	Goal	Forecast
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1 Network Expansion Completion

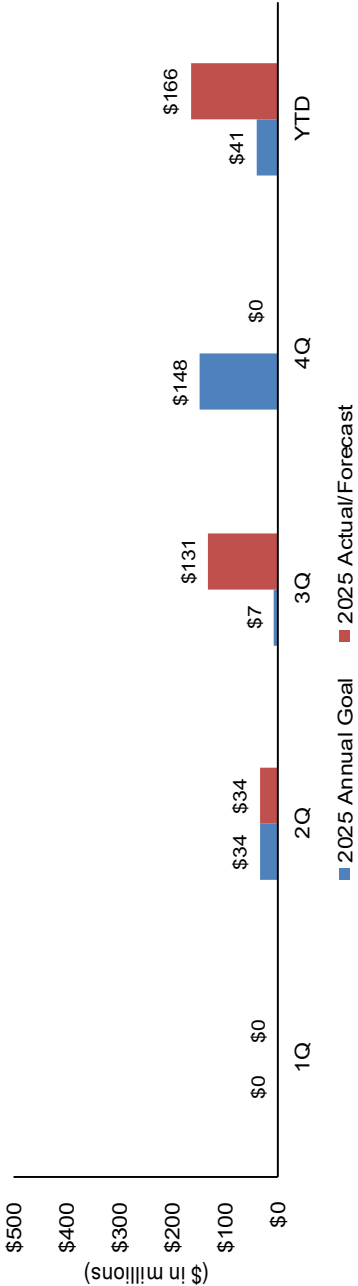
Amber delays are within 2 months of goal.

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 – November 2025 – Budget Analysis and Schedule Variances

B&T Budget Analysis

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



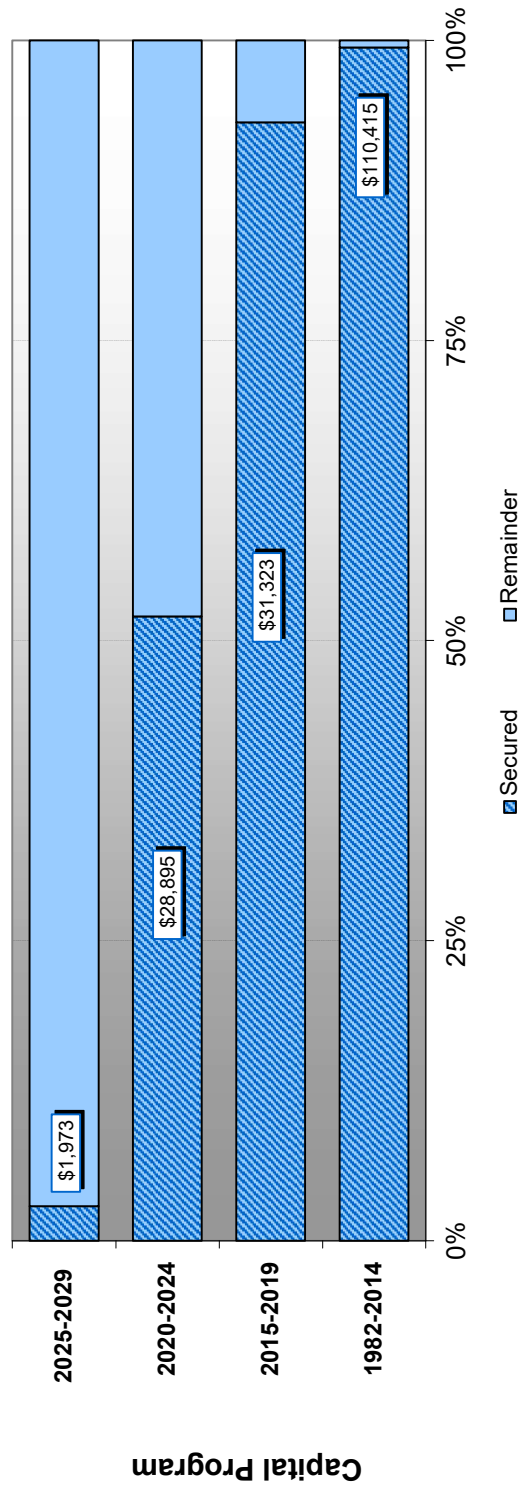
Schedule Variances

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

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# Status of MTA Capital Program Funding

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



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

# Capital Funding Detail (November 2025)

\$ in millions

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

	Funding Plan	Thru October	Secured November	Secured to date	Remainder
<b>2020-2024 Program**</b>	Current				
Capital from Central Business District Tolling*	\$15,000	\$999	\$ -	\$999	\$14,001
Capital from New Revenue Sources*	10,000	5,604	-	5,604	4,396
MTA Bonds and PAYGO	7,385	1,540	-	1,540	5,845
Other Contribution	589	-	-	-	589
Federal Formula	9,921	10,615	-	10,615	(694)
State of New York	3,169	1,211	-	1,211	1,958
City of New York	3,007	3,031	-	3,031	(24)
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-
Federal Flexible & Other	1,161	2,620	-	2,620	(1,459)
B&T Bonds	3,327	1,269	-	1,269	2,058
<b>Total</b>	<b>55,563</b>	<b>28,895</b>	<b>-</b>	<b>28,895</b>	<b>26,668 48%</b>

	Funding Plan	Thru October	Secured November	Secured to date	Remainder
<b>2025-2029 Program</b>	Current				
MTA Capital Lockbox^	\$31,500	\$ -	\$ -	\$ -	\$31,500
Federal Formula, Flexible and Competitive Grants and Loans	\$14,000	1,898	-	1,898	12,102
MTA Bonds and PAYGO	\$9,700	-	-	-	9,700
State of New York	\$4,200	-	-	-	4,200
City of New York	\$3,000	40	35	75	2,925 a
Additional MTA Self-Funding	\$3,000	-	-	-	3,000
B&T Bond & PAYGO	\$3,000	-	-	-	3,000
<b>Total</b>	<b>68,400</b>	<b>1,938</b>	<b>35</b>	<b>1,973</b>	<b>66,427 97%</b>

a) Receipt \$35m in City capital funds for NYCT Track work.

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

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

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

\*\*As noted in prior receipt reports: the 2020-2024 Capital Programs letter amendment was approved in December 2024. Federal Formula, City capital and Federal Other (Receipt of FRA funds for PSA post Plan approval) plan values will be updated to reflect the latest full plan amendment, approved by the CPRB in December 2025.

# Third Quarter 2025 TLR Summary

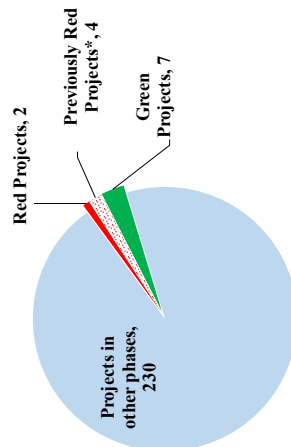
- In the Third Quarter 2025 a total of 243 projects were reviewed in the TLR for Cost and Schedule adherence:
    - 13 in Design
    - 230 in Construction
  - Of these:
    - 154 (63%) were Green
    - 63 (26%) had variances in prior quarters
    - 26 (11%) were Red
- Of the 26 projects that triggered a Key Performance Indicator (KPI) this quarter, 21 were for Schedule variances, 2 for Cost, and 3 triggered for both Cost and Schedule.
- For every project with variances, C&D prepared a brief report that summarizes the issues encountered and the actions taken this quarter to mitigate the problem. The IEC reviewed the report content and worked with the project teams and Business Units in preparation of the final variance reports.
  - This quarter, problems encountered included design changes, scope changes, unforeseen site conditions, MTA's resource support, poor contractor performance and coordination issues with outside agencies.

## 3<sup>rd</sup> Quarter 2025 Traffic Light Report on the MTA Capital Program

### A total of 243 Projects were Reviewed for the 3<sup>rd</sup> Quarter 2025

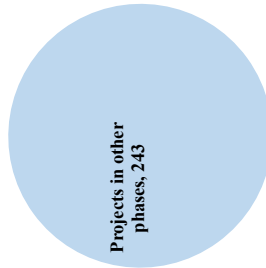
The 243 active projects include 13 projects in Design, 0 in Post-Design to Construction Award, 230 in Construction

#### 13 of 243 Projects in Design



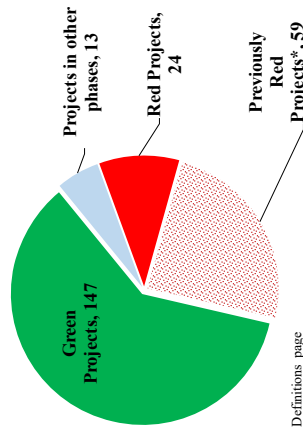
\* see Terms and Definitions page

#### 0 of 243 Projects in Post-Design to Construction Award



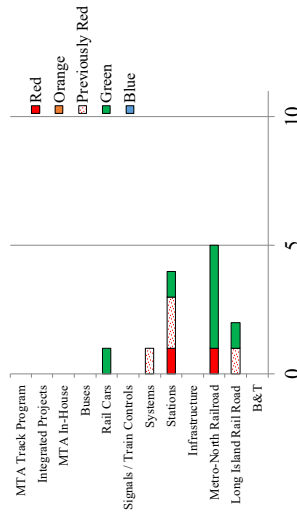
\* see Terms and Definitions page

#### 230 of 243 Projects in Construction



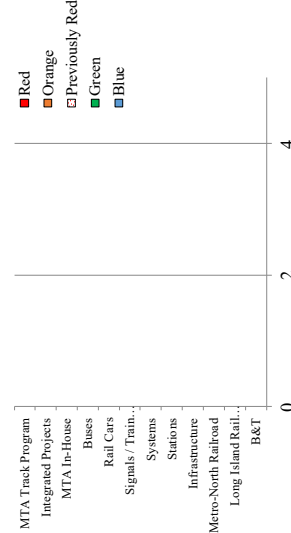
\* see Terms and Definitions page

#### 13 Projects in Design



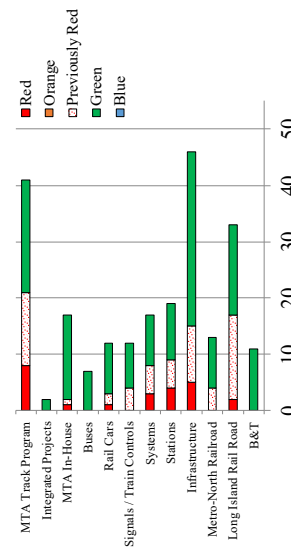
**Third Quarter 2025:** 13 Projects were reviewed in this phase with 7 designated green, 4 as previously red, and 2 red. The 2 red projects had root causes of scope change and Coordination with other agencies.

#### 0 Projects in Post-Design to Construction Award



**Third Quarter 2025:** No Projects were reviewed in this phase.

#### 230 Projects in Construction



**Third Quarter 2025:** 230 Projects were reviewed in this phase with 147 green, 59 previously red, and 24 red. The 24 red projects had root causes of scope change, design change unforeseen site conditions, contractor performance, MTA resource support, and final inspection issues.










## Project Terms and Definitions

### 3<sup>rd</sup> Quarter 2025 Traffic Light Report

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

#### Project Terms and Definitions

##### Projects in Design: 13

	Green: Indices less than 110% and index movement of less than 10%.
	Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report. The Blue will revert to a Green in the next quarter's TLR.
	Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.
	Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.
	Red: Cost Index - An EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report.
	Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last Traffic Light Report.
	Previous Red: Previously indicated as <b>red</b> with no new substantial change since the last TLR / A project in design that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.



## Project Terms and Definitions

### 3<sup>rd</sup> Quarter 2025 Traffic Light Report

#### Projects in Post Design to Construction Award Phase: 0



Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.



Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.



Previous Red: Previously indicated as red with no new substantial change since the last TLR. Project may be returned to Green when it has been in compliance with two performance indicators for two consecutive quarters.

#### Projects in Construction: 230



Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.



Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.



Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.



Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.



Red: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).



Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.



Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

#### Projects in Planning:



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

#### Completed Projects:



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



## Project Terms and Definitions

### 3<sup>rd</sup> Quarter 2025 Traffic Light Report

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

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

- ▲ = Index increase: Trending indicates condition worsening since last quarterly report  
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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle Projects									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$125,056,592	80	1.00	▬	6	▲	R
T8041311	ADA: Borough Hall LEX	Construction	\$40,029,055	80	1.00	▬	6	▲	
Broadway Junction Bundle Projects									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	3	1.00	▬	0	▬	G
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$9,041,576	17	.96	▬	0	▬	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$351,230,495	26	1.01	▬	0	▬	
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,547,516	26	1.02	▬	0	▬	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	42	1.00	▬	0	▬	
ADA 149th Street and Tremont Ave Bundle Projects									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$119,568,402	85	1.00	▬	3	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$54,954,444	94	.99	▬	3	▲	
ADA Package 4 Projects									
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	96	1.00	▬	5	▲	R
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	68	1.00	▬	5	▲	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$7,747,832	63	.94	▬	5	▲	
T8041291	Customer Service Center at Parkchester	Construction	\$3,677,609	0	1.00	▬	5	▲	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$73,336,499	81	.99	▬	5	▲	
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,943,304	84	1.00	▬	5	▲	
T8041371	ADA: 137 St BW7	Construction	\$38,220,818	63	1.01	▬	5	▲	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$14,157,321	96	1.01	▬	5	▲	

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	80	1.00	█	0	█	G
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,851,078	0	1.00	█	0	█	
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	15	1.00	█	0	█	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	68	1.00	█	0	█	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	20	1.00	█	0	█	
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	92	1.00	█	0	█	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	55	.99	█	0	█	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	68	1.00	█	0	█	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	45	1.00	█	0	█	
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	77	1.00	█	0	█	
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$32,324,823	35	1.00	▴	0	█	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$584,481	35	.91	▴	0	█	
T8041215	Station Components Design	Construction	\$173,079	27	.84	█	0	█	
T8041215	Station Components Design	Construction	\$149,760	21	.99	█	0	█	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$14,664,774	27	1.00	▴	0	█	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$31,202,844	23	.99	▴	0	█	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,078,795	21	1.00	▴	0	█	
T80412DD	Station Renewals Design	Construction	\$882,027	23	.90	█	0	█	
T8041302	ADA: 96th St/8AV	Construction	\$47,553,062	37	1.00	▴	0	█	

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

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ACEP		Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
ACEPs which the MTA considers the primary element of the bundled contract										
Construction & Development										
Stations										
Stations - ADA Accessibility Program - Projects in Construction										
ADA Package 5 Projects										
T8041306		ADA: 86th St / Lex	Construction	\$68,238,737	36	1.00	▲	0	■	
T8041309		ADA: 81st St / 8 Av	Construction	\$59,480,524	39	1.00	▲	0	■	
T8041322		ADA: Classon Ave XTN	Construction	\$56,984,721	46	1.00	▲	0	■	
T8041323		ADA: New Lots Ave/NLT	Construction	\$50,103,987	42	1.00	▲	0	■	G
T8041326		ADA: 36th St / 4 Av	Construction	\$102,047,628	33	1.00	▲	0	■	
T8041334		ADA: 242nd Street	Construction	\$45,563,648	37	.99	▲	0	■	
T8041334		ADA: 242nd Street	Construction	\$121,680	42	1.00	■	0	■	
T8041341		ADA: Bway/Astoria	Construction	\$55,423,813	42	1.00	▲	0	■	
T8041349		ADA: 33rd St - Rawson St Station/Flushing	Construction	\$85,303,287	36	1.00	▲	0	■	
T8041352		46th St- Bliss St/Flushing	Construction	\$74,586,104	34	1.00	▲	0	■	
T8041372		ADA: Harlem 148th Street / Lenox	Construction	\$27,160,953	45	1.00	▲	0	■	
T8041373		ADA: Court Square 23 Street / Queens	Construction	\$56,257,284	33	1.00	▲	0	■	
T80413DD		ADA Design	Construction	\$7,445,190	42	1.42	■	0	■	
T80413DD		ADA Design	Construction	\$1,071,792	45	.91	■	0	■	
T80413DD		ADA Design	Construction	\$1,022,563	33	.88	■	0	■	
T80413DD		ADA Design	Construction	\$1,034,785	46	.89	■	0	■	
T80413DD		ADA Design	Construction	\$936,818	36	.90	■	0	■	
T80413DD		ADA Design	Construction	\$881,365	34	.89	■	0	■	
T80413DD		ADA Design	Construction	\$866,499	36	.96	■	0	■	

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T80413DD	ADA Design	Construction	\$713,535	37	.91	■	0	■	
T80413DD	ADA Design	Construction	\$703,959	39	.90	■	0	■	
T80413DD	ADA Design	Construction	\$716,394	37	.93	■	0	■	
T80413DD	ADA Design	Construction	\$547,324	42	.90	■	0	■	
T80413DD	ADA Design	Construction	\$500,074	33	.97	■	0	■	
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$43,934,808	23	1.00	▼	0	■	
Commuter Railroads									
Long Island Rail Road									
Rehabilitation of Bethpage Employee Facilities Projects									
L8060406	Rehabilitation of Employee Facilities - Bethpage	Construction	\$19,544,458	73	1.01	■	4	▲	Ⓜ
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	\$9,370,043	73	.94	▼	4	▲	
Babylon Interlocking Projects									
L70502LH	Babylon Interlocking Renewal	Construction	\$21,377,904	54	.70	▼	16	▲	
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$91,919,317	54	.98	■	16	▲	Ⓡ
Babylon to Patchogue Signals Projects									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,542,396	42	1.00	■	0	■	
L8050203	Babylon to Patchogue	Construction	\$18,500,000	42	1.85	■	0	■	Ⓜ
LIRR Centralized Train Control Integration Projects									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$13,866,986	85	1.00	■	0	■	Ⓜ
L8050204	Centralized Train Control	Construction	\$18,378,217	70	.99	■	0	■	Ⓜ

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Long Island Rail Road</b>									
<b>LIRR ADA Package 1 Projects</b>									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,457,072	50	1.00	■	0	■	G
L8020413	ADA Copiague Platform and New Elevator	Construction	\$18,560,211	90	1.02	■	0	■	
L8020414	ADA St Albans New Elevator	Construction	\$26,046,214	70	1.00	■	-2	▼	
L8020420	ADA Amityville Station	Construction	\$15,668,351	90	1.01	■	0	■	
L8020421	ADA Laurelton Station	Construction	\$21,445,567	40	1.00	■	0	■	
L8020422	ADA Massapequa Park Station	Construction	\$16,085,592	80	1.01	■	0	■	
L8020423	ADA Lindenhurst Station	Construction	\$18,450,551	90	1.02	■	0	■	
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$25,764,878	50	1.00	■	0	■	
L8020425	Auburndale Elevator Replacement	Construction	\$8,355,233	75	1.00	■	-2	▼	
<b>LIRR ADA Package 2 Projects</b>									
L8020409	ADA Hollis Station	Construction	\$97,713,934	28	1.00	■	0	■	
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,306,086	28	1.00	■	0	■	
L8020426	Babylon Station Platforms	Construction	\$126,417,553	49	1.00	■	0	■	G
<b>All Other Commuter Railroads Projects</b>									
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Construction	\$182,099,357	18	1.01	■	0	■	G
L70204UO	Brookhaven National Lab Station	Construction	\$20,000,000	12	1.00	■	-8	▼	G
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$19,662,201	99	.94	▼	0	■	R
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	67	1.00	■	0	■	R
L8020701	GCT Facility Needs	Construction	\$11,289,825	0	1.02	■	0	■	G
L8030101	Construction Equipment	Construction	\$43,460,093	23	.97	■	0	■	G

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

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		ACEPs which the MTA considers the primary element of the bundled contract							
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L8030102	Various Right of Way Projects	Construction	\$10,050,000	70	1.00	█	0	█	ⓘ
L8030105	Queens Interlocking	Construction	\$146,880,392	91	1.05	█	0	█	ⓘ
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,590,964	70	1.00	█	0	█	Ⓜ
L8030405	Yard Track Rehabs - 2024	Construction	\$16,278,385	100	.96	█	0	█	Ⓜ
L8040109	Webster Avenue Bridge Replacement	Construction	\$17,130,322	100	1.01	█	-4	▼	Ⓜ
L8050101	Communication Pole Line	Construction	\$8,000,000	100	1.00	▼	-12	▼	ⓘ
L8050102	Communication Component Replacement	Construction	\$8,000,000	86	1.00	█	2	▲	Ⓡ
L8050103	Fiber Optic Network	Construction	\$24,000,000	77	1.00	█	0	█	ⓘ
L8050106	Radio Head-End Replacement	Construction	\$9,219,804	79	.76	█	2	▲	ⓘ
L8050205	Positive Train Control	Construction	\$57,600,025	62	.92	█	0	█	Ⓜ
L8050205	Infrastructure Projects - PTC Add-Ons	Construction	\$15,403,018	60	.96	█	9	▲	ⓘ
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	█	0	█	ⓘ
L8060105	Mid Suffolk Yard Phase 2	Construction	\$29,527,770	65	1.00	█	0	█	ⓘ
L8060403	Fire Protection Improvements	Construction	\$25,000,000	81	1.00	█	2	▲	ⓘ
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	33	1.00	█	0	█	Ⓜ
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	55	1.00	█	0	█	Ⓜ
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	100	1.00	█	-15	▼	Ⓜ
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	0	1.00	▼	-15	▼	Ⓜ
L8070106	Substation Component Renewal	Construction	\$18,676,781	37	1.01	█	0	█	Ⓜ

### 3rd Quarter 2025 Traffic Light Report

#### Projects in Design, Post-Design to Construction Award or Construction

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ACEP		Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
ACEPs which the MTA considers the primary element of the bundled contract										
Construction & Development										
Commuter Railroads										
Long Island Rail Road										
All Other Commuter Railroads Projects										
L8070107		Jamaica Substation	Construction	\$77,402,454	39	1.00	■	-2	▼	R
L9030111		2025 Annual Track Program	Construction	\$110,000,000	65	1.00	■	0	■	G
L80204DD		ADA Accessibility and Components 24 Stations DES	Design	\$19,750,350	77	1.00	■	9	▲	R
L8040103		Systemwide Bridge Assessment Study	Design	\$24,282,353	93	1.00	■	0	■	G
Metro-North Railroad										
West of Hudson Yard Sidings Projects										
M6060103		West of Hudson Yard Improvements - Passing Sidings	Design	\$1,860,000	37	1.00	■	0	■	
M7060104		West of Hudson Yard Improvements - Passing Sidings	Design	\$7,278,328	37	.98	■	0	■	G
Park Avenue Viaduct Replacement Projects										
M8030201		Park Avenue Viaduct Replacement - Phase 1	Construction	\$525,584,088	70	.91	■	0	■	G
M8030215		Park Avenue Viaduct Replacement - Phase 2	Construction	\$249,766,666	70	.96	■	0	■	
Grand Central Terminal Trainshed Projects										
M7020110		270 Park Avenue GCT Trainshed	Construction	\$10,000,000	93	1.00	■	0	■	
M7030217		270 Park Avenue GCT Trainshed	Construction	\$6,000,000	93	1.00	■	0	■	
M7080114		270 Park Avenue GCT Trainshed	Construction	\$9,000,000	93	1.00	■	0	■	
M8020101		GCT Trainshed - Sector 1	Construction	\$200,079,055	93	1.00	■	0	■	G
MNR Bronx Stations Bundle Projects										
M8020202		Harlem Line Station Renewals - Bot. Gardens, Wdwn, and Williams Br.	Construction	\$5,805,262	11	.99	■	0	■	
M8020209		3 Bronx Stations [Woodlawn_BG_WB]	Construction	\$153,270,285	11	.96	■	0	■	G
All Other Commuter Railroads Projects										
EM050208		Power Infrastructure Restoration-Substations	Construction	\$49,727,545	97	1.00	■	0	■	R

### 3rd Quarter 2025 Traffic Light Report

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Metro-North Railroad</b>									
<b>All Other Commuter Railroads Projects</b>									
M7030201	F/A Overhead Bridges East of Hudson	Construction	\$10,947,540	100	1.13	▲	1	▲	R
M7050101	Replace MA's in Signal Substations	Construction	\$31,131,055	75	1.04	■	0	■	R
M8020201	Upper Hudson and & Harlem Station Priority Repairs	Construction	\$38,073,480	0	.94	■	0	■	R
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$171,583,608	9	.82	■	0	■	G
M8040104	Network Infrastructure	Construction	\$12,702,576	45	.87	■	0	■	G
M8040106	Radio System	Construction	\$23,884,344	20	1.03	■	0	■	G
M8050109	NHL Pelham Substation Replacement	Construction	\$43,333,353	61	.96	■	-2	▼	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$65,164,579	44	.97	■	-6	▼	G
M8020101	GCT Trainshed - Priority Repairs 7	Design	\$76,259,980	1	1.59	▼	0	■	G
M8020102	Park Avenue Tunnel Improvements	Design	\$12,930,165	75	.98	■	9	▲	R
M8020213	Harlem Line 5 Stations DES	Design	\$8,474,264	8	1.00	■	0	■	G
M8030113	Slope Stabilization - Yonkers	Design	\$8,577,527	6	.97	■	0	■	G
<b>Stations</b>									
<b>All Other Stations Projects</b>									
<b>Station Renewal - Flushing Line - Bundle 1 Projects</b>									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	48	1.00	■	8	▲	
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	1.00	■	8	▲	
T8040705	Replace Escalators - FLS - Design	Construction	\$710,920	73	1.00	■	0	■	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$41,790,875	73	1.00	■	0	■	
T8041258	Station Renewal: Woodside 61st Station	Construction	\$76,323,660	48	1.00	■	8	▲	R

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 1 Projects									
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,257,156	37	.97	■	0	■	■
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$148,347,862	30	1.04	■	8	▲	■
Escalator Replacement Bundle Projects									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$60,332,632	100	1.04	■	0	■	R
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,347,401	100	.97	■	0	■	■
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$34,078,312	100	1.01	■	0	■	■
Station Renewal - Jamaica Line Projects									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$46,257,693	0	.99	■	0	■	■
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$44,934,824	0	.99	■	0	■	G
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,757,606	0	1.00	■	0	■	■
T8041249	Platform Edges Wrap-Up: 104St & 121St / JAM	Construction	\$242,529	0	1.00	■	0	■	■
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$10,741,087	0	.98	■	0	■	■
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,823,186	0	1.00	■	0	■	■
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,155,223	0	1.00	■	0	■	■
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$281,815	0	1.00	■	0	■	■
T8070378	Demo CBH N/O Eldert's Lane	Construction	\$2,262,208	0	1.00	■	0	■	■
T8070379	Demo Abandoned Structures: Signals Tower Park/PEL	Construction	\$2,521,628	0	1.00	■	0	■	■
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	0	1.00	■	0	■	■
Grand Central Bundle Projects									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$27,800,134	95	1.06	▲	1	▲	G

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Grand Central Bundle Projects</b>									
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$83,917,318	95	.97	▼	1	▲	
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$16,679,332	95	.92	▼	1	▲	
<b>Replacement of 37 Elevators at 17 Stations Projects</b>									
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,827,997	41	1.00	■	0	■	
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$4,742,400	41	1.00	■	0	■	
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	41	1.00	■	0	■	G
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	41	1.00	■	0	■	
<b>Station Renewal - Flushing Line - Bundle 2 Projects</b>									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,744	95	1.00	■	0	■	
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	25	.99	■	0	■	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,576,316	95	1.00	■	0	■	
T7041217	Renewal: 69 St FLS	Construction	\$42,976,515	32	1.00	■	0	■	
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	32	1.00	■	0	■	
T8041243	Station Renewal: 111 St / FLS	Construction	\$18,120,280	95	1.30	▲	0	■	R
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$15,132,615	25	1.13	▲	0	■	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$22,441,962	95	1.38	▲	0	■	
T8041246	Station Renewal: 69 St / FLS	Construction	\$19,753,943	32	1.53	▲	0	■	
T8041247	Station Renewal: 52 St / FLS	Construction	\$18,698,350	32	1.22	▲	0	■	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,100,470	95	.97	■	0	■	

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Construction & Development									
Stations									
All Other Stations Projects									
Replacement of 19 Elevators - Various Locations Projects									
T7040716	Replace 1 Elevator: Lexington Av 53 St QBL DES	Construction	\$168,777	100	1.00	▲	0	■	
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	67	1.00	■	0	■	Ⓡ
Station Components Projects									
T8041215	Station Components - Phase 1 (43 Locs) - Design	Construction	\$19,546,341	38	1.00	■	0	■	
T8041238	Station Components - Phase 1 (43 Locs)	Construction	\$60,389,870	38	1.10	■	0	■	ⓖ
ADA Package 6 Projects									
T7041342	ADA: Ave I CUL DES	Construction	\$225,039	14	1.00	■	0	■	
T8041265	Platform components at Burnside Av / JER	Construction	\$16,373,929	0	1.00	■	0	■	
T8041310	ADA: Myrtle Ave / JER	Construction	\$82,605,443	14	1.00	■	0	■	
T8041320	ADA: Ave I / CUL	Construction	\$74,011,512	14	1.00	■	0	■	
T8041376	ADA: Burnside Ave / JER	Construction	\$100,484,528	11	1.00	■	0	■	ⓖ
T8041379	ADA: Norwood Avenue / Jamaica	Construction	\$68,553,711	15	1.00	■	0	■	
T8041380	ADA: Middletown Road / PEL	Construction	\$59,321,123	16	1.00	■	0	■	
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	\$1,368,978	16	.72	▼	0	■	
T80413DD	ADA: Burnside Ave/JER DES	Construction	\$1,737,411	11	1.04	▲	0	■	
T80413DD	ADA: Norwood Ave / JAM DES	Construction	\$1,472,605	15	.99	■	0	■	
T80413DD	ADA: Ave I CUL DES	Construction	\$1,415,154	14	.95	■	0	■	
T80502A7	ML Track Replacement (4 stations)	Construction	\$24,851,264	13	1.00	■	0	■	
ADA Package 8 Projects									
T7041219	Platform Components: Neptune Ave CUL DES	Design	\$190,664	20	.23	■	1	▲	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Stations</b>									
<b>All Other Stations Projects</b>									
<b>ADA Package 8 Projects</b>									
T7041341	ADA: Neptune Ave CUL DES	Design	\$546,780	20	.15	■	1	▲	
T8041215	Station Component/Renewal Work Design - Fort Hamilton Pkwy	Design	\$336,176	20	1.00	■	1	▲	
T8041215	Platform Components: Neptune Ave CUL DES	Design	\$334,280	20	1.00	■	1	▲	
T80413DD	ADA Design - Neptune Ave - Culver Line	Design	\$1,756,259	20	1.00	■	1	▲	
T80413DD	ADA Design - Jefferson St - Canarsie Line	Design	\$1,586,997	20	.92	▼	1	▲	
T80413DD	ADA Design - Nostrand Ave - Fulton St Line	Design	\$1,511,557	20	1.00	■	1	▲	
T80413DD	ADA Design - Fort Hamilton Pkwy - West End Line	Design	\$1,385,766	20	.93	▼	1	▲	
T80413DD	ADA Design - 18th Ave - West End Line	Design	\$1,131,176	20	.91	▼	1	▲	(R)
<b>All Other Stations Projects</b>									
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,688,460	61	1.00	■	0	■	(R)
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	\$81,130,897	100	1.00	■	-1	▼	(G)
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	52	1.00	■	0	■	(G)
T8041255	Station Condition Survey (Group 2)	Design	\$8,645,677	45	1.00	■	1	▲	(R)
T8041255	Station Condition Survey (Group 3)	Design	\$8,510,691	18	1.00	■	0	■	(G)
T8041255	Station Condition Survey (Group 1)	Design	\$8,191,924	55	1.00	■	7	▲	(R)
<b>Systems</b>									
<b>OMNY</b>									
<b>OMNY Program Projects</b>									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,955,710	69	1.00	▼	0	■	
T7040401	New Fare Payment System, Phase 2	Construction	\$471,053,495	69	1.00	■	0	■	(R)
T8040405	Additional Work: Fare Collection	Construction	\$63,083,835	69	1.00	■	0	■	

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Construction & Development									
Systems									
OMNY									
OMNY Program Projects									
L8020406	Fare Collection Program	Construction	\$41,343,476	0	.91	▲	0	■	■
M8020206	New Fare Payment Equipment	Construction	\$71,999,760	35	1.43	▼	0	■	
MTA Track Program									
LIRR and MNR Track Projects									
All Other MTA Track Program Projects									
L8030112	Track Rehab- West Side Storage Yard	Construction	\$7,231,441	55	1.00	■	0	■	R
M8030107	MoW Equipment	Construction	\$37,875,064	26	.90	▼	0	■	
Stations									
All Other									
T8041270	Stormwater Mitigation, Package 2	Construction	\$10,919,900	20	1.00	■	3	▲	R
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	84	1.00	■	5	▲	R
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$67,677,954	84	.96	■	5	▲	
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$63,884,388	84	.99	■	5	▲	
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	84	1.00	■	5	▲	
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	84	1.00	■	5	▲	
T8070369	Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	Construction	\$1,829,325	84	.62	▼	5	▲	
T8070370	East 180 St Flyover / Dyre Ave Additional Costs	Construction	\$15,958	84	1.00	■	5	▲	
Overcoat Painting - Jamaica Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,887	54	1.00	■	0	■	■
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,500	54	1.00	■	0	■	

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Construction & Development										
Infrastructure										
All Other										
Overcoat Painting - Jamaica Line Projects										
T8070313		Line Structures Overcoat Painting Design	Construction	\$200,000	54	1.00	■	0	■	
T8070335		Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$82,856,572	54	.99	■	0	■	
T8070336		Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$71,838,803	54	.96	■	0	■	G
T8070337		Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$63,658,501	54	1.06	■	0	■	
T8070347		Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	54	1.00	■	0	■	
Steinway Tunnel Portal Resiliency Projects										
ET060338		Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	96	1.00	■	0	■	
ET070308		Sandy Mitigation: Steinway Portal	Construction	\$22,376,198	97	1.00	■	0	■	R
T6070343		Steinway Portal Mitigation	Construction	\$10,874,666	0	1.00	■	0	■	
T6080336		Cathodic Protection, Steinway Tube	Construction	\$1,475,829	94	1.00	■	0	■	
T7080644		Police Radio System: Enhance Coverage-Steinway Tube - DES	Construction	\$42,876	91	.62	■	0	■	
T7080648		Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	91	1.00	■	0	■	
Line Structure Component Repair Program - BW7 & 8AV Projects										
T7070333		LSCR: Uptown Manhattan (BW7, 8AV) Grouting Survey & Design	Construction	\$1,807,885	100	1.00	■	0	■	
T8070309		LSCR: Uptown Manhattan - BW7 - Design	Construction	\$3,289,062	5	1.29	▲	0	■	
T8070309		LSCR: Uptown Manhattan - 8AV - Design	Construction	\$2,039,096	7	1.30	▲	0	■	
T8070309		Subway Structure Repairs Design	Construction	\$496,457	100	1.00	■	0	■	
T8070340		81st St & Broadway Sewer Connection - BW7	Construction	\$996,528	0	1.32	▲	0	■	
T8070360		LSCR: Uptown Manhattan - 7AV	Construction	\$92,493,723	7	1.00	■	0	■	
T8070361		LSCR: Uptown Manhattan - BW7	Construction	\$64,594,093	5	.94	▼	0	■	G

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ACEPs which the MTA considers the primary element of the bundled contract										
Construction & Development										
Infrastructure										
All Other										
Line Structure Component Repair Program - BW7 & 8AV Projects										
T8070362		Exp Joints Repair 133 St & Lasalle - BW7	Construction	\$17,401,614	0	.99	■	0	■	■
T8070363		Stormwater Mitigation: 81 St & Broadway - BW7	Construction	\$9,739,108	0	1.00	■	0	■	■
T8070364		Demolition of Abandoned Structures CBH 125 St	Construction	\$1,770,096	0	1.00	■	0	■	■
Washington Heights Substation Renewal Projects										
T7090225		Substation Renewal: Washington Heights - 8AV - Design	Construction	\$610,579	3	.93	■	0	■	■
T8090210		Substation Renewal: Washington Heights - 8AV - Design	Construction	\$5,557,421	3	2.35	▼	0	■	■
T8090232		Washington Heights Substation Renewal / 8AV	Construction	\$71,108,006	3	1.00	■	0	■	G
Hardening of 26 Substations Projects										
ET090307		Hardening of Substations at 24 Locations	Construction	\$92,652,041	77	.94	■	4	▲	R
ET090313		Hardening Substations: W. Broadway & Murray St.	Construction	\$2,125,845	77	.81	■	4	▲	▲
ET090314		Hardening Substations: Tudor City	Construction	\$5,810,964	77	.93	■	4	▲	▲
T60412J3		Sandy Mitigation: 26 Substations - Core 1	Construction	\$10,196,740	77	.42	▲	4	▲	▲
T6090219		Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	77	1.00	■	4	▲	▲
T6090417		Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	77	1.00	■	4	▲	▲
T6160730		Sandy Mitigation: 26 Substations - Core 4	Construction	\$0	77	.00	■	4	▲	▲
T8070377		Demolish Old Rock Park Yard Substation/Roc	Construction	\$73,040	77	2.00	■	4	▲	▲
Jamaica Bus Depot Reconstruction Projects										
T5120305		Jamaica Depot Replacement Property Acquisition	Construction	\$5,257,226	0	.72	▼	0	■	■
T8030219		Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	■	0	■	■
T8120303		Jamaica Depot Reconstruction	Construction	\$576,853,407	45	1.00	■	0	■	R

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ACEPs which the MTA considers the primary element of the bundled contract										
Infrastructure										
Construction & Development										
All Other										
Jamaica Bus Depot Reconstruction Projects										
T8120307		Bus Parking Lot at York College	Construction	\$27,007,828	99	1.00	■	0	■	■
Substation Renewal - 3 Locations Projects										
T8090210		Substation Renewal: 13 St / CUL - Design	Construction	\$4,207,727	71	.88	▼	0	■	■
T8090210		Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,320,245	71	.99	■	0	■	■
T8090210		Replace High Tension Switchgear at 1 Location - Design	Construction	\$181,496	71	.51	▼	0	■	■
T8090221		Substation Renewal: 13 St / CUL	Construction	\$29,498,455	71	1.01	■	0	■	■
T8090222		Substation Renewal: 82 Rd / QBL	Construction	\$27,400,963	71	1.04	■	0	■	■
T8090223		Replace High Tension Switchgear at 1 Location	Construction	\$9,468,576	71	1.00	■	0	■	■
Concourse Yard Substation Projects										
T8090210		Substation Renewals: Various Locations	Construction	\$5,697,230	3	.99	▼	0	■	■
T8090210		Replace Control Cable - Zone 25	Construction	\$818,584	0	.68	■	0	■	■
T8090233		Concourse Yard Substation	Construction	\$65,788,923	3	1.00	■	0	■	■
T8090234		Replace Control Cable, Zone 25	Construction	\$5,224,180	0	1.00	■	0	■	■
T8090407		Power Distribution Design	Construction	\$1,635,430	0	.97	■	0	■	■
T8090414		Rehabilitation of 1 CBH at Concourse Yard	Construction	\$5,931,355	0	1.00	■	0	■	■
Substation Renewals at 2 Locations Projects										
T7090226		Village Substation Renewal DES	Construction	\$933,376	12	1.08	■	0	■	■
T8090210		Replace High Tension Switchgear at 5 Substations	Construction	\$4,582,821	12	1.38	■	0	■	■
T8090210		Village Substation Renewal - Design	Construction	\$2,512,075	12	1.53	■	0	■	■
T8090225		Hester St Substation Renewal / 6 Av	Construction	\$48,175,068	12	1.01	■	0	■	■

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Infrastructure									
All Other									
Substation Renewals at 2 Locations Projects									
T8090226	Village Substation Renewal	Construction	\$36,199,964	12	1.00	▬	0	▬	
Rehabilitation of 4 Pump Rooms Bundle Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,222,745	0	1.06	▬	0	▬	
T8060530	Rehab Pump Room 4 Locs/Various	Construction	\$54,684,932	0	1.00	▬	0	▬	G
Fresh Pond Yard Lighting and Fencing Rehab Projects									
T8100405	Yard Fencing: Fresh Pond Yard	Construction	\$696,414	15	.87	▴	0	▬	
T8100418	Yard Lighting: Fresh Pond Yard	Construction	\$12,716,676	25	1.01	▴	0	▬	G
T8100424	Yard Fencing: Fresh Pond Yard	Construction	\$10,174,338	15	.85	▴	0	▬	
New Substations at New Dorp and Clifton Stations Projects									
S7070106	New Power Substation: New Dorp	Construction	\$28,851,796	100	1.12	▬	0	▬	R
S7070107	New Power Substation: Clifton	Construction	\$30,856,851	0	1.00	▴	0	▬	
Substation Roof and Enclosures PKG 1 Projects									
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	\$3,985,953	27	1.03	▬	0	▬	
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	\$19,630,283	27	.97	▬	0	▬	G
Substation Roof and Enclosures Rehab PKG 2 Projects									
T8090210	Rehab Substation Roofs & Enclosures - 3 Locations - DES	Construction	\$1,498,846	10	1.02	▬	0	▬	
T8090210	Rehab Substation Roof & Enclosure - B'way/W 143 St - DES	Construction	\$1,278,635	30	1.00	▬	0	▬	
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	\$6,269,611	30	.98	▬	0	▬	
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	\$5,870,488	10	1.00	▬	0	▬	G
Portable Bus Lift Replacement Bundle Projects									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	50	1.00	▬	0	▬	G

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<b>Construction &amp; Development</b>									
<b>Infrastructure</b>									
<b>All Other</b>									
<b>Portable Bus Lift Replacement Bundle Projects</b>									
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	29	1.00	■	0	■	
<b>Substation Component Replacement - Multiple Locations Projects</b>									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,237,485	48	1.00	■	0	■	
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	16	1.00	■	0	■	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$25,125,700	48	1.08	■	0	■	R
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,874,796	16	.99	■	0	■	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$26,451,740	20	1.02	■	0	■	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	9	1.00	■	0	■	
T8090230	Repair Components 62 Rd Substation QBL	Construction	\$4,345,992	7	1.06	■	0	■	
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$2,209,644	0	1.32	■	0	■	
<b>Pump Room Rehabilitation Projects</b>									
T7060508	Construct Pump Room: Rockwell Place 4AV	Construction	\$2,693,146	84	.91	■	0	■	
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$26,848,893	84	.96	▼	0	■	G
<b>Rockaway Line Resiliency and Viaduct Rehabilitation Projects</b>									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,021,661	83	.98	■	0	■	
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$81,963,417	41	.98	■	0	■	
ET070312	Rockaway Line Long Term Protection	Construction	\$75,753,586	54	1.03	■	0	■	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	40	1.00	■	0	■	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,498,583	10	.99	■	0	■	
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	■	0	■	

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Construction & Development									
Infrastructure									
All Other									
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$120,361,181	42	1.00	■	0	■	
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	\$3,587,572	93	1.00	■	0	■	
T8070310	Rehab Hammels Wyve - DES	Construction	\$2,716,750	98	1.18	■	0	■	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,275,039	93	1.00	■	0	■	
T8070324	Rehab Hammels Wyve	Construction	\$105,315,896	98	.99	■	0	■	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	20	1.00	■	0	■	
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$8,955,225	55	.92	▲	0	■	G
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	55	1.00	■	0	■	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$16,311,748	55	.94	▲	0	■	
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	\$36,036,745	36	.90	■	0	■	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,715,777	36	.99	■	0	■	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	\$317,922	21	1.00	▼	0	■	
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,684,051	21	.97	■	0	■	G
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	21	.98	■	0	■	
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	21	1.00	■	0	■	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	21	1.00	■	0	■	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	\$265,543	5	.68	▼	0	■	

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ACEPs which the MTA considers the primary element of the bundled contract										
Construction & Development										
Infrastructure										
All Other										
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects										
ET060341		Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,573,606	5	.98	■	0	■	
ET090244		Traction Power Repairs: Various Locations	Construction	\$93,851,356	39	.99	■	0	■	G
T6160212		Storm Mitigation Studies	Construction	\$56,300	0	1.00	■	0	■	
Overcoat Painting and Structure Repair - Bwy-7th Line Projects										
T8070313		Line Structures Overcoat Painting Design	Construction	\$2,202,752	6	1.00	▲	0	■	
T8070359		Structure Painting: 225 St - 240 St BW7	Construction	\$132,263,045	6	1.00	■	0	■	G
T8070374		Demolish of Abandoned Structures / BW7	Construction	\$1,043,530	6	1.00	■	0	■	
HVAC Upgrade at College Point and Spring Creek Depots Projects										
U8030231		HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	75	1.00	■	0	■	
U8030232		HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	39	1.00	■	0	■	G
All Other Infrastructure Projects										
ET100315		Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	\$16,270,331	91	.98	■	0	■	G
S8070112		SIR Track and Switch Replacement	Construction	\$83,390,303	55	.95	■	0	■	R
T7060506		Rehab Forsyth St Vent Plant	Construction	\$93,335,937	99	1.00	■	4	▲	R
T7090219		New Substation: Canal St 8AV	Construction	\$86,962,200	54	1.06	■	0	■	R
T7100441		New Railcar Receiving Improvements	Construction	\$115,267,824	99	.95	■	5	▲	R
T8030230		BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$185,284,549	28	1.00	■	0	■	G
T8060514		Fan Plant SCADA Head-End Upgrade	Construction	\$18,669,949	99	.99	■	2	▲	R
T8070344		Paint and Steel Repair, Culver Line South	Construction	\$97,722,422	71	.97	■	9	▲	R
T8070348		Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	36	1.00	■	0	■	G

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<b>Construction &amp; Development</b>									
<b>Infrastructure</b>									
<b>All Other</b>									
<b>All Other Infrastructure Projects</b>									
T8070354	LSCP Lexington / Jerome	Construction	\$85,782,448	51	.98	■	0	■	G
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	\$141,436,419	9	1.00	■	0	■	G
T8070375	Column Repair / WST	Construction	\$68,217,895	14	1.00	■	0	■	G
T8090215	New Substation: 28 St / 8AV	Construction	\$71,157,643	96	1.00	■	1	▲	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	\$22,454,706	0	1.03	■	0	■	G
T8090231	Replace Control & Battery Cable, Zone 20	Construction	\$9,389,936	11	1.00	■	0	■	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$59,407,291	80	1.01	■	4	▲	R
T8100417	207th St OH Facility	Construction	\$38,771,117	97	.99	■	3	▲	R
T8100425	Coney Island Overhaul Shop Roof	Construction	\$70,768,048	4	.96	■	0	■	G
T8120314	ENY Depot Fire Suppression System Rehabilitation	Construction	\$10,392,209	0	1.00	▲	0	■	G
T8160718	2020-24 Facility Elevators	Construction	\$35,269,591	8	1.00	■	0	■	G
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	\$17,753,770	77	1.00	■	0	■	G
<b>Systems</b>									
<b>Upgrade SCADA System - BMT Division Projects</b>									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$12,006,919	12	.90	■	-1	▼	
T8090406	Upgrade SCADA BMT	Construction	\$46,433,548	12	.91	■	-1	▼	G
<b>Modernization of Fire Alarm Systems - DOS Projects</b>									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,122,728	49	.99	■	-6	▼	
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$79,806,265	49	.96	■	-6	▼	G
<b>Communication Room Upgrades Projects</b>									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	\$1,785,834	66	.79	■	0	■	

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<b>Construction &amp; Development</b>									
<b>Systems</b>									
<b>All Other</b>									
<b>Communication Room Upgrades Projects</b>									
T8080660	Comm Room Upgrade: APC Repl	Construction	\$18,217,237	66	1.03	■	0	■	R
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	\$381,765	27	1.00	■	0	■	
<b>All Other Systems Projects</b>									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$87,948,370	99	1.04	■	7	▲	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$50,653,125	63	1.07	■	0	■	R
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$5,900,851	100	.77	■	0	■	R
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,330,166	37	1.00	■	0	■	G
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$33,285,722	73	1.46	■	0	■	R
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$24,846,227	88	.75	■	4	▲	R
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,311,429	56	.98	■	0	■	G
T8080670	Fiber Optic Part 10 (In House)	Construction	\$7,962,152	6	1.00	■	0	■	G
T8080671	VHF Portable Radio Replacement	Construction	\$11,736,075	0	1.00	■	0	■	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	21	1.00	■	8	▲	R
<b>Signals / Train Controls</b>									
<b>CBTC - QBL East Projects</b>									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	73	1.00	■	0	■	
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$439,580,823	73	1.06	■	0	■	G
<b>CBTC - Crosstown Line Projects</b>									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$634,468	61	.97	■	0	■	
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$593,516,984	61	.99	▼	0	■	G
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	61	1.00	■	0	■	

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Construction & Development									
Signals / Train Controls									
All Other									
CBTC - Crosstown Line Projects									
T80803DD	Signal Modernization Design	Construction	\$5,286,917	61	1.00	■	0	■	■
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$215,384,359	89	1.00	■	0	■	R
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	89	1.00	■	0	■	■
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$274,955,890	89	1.06	▲	0	■	■
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	89	1.00	■	0	■	■
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	\$10,037,194	89	1.29	■	0	■	■
CBTC Car Equipment Installation Projects									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$34,530,267	61	.93	■	0	■	R
T8080331	CBTC: Carbone Equipment Purchase	Construction	\$12,676,692	61	3.57	▼	0	■	■
Culver Yard Flood Mitigation Projects									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$116,334,923	24	.99	■	0	■	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	24	1.00	■	0	■	■
CBTC - Culver Line Projects									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$103,774,370	100	.84	■	0	■	■
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$138,773,718	100	1.00	■	0	■	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$187,547,528	100	.99	■	0	■	■
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,479,364	100	1.00	■	0	■	■
All Other Signals / Train Controls Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$42,507,335	81	1.05	▲	0	■	R
T8080316	CBTC: GEC Services	Construction	\$22,576,440	73	1.00	■	0	■	G

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Construction & Development									
Signals / Train Controls									
All Other									
All Other Signals / Train Controls Projects									
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,845,388	69	1.00	■	0	■	G
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$20,653,616	49	1.00	■	0	■	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	21	1.00	■	0	■	G
T8080333	Equip B Div w/ 2nd CBTC Radio; Phase A Siemens	Construction	\$44,934,856	0	1.00	▼	0	■	G
B&T									
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$4,601,535	100	.69	■	0	■	
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	83	.86	■	0	■	
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	83	.86	■	0	■	G
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$14,698,186	83	.76	■	0	■	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$46,465,198	83	.84	■	0	■	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$26,798,430	53	.88	■	0	■	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$113,412,097	76	.81	▼	0	■	G
VN Bridge Lower Level Deck Rehabilitation and Painting Projects									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$97,910,102	95	.95	▲	-3	▼	G
D807VN81	Structural Painting - Verrazzano Narrows Bridge	Construction	\$17,720,604	95	.90	▼	-3	▼	
Utility Redundancy and Resiliency Improvements at BW and VN Bridges Projects									
D804BW56	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,218,904	81	.87	■	0	■	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$16,998,205	98	.92	■	0	■	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	81	.88	■	0	■	

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ACEPs which the MTA considers the primary element of the bundled contract									
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<b>Construction &amp; Development</b>									
<b>B&amp;T</b>									
<b>All Other</b>									
<b>BL02-9053 Projects</b>									
D802VN84	Reconstruction of Upper Level Approach at VN Bridge - Ph 2	Construction	\$455,540,005	0	.81	▼	0	■	G
D807VN84	Painting of Upper Level Approach at VN Bridge - Ph 2	Construction	\$9,619,779	0	.86	▼	0	■	
<b>RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects</b>									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	5	.81	■	0	■	
D801RK19	RFK Suspended Span Retrofit	Construction	\$401,463,122	27	.87	■	0	■	G
D807RK19	Painting of RFK Suspended Span	Construction	\$44,972,747	27	.88	■	0	■	
<b>Verrazzano Main Cable Dehumidification Projects</b>									
D701VN8Q	VNB Cable Dehumidification	Construction	\$71,605,910	0	1.70	■	0	■	
D801VN8Q	VNB Cable Dehumidification-Phase 1	Construction	\$241,969,744	0	.86	▼	0	■	G
D806AW29	Blow Test at VNB	Construction	\$3,052,031	0	.94	■	0	■	
<b>All Other B&amp;T Projects</b>									
D801HC48	Rehabilitation of Tunnel Entrance/Exit - Manhattan	Construction	\$34,125,126	0	.92	▲	0	■	G
D802RK90	Widening of S/B FDR Drive - 125 St to 116 St.	Construction	\$30,987,687	5	.93	■	0	■	G
D805AWX9	Service Building Upgrades	Construction	\$8,654,881	93	.89	■	0	■	G
<b>Cross Agency</b>									
<b>Rolling Stock</b>									
<b>Rail Cars</b>									
<b>M42 Dual-Mode Locomotives Projects</b>									
M7010101	Locomotive Purchase	Construction	\$243,882,223	40	.96	▼	0	■	G
M8010102	Locomotive Replacement	Construction	\$135,783,598	40	.56	■	0	■	
<b>Purchase of R211 B-Division Cars - Kawasaki Projects</b>									
S7070101	Purchase 75 S1R Passenger Rail Cars	Construction	\$257,484,699	85	1.00	■	0	■	

### 3rd Quarter 2025 Traffic Light Report

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Cross Agency</b>									
<b>Rolling Stock</b>									
<b>Rail Cars</b>									
<b>Purchase of R211 B-Division Cars - Kawasaki Projects</b>									
T7010101	Purchase 440 B-Division Cars	Construction	\$1,397,536,129	87	1.00	■	-4	▼	R
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$81,374,230	95	1.00	■	-4	▼	
<b>Purchase of R262 A-Division Cars Projects</b>									
T7010105	Purchase 1178 A-Division Cars DES	Design	\$1,450,000	9	1.38	■	0	■	
T8010101	A-Division Car Purchases	Design	\$13,133,046	9	1.00	■	0	■	G
<b>NYCT and SIRT OA Flat Cars Projects</b>									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	100	1.00	■	0	■	
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	100	1.00	■	0	■	G
<b>All Other Rolling Stock Projects</b>									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$33,440,145	46	1.08	■	0	■	R
T7130211	Purchase Locomotives	Construction	\$256,092,473	75	1.00	■	0	■	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	80	1.00	■	12	▲	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	25	1.00	■	0	■	G
T8010103	Purchase 437 B-Division Cars (R211 Option 2)	Construction	\$1,389,664,203	9	1.00	■	0	■	G
L8010102	Purchase 22 Dual-Mode Locomotives	Construction	\$156,104,996	37	1.00	■	0	■	G
L8030101	New Track Geometry Car	Construction	\$16,890,200	5	.88	▼	0	■	G
M8010101	M-9A Procurement	Construction	\$435,338,362	0	.89	■	0	■	G
M9010101	M9A Fleet	Construction	\$1,032,685,187	0	.95	■	0	■	G
<b>Buses</b>									
<b>Purchase of 205 Battery Electric Buses Projects</b>									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	2	1.00	■	0	■	G

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<b>Cross Agency</b>									
<b>Rolling Stock</b>									
<b>Buses</b>									
<b>Purchase of 205 Battery Electric Buses Projects</b>									
T8030214	Bus Purchase Design	Construction	\$673,151	2	1.92	▲	0	■	■
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	■	0	■	■
<b>Purchase of 193 Standard and 72 Articulated BEB Buses Projects</b>									
T8030220	72 Articulated Buses (BEB)	Construction	\$142,632,641	0	1.00	■	0	■	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	\$266,643,357	0	1.00	■	0	■	■
<b>All Other Rolling Stock Projects</b>									
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	2	1.00	■	0	■	G
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	1	1.00	■	0	■	G
T9030209	Purchase 21 Articulated Buses	Construction	\$31,013,625	0	1.00	■	0	■	G
T9030210	Purchase 131 Express Buses	Construction	\$128,837,796	10	1.00	■	0	■	G
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	4	1.00	■	0	■	G
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$11,829,477	95	1.45	■	1	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$56,127,291	91	1.16	■	4	▲	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$22,315,908	92	.94	■	4	▲	R
T8050268	Mainline Track Replacement 2023 / 6th Av-Culver	Construction	\$87,636,053	94	1.15	▲	5	▲	R
T8050274	Mainline Track Replacement 2023 / Astoria Line	Construction	\$16,839,567	57	1.00	■	0	■	R
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$34,585,122	63	1.16	■	0	■	G
T8050277	Mainline Track - 2023 / CNR	Construction	\$56,144,604	69	1.00	■	0	■	R
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$34,151,107	75	1.15	▲	0	■	R

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050290	Mainline Track Replacement 2023 / Broadway (Canal St)	Construction	\$16,537,902	83	1.17	▲	0	■	R
T8050293	Mainline Track Replacement 2024 / Pelham	Construction	\$15,271,509	62	1.00	■	0	■	R
T8050294	Mainline Track Replacement 2024 / White Plains Road	Construction	\$22,384,597	66	.94	■	6	▲	R
T8050295	Mainline Track Replacement 2024 / Jamaica	Construction	\$34,989,918	89	1.25	▲	6	▲	R
T8050296	Mainline Track Replacement 2024 / Eastern Parkway	Construction	\$13,391,923	71	.85	■	3	▲	R
T8050298	Mainline Track- 2024 DES / EFA	Construction	\$16,203,809	30	1.00	■	0	■	G
T8050299	Mainline Track Replacement 2024 / 4 Avenue	Construction	\$21,382,055	90	.88	■	0	■	R
T80502A2	Mainline Track Replacement 2024 / Brighton	Construction	\$7,526,581	40	1.00	■	0	■	R
T80502A5	Mainline Track Replacement 2024 / Dyre	Construction	\$10,270,210	88	1.22	▲	0	■	R
T80502B3	Mainline Track Replacement 2024 / E.Pkwy (SO Gr Army Plz)	Construction	\$19,348,429	18	1.00	■	0	■	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$18,321,211	68	.85	■	0	■	R
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	84	1.00	■	2	▲	R
T8050342	Mainline Switches - 2024 DES/EFA	Construction	\$17,713,385	80	1.00	■	0	■	G
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	82	1.00	■	0	■	R
T9050206	Mainline Track Replacement 2025 / Broadway	Construction	\$16,825,638	6	1.00	■	0	■	G
T9050208	Mainline Track Replacement 2025 / Canarsie	Construction	\$10,991,801	62	1.00	■	5	▲	R
T9050209	Mainline Track Replacement 2025 / Eastern Parkway	Construction	\$26,190,641	63	1.00	■	0	■	G
T9050210	Mainline Track Replacement 2025 / 8th Avenue	Construction	\$31,652,236	72	1.00	■	0	■	G
T9050211	Mainline Track Replacement 2025 / 6th Avenue	Construction	\$19,258,226	82	1.00	■	0	■	G

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<b>Cross Agency</b>									
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
<b>All Other MTA Track Program Projects</b>									
T9050215	Mainline Track Replacement 2025 / Flushing	Construction	\$19,814,908	70	1.00	■	0	■	R
T9050217	Mainline Track Replacement 2025 / Rockaway	Construction	\$46,887,952	66	1.00	■	0	■	G
T9050218	Mainline Track - 2025 DES/EFA	Construction	\$16,449,924	5	1.00	■	0	■	G
T9050304	Mainline Track Switches 2025 / Eastern Parkway	Construction	\$13,832,836	80	1.00	■	0	■	G
T9050308	Mainline Track Switches 2025 / 8th Avenue	Construction	\$10,128,805	90	1.09	▲	-5	▼	G
T9050310	Mainline Track Switches 2025 / Lenox WPR	Construction	\$9,383,173	84	1.00	■	0	■	G
T9050313	Mainline Track Switches 2025 / Pelham	Construction	\$13,354,717	64	1.00	■	0	■	G
T9050315	Mainline Track Switches 2025 / West End	Construction	\$7,599,781	85	1.00	■	0	■	G
T9050316	Mainline Track Switches - 2025 Des / EFA	Construction	\$20,034,786	10	1.00	■	0	■	G
T9050317	Mainline Track Switches 2025/ WES (Stillwell)	Construction	\$10,989,868	85	1.00	■	0	■	G
<b>LIRR and MNR Track Projects</b>									
M9030109	2025 Cyclical Track Program	Construction	\$57,027,264	13	1.00	■	0	■	G
M9030110	2025 Mainline Turnouts	Construction	\$31,245,287	13	1.00	■	0	■	G
<b>Integrated Projects</b>									
<b>All Other</b>									
<b>Penn Station Access Projects</b>									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$250,000,000	40	1.00	■	0	■	
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$30,332,150	40	1.00	■	0	■	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	40	1.00	■	0	■	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	40	1.00	■	0	■	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	40	1.00	■	0	■	

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<b>Cross Agency</b>									
<b>Integrated Projects</b>									
<b>All Other</b>									
<b>Penn Station Access Projects</b>									
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	40	1.00	■	0	■	G
G8110114	Penn Station Access Systems	Construction	\$186,074,700	40	1.00	■	0	■	
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	40	1.00	■	0	■	
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	40	1.00	■	0	■	
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	40	1.00	■	0	■	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	40	1.00	■	0	■	
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	40	1.00	■	0	■	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	40	1.00	■	0	■	
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	40	1.00	■	0	■	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	40	1.00	■	0	■	
<b>Second Ave Subway - Phase 2 Projects</b>									
G7100107	SAS 2 Prelim Const/Utilities	Construction	\$176,267,505	29	1.00	▼	0	■	G
G7100114	SAS 2 Heavy Civil at 125th, TBM Tunnel	Construction	\$1,033,952,306	0	1.00	▲	0	■	
<b>MTA In-House</b>									
<b>ABLE Phase 2B Bundle Projects</b>									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	69	1.00	■	0	■	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	65	1.00	■	0	■	
<b>All Other MTA In-House Projects</b>									
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,564,785	88	1.00	■	0	■	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	■	0	■	G
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	38	1.00	■	0	■	G

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<b>Cross Agency</b>									
<b>MTA In-House</b>									
<b>All Other</b>									
<b>All Other MTA In-House Projects</b>									
T8041296	Platform Barriers 2025	Construction	\$13,868,878	47	1.00	■	0	■	G
T8070355	Rehab Emergency Exits - 2023	Construction	\$10,953,404	100	1.17	▲	0	■	R
T8070371	Vent Reconstruction - Halsey St CNR 10 Station	Construction	\$10,223,368	7	1.00	■	0	■	G
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	\$23,064,083	24	1.00	■	0	■	G
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	12	1.00	■	0	■	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$22,407,624	1	1.00	■	0	■	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	■	0	■	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$18,137,204	16	1.24	▼	0	■	G
T8160524	Test Pits and Test Holes at Various Locations	Construction	\$11,068,885	25	1.00	■	0	■	G
T8160525	Land Borings at Various Locations	Construction	\$7,148,558	0	1.00	■	0	■	G
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$18,300,896	20	1.41	▲	6	▲	R
T8160722	EFR at ADA Locations	Construction	\$7,187,427	22	1.00	■	0	■	G
T8160723	EFR: 5 Locations ICC	Construction	\$12,324,161	0	1.00	■	0	■	G
<b>MTA Security Program</b>									
<b>Commuter Railroads</b>									
<b>Metro-North Railroad</b>									
M8080108	Systemwide Security Initiatives	Construction	\$9,842,617	1	1.00	▲	0	■	G
<b>Systems</b>									
<b>All Other</b>									
T8080614	Under River Tubes - Phase 3	Construction	\$100,148,500	49	.92	▼	0	■	G
T8080650	Passenger ID CCTV	Construction	\$79,444,632	39	.96	■	4	▲	G

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MTA Security Program									
Systems									
All Other									
All Other Systems Projects									
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$138,615,407	39	1.00	■	0	■	G
T8080647	Track Intrusion Detection	Design	\$35,072,550	70	1.00	■	0	■	R
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$47,944,990	49	.90	■	0	■	G

### **Stations Business Unit Program Overview**

The Stations Business Unit currently oversees 315 active projects, including 75 projects in construction, with a budget of \$18B. In addition to the ADA Package 3 bundle, C&D's first Public-Private Partnership that includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at 6 stations on the Flushing Line, ADA Package 5 which includes ADA work at 13 stations; the replacement of 54 elevators and 71; Installation of three new elevators and Station Renewal work at Borough Hall; ADA Package 6 which includes ADA work at five stations; and ADA Package 7 which includes ADA work at two Stations.

The IEC's Traffic Light Report currently tracks 23 of these projects spanning two capital programs. Of those, 5 projects (22%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate.

The Stations BU is also seeking to identify and remediate issues at the program level by proactively engaging project control measures to anticipate challenges as the Business Unit expands.

### **Stations BU Response to the IEC Traffic Light Report**

#### **Individual project descriptions**

<b>Bundled Contract – ADA and Renewal at Borough Hall – Lexington Line</b>		
<b>Project Budget at award: \$167.2M</b>	<b>Current Budget: \$164.7M</b>	<b>EAC: \$164.7M</b>
<b>Substantial Completion at Award: April 2025</b>	<b>Current Substantial Completion: March 2026</b>	
<b>Trigger: Cumulative Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 82%</b>

This bundled contract includes the following ACEPs:

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

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

During the third quarter of 2025, the forecasted Substantial Completion date was further delayed six months to February 2026, due to underperformance by the design-builder. The planned activities over this period have taken longer than forecasted in the contractor's schedule. Additional GOs are now required to complete the remaining work.

To mitigate schedule impacts and address remaining project risks, C&D is working closely with the DB team on targeted mitigation actions. These efforts include coordinating work schedules with DB team and third party utility owners like National Grid. Site restoration activities, such as grading and sidewalk construction, are being coordinated with DOT and NYC Department of Parks. Discrepancies with regards to finished surfaces at the sidewalk level are being resolved with NYC Department of Parks to keep the work progressing with financial

matters being worked out in parallel. Furthermore, C&D has evaluated the Estimate at Completion, which remains within the budget set at the time of award, despite the schedule adjustments.

Subsequent to the reporting period, SC slipped an additional month to March 2026.

<b>Bundled Contract – ADA: 149 St and Tremont Av</b>		
<b>Project Budget at award: \$170.4M</b>	<b>Current Budget: \$165.3M</b>	<b>EAC: \$165.9M</b>
<b>Substantial Completion at Award: July 2023</b>	<b>Current Substantial Completion: March 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 90%</b>

This bundled contract includes the following ACEPs:

- T7041315: ADA 149th St – Grand Concourse Complex
- T7041338: ADA Tremont Avenue

This is a bundled design-build contract for the installation of six new elevators, stairs, elevator machine rooms, and ADA boarding areas. In addition, this project includes the re-opening of the historic headhouse at 149<sup>th</sup> St. Station and the restoration of its decorative terracotta, brick, and iron features.

During the third quarter of 2025, the forecasted Substantial Completion date was further delayed three months to February 2026 due to poor contractor performance which has delayed the installation of the fire alarms, final documents and challenges in finalizing communication and electrical bulletins, and the replacement of water-damaged elevator equipment. Completion of the Elevator 100 enclosure, head house street storefront glass, and exterior lighting remain in the critical path to substantial completion. Additional issues include a stop work order on all communication work due to incident that led to a disruption to critical communication services that occurred during the execution of pre-bulletin work at 149<sup>th</sup> Street communication room.

To Mitigate Further Delays:

- C&D has assigned additional resources and the Consultant Construction Manager continues to closely monitor delivery of long lead items and provide management of subcontractor activities. The design-builder will be held accountable for its delays and liquidated damages will be assessed if applicable in accordance with the terms of the contract.
- To mitigate further delays, C&D is meeting with the design builder, electrical/communication subcontractor, and elevator subcontractor to proactively address potential risks related to the installation of electrical and communication systems. The goal is to ensure proper procedures are in place to address potential problems that may arise during installation.
- The project team has engaged with vendors and successfully expedited the delivery of new electrical equipment, now expected to arrive by mid-December. The team is also maintaining close coordination with user groups to streamline all communication and electrical bulletins, as well as elevator commissioning activities at 149 St-Grand Concourse. The project team continues to closely monitor critical activities and maintain coordination with all stakeholders to support the project.

Subsequent to the reporting period SC slipped an additional three months to March 2026.

<b>Bundled Contract – ADA Package 4, BL01-8732</b>		
<b>Project Budget at award: \$229.1M</b>	<b>Current Budget: \$230.0M</b>	<b>EAC: \$230.6M</b>
<b>Substantial Completion at Award: June 2025</b>	<b>Current Substantial Completion: June 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 70%</b>

This bundled contract includes the following ACEPs:

- T7041322: ADA 95 St – 4 Av
- T8040718: Replace 1 Escalator at Parkchester
- T8041227: Platform Components: 137 St
- T8041331: ADA Parkchester E 177 St
- T8041347: ADA Northern Blvd
- T8041371: ADA 137 St
- T8041375: ADA 95 St – 4 Av (Additional Support)
- T8041291: Customer Service Center: Parkchester
- T80412A4: Platform Barriers: Northern Blvd

This is a bundled design-build contract for the installation of eight new elevators, stairs, elevator machine rooms, ADA boarding areas, replacement of one escalator at Parkchester Station, and platform component work at 137 St Station.

During the third quarter of 2025, the Substantial Completion date was further extended five months to June 2026 due to unforeseen subsurface conditions and the inability to readily get ConEd's support for additional field work. Additionally, a recent change to the glazing subcontractor and the protraction of glass delivery and installation is adding additional pressure to completing scheduled activities.

To mitigate further delays, the replacement of a poorly performing glazing subcontractor resulted in a temporary schedule setback. However, the improved performance and quality of work of the new subcontractor validates the change. Additionally, ConEd challenges have been resolved with renewed cooperation after meetings at different levels and support from ConEd's crews to facilitate cable pull, splicing and removal effort. The recent completion of Con Ed work gives the DB better control of the schedule and a more positive outlook for achieving remaining dates provided the DB coordinates and manages the relocation of cables / conduits with support from Verizon / ECS.

<b>T8041255 – Station Condition Survey (Group 1)</b>		
<b>Project Budget at award: \$8.2M</b>	<b>Current Budget: \$8.2M</b>	<b>EAC: \$10M</b>
<b>Design Completion at Design Start: November 2024</b>	<b>Current Design Completion: March 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Design</b>	<b>Phase Complete: 55%</b>

An engineering consulting firm is conducting comprehensive station condition surveys of 171 station elements which are in varying degrees of deterioration. The survey effort was guided by an inspection and rating methodology developed in agreement with MTA capital and operating departments. In order to continually plan, prioritize and effectively budget investment in the stations program, MTA C&D regularly requires a station condition survey to prepare five-year Capital Program projects based on the survey rating.

During the third quarter of 2025, the date for the Project Management Consultant to submit the enhanced/upgraded RFP/Bridging Documents was further extended seven months to December 2025, due to the following expanded scope of work:

- Agreeing on the level of enhancement/upgrade for the RFP documents prepared, which is expanding the level of detail from conceptual to preliminary, beyond what was originally required,
- Repackaging the thirty Stations package that was originally required into three separate packages.
- Revising the tiling strategy for the stations, which requires analysis, revisions, and coordination to execute work. With this revised strategy, a single missing tile or one with cracks, chips, spalls, or stains from water leaks would now require a higher rating, triggering additional scope of repairs.
- Including an additional scope of work to provide Historic Preservation Services to comply with the New York State Historic Preservation Office (SHPO) requirements which include but are not limited to retaining a qualified Historic Preservationist to complete the historical findings.

The PCEO Office staff will continue collaborating closely with the Project Management Consultant, the Technical Design Consultant and the various MTA User Groups to prevent or mitigate any further delays and stay within the revised scope. This will be achieved through joint field surveys if these are deemed necessary, regularly scheduled coordination meetings to align on scope, and the expedited processing of PRDC and preliminary drawings to reflect the updated project requirements.

Based on this extension of time, the Project Management Consultant is expected to complete the enhanced/upgraded RFP/Bridging Documents by the end of December 2025, pending the submission and subsequent approval of a Budget Modification.

Subsequent to the reporting period, SC slipped additional three months to March 2026.

<b>T8041270: Storm Water Mitigation: Street Stairs Package 2</b>		
<b>Project Budget at award: \$10.9M</b>	<b>Current Budget: \$10.9M</b>	<b>EAC: \$10.9M</b>
<b>Substantial Completion at Award: December 2025</b>	<b>Current Substantial Completion: March 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 20%</b>

Following a series of major rain events that impacted the MTA in the summer of 2021, MTA and NYC have initiated a Stormwater Task Force. The task force has investigated over 150 MTA locations identified as historical and/or potential future flood risks with the aim of identifying root causes and proposing solutions to mitigate the flooding. This project will provide stormwater mitigation measures at various street stairs throughout the subway system by installing/modifying the stairway to meet a new landing height.

During the third quarter of 2025, the Substantial Completion date was extended three months to March 2026 due to the contractor's poor performance. The project experienced an initial four-month delay due to the contractor's inability to replace their approved Safety Manager following a qualification hearing. Construction activities officially began on April 28, 2025. The combined milestone analysis indicates that the project is experiencing major delays, averaging 50% behind schedule. The contractor performing work out of sequence, approval delays and incomplete critical tasks have significantly impacted progress.

Following the completion of a site survey in September 2025 at Newkirk Station—part of Project Milestone 3—it was determined that adjustments to the planned work are necessary. The station currently has a single-station configuration that serves as both the primary entrance and exit for passengers. Because the station has only this

means of egress in each direction, a bypass GO will be required for contractual work. This requirement was not included in the original project scope. The project team has therefore held recurring coordination meetings with Operations and key interdepartmental stakeholders to secure the bypass GO and plan the construction sequence accordingly.

Further impacts arose from persistent quality control and submittal process issues, with repeated revisions slowing approval timelines. The contractor also experienced payment delays with their K-rail supplier, which continues to affect shop drawing submittals, fabrication progress and poses a risk of another schedule impact.

To mitigate further delays, several recovery measures have been implemented. The project management team has increased oversight through regular coordination meetings focused on schedule adherence, critical path tracking, and resource planning. The contractor has been directed to prepare and submit a detailed recovery schedule outlining acceleration measures and revised work sequencing to regain lost time. The contractor has agreed to work extended 12-hour shifts and mobilize at eight locations as opposed to their original plan of four locations at a time.

### Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 117 active projects comprised of 225 sub-projects, with a budget of \$9B, including 44 projects comprised of 96 sub-projects in construction (\$4B).

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

The Traffic Light Report currently tracks 46 projects in the Infrastructure BU. Of those, 5 (11%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate, if anything.

### **Infrastructure BU Response to the IEC Traffic Light Report**

<b>Bundled Contract: Structural Rehab and Overcoat Painting at 180 St</b>		
<b>Project Budget at Award: \$142.6M</b>	<b>Current Budget: \$147.1M</b>	<b>EAC: \$145.9M</b>
<b>Substantial Completion at Award: January 2025</b>	<b>Current Substantial Completion: September 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 87%</b>

This bundled contract includes the following ACEPs:

- T6080337: Walkway for 8 Bridges/Dyre
- T7070301: Elev Struct Rehab – Boston Rd-Abut of 180 St-WPR Line
- T7070310: Overcoat: 17 Bridges & Flyover at E 180 St DYR
- T7070357: East 180 Street Flyover/Dyre Av
- T8070341: Demolition of Abandoned Structures - WPR - Phase 2
- T8070369: Overcoat 17 Bridges & Flyover E 180 St DYR Additional Costs
- T8070370: East 180 St Flyover / Dyre Ave Additional Costs

The scope of work includes:

- Structural repairs, abrasive blasting and painting of 17 bridges on the Dyre Avenue Line
- Structural repairs to portions of the elevated White Plains Road Line structure including rehabilitation of the East 180th Street abutment wall
- Abrasive blasting and painting of the elevated White Plains Road Line structure between 175th Street and the East 180th Street abutment wall and the East 180th Street Flyover.

During the third quarter of 2025, the Substantial Completion date was further delayed five months to March 2026, due to the underperformance of the painting subcontractor. The general contractor unilaterally terminated the subcontractor and is reletting two new painting subcontractors. The necessary diversions for the steel repair have been scheduled and the project team continues to work with its internal partners to finalize both processes.

Subsequent to the reporting period SC slipped an additional six months to September 2026.

<b>T7100441: New Railcar Receiving Improvements</b>		
<b>Project Budget at Award: \$118.8M</b>	<b>Current Budget: \$121.0M</b>	<b>EAC: \$115.3M</b>
<b>Substantial Completion at Award: February 2025</b>	<b>Current Substantial Completion: October 2025 (A)</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 100%</b>

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

During the third quarter of 2025, the Substantial Completion date was further delayed five months to December 2025, due to modifications to the fire alarm and suppression systems to better support the operating environment. Project was on target to meet the Completion date at award, but due to scope changes earlier in the project the forecast was pushed out to October 2025. The project team was able to complete the project within the revised SC date.

Subsequent to the reporting period Substantial Completion was achieved on October 31, 2025.

<b>T8070344: Paint and Steel Repair, Culver Line South</b>		
<b>Project Budget at Award: \$102.4M</b>	<b>Current Budget: \$100.6M</b>	<b>EAC: \$97.7M</b>
<b>Substantial Completion at Award: April 2025</b>	<b>Current Substantial Completion: December 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 71%</b>

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

During the third quarter of 2025, the Substantial Completion date was further extended nine months to September 2026, due to a contractor issue. The general contractor defaulted on October 24, 2025. C&D is addressing emergency work, and the surety is procuring a new general contractor.

Subsequent to the reporting period, SC slipped another three months to December 2026.

<b>T8090411: Rehabilitation of 5 CBHs (Various Locations)</b>		
<b>Project Budget at Award: \$56.6M</b>	<b>Current Budget: \$58.3M</b>	<b>EAC: \$59.4M</b>
<b>Substantial Completion at Award: June 2025</b>	<b>Current Substantial Completion: June 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 80%</b>

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

During the third quarter of 2025, the Substantial Completion date was further extended four months to April 2026, due to the finalization of the structural redesign of CBH #87. The prolonged redesign, using micropiles, delayed the start of building work. After the building work is complete, the breakers can be installed and energized. The construction activities have progressed, and the remaining work will be completed in early 2026. The four other CBHs are forecasted to be completed the end of December 2025.

Subsequent to the reporting period, the SC date was pushed out an additional two months to June 2026.

<b>T8100417: 207<sup>th</sup> Street Overhaul Facility</b>		
<b>Project Budget at Award: \$40.5M</b>	<b>Current Budget: \$39.6M</b>	<b>EAC: \$39.3M</b>
<b>Substantial Completion at Award: April 2025</b>	<b>Current Substantial Completion: November 2025 (A)</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 98%</b>

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

During the third quarter of 2025, the Substantial Completion date was further delayed three months to November 2025, due to unforeseen site conditions. The discoveries of asbestos and 39 feet of rusted rail embedded in concrete extended the emergency replacement work on Track 8. A sewer failure at the nearby Gun Hill Depot was addressed as emergency work, within available budget under this contract to mitigate the need to procure another contractor.

### **Systems Business Unit Program Overview**

The Systems Business Unit is responsible for the delivery of all C&D Systems projects and provides support to other C&D Business Units by promoting best practices across the organization. Currently, the BU oversees a robust portfolio consisting of 100 projects that include pending and active capital and operating projects, valuing approximately \$6.2 billion.

Several ongoing projects within the BU's portfolio include upgrading Public Address/Customer Information Signs, providing Closed-Circuit Television system for Passenger Identification for 150+ stations, expanding the Connection Oriented Ethernet wide-area network across the system, deploying a new Enhanced Emergency Booth Communication System, and upgrading the Supervisory Control and Data Acquisition system for the BMT Division's traction power and building an Emergency Power Control Center.

The One Metro New York (OMNY) tap and pay program has also been added to C&D's Systems portfolio. The OMNY card is a modern contactless fare payment system replacing the legacy MetroCard. OMNY enables seamless fare payment across New York City's public transit network, including subways, buses, and the Roosevelt Island Tram.

The Traffic Light Report tracks 18 projects in the Systems Business Unit. Of those, 3 were flagged red (17%). The report below describes why these projects were flagged, and any C&D mitigations.

### **Systems Response to the IEC Traffic Light Report**

#### **Individual project descriptions**

<b>ET040317: Upgrade Emergency Booth Communication System</b>		
<b>Project Budget at award: \$78.0M</b>	<b>Current Budget: \$84.3M</b>	<b>EAC: \$88.3M</b>
<b>Substantial Completion at Award: December 2020</b>	<b>Current Substantial Completion: March 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 99%</b>

This project will upgrade the Emergency Booth Communication System (EBCS) and Mass Call in all Station Agent Booths. The EBCS is the life safety communication system that provides emergency and security communications between the Rail Control Center (RCC) and personnel in all 464 Station Agent Booths.

Delays to the original contractual Substantial Completion date of December 2020 are due to late Factory Acceptance Testing completions, cybersecurity incidents, system integration issues and in-house manpower support constraints.

During the third quarter of 2025, the Substantial Completion date was further extended seven months to March 2026 due to various scope changes and coordination issues on a major change order.

During the construction of this project the NYC building code was revised and the MTA was required to issue a change order to upgrade the EBCS so it would be ADA text compatible. The change order was a strategic way to create competition amongst vendors, with the intention of saving money in the long run. With the unification of the intercom headend under one system versus the existing two systems, resulted in an improvement in Rail

Control Center operations. Of note, there is the potential of additional change orders to be executed to address integration issues and replace some obsolete intercoms in the stations.

<b>T8080657: Upgrade Asynchronous Fiber Optic Network - Ring E</b>		
<b>Project Budget at award: \$35.1M</b>	<b>Current Budget: \$35.1M</b>	<b>EAC: \$27.0M</b>
<b>Substantial Completion at Award: July 2025</b>	<b>Current Substantial Completion: June 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 89%</b>

This project will upgrade Fiber Optic Network equipment from asynchronous technology to Connected Oriented Ethernet (COE) at 25 locations. The new equipment will be connected to existing fiber optic cable asynchronous Ring E network; Ring E fiber infrastructure is scheduled for an upgrade.

During the third quarter of 2025, the Substantial Completion date was extended four months to November 2025, due to the discovery of several segments of fiber optic cables requiring repair. This estimated 8,000 feet of cable identified has not been repaired yet because of the lack of manpower.

The project team is working with the contractor and EMD to identify a temporary fix to place new equipment in service and working with Subways to prioritize the fiber optic cable replacement work.

Subsequent to the reporting period, the SC date slipped an additional seven months, to June 2026.

<b>T8090412: Emergency Alarm Rollout Phase 1</b>		
<b>Project Budget at award: \$122.0M</b>	<b>Current Budget: \$129.5M</b>	<b>EAC: \$128.6M</b>
<b>Substantial Completion at Award: February 2028</b>	<b>Current Substantial Completion: Oct 2028</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 23%</b>

This project will provide Emergency Alarm and Emergency Telephone Systems primarily on elevated structures in the areas where no Emergency Alarm System currently exists. The scope also includes the upgrade of the existing Emergency Alarms System at one zone control area underground that already has been upgraded to a PLC controller and has been networked to the new SONET/ATM Communication Network.

During the third quarter of 2025, the Substantial Completion date was extended eight months to October 2028, due to MTA resource support issues and the completion of design services. With the delay in the onboarding of the PMC the project has encountered challenges in scheduling MTA support, approval of the submission of contract documents, and completion of the asbestos surveys.

The PMC team has secured the required GOs and is attempting to mitigate some of the delay.

## Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 73 active projects, including 52 projects in construction, with a budget of \$1.8B. Notable projects under construction include the Hall Interlocking Expansion, ADA Stations Package 1, ADA Stations Package 2, New Yaphank Station, Queens Interlocking and Babylon Interlocking.

Non-C&D LIRR projects tracked by the LIRR BU include 63 active projects with a budget of \$1.4B, including 61 projects in construction (\$1.4B).

The IEC's Traffic Light Report currently tracks 35 LIRR projects. Of those, two (6%) were flagged red. The description below describes why these projects were flagged, and what C&D is doing to remediate.

## **Long Island Rail Road Response to the IEC Traffic Light Report**

### Individual project descriptions

<b>Bundled Contract: Babylon Interlocking Renewal</b>		
<b>Project Budget at award: \$60.9M</b>	<b>Current Budget: \$123.1M</b>	<b>EAC: \$113.3M</b>
<b>Substantial Completion at Award: December 2025</b>	<b>Current Substantial Completion: June 2027</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 54%</b>

This bundled contract includes the following ACEPs:

- L70502LH: Babylon Interlocking Renewal
- L8050201: Babylon Interlocking Renewal & New Sidings

The existing Babylon Interlocking system was installed in the 1960s and its aging signal equipment, the Supervisory Control and Data Acquisition (SCADA) system. needs upgrading or replacement. The Babylon Interlocking Renewal project will replace and upgrade the signal equipment on the Babylon / Montauk Branch. Babylon Interlocking stretches 2.5 miles and includes 5 interlockings plus Babylon Tower. The scope includes the replacement of switches, signals, cables and other signal system components. Replacement of the Babylon Interlocking Signal System with a new modernized Signal System will be in two major phases (Phase 1: Design, Fabricate, and Early Site Work and Phase 2: Installation, Testing, and Cutover).

During the third quarter of 2025, the forecasted Substantial Completion date was extended 11 months to June 2027, due to MTA resources assigned to higher priority projects.

<b>L8050102: Comm Component Replacement</b>		
<b>Project Budget at award: \$8.0M</b>	<b>Current Budget: \$8.0M</b>	<b>EAC: \$8.0M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: June 2026</b>	
<b>Trigger: Cumulative Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 74%</b>

This project includes the installation of 48 Volt Direct Current (VDC) power and battery backup plants/ Uninterruptible Power Supplies (UPS) at 100 Station Communication Rooms throughout the 11 LIRR branches. This project will encompass surveying, designing, procuring, and installing the new 48 VDC power plants and the HVAC systems. The UPS equipment currently used by the LIRR is in a state of disrepair. The equipment has been in operation beyond the manufacturer's recommended lifecycle. Because of the age, the battery backup capacity

is also unreliable and susceptible to overheating, creating the potential for the sealed lead acid cell cases to rupture and discharge toxic gases, affecting the safety and health of employees along with reducing the reliability of critical communications electronic components.

During the second and third quarters of 2025, the Substantial Completion date was extended four months to October 2025, due to workforce shortages within the power group of the Engineering Department, as key personnel were assigned to other projects with higher priorities.

Subsequent to the reporting period, SC slipped an additional ten months to June 2026.

### **Metro-North Railroad Program Overview**

The MNR Business Unit currently oversees 45 active projects, including 14 projects in construction, with a budget of \$2B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at 3 Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

The Traffic Light Report currently tracks 18 projects in the C&D Metro-North program. Of those, one project (6%) was flagged red. The description below describes why this project was flagged, and what C&D is doing to remediate.

### **Metro-North Railroad Response to the IEC Traffic Light Report**

#### **Individual project descriptions**

<b>M8020102: Park Avenue Tunnel Improvements</b>		
<b>Project Budget at Design Start: \$13.2M</b>	<b>Current Budget: \$13.2M</b>	<b>EAC: \$13.2M</b>
<b>Original Design Completion: February 2025</b>	<b>Current Design Completion: June 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Design</b>	<b>Phase Complete: 75%</b>

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

During the third quarter of 2025, the Substantial Completion date was further extended nine months to June 2026, due to ongoing coordination issues with other agencies. Project completion has been delayed throughout 2025 due to ongoing review cycles with external stakeholders. The project is currently in its fifth review cycle with NYC DEP, which has spanned over 11 months.

In addition to the above, the project added a concurrent delay - Supplemental Agreement No. 3 – Metes and Bounds Survey, requiring additional real estate and sewer surveys to complete the design and will have no impact on the project’s schedule and budget.

To expedite external stakeholder reviews, the project team has elevated key issues to MNR BU leadership and will conduct additional design review workshops with the external stakeholders. The team is also accelerating its timeline to present design options to NYC DOT, which was originally planned to occur after the resolution of open items with NYC DEP and Con Edison. To mitigate further delays, these tasks will now be performed concurrently.

**NYCT Department of Subways - Facilities Capital Construction Response to the IEC Traffic Light Report****Individual project descriptions**

<b>T8160716: Crew Quarters (EMD) - 7 Av Station / 6 Av Line</b>		
<b>Project Budget at award: \$17.5M</b>	<b>Current Budget: \$17.5M</b>	<b>EAC: \$27.4M</b>
<b>Substantial Completion at Award: March 2026</b>	<b>Current Substantial Completion: September 2026</b>	
<b>Trigger: Cost and Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 37%</b>

This project will rehabilitate and expand the existing EMD facility by redesigning the current space and incorporating the adjacent unused area. The new, expanded EMD facility will have a total area of approximately 5,710 square feet.

The project's scope includes the installation of a new vent tower at street level and the provision of additional power to service the upgraded facility. All construction work is being performed by the in-house Infrastructure Capital Construction (ICC) team and managed by Facilities Project Management.

During the third quarter of 2025, the project had a ~\$10 million budgetary shortfall, and the Substantial Completion date was extended six months due to scope creep. After construction commenced, the user group requested a redesign of the facility. The addition of the new facility manager's office and workshop required the procurement of additional communication equipment. This has a significant lead time, adding to the delay.

To mitigate further schedule impacts and address remaining project risks, MTA Facilities Project Management is working closely with the ICC team to implement targeted mitigation measures. These include adjusting work schedules and introducing extended shifts to enhance overall productivity.

The third-party vendor bidding process is being expedited by conducting field coordination meetings, maintaining clear communication, and clarifying any changes to the construction documents to minimize potential delays during the final phase of the project.

### **NYCT Department of Subways Program Overview**

NYCT Department of Subways (DOS) conducts a range of in-house capital work, including tracks and switches, and employee facilities. The IEC's Traffic Light Report flagged eight Track projects in the DOS program.

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

It should be noted that when there is no available track access for some projects, the in-house track workforce will schedule work at other locations where track access is available. The in-house track workforce has this flexibility to be opportunistic by shifting their resources to other locations that are track accessible assuming they have the material and resources on hand to do the work. Unlike the third-party contractors, schedule slippages do not result in cost impacts for the in-house program.

The projects below involve the reconstruction of mainline track segments that have reached the end of their useful life. Locations were determined based on the latest condition survey done in 2024. In addition to track, signals and contact rails will also be replaced as required.

### **Individual project descriptions**

<b>T8050250: Mainline Track Replacement 2022 - Brighton Line</b>		
<b>Project Budget at award: \$32.9M</b>	<b>Current Budget: \$47.9M</b>	<b>EAC: \$56.1M</b>
<b>Substantial Completion at Award: April 2023</b>	<b>Current Substantial Completion: January 2027</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 91%</b>

During the third quarter of 2025, the Substantial Completion date was further extended four months to January 2026, due to unforeseen site conditions. When construction started at the current location, excessive deterioration was found, requiring a redesign of the replacement track. The Track department is still awaiting final engineering design for custom plates. The project needs eight weekend shutdowns to be completed. To date, four have been scheduled for the second quarter of 2026.

Additionally, concrete ties are now required, and delivery is scheduled for the third quarter of 2026. Therefore, subsequent to the reporting period the budgetary shortfall will increase, and the SC date slipped another 12 months, to January 2027.

<b>T8050258: Mainline Track Replacement 2022 - Liberty Line</b>		
<b>Project Budget at award: \$23.7M</b>	<b>Current Budget: \$23.7M</b>	<b>EAC: \$22.3M</b>
<b>Substantial Completion at Award: January 2023</b>	<b>Current Substantial Completion: November 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 92%</b>

During the third quarter of 2025, the Substantial Completion date was further extended four months to January 2026, due to constraints in availability of MTA resources. Panel installation and remediation work has taken priority over the punch list items and inspections.

Subsequent to the reporting period, the SC date has slipped an additional 12 months, to November 2026, because of the above.

<b>T8050268: Mainline Track Replacement 2023 - 6 Av Culver Line</b>		
<b>Project Budget at award: \$52.9M</b>	<b>Current Budget: \$75.7M</b>	<b>EAC: \$87.6M</b>
<b>Substantial Completion at Award: April 2024</b>	<b>Current Substantial Completion: June 2027</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 94%</b>

During the third quarter of 2025, the Substantial Completion date was pushed out five months to March 2026, due to unforeseen site conditions. There was a scope increase for additional panels to address locations which are experiencing persistent delays and asset failures.

Subsequent to the reporting period, SC slipped an additional 13 months to June 2027.

<b>T8050290: Mainline Track Replacement 2023 - Broadway Line (Canal St)</b>		
<b>Project Budget at award: \$14.0M</b>	<b>Current Budget: \$14.0M</b>	<b>EAC: \$18.9M</b>
<b>Substantial Completion at Award: June 2024</b>	<b>Current Substantial Completion: January 2026</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction</b>	<b>Phase Complete: 83%</b>

During the third quarter of 2025, the project had a budgetary shortfall of approximately \$2.5 million due to scope changes that led to higher material costs and extended project duration. Punchlist and final completion activities are currently ongoing, and completion is expected the beginning of 2026.

<b>T8050295: Mainline Track Replacement 2024 - Jamaica Line</b>		
<b>Project Budget at award: \$27.9M</b>	<b>Current Budget: \$27.9M</b>	<b>EAC: \$34.9M</b>
<b>Substantial Completion at Award: May 2025</b>	<b>Current Substantial Completion: March 2027</b>	
<b>Trigger: Cost and Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 89%</b>

During the third quarter of 2025, the project had a budgetary shortfall of approximately \$7 million, and the Substantial Completion date was pushed out six months to March 2026 due to unforeseen conditions. Two of five locations have been completed and two additional locations are scheduled for inspections in December 2025. Eight additional weekend GOs are needed to complete the project.

The final location will require a shutdown with buses and subsequent to the reporting period, the SC date was extended another 12 months to March 2027.

<b>T8050296: Mainline Track Replacement 2024 - Eastern Parkway Line</b>		
<b>Project Budget at award: \$15.7M</b>	<b>Current Budget: \$15.7M</b>	<b>EAC: \$13.4M</b>
<b>Substantial Completion at Award: March 2025</b>	<b>Current Substantial Completion: January 2027</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 71%</b>

During the third quarter of 2025, the Substantial Completion date was further extended three months to January 2026, due to MTA Resource Availability. The remaining work requires a bus shutdown to complete all remaining complete the track work.

Subsequent to the reporting period, SC was further extended 13 months to January 2027.

<b>T80502A5: Mainline Track Replacement 2024 - Dyre Av Line</b>		
<b>Project Budget at award: \$8.4M</b>	<b>Current Budget: \$8.5M</b>	<b>EAC: \$10.3M</b>
<b>Substantial Completion at Award: October 2024</b>	<b>Current Substantial Completion: December 2027</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction</b>	<b>Phase Complete: 88%</b>

During the third quarter of 2025, the project had a budgetary shortfall of approximately \$2 million, due to unforeseen conditions. Additional costs have been incurred due to challenging unique field conditions and the complexity of bridge work, which have necessitated extended bus outages. Current underruns from the Dyre Switches project are being reconciled to offset the overruns in this project. To complete this project 8 weekend outages are needed. The scheduling of the outages is currently ongoing and being discussed with Operations Planning.

<b>T9050208: Mainline Track Replacement 2025 - Canarsie Line</b>		
<b>Project Budget at award: \$10.9M</b>	<b>Current Budget: \$10.9M</b>	<b>EAC: \$10.9M</b>
<b>Substantial Completion at Award: January 2026</b>	<b>Current Substantial Completion: January 2027</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 62%</b>

During the third quarter of 2025, the Substantial Completion date was extended five months to June 2026, due to unforeseen site conditions. The track conditions compounded the project's complexity and required a change from Ekki-Hilti's original scope, to a full rebuild and concrete pour. The EAC will increase, but the total is in the process of being analyzed.

Subsequent to the reporting period, the SC date slipped an additional seven months to January 2027.

**NYCT Rail Car Procurements Response to the IEC Traffic Light Report**
**Individual project descriptions**

<b>T7130215: Conversion &amp; Upgrade of Ten R77E Locomotives</b>		
<b>Project Budget at award: \$27.9M</b>	<b>Current Budget: \$27.9M</b>	<b>EAC: \$28.5M</b>
<b>Substantial Completion at Award: July 2023</b>	<b>Current Substantial Completion: September 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 80%</b>

This contract provides for the upgrade and conversion of ten NYC Transit R77E single-cab locomotives from third-rail powered direct current ("DC") propulsion to diesel-electric powered DC propulsion. This upgrade will increase the number of locomotives available for critical work within the subway system. Locomotives are the backbone of the work equipment fleet and are required for NYCT to conduct critical in-house track maintenance and work in support of the Capital Plan by transporting flat cars bearing materials to, and debris from work sites, and to provide support for work performed within the transit system by outside contractors. In addition to flat cars, locomotives transport other work cars throughout the transit system such as crane cars, hopper cars, vacuum trains, pump trains, snow throwers, and other non-propelled work cars. The work is being performed in Montreal, Canada.

During the third quarter of 2025, the Substantial Completion date was delayed a further 12 months to September 2026, due to a design change to the Low Voltage Power Supply (LVPS) system and to the wear plates of the first locomotive to be delivered. The design change to the LVPS system was prompted by traction power issues. The original LVPS was replaced with a similar version, but with an AC voltage input as opposed to the original DC input. The modification was successfully implemented on the pilot locomotive and tested with NYCT approval.

The design change to the carbody pin wear plates was prompted by a visual inspection during production that revealed uneven spacing between the truck and the carbody one of the ends. The carbuilder machined and installed custom tapered wear plates for the slightly titled carbody pins; Preliminary weight measurements including balancing and wheel loads were conducted and are in compliance with the technical specifications.

## Projects in CPC's Risk-Based Monitoring Program

(3<sup>rd</sup> Quarter 2025 Traffic Light Report – Period Ending September 30, 2025)

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

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



**Projects in CPC's Risk-Based Monitoring Program**  
**(3<sup>rd</sup> Quarter 2025 Traffic Light Report – Period Ending September 30, 2025)**

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

## **Contracts Department**

**Evan Eisland, Executive Vice President and General Counsel**

### **PROCUREMENT PACKAGE DECEMBER 2025**

### PROCUREMENTS

The Procurement Agenda this month includes 14 actions for a proposed expenditure of \$ 2.0 B.

# Staff Summary

Page 1 of 2

<b>Subject</b> Request Authorization for Several Procurement Actions					
<b>Contracts Department</b>					
Evan Eisland, Executive Vice President and General Counsel					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		

<b>Date:</b> December 10, 2025			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

## Purpose

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

## Discussion

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
C. Competitive Requests for Proposals (Award of Purchases and Public Work Contracts)	8	\$	1,962,650,133
<b>SUBTOTAL</b>	<b>8</b>	<b>\$</b>	<b>1,962,650,133</b>
<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	\$	2,530,024
I. Modifications to Purchase and Public Work Contracts	4	\$	28,890,975
<b>SUBTOTAL</b>	<b>5</b>	<b>\$</b>	<b>31,420,999</b>

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	\$	2,340,000
<b>SUBTOTAL</b>	<b>1</b>	<b>\$</b>	<b>2,340,000</b>
<b>TOTAL</b>	<b>14</b>	<b>\$</b>	<b>1,996,411,132</b>

## Budget Impact

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

## Recommendation

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

**MTA Construction & Development**

**BOARD RESOLUTION**

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

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

**WHEREAS**, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

**DECEMBER 2025**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

(Staff Summaries required for items requiring Board approval.)

<b>1-2.</b>	<b>Paul J. Scariano, Inc. Contract No. A37149</b>	<b>\$84,662,000</b>	<b><u>Staff Summary Attached</u></b>
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	<b>Mid-American Elevator Co., Inc. Contract No. 600000000037490</b>	<b>\$5,746,000</b>	<b><u>Staff Summary Attached</u></b>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to provide Americans with Disabilities Act upgrades at New York City Transit's 42nd Street-Bryant Park and Fifth Avenue Station Complex (B, D, F, M, 7, S). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.

<b>3-4.</b>	<b>Forte Construction Corp. Contract No. A37824</b>	<b>\$169,950,000</b>	<b><u>Staff Summary Attached</u></b>
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	<b>Mid-American Elevator Co., Inc. Contract No. 600000000037466</b>	<b>\$12,248,000</b>	<b><u>Staff Summary Attached</u></b>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades at three New York City Transit stations: Briarwood Station (F, E), Parsons Boulevard Station (F), and Gates Avenue Station (J, Z). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.

<b>5-6.</b>	<b>Navillus Tile Inc. d/b/a Navillus Contracting Contract No. HC-9R/QM-9R</b>	<b>\$138,252,750</b>	<b><u>Staff Summary Attached</u></b>
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	<b>Navillus Tile Inc. d/b/a Navillus Contracting Contract No. 300000000000551</b>	<b>\$9,970,000</b>	<b><u>Staff Summary Attached</u></b>
--	---	--------------------	--------------------------------------

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for a fire suppression system at the Hugh L. Carey and Queens Midtown Tunnels. Board approval is also requested to award a maintenance contract for the fire suppression systems for a duration of 5 years.

<b>7-8.</b>	<b>LK Comstock &amp; Company LLC Contract No. S48019R</b>	<b>\$1,390,000,000</b>	<b><u>Staff Summary Attached</u></b>
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	<b>Siemens Mobility Inc. Contract No. 600000000037462</b>	<b>\$151,821,383</b>	<b><u>Staff Summary Attached</u></b>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to provide a wayside Communication Based Train Control ("CBTC") system on the Fulton Street and Liberty Avenue lines. Board approval is also requested to award a maintenance contract to maintain the installed CBTC system for a duration of 25 years.

**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.)

- |           |   |                    |                                      |
|-----------|---|--------------------|--------------------------------------|
| <b>9.</b> | <b>Naik Consulting Group, PC<br/>Contract No. PS886</b> | <b>\$2,530,024</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to provide for oversight and coordination services in connection with the construction of a new office and hotel development at 175 Park Avenue and to extend the Contract term by four months to September 1, 2026.

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

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

- |            |   |                    |                                      |
|------------|---|--------------------|--------------------------------------|
| <b>10.</b> | <b>RCC/AMCC Joint Venture<br/>Contract No. 6241</b> | <b>\$3,350,000</b> | <b><u>Staff Summary Attached</u></b> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification for impact costs related to compensable delay in the construction of a new diesel locomotive repair shop and employee facility at Long Island Railroad's Morris Park Yard.

- |            |   |                    |                                      |
|------------|---|--------------------|--------------------------------------|
| <b>11.</b> | <b>Sovereign Hydroseal East, Inc.<br/>Contract No. A37793</b> | <b>\$3,000,975</b> | <b><u>Staff Summary Attached</u></b> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to extend the term of this unit price water remediation contract by one year, to January 2, 2027, and to increase quantities to unit price items to support forecasted work orders for remediation services.

- |            |   |                     |                                      |
|------------|---|---------------------|--------------------------------------|
| <b>12.</b> | <b>Skanska Railroad Construction JV<br/>Contract No. A46030</b> | <b>\$19,540,000</b> | <b><u>Staff Summary Attached</u></b> |
|------------|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification for the replacement of eight deteriorated platform girders (four at the Manhattan-bound track and four at Flushing-bound track) at the 61st Street Woodside station on the Flushing line and to accelerate the work at the Manhattan-bound track and extend the milestone for that work and the Substantial Completion date to August 17, 2026.

- |            |   |                    |                                      |
|------------|---|--------------------|--------------------------------------|
| <b>13.</b> | <b>TAP Electrical Contracting Services, Inc.<br/>Contract No. MN25781</b> | <b>\$3,000,000</b> | <b><u>Staff Summary Attached</u></b> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to a Contract for the replacement of Metro-North Railroad's 86th Street Substation and the negative return reactors at Metro-North's 110th Street Substation to resolve all remaining claims asserted by the contractor for compensable and excusable delays.

# Staff Summary

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

Page 1 of 3

<b>Item Number</b> 1-2					
<b>Department, Department Head Name:</b> Delivery, William Montanile, Senior Vice President, Stations					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
1. Paul J. Scariano, Inc.	1. A37149
2. Mid-American Elevator Co. Inc.	2. 600000000037490
<b>Description</b>	
Design-Build Services for Accessibility Upgrades at 42nd St-Bryant Park & Fifth Avenue Station Complex	
<b>Total Amount</b>	
1. Design Build Contract	\$84,662,000
2. Long Term Elevator Maintenance Contract	\$5,746,000
3. Stipend	\$300,000
<b>Contract Term (including Options, if any)</b>	
1. A37149	1,049 Calendar Days
2. Maintenance Contract	15 years
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

\*Design-Build Contract

\*\*Maintenance Contract and Retail Space

### ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Paul J. Scariano, Inc. ("PJS") a publicly advertised and competitively solicited contract for design-build services to provide American with Disabilities Act ("ADA") upgrades at New York City Transit's ("NYCT") 42nd Street-Bryant Park and Fifth Avenue Station Complex (B, D, F, M, 7, S) as well as upgrades to the retail space at the Times Square-42nd Street Station (the "Contract"). The Contract is in the amount of \$84,662,000 and for a duration of 1,049 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co. Inc. ("Mid-American") in the amount of \$5,746,000 and for a duration of 15 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$100,000 to be paid to each of the three unsuccessful proposers for a total amount of \$300,000.

### DISCUSSION

This Contract is one of the first to be unlocked by Congestion Relief, and is one of a series of projects in support of the MTA's commitment to make stations ADA accessible, providing design-build services for ADA upgrades at the 42nd Street-Bryant Park and Fifth Avenue Station Complex, including the installation of four new elevators. In addition, the work includes removal and relocation of stairs, design and construction of an ADA boarding area at platform level, design, construction, and installation of a fire alarm system. The work also includes upgrades to the plumbing, ventilation, telecommunications and fire suppression systems for the retail space at the Times Square-42nd Street Station.

C&D also seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and its subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the design-builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the

NYCT system, but to also take into consideration the elevator subcontractor's ultimate responsibility under a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on the service start date for the last elevator installed under the Contract, and includes two options, each to extend the maintenance period for an additional five years.

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

- PJS
- Citnalta Construction Corp. ("Citnalta")
- Forte Construction Corp. ("Forte"),
- MLJ Contracting Corp. and TC Electric, LLC ("MLJTC2")

In response to the RFP, PJS, Citnalta, Forte, and MLJTC2 submitted technical and price proposals. Forte proposed Modern Elevator as the elevator manufacturer and installer, while Citnalta, MLJTC2, and PJS proposed Mid-American. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYCT Department of Elevator and Escalators, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: PJS: \$83,427,137 (maintenance: \$5,746,000); Citnalta: \$97,676,000 (maintenance - \$5,746,000); Forte: \$105,876,000 (maintenance \$5,746,000); and MLJTC2: \$90,090,000 (maintenance: \$5,746,000).

The selection committee invited MLJTC2 and PJS to participate in negotiations. Citnalta and Forte were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with MLJTC2 and PJS included detailed discussions of the proposers' general conditions and other costs, and their approach to design and construction. Following negotiations, the two proposers were asked to submit Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: PJS: \$84,662,000 (maintenance: \$5,746,000); and MLJTC2: \$87,800,000 (maintenance \$5,746,000).

The selection committee concluded that MLJTC2 offered an excellent proposal and a qualified team. Nevertheless, the selection committee unanimously recommended PJS for award of the Contract and Mid-American for the award of the long-term elevator maintenance contract. In addition to providing the lowest competitive price, the selection committee determined that PJS's technical proposal demonstrates an ability to complete the work safely, ahead of schedule, and within budget. PJS's proposal provides a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. PJS' BAFO of \$84,662,000 and Mid-American's proposal of \$5,746,000 are deemed to be fair and reasonable.

In connection with the review of PJS' responsibility pursuant to the All-Agency Responsibility Guidelines, PJS was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in January 2016. In connection with the review of Mid-American's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Mid-American is determined to be a responsible vendor.

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

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for the Contract. PJS is committed to meeting the goals requirements. PJS has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

**IMPACT ON FUNDING**

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2020-2024 Capital Program. Funding for the Maintenance Contract and retail space is included in the NYCT operating budget.

**ALTERNATIVES**

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

# Staff Summary

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

Page 1 of 3

<b>Item Number</b> 3-4					
<b>Department, Department Head Name:</b> Delivery, William Montanile, Senior Vice President, Stations					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
1. Forte Construction Corp.	1. A37824
2. Mid-American Elevator Co., Inc.	2. 600000000037466
<b>Description</b>	
Design Build Services for ADA Upgrades -- Package 9	
<b>Total Amount</b>	
1. Design Build Contract	\$169,950,000
2. Long Term Elevator Maintenance Contract	\$12,248,000
3. Stipend	\$750,000
<b>Contract Term (including Options, if any)</b>	
1. A37824	1,100 Calendar Days
2. Maintenance Contract	15 years
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input checked="" type="checkbox"/> Yes** <input type="checkbox"/> No*
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

\*Design Build Contract

\*\*Maintenance Contract

### ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Forte Construction Corp. ("Forte"), a publicly advertised and competitively solicited contract for design-build services for ADA upgrades at three New York City Transit ("NYCT") stations: Briarwood Station (F, E), Parsons Boulevard Station (F), and Gates Avenue Station (J, Z) (the "Contract"). The Contract is in the amount of \$169,950,000 and for a duration of 1,100 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. ("Mid-American") in the amount of \$12,248,000 and for a duration of 15 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$250,000 to be paid to each of the three unsuccessful proposers for a total amount of \$750,000.

### DISCUSSION

This Contract is one of the first to be unlocked by Congestion Relief, and is one of a series of Americans with Disabilities Act ("ADA") projects in support of the MTA's commitment to make stations ADA accessible. The work consists of the installation of seven new ADA-compliant elevators and other accessibility upgrades at the three stations, and state of good repair work, including platform repairs and replacements at Gates Avenue Station and other station rehabilitation work at Briarwood Station.

C&D also seeks to engage the elevator manufacturer to provide long term maintenance for the elevators installed under this Contract. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and their subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the NYCT system, but to also take into consideration the elevator subcontractor's ultimate responsibility under a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on achievement

of Substantial Completion of the Contract, and includes two options, each to extend the maintenance period for an additional five years.

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

- Forte
- Citnalta Construction Corp. ("Citnalta")
- John Civetta & Sons, Inc. ("Civetta")
- J-Track LLC ("J-Track")

In response to the RFP, Forte, Citnalta, Civetta, and J-Track all submitted technical and price proposals and each proposed Mid-American Elevator Co., Inc. as the elevator manufacturer and installer, and therefore, for the long-term elevator maintenance contract. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYC Transit Department of Subways – Division of Stations, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: Forte: \$168,242,000 (maintenance \$12,248,000); Citnalta: \$210,972,000 (maintenance - \$12,248,000); Civetta: \$213,295,886 (maintenance: \$14,888,800); and J-Track: \$187,569,258 (maintenance: \$12,248,000).

The selection committee invited Forte and J-Track to participate in negotiations. Citnalta and Civetta were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Forte and J-Track included detailed scope discussions including design, utilities, general requirements, mobilization, and structural and architectural work related to ADA and state of good repair work. Following negotiations, the two proposers were asked to submit revised proposals and subsequently Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: Forte: \$169,950,000 (maintenance: \$12,248,000); and J-Track: \$185,782,210.10 (maintenance: \$12,248,000).

The selection committee unanimously recommended Forte for award of the Contract and Mid-American for the award of the long-term elevator maintenance contract. In addition to providing the lowest price, the selection committee determined that Forte's proposal offered the best value to the MTA when considering the quality of its technical proposal. Forte's technical proposal demonstrates an ability to complete the work safely, on time, and within budget, and provides a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. Forte's BAFO of \$169,950,000 and Mid-American's Proposal of \$12,248,000 are deemed to be fair and reasonable.

In connection with the review of Forte's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered, and Forte is determined to be a responsible vendor. In connection with the review of Mid-American's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Mid-American is determined to be a responsible vendor.

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

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for the Contract. Forte is committed to meeting the required goal requirements. Forte has achieved its MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

**IMPACT ON FUNDING**

Funding for the Contract, and stipends for the two unsuccessful proposers, are included in the NYCT portion of the MTA's 2020-2024 Capital Program. Funding for the Maintenance Contract is included in the NYCT operating budget.

**ALTERNATIVES**

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

# Staff Summary

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

Page 1 of 2

<b>Item Number</b> <b>5-6</b>					
<b>Department, Department Head Name:</b> Delivery, Romolo Desantis, P.E., SVP & Chief Engineer, B&T Business Unit					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	<b>Capital Program Committee</b>	12/15/25	X		
2	<b>Board</b>	12/17/25	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
1. Navillus Tile Inc. d/b/a Navillus Contracting	1. HC-9R/QM-9R
2. Navillus Tile Inc. d/b/a Navillus Contracting	2. 3000000000000551
<b>Description</b>	
Design-Build Services for Installation of Fire Suppression Systems at Hugh L. Carey and Queens Midtown Tunnels	
<b>Total Amount</b>	
1. Design-Build Contract:	\$138,252,750
2. Maintenance Contract:	\$9,970,000
3. Stipend Payments:	\$350,000
<b>Contract Term (including Options, if any)</b>	
1. HC-9R/QM-9R	1,140 Calendar Days
2. Maintenance Contract	5 Years
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<div style="display: flex; justify-content: space-between; font-size: small;"> <span>*Design Build Contract</span> <span>**Maintenance Contract</span> </div>	

### ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to Navillus Tile Inc. doing business as Navillus Contracting ("Navillus") a publicly advertised and competitively solicited contract (the "Contract") for design-build services for a fire suppression system at the Hugh L. Carey and the Queens Midtown Tunnels. The Contract is in the amount of \$138,252,750 and for a duration of 1,140 Calendar Days. Board approval is also requested to award a maintenance contract for the fire suppression systems to Navillus in the amount of \$9,970,000 and for a duration of 5 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$175,000 to be paid to each of the two unsuccessful proposers for a total of \$350,000.

### DISCUSSION

The Contract includes the expansion of the fire suppression system that was successfully piloted in a segment of the Hugh L. Carey Tunnel to cover the entire tunnel and the installation of a new fire suppression system in the Queens Midtown Tunnel. These systems use a high-pressure water mist to suppress fire for life safety and asset protection in the event of a fire. The project also includes state of good repair work to the tunnel ceiling ventilation exhaust ports at both tunnels to take advantage of the tunnel closures required for the installation of the suppression system. C&D also seeks to engage the fire suppression system provider to provide for maintenance of the system for a period of 5 years from Substantial Completion.

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

- Navillus
- E-J Electric Installation Co. (“E-J”)
- Forte Construction Corp. (“Forte”)
- Welkin Mechanical, LLC (“Welkin”)

In response to the RFP, Forte, Navillus, and Welkin submitted technical and price proposals. E-J withdrew from the RFP process stating that it was unable to provide the services required under the accompanying maintenance contract. Forte proposed United Fire Protection Corporation as the maintainer, while Navillus and Welkin proposed to self-perform the maintenance work. The selection committee, consisting of representatives from C&D Delivery, Development, Contracts, and MTA Bridges & Tunnel’s (“B&T”) Maintenance Department, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, maintenance, key personnel, management plan, safety and quality, past performance, diversity practices, and other relevant matters. The selection committee next opened the price proposals, which were as follows: Forte \$348,333,000 (maintenance \$16,498,455), Navillus \$138,252,750 (maintenance \$9,970,000), Welkin \$268,200,000 (maintenance \$22,144,000).

After reviewing the price proposals, the selection committee invited Navillus to participate in negotiations. Forte and Welkin were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Navillus included detailed discussions of Navillus’ overall cost as well as the proposed schedule and approach to design, construction, and maintenance work. Following negotiations, Navillus was given the opportunity to submit a Best and Final Offer (“BAFO”). Navillus’ BAFO confirmed its original price proposal of \$138,252,750 (maintenance \$9,970,000) and improved their schedule by approximately four months.

The selection committee unanimously recommends Navillus for the award of the Design-Build Contract and the maintenance contract. In addition to providing the lowest competitive price, the selection committee determined that Navillus’ proposal provided the best value to the MTA when considering the quality of its technical proposal. Navillus’ schedule includes a reduction of 138 calendar days from the maximum duration permitted under the Contract. Navillus previously installed the piloted system, which was awarded through a separate competitive procurement, providing the firm with substantial insight into the system’s technical and maintenance requirements. Navillus further demonstrated a comprehensive understanding of all elements of the work, supported by key personnel with successful experience delivering Design-Build projects of similar scale. Navillus’ BAFO of \$138,252,750 (maintenance \$9,970,000) is deemed to be fair and reasonable.

In connection with the review of the Navillus’ responsibility pursuant to the All-Agency Responsibility Guidelines, Navillus was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chief Administrative Officer, in consultation with the MTA General Counsel, in October 2024.

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

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

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Navillus has not completed any MTA contracts with goals, therefore, no assessment of its performance can be determined at this time.

#### **IMPACT ON FUNDING**

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA’s 2020-2024 Capital Program. Funding for the Maintenance Contract is included in the B&T operating budget.

#### **ALTERNATIVES**

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

# Staff Summary

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

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<b>Item Number 7-8</b>					
<b>Department, Department Head Name:</b> Delivery, Gregoire Sulmont, Senior Vice President, Signals and Train Control					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
1. L.K. Comstock & Company LLC 2. Siemens Mobility Inc.	1. S48019R 2. TBD
<b>Description</b>	
Design-Build Services for CBTC – Fulton-Liberty Line	
<b>Total Amount</b>	
1. Design Build Contract \$1,390,000,000 2. Long Term CBTC Maintenance Contract \$151,821,383 3. Stipend \$1,300,000	
<b>Contract Term (including Options, if any)</b>	
1. S48019R 2,290 Calendar Days 2. Maintenance Contract 25 years	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

\*Design-Build Contract

\*\*Maintenance Contract

### ACTION REQUESTED

MTA Construction and Development (“C&D”) requests Board approval to award to L.K. Comstock & Company LLC (“LKC”), a publicly advertised and competitively solicited contract for design-build services to provide a wayside Communications Based Train Control (“CBTC”) system on the Fulton Street and Liberty Avenue lines (the “Contract”). The Contract is in the amount of \$1,390,000,000 and for a duration of 2,290 Calendar Days. Board approval is also requested to award a long-term maintenance contract to maintain the CBTC system provided under the Contract to Siemens Mobility Inc. (“Siemens”) in the amount of \$151,821,383 and for a duration of 25 years. In accordance with MTA policy regarding the use of Design-Build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$650,000 to be paid to each of the two unsuccessful proposers for a total amount of \$1,300,000.

### DISCUSSION

This Contract is one of the first to be unlocked by Congestion Relief, and provides for design-build services to replace the nearly century-old fixed-block, relay-based signal system on New York City Transit’s Fulton Street Line and Liberty Avenue Line with a CBTC-based system compliant with MTA’s Interoperability Interface Standard (“I2S”). Replacing the existing system with a CBTC-based system will improve overall performance by allowing trains to run more frequently with reduced headways, increase system reliability and safety, and lower long-term maintenance costs by reducing dependence on aging wayside signal infrastructure. In addition to delivering the new train control system, the design-builder will repair and replace track switches, install equipment and cabling to support deployment of a wireless cellular network by a third-party provider, and replace the tunnel lighting system throughout the project limits, completing a comprehensive modernization of the Fulton and Liberty Lines.

C&D also seeks to engage Siemens, the entity providing the CBTC equipment as a subcontractor to LKC under the design-build Contract, to provide long term maintenance of the CBTC equipment installed under the Contract. The maintenance contract is for a twenty-five-year term, and includes two options, each exercisable in the MTA's sole discretion to extend the maintenance period for an additional five years.

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

- LKC with Siemens designing and furnishing the CBTC system as a subcontractor to LKC;
- E-J Electric Installation Co. ("E-J") with Mitsubishi Electric Power Products Inc. ("Mitsubishi") designing and furnishing the CBTC system as a subcontractor to E-J;
- T&G Partners ("T&G"), an unincorporated joint venture comprised of MLJTC2 and Hitachi Rail GTS USA Inc. ("Hitachi"), with Hitachi designing and supplying the CBTC system as a member of the joint venture.

During the RFP process, C&D representatives met separately with representatives from LKC, E-J, and T&G on multiple occasions to address questions and concerns about the Contract requirements and to monitor the proposers' progress in developing their proposals. In addition, C&D solicited from each of the proposers suggested changes to the contract documents, referred to as Alternative Technical Concepts ("ATCs"), that might reduce costs, shorten the project schedule, and/or mitigate risks. To encourage creativity, ATCs are kept confidential between the MTA and the submitting proposer. The proposers submitted multiple ATCs suggesting revisions to the technical requirements and meetings were held with each proposer to discuss their respective ATCs. Thereafter, MTA evaluated the ATCs, considering the cost and/or schedule savings and the added or reduced risks involved and either approved, approved with conditions, or rejected each of the ATCs. In all, over 15 ATCs were approved or approved with conditions. LKC, E-J, and T&G then submitted technical and price proposals that incorporated their approved or conditionally approved ATCs.

The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts and NYC Transit Department of Subways, evaluated the technical proposals from the three proposers using the following preestablished selection criteria: design and construction, schedule, maintenance, management plan, safety and quality, experience, record of performance, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: LKC: \$1,510,443,000 (maintenance: \$188,643,283); E-J: \$2,298,765,000 (maintenance: \$166,201,569); and T&G: \$1,594,600,000 (maintenance: \$131,428,622).

The selection committee then invited all three proposers to participate in negotiations. Negotiations with E-J, LKC, and T&G included detailed discussions of each proposer's price and proposed schedule. Thereafter, each proposer was requested to submit a revised price proposal, identifying the proposed savings for certain of the items discussed during negotiations. The revised price proposals were as follows: LKC: \$1,479,600,000 (maintenance: \$160,217,707.25); E-J: \$2,200,080,900 (maintenance: \$169,260,756.56); and T&G: \$1,557,000,000 (maintenance: \$124,862,058.16). Based on the revised pricing received, it was determined that E-J was outside of the competitive range and would not be considered for further negotiations.

Additional negotiations with LKC and T&G identified further cost savings opportunities and agreement on certain Contract revisions. At the conclusion of these meetings, LKC and T&G submitted Best and Final Offers ("BAFOs") as follows: LKC: \$1,390,000,000 (maintenance \$151,821,383); T&G: \$1,486,000,000 (maintenance \$109,140,733).

The selection committee unanimously recommended LKC for award of the Contract and Siemens for award of the long-term CBTC maintenance contract. Based on its evaluation of the technical and price proposals, as well as information presented during the oral presentations and negotiations, the selection committee determined that LKC's proposal offers the best value to the MTA. In addition to offering the lowest price, LKC's proposal demonstrates a deep understanding of both the civil and train control system requirements and utilizes a detailed and innovative design approach that reduces the installation time for the system and a cutover strategy that will minimize service disruptions by including a reversion plan that will allow the system to revert to the legacy system if necessary. LKC committed to completing the work approximately ten months ahead

of the maximum duration permitted by the RFP. LKC's BAFO of \$1,390,000,000 (maintenance \$151,821,383) is considered fair and reasonable.

In connection with the review of LKC's responsibility pursuant to the All-Agency Responsibility Guidelines, LKC was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in March 2022. In connection with the review of Siemens' responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Siemens is determined to be a responsible vendor.

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

The MTA Department of Diversity and Civil Rights has established a MBE goal of 7%, a WBE goal of 7% and a SDVOB goal of 1% for the Contract. LKC is committed to meeting the goals requirements. LKC has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Siemens has not completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

#### **IMPACT ON FUNDING**

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2020-2024 and 2025-2029 Capital Programs. Funding for the Maintenance Contract is included in the NYCT operating budget. The cellular work will be paid for in first instance by the Capital Program and will be reimbursed by the wireless provider.

#### **ALTERNATIVES**

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

# Staff Summary

## Schedule H: Modification to Personal Service & Miscellaneous Service Contracts

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Item Number: 9

<b>Vendor Name (&amp; Location)</b> Naik Consulting Group, PC (New York, New York)	
<b>Description</b>  Program Management and Consultant Construction Management Services for Midtown 42nd Street Corridor Projects	
<b>Contract Term (including Options, if any)</b> June 21, 2021 – April 30, 2026	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Developer Reimbursement	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
PS886	3
<b>Original Amount:</b>	
	\$ 26,426,103
<b>Prior Modifications:</b>	
	\$ 8,564,600
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 34,990,703
<b>This Request:</b>	
	\$ 2,530,024
<b>% of This Request to Current Amount:</b>	
	7.2%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	42%

### Discussion:

This Contract provides for centralized project management and administrative oversight and coordination services for both in-house and third-party projects along the 42nd Street Corridor (the "42nd Street Corridor Projects"). MTA Construction & Development ("C&D") requests Board approval of a modification, in the not-to-exceed amount of \$2,530,024, to provide for additional services in connection with the construction of a new office and hotel development at 175 Park Avenue (the "175 Park Project"). This modification will also extend the Contract term by four months to September 1, 2026.

The 175 Park Project will demolish the Hyatt Hotel located at the eastern edge of Grand Central Terminal and replace it with a 1,500-foot-tall commercial and hotel tower of approximately two million square feet. Both the New York City Transit Lexington Avenue subway station and the loop tracks of Metro-North Railroad lie within the footprint of the 175 Park Project site. As such, the new building will need to place large foundations within MTA property. This modification provides for the consultant, as part of its coordination of 42nd Street Corridor Projects, to review and comment on all 175 Park Project submissions for design compliance, constructability and potential impacts to MTA real estate and operations. The consultant will also coordinate MTA stakeholder review for design concurrence and the MTA resource utilization.

The consultant submitted its cost proposal in the amount of \$2,538,076.89. Negotiations yielded a final price of \$2,530,023.29, which is considered fair and reasonable. The developer will be reimbursing MTA for the cost of this work.

# Staff Summary

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

Page 1 of 1

Item Number: 10

<b>Vendor Name (&amp; Location)</b> RCC/AMCC Joint Venture (Paterson, New Jersey)	
<b>Description</b> Morris Park Yard Locomotive Shop and Employee Fac Des/Build	
<b>Contract Term (including Options, if any)</b> December 12, 2017 – October 12, 2019	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
6241	11
<b>Original Amount:</b>	
	\$ 89,859,236.00
<b>Prior Modifications:</b>	
	\$ 7,936,266.85
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 97,795,502.85
<b>This Request:</b>	
	\$ 3,350,000
<b>% of This Request to Current Amount:</b>	
	3.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	12.6%

### DISCUSSION:

This Contract is for the engineering, design and construction of a new diesel locomotive repair shop and employee facility at Long Island Railroad's Morris Park Yard in Richmond Hill, Queens, NY. All Contract work has been completed. Previously awarded modifications addressed additional design and construction costs associated with the issues discussed below and awarded excusable time extensions that in total extended the Contract's Substantial Completion date by 656 days from October 12, 2019, to July 29, 2021. Those modifications reserved the contractor's claims for impact costs for a future modification. MTA Construction and Development ("C&D") now requests Board approval of a modification that will resolve those reserved claims.

Construction of the new Morris Park Diesel Locomotive Shop was delayed due to issues and resulting modifications associated with 1) insufficient water pressure in the vicinity of the Shop requiring the installation of a diesel pump to provide water service to the building acceptable for firewater supply, 2) required fire system upgrades in the facility storage area, 3) Con Edison issues with the provision of permanent power, and 4) access delays preventing commencement of foundation work.

The contractor submitted an impact cost proposal of \$7,432,835.02 asserting that the entire time extension was compensable. Negotiations resulted in agreement of \$3,350,000, which is considered fair and reasonable, compensating the contractor for 376 days of excusable, compensable delays and settling all outstanding change orders and claims. The negotiated savings is attributed to the reduction in compensable days (due to concurrent contractor delays) and proposed costs that were disallowed in accordance with the Contract.

# Staff Summary

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

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Item Number: 11

<b>Vendor Name (&amp; Location)</b> Sovereign Hydroseal East, Inc. (Astoria, New York)	
<b>Description</b> Water Remediation at Various Locations	
<b>Contract Term (including Options, if any)</b> January 2, 2024 – January 2, 2026	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
A37793	4
Original Amount:	\$ 4,848,110
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 4,848,110
This Request:	\$ 3,000,975
% of This Request to Current Amount:	61.9%
% of Modifications (including This Request) to Original Amount:	61.9%

### DISCUSSION:

Contract A37793 is a unit price contract to provide water remediation and structural protection tasks on an as-needed basis at fixed unit prices to address water infiltration in subway stations and on selected segments of subway tunnels. MTA Construction and Development ("C&D") requests Board approval of a modification to extend the Contract term by one year to January 2, 2027, while a replacement contract is procured and to increase quantities to various unit price items to support remediation work planned during this extended period.

The work includes the injection of liquid chemical grout into active leaks across critical infrastructure components, such as concrete cracks, joints, or holes. These repairs target roofs, ceilings, foundation walls, floors, columns, beams, and other structural elements within tunnels and stations.

Based on surveys and pending requests for remediation services, C&D has forecasted the additional quantities of unit priced items required for remediation work for the upcoming year. Negotiations yielded reductions to the unit price of the positive-side grouting used at station locations and at tunnel sites and maintained the unit prices for the remaining items, resulting in a total price of \$3,000,975 which is considered fair and reasonable.

# Staff Summary

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

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Item Number: 12

<b>Vendor Name (&amp; Location)</b> Skanska Railroad Construction JV (East Elmhurst, New York)
<b>Description</b> Design-Build Services for Improvements on the Flushing Line
<b>Contract Term (including Options, if any)</b> September 19, 2022 – May 25, 2025
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	Modification No.
A46030	29
<b>Original Amount:</b>	
	\$ 199,955,000
<b>Prior Modifications:</b>	
	\$ 34,564,730
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 234,519,730
<b>This Request:</b>	
	\$ 19,540,000
<b>% of This Request to Current Amount:</b>	
	8.33%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	27.06%

### DISCUSSION:

Contract A46030 (the "Contract") is for the rehabilitation of the 61st Street Woodside station, including replacement of an escalator, stairs, repair of structural elements, and replacement of three escalators at the 74<sup>th</sup> Street Broadway Station in Queens. MTA Construction and Development requests Board approval of a modification to provide for the replacement of eight existing deteriorated platform girders at the 61st Street-Woodside station and acceleration of the work on the Manhattan-bound side. This Modification will also extend Milestone 3 and the Substantial Completion date to August 17, 2026.

The Contract provides for steel girder repairs but did not anticipate the need for full replacements. During the performance of the Contract work to expose the steel girders to be repaired, it became apparent that the deterioration of the girders was too severe for just repairs and that full replacement would be necessary. It was not practical to assess the full condition of the steel during the development of this Contract because of the location of the steel, which would have required track outages to access and because the steel was encased in concrete which needed to be removed to perform an accurate condition survey.

There are eight steel platform girders that require replacement (four at the Manhattan-bound track and four at the Flushing-bound track). Adding this work to this Contract by modification is the most efficient solution because the Contractor is already mobilized to perform similar work and the required track outages are already scheduled. Deferral of this work to a future date under a separate contract would incur additional general conditions costs and require additional track outages which are difficult to schedule. In addition, work to be performed under this Contract to rehabilitate the concrete platforms would have to be redone.

In order to complete the work on the Manhattan-bound side before baseball season and special events like the FIFA World Cup and the US Open, during which track outages will be unavailable, and to reduce the impact of this work on follow-on work, this Modification provides for acceleration of the work on the Manhattan-bound side, and an early completion incentive of \$8,000 per day for each day that that work is completed before April 10, 2026 and a disincentive in the amount of \$8,000 per day for each day that the Design-Builder completes that work after April 10, 2026. If the work is not completed by the Milestone 3 completion date, which is being adjusted by this Modification from July 12, 2024 to August 17, 2026, liquidated damages will also apply. This Modification will also extend the contractual Substantial Completion date from May 25, 2025 to August 17, 2026, but does not address time impacts associated with the work on the Flushing-bound side and certain other factors which will extend Substantial Completion beyond that date.

The Contractor submitted its direct cost proposal in the amount of \$38,393,633.39. Negotiations yielded a final price of \$32,000,000, which is considered fair and reasonable. To take advantage of planned outages and partially mitigate delay to this Contract, expedited unilateral modifications were issued authorizing a total amount not to exceed \$12,700,000, which

has already been added to the Contract price, for design development, procurement of steel and commencement of the work. This modification will fix the total price of this Work at \$32 million and fund the remaining \$19.54 million that remains to be added to the Contract.

# Staff Summary

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

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Item Number: 13

<b>Vendor Name (&amp; Location)</b> TAP Electrical Contracting Service, Inc. (Holbrook, New York)	
<b>Description</b> Replacement of 86th Street Substation and Negative Return Reactors at 110th Street Substation.	
<b>Contract Term (including Options, if any)</b> 24 Months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
MN25781	47
<b>Original Amount:</b>	
	\$ 11,775,000.00
<b>Prior Modifications:</b>	
	\$ 2,614,810.67
<b>Prior Budgetary Increases:</b>	
	\$
<b>Current Amount:</b>	
	\$ 14,389,810.67
<b>This Request:</b>	
	\$ 3,000,000
<b>% of This Request to Current Amount:</b>	
	20.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	39%

### Discussion:

This Contract provides for the replacement of Metro-North Railroad's ("MNR") 86th Street Substation and the negative return reactors at MNR's 110th Street Substation. The work increased the capacity of the 86th Street Substation and replaced the existing reactors at the 110th Street Substation with larger, more efficient reactors to increase the capacity of that substation, improving the ability of the substations to support normal operations during unanticipated loss of power events. MTA Construction and Development ("C&D") requests Board approval of a modification that will resolve all remaining claims asserted by TAP Electrical Contracting Service, Inc. ("TAP"), including all claims for compensable and excusable delays, except for one change order in the amount of \$99,300 for added work that is being processed separately. All Contract work has been satisfactorily completed by the Contractor.

Substantial Completion was initially scheduled for December 17, 2015. However, the project was delayed for a total of 3,272 days, which included 31 separate delay events contributing to the delay during that ten-year period. The principal delays for which MTA was responsible included substantial changes in the sequencing and phasing of the work because TAP was not permitted to perform the work at both stations concurrently as was permitted under the Contract, redesign for installation of new negative return reactors necessitated by vibrations from rail traffic, modifying the procedure for column removals based on new structural considerations, and the de-energization of the 86th Street substation caused by, among other things, redesign of steel supports due to unanticipated space and accessibility issues in the Park Avenue tunnel and the late discovery of asbestos. Substantial Completion was issued on March 1, 2025. TAP considered the entire delay excusable and compensable and demanded \$5 million in Impact Costs. Although MTA acknowledged responsibility for certain delays, MTA rejected the demand for \$5 million as excessive.

The parties had extensive discussions regarding TAP's claim for delay. MTA determined that 1,241 days were Excusable/Compensable Delay, 1,538 days were Excusable Non-Compensable Delay, and 493 were Non-Excusable/Non-Compensable Delay and applied a daily rate for the Compensable Delay that it considered fair and reasonable under the Contract. After negotiations, TAP agreed to accept \$3,000,000 in settlement of all outstanding claims (except for the outstanding change order noted above). MTA considers the amount agreed to fair and reasonable and especially in light of the significant cost and exposure associated with defending this matter in court.

**DECEMBER 2025**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)**

(Staff Summaries required for all items requiring Board approval)

- |            |   |                    |                                      |
|------------|---|--------------------|--------------------------------------|
| <b>14.</b> | <b>Infinity Contracting, Inc.<br/>Contract No. C33945</b> | <b>\$2,340,000</b> | <b><u>Staff Summary Attached</u></b> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board ratification of a modification for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: 14

<b>Vendor Name (&amp; Location)</b> Infinity Contracting Services Corp. (College Point, New York)
<b>Description</b> Component Repairs at the 207 <sup>th</sup> Street Overhaul and Maintenance Facilities, in the Borough of Manhattan
<b>Contract Term (including Options, if any)</b> December 20, 2022 – February 17, 2025
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
C33945	10
Original Amount:	\$ 21,416,000
Prior Modifications:	\$ 3,236,753
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 24,652,753
This Request:	\$ 2,340,000
% of This Request to Current Amount:	9.49%
% of Modifications (including This Request) to Original Amount:	26.04%

### DISCUSSION:

Contract C33945 provides for repairs at New York City Transit's ("NYCT") 207<sup>th</sup> Street overhaul and maintenance facility in Manhattan, consisting of replacement of obsolete/deteriorated windows, window air conditioning units, a sewer connection, deteriorated roll-up doors, brick repair & replacement, and repair and/or replacement of structural elements of steel beams and columns. MTA Construction and Development ("C&D") requests Board ratification of a modification for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

The Gun Hill Bus Depot operates 24 hours per day/7 days per week with over 900 employees providing critical operations and maintenance for 20 bus lines serving the boroughs of the Bronx and Manhattan. On May 31, 2025, after several flooding and plumbing events, water service to the Depot was shut down. A preliminary investigation found several leaks in the 8" sanitary sewer, rendering all sanitary lines unusable, directly impacting restrooms, washrooms, and maintenance operations across the facility. On June 23, 2025, NYCT Department of Buses declared that the repairs to the sanitary line constituted an Immediate Operating Need. Thus, to return the Gun Hill Bus Depot to normal operations as soon as possible, authorization was obtained from the President of C&D on August 18, 2025, for the contractor to proceed with the repair to the sanitary line to restore water service to the Depot up to an amount not-to-exceed \$1,500,000. The work under this modification is complete.

The Contractor's proposal was submitted in the amount of \$2,483,181.99. Negotiations were held and agreement was reached in the amount of \$2,340,000, which is considered fair and reasonable.