



Metropolitan Transportation Authority

Capital Program Committee Meeting

January 2026

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 Samuels
Ed Valente
Neal Zuckerman

Capital Program Committee Meeting

Monday, 1/26/2026
12:00 - 1:00 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES

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4. 2025-2026 COMMITTEE WORK PLAN

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6. C&D INFRASTRUCTURE BUSINESS UNIT UPDATE

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**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for JANUARY 2026**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Judlau Contracting, Inc.	\$1,335,000	Approval of a modification for the demolition of two decommissioned circuit breaker houses.
Contracts	Mitsubishi Electric Power Products, Inc.	\$1,200,000	Approval of a modification to perform software upgrades to the Communications Based Train Control system so that it complies with MTA's updated Interoperability Interface Specification.
Contracts	RK Contracting Inc.	\$550,426	Ratification of a modification compensating the contractor for added work necessitated by unanticipated site conditions and extending the Contract's Substantial Completion date by 161 calendar days, from October 21, 2024 to March 31, 2025.
Contracts	Hitachi Rail GTS USA Inc.	\$4,000,000	Ratification of a modification to resolve the contractor's claim for delay caused by delays in the production of new R211 subway cars.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
DECEMBER 15, 2025
New York, New York
12:45 PM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. David Jones
Hon. Christopher Leathers
Hon. Blanca López
Hon. Haeda Mihaltzes
Hon. Melva Miller
Hon. Ed Valente

CPC Members not present:

Hon. Daniel Garodnick, Vice Chair
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. David Mack
Hon. John Ross Rizzo
Hon. John Samuelsen
Hon. Midori Valdivia
Hon. Neal Zuckerman

MTA staff present:

Christine Budwha
Romolo DeSantis
Evan Eisland
Kana Ervin

IEC Present:

Sirish Peyyetti

* * *

Chairman Lieber called the December 15, 2025, Capital Program Committee Meeting to order at 12:50 PM.

Public Comments Period

There were seven public speakers during the hybrid public comment period: Christopher Greif, Mr. X, Joeseph Morales, Jason Anthony, Kara Gurl, *Jesse Figueroa, *Aleta Dupree, and *Charleton D'souza.

*Provided comment virtually.

CPC Work Plan

There were no changes to the work plan.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on November 17, 2025.

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

President's Report

Evan Eisland, Executive Vice President and General Counsel, MTA Construction & Development (“C&D”), delivered the President’s Report in place of C&D President Jamie Torres-Springer. He began with a construction update about the 81st Street-Museum of Natural History station, highlighting the complexity of ongoing accessibility work, including excavation approximately 40 feet below street level and extensive jackhammering through Manhattan schist to install a new elevator. He noted that construction activities were temporarily adjusted to accommodate the Thanksgiving Day Parade, with the worksite covered before the holiday and promptly reopened afterward.

Mr. Eisland then reported on recently completed accessibility milestones, including the opening of the newly accessible Church Avenue station on the B & Q trains, the sixth station made accessible this year. That project included two new elevators, a new midblock entrance on 18th Street, a new fare array, and a new transfer walkway.

Mr. Eisland also highlighted the completion of a new rail car acceptance and testing facility in Sunset Park, delivered on time and \$5.5 million under budget. The facility will accelerate the introduction of new subway cars into service, which is particularly important as rolling stock procurement increases under the 2025-2029 Capital Plan.

Mr. Eisland announced the launch of a modernized Capital Program Dashboard, introduced in beta format to improve transparency around project budgets and schedules. The dashboard allows users to search projects by location, Capital Plan, and agency and currently displays active projects and select upcoming 2025-2029 initiatives.

Mr. Eisland then highlighted approximately \$2 billion in procurements for committee approval this month, including two major accessibility packages totaling \$272.6 million across five stations in Queens, Brooklyn, and Manhattan. Then, Chairman Lieber underscored that these contracts include long-term elevator maintenance requirements, with financial incentives tied to elevator availability and performance, reinforcing accountability for reliability. Mr. Eisland continued with additional procurement highlights including a major signal modernization contract for the A and C, which will install CBTC, replace and repair switches, and add cabling to support cellular service in tunnels. Mr. Eisland emphasized that this project reflects the success of the agency’s CBTC-centric approach, with preliminary analysis indicating costs approximately 33% lower per mile than earlier signal projects. He noted increased competition in the signal market, with three bidders on this procurement and four qualified firms now capable of delivering interoperable CBTC systems, a significant improvement from prior years. Mr. Lieber chimed in to underscore the importance of interoperability, noting that other systems around the world must depend on one company for the whole system, whereas the MTA has developed competition in CBTC. Committee member Alberts asked if the CBTC contracts were 5G, and Mr. Eisland confirmed that they were.

Finally, Mr. Eisland mentioned the contract to expand high-pressure fire suppression systems at the Hugh L. Carey and Queens Midtown Tunnels, following a successful pilot program. He noted that these projects are among the early initiatives in the 2025-2029 Capital Plan and demonstrate the agency's capacity to ramp up delivery to meet the demands of the \$68 billion program.

Bridges and Tunnels Update

Romolo DeSantis, Senior Vice President and Chief Engineer, Bridges and Tunnels ("B&T"), reminded the committee that the unit is comprised of seven bridges and two vehicular tunnels with assets ranging in age from 55 to 89 years. Additionally, he noted that B&T led the infrastructure build-out for the Central Business District Tolling Program, which was delivered \$74 million under budget and has received five industry awards, most recently an Engineering News-Record award for Best Specialty Construction Project.

Mr. DeSantis reported that B&T currently manages approximately \$6.5 billion in capital investments across multiple programs focused on state of good repair, asset preservation, safety, resiliency, and mobility improvements. Since the prior committee presentation, Mr. DeSantis reported that B&T is on track to exceed its 2025 commitment goals by awarding two projects from the 2025-2029 plan this month, bringing total 2025 commitments to over \$1.1 billion. He also noted that B&T exceeded its annual completion targets, completing five projects under budget. Savings from under-budget deliveries were reinvested to fund an additional \$80 million safety project at the Throgs Neck Bridge. In response to board discussion, it was clarified that the business unit is ahead of schedule on both project awards and construction completions.

Next, Mr. DeSantis highlighted work at the RFK Bridge: The FDR approach project will reconfigure lane merges to improve traffic flow and safety, replace an existing pedestrian overpass with a new ADA-compliant bicycle and pedestrian bridge, and address deck repairs to extend roadway life; the Queens suspended span rehabilitation includes structural repairs, painting, cable dehumidification, installation of a weigh-in-motion system, and a new shared-use path between Queens and Randall's Island.

Mr. DeSantis reported the completion of the Belt Parkway merge improvements, which reduced collisions by approximately 30%, and the lower-level roadway rehabilitation project at the Verrazzano-Narrows Bridge, both finished three months ahead of schedule. Next, Mr. DeSantis highlighted three ongoing projects including a modern three-coat paint system designed to provide up to 30 years of corrosion protection, the main cable dehumidification project, and the reconstruction of the original Brooklyn approach ramps.

Turning to the Throgs Neck Bridge, Mr. DeSantis reported ongoing tower construction work and announced that a project to rehabilitate the viaducts will be awarded this month. He noted that the BU has invested approximately \$200 million across multiple programs to address vessel collision risks at facilities spanning navigable waterways. The tower fender system replacement project, which also bundles tower painting, elevator rehabilitation, and electrical upgrades, is approximately 70% complete, remains within budget, and is on track for early completion by the end of 2026.

Mr. DeSantis concluded by emphasizing that the successful delivery of these complex and high-risk projects is the result of close collaboration among MTA C&D staff, TBTA support teams, contractors, and skilled trades, allowing work to be performed safely, on time, and with minimal impacts to customers.

IEC Bridges and Tunnels Report

Sirish Peyyetti, Program Director of the IEC, presented the IEC's review of four B&T projects. At the RFK Bridge Mr. Peyyetti reported the project team has completed demolition of the existing south-side walkway and has begun construction of a new ADA-compliant shared-use path. He noted that installation of the weigh-in-motion system has been completed and is awaiting commissioning; once operational, the system is expected to reduce overweight vehicle traffic and support the long-term state of good repair of the bridge. Overall, the project continues to progress well and remains on budget and on schedule.

Next, Mr. Peyyetti reported that the Throgs Neck Bridge fender replacement and miscellaneous work project is approximately 70% complete and remains on budget and on schedule. Most in-water work has been completed, with remaining activities focused on tower elevator rehabilitation and work related to the bridge suspension system, including testing needed to support the design of the main cable dehumidification system. He noted that potential risks include the discovery of additional repair needs, for which the agency has included appropriate reserves. The IEC also recognized the design-builder's innovative fender installation methods, which resulted in substantial time and cost savings for the agency.

Mr. Peyyetti then presented on two recently awarded projects at the Verrazzano-Narrows Bridge. The first project involves installation of a dehumidification system on the bridge's four main cables. Awarded in July 2025, the project is targeting completion in August 2029. To date, work has largely consisted of surveys, design development, and preparation of drawings. Installation of temporary work platforms is expected to begin in the spring, and Mr. Peyyetti identified platform installation, monitoring, and removal as a critical risk that the IEC will closely monitor. The second Verrazzano project is the reconstruction of the Brooklyn approach ramps, awarded in August 2025 with a scheduled completion in July 2029. He noted that the project is located within a city park and adjacent to residential streets and homes, and that community outreach has begun to inform residents of the project timeline and anticipated impacts. Contractual milestones have been included to minimize community disruption. Coordination with other ongoing projects at the facility was identified as a key risk for both Verrazzano projects and will continue to be monitored by the IEC.

Mr. Peyyetti stated that all four B&T projects reviewed are progressing well and that, beyond maintaining a state of good repair, the work will generate valuable lessons learned, particularly for future cable dehumidification projects at other bridges. He then summarized the latest Traffic Light Report. For this quarter, the IEC reviewed 11 Bridges and Tunnels projects, none of which triggered a variance. Across all MTA agencies, a total of 243 projects were reviewed for cost and schedule adherence. Of these, 217 projects did not trigger any variance, while 26 projects did, including 21 schedule variances, two cost variances, and three variances related to both cost and schedule.

Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented 14 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:

- 1-2. Award of a publicly advertised and competitively solicited contract to Paul J. Scariano, Inc. (Contract No. A37149) 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 was also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. (Contract No. 600000000037490) for a duration of 15 years;
- 3-4. Award of a publicly advertised and competitively solicited contract to Forte Construction Corp. (Contract No. A37824) 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 was also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. (Contract No. 600000000037466) for a duration of 15 years;
- 5-6. Award of a publicly advertised and competitively solicited contract to Navillus Tile Inc. doing business as Navillus Contracting (Contract No. HC-9R/QM-9R) for design-build services for a fire suppression system at the Hugh L. Carey and Queens Midtown Tunnels. Board approval was also requested to award a maintenance contract for the fire suppression systems to Navillus Tile Inc. doing business as Navillus Contracting (Contract No. 300000000000551) for a duration of 5 years;
- 7-8. Award of a publicly advertised and competitively solicited contract to LK Comstock & Company LLC (Contract No. S48019R) for design-build services to provide a wayside Communication Based Train Control system on the Fulton Street and Liberty Avenue lines. Board approval is also requested to award a maintenance contract to Siemens Mobility Inc. (Contract No. 600000000037462) to maintain the installed CBTC system for a duration of 25 years;
9. Award of a modification to a contract with Naik Consulting Group, PC (Contract No. PS886) 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;
10. Award of a modification to a contract with RCC/AMCC Joint Venture (Contract No. 6241) 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;
11. Award of a modification to a contract with Sovereign Hydroseal East, Inc. (Contract No. A37793) to extend the term of a 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;
12. Award of a modification to a contract with Skanska Railroad Construction JV (Contract No. A46030) 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;
13. Award of a modification to a contract with TAP Electrical Contracting Services, Inc. (Contract No. MN25781) 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; and,

14. Ratification of a modification to a contract with Infinity Contracting, Inc. (Contract No. C33945) for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the December 15, 2025, Capital Program Committee Meeting at 01:43 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts



2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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

January 2027

President's Update
Infrastructure

MTA Construction & Development's (C&D) last report to the Capital Program Committee for New York City Transit (NYCT) Infrastructure projects was in January 2025. The Infrastructure Business Unit (BU) within C&D focuses on maintaining a state of good repair for NYCT infrastructure, as well as bolstering the resilience and sustainability of the transit system. Our projects span three primary program areas within the Infrastructure BU: Line Structures; Wayside Power; and Resiliency, Shops and Yards.

In 2025, the Infrastructure BU awarded 9 projects with a value of approximately \$523 million. This included Elevated Structure Repairs – 9th Av Port to Stillwell Av; Car Washer Component Repairs—Canarsie, Jamaica, and 207th Street; Depot Boilers, HVAC & Miscellaneous at Kingsbridge, Flatbush, and Charleston; Circuit Breaker House Rehabilitations at five locations; and several other projects.

The Infrastructure BU achieved substantial completion on 13 projects in 2025, valued at approximately \$520 million. These include Rail Car Acceptance and Testing Facility, Livingston Plaza Electrical and Mechanical System Improvements Phase B, New Substation at 28th Street / 8th Avenue, along with other projects.

Key anticipated completions in 2026 include Overcoating on the Jamaica Line, Staten Island Track and Switch Rehabilitation, Steinway Tube Resiliency, Substation Hardening at 26 locations, and Forsyth Street Fan Plant Rehabilitation, along with other projects.

This document summarizes recent progress on four significant ongoing projects:

1. Rockaway Line Resiliency and Viaduct Rehabilitation
2. Jamaica Bus Depot
3. Structure Repair and Overcoating – Jamaica Line
4. Line Structure Component Repairs on Broadway 7th Avenue Line (IRT) and 8th Avenue Line (IND)

Rockaway Line Resiliency and Viaduct Rehabilitation The Rockaway Line, which carries the "A" train through the Jamaica Bay estuary and to the Rockaway Peninsula, was severely damaged by Superstorm Sandy resulting in a full suspension of its service for seven months while critical repairs were conducted. This project adds long-term flood mitigations to further protect critical assets along the Rockaway Line and allow service to quickly resume following future storm surge events. The mitigation work is bundled with critical state-of-good-repair work, including viaduct rehabilitation and upgrades to the South Channel Bridge.

PROJECT STATUS	Current	Forecast
Substantial Completion	Aug 2026	Jun 2027
Budget	\$604 M	\$604 M
The project is 60% complete.		

Status Update: A long-term diversion for Hammels Wye Viaduct demolition and reconstruction and South Channel Bridge rehabilitation was successfully completed on time between January and May 2025. This ambitious endeavor took years of preparation and four months of execution by design, construction, maintenance, and operations crews to return service to the Rockaway community on time.

During this long-term outage, the project team completed installation of critical resilience infrastructure at Hammels Wye and the South Channel Bridge over Jamaica Bay.

Major accomplishments include:

- 1,300 feet of viaduct demolished and reconstructed
- 1,600 feet of track installed
- 3,300 feet of debris shields installed
- 900 feet of wave barrier installed
- 23,000 feet of Fiber Optic Cable installed

- Complete reconstruction of the South Channel Bridge operator control house interiors
- Replacement of all bridge turning machinery and motors

Construction of the Beach 105 St Signal Tower, station hardening work, and repairs to the Rockaway Peninsula viaduct repair are ongoing.

While the major components of the project are proceeding on schedule, a design modification for one scope element, the Beach 105 St Signal Tower, is delayed approximately 10 months.

Jamaica Bus Depot	This design-build project will deliver a brand-new bus depot to replace the 85-year-old structure. The new LEED-certified structure will include a 135,000 square foot bus facility with a 34,000 square foot administrative building and will have capacity for 272 buses, 15 maintenance bays, 3 drive-through washers, and 3 fueling stations.	
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PROJECT STATUS	Current	Forecast
Substantial Completion	Dec 2026	Oct 2027
Budget	\$663 M	\$661 M
The project is 52% complete.		

All major bus depot structural components are completed, including the installation of precast façade, majority of interior floor slabs, and underground mechanicals. Interior masonry, plumbing, electrical conduits, HVAC ducts, waterproofing, fireproofing, and roof topping slab are in progress.

The project is currently 10 months behind schedule. This is due to issues with permits at two locations at the project site. The delays for the permits are concurrent. The project team is aggressively working with the contractor on resolutions. The project remains on budget.

Structure Repair and Overcoating – Jamaica Line	This project will provide elevated line structural steel repairs, abatement, and painting for approximately 4 miles of the elevated structures along the Jamaica Avenue Line (B Division – BMT), including the East New York Leads and Loops (includes the Canarsie line), in the Borough of Brooklyn. The project limits extend from approximately Marcy Avenue station to the Broadway Junction complex.
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The project includes painting of all structural steel and associated enclosures within the project limits, except those located within passenger areas, repair and replacement of priority steel members, including track girders, columns, gusset plates, and other deteriorated components.

PROJECT STATUS	Current	Forecast
Substantial Completion	Mar 2026	Sep 2026
Budget	\$221M	\$221M
The project is 65% complete.		

Status:

- 75% of painting work, including Jamaica Line and Canarsie Line, has been completed on the project.
- 70% of steel work has been completed throughout project, from Broadway Junction to Williamsburg Bridge.

Poor contractor performance has resulted in backlog of steel repair work, which has affected project schedule. To mitigate the schedule delays, the MTA project team is providing additional oversight through weekly meetings and management of remaining service outages.

Line Structure Component Repairs on Broadway 7th Avenue Line (IRT) and 8th Avenue Line (IND)	Contract C-48726 is a Design-Bid-Build project to perform structural repairs on the deteriorated structures along the Broadway 7th Avenue Line (IRT) and 8th Avenue Line (IND). The Scope of Work includes repair of track columns, roof beams, parapet walls, and bridge bearings. In addition to structural repairs, the Scope of Work includes leak mitigation, demolition of an abandoned circuit breaker house north of 125 St station on the 7 th Avenue Line, and installation of new pumps and pump control room.
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PROJECT STATUS	Current	Forecast
Substantial Completion	Jan 2028	Jan 2028
Budget	\$195 M	\$195 M
The project is 10% complete.		

The project limits extend from the 59 St station to the 125 St station on the 8th Avenue Line and three sections on the 7th Avenue Line: 79 Street to 81 Street, La Salle Street to 135 Street, and between the 137 St and 168 St stations. The scope includes:

- Repair and replacement of deteriorated steel members such as columns, and roof beams
- Repair of cracked and spalled concrete and masonry walls
- Seal of active water leaks using chemical grouting
- Installation of new concrete liner
- Stabilization of parapet walls
- Relocation of utility cables
- Replacement of storm water drain with sump pump
- Construction of new pump control room
- Demolition of circuit breaker house north of 125 St on 7th Avenue Line

The project is in early stages of construction and is progressing on time and on budget.

January 2026
Capital Program Committee
Independent Engineering Consultant (IEC)
Project Review

Business Unit: Infrastructure
New York City Transit (NYCT) – Rockaway Line Resiliency
& Viaduct Rehabilitation

NYCT – Rockaway Line Resiliency & Viaduct Rehabilitation

Scope

The project's purpose is to strengthen the Rockaway Line by establishing a resilient, elevated turn-back location that allows continued operations during extreme weather and service disruptions. It protects critical rail infrastructure from environmental exposure while improving the long-term structural reliability of viaducts and bridges. In parallel, the work modernizes train control, power, and communications systems to enhance operational flexibility, safety, and system performance across the corridor.

It includes the following work locations:

- Hammels Wye viaduct reconstruction
- South Channel Bridge mechanical/electrical modernization
- Viaduct concrete and FRP repairs along East & West Branches
- Station resiliency enhancements at Howard Beach, Broad Channel, and Beach 116th
- New Beach 105th Street Signal Tower & Circuit Breaker House (CBH)

NYCT – Rockaway Line Resiliency & Viaduct Rehabilitation

Schedule

MTA C&D awarded the Design-Build contract to Schiavone Construction in December 2022 with a construction duration of 44 months and 2 intermediate Milestones.

Milestone	Contract Baseline	MTA C&D Forecast	IEC Forecast	Variance (Months)
Milestone 1 (Hammels Wye Viaduct Rehabilitation)	5/2025	5/2025 (A)	5/2025 (A)	0
Milestone 2 (South Channel Bridge Rehabilitation)	5/2025	5/2025 (A)	5/2025 (A)	0
Substantial Completion	8/2026	6/2027	6/2027	10

- The Project is currently 60% complete based on the expenditures to date.
- The Project is currently delayed 10-months to June 2027, due to signal system redesign required by field conditions.
- The MTA Project Management Team is developing concepts to increase work productivity along the Right of Way (ROW); this includes extended GOs.
- Current construction activities include viaduct repairs and station resiliency work.

The IEC concurs with the substantial completion date of June 2027 pending availability of extended outages.

NYCT – Rockaway Line Resiliency & Viaduct Rehabilitation

Budget

The project budget remains \$604M, the project is forecast to complete within budget

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$609M	\$604M	\$604M	\$604M

- Signal System scope revision cost impacts will be evaluated by the IEC upon design completion.
- Cost exposure of the forecast extended project duration is under review.

After a review of the total project cost, expenditures, contract modifications, and project risk the IEC concludes that the Current Budget is sufficient to complete the project.

NYCT – Rockaway Line Resiliency & Viaduct Rehabilitation

Risks and Mitigations

The IEC highlights the following risks and associated mitigations.

- Risk: Schedule and cost impacts due to signal system redesign and integration.
 - Mitigation: Weekly design and schedule workshops to finalize the signal system scope
- Risk: Schedule and cost impacts due to delayed Automatic Train Supervision (ATS) systems integration.
 - Mitigation: Early-release procurement and supplier coordination with MTA.
- Risk: Schedule and cost impacts due to limited Department of Subways (DOS) flaggers and GO work windows.
 - Mitigation: Advance coordination with Transit Authority (TA)Operators; GO pool management.

The IEC notes that the MTA Project Management Team is actively addressing the identified risks, and that the mitigation measures in place are reasonable.

Observations

- Timely completion of Milestones 1 & 2 is acknowledged. Commercial considerations are in discussion.
- Signal system redesign and integration introduces additional technical complexity; MTA recognizes the need for an early integration testing strategy.
- Field production on viaduct repairs is steady; productivity increase is expected as weather improves.

January 2026
Capital Program Committee
Independent Engineering Consultant (IEC)
Project Review

Business Unit: Infrastructure
New York City Transit (NYCT) - Jamaica Bus Depot

NYCT – Jamaica Bus Depot

Scope

The existing Jamaica Bus Depot, constructed in the 1940s, used for NYCT buses parking, maintenance, refueling, and washing has exceeded its useful life and needs replacement. The existing depot remains in continuous operation, while a temporary bus parking lot was constructed to allow the same level of service to be maintained during the phased construction of the new facility at the existing location.

- The new facility will include a 134,000 SF bus maintenance building, an outdoor bus parking area, and a 37,000 SF three-story administration building.
- Facilities for 60 Battery Electric Bus (BEB) charging ports are included, in addition, infrastructure for the expansion to 100% zero emission all electric bus fleet under a future contract is incorporated.
- The depot reconstruction is delivered as a Design-Build contract. It includes construction of a temporary bus parking lot, previously designed under a separate contract.

NYCT – Jamaica Bus Depot

Schedule

The Design-Build contract was awarded in December 2022 to Skanska with 48-months duration.

- Select project milestones (Contractual and not contractual) are shown below:

Milestone	Contract Baseline	MTA C&D Forecast	IEC Forecast	Variance (Months)
York Lot Construction Start	03/2023		11/2023 (A)	-8
York Lot Completion	10/2023		05/2024 (A)	-7
Maintenance Shop Building Envelope Completion	12/2024		01/2026 (A)	-13
Permanent Power Connection	05/2025		03/2026	-10
Maintenance Shop Completion	09/2025		06/2026	-10
Existing Bus Depot Maintenance Shop Demolition	12/2025		10/2026	-10
New Outdoor Parking Lot Completion (Contract Milestone 1)	07/2026		05/2027	-10
New Administration Building Completion	12/2026		10/2027	-10
Contract Substantial Completion	12/2026	10/2027	10/2027	-10

- The project is 49% complete based on expenditures to date.
- While the previously reported 10-month delay, stemming from DEP permit approval challenges, continues to impact the schedule, 21 days were successfully recovered through strategic weekend work and the mobilization of additional heavy equipment. Additional mitigation efforts, including multiple shift work, are under consideration.
- Current field activities:
 - Foundation and superstructure of the new maintenance and administration buildings have been completed. Work has transitioned to building envelopes, MEP systems, and the installation of specialty equipment.
 - Utility service connections and equipment installations are progressing to support system commissioning and future operations.
 - Environmental abatement coordination is underway to prepare the existing depot for demolition.
- In the IEC's opinion, with the closure of the buildings, further schedule mitigation is possible.

NYCT – Jamaica Bus Depot

Budget

The project budget remains \$663M, the project is forecast to complete within budget

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$663M	\$663M	\$661M	\$661M

- ❑ Budget and Estimate at Completion (EAC) include design phase and Real Estate acquisition allocations.
- ❑ Cost exposure for the addition of high-tension electrical service infrastructure, to accommodate future bus charging capacity enhancements, as well as the extended project duration, are included in the project EAC.

After a review of the total project cost, expenditures, contract modifications, and project risk the IEC concludes that the Current Budget is sufficient to complete the project.

NYCT – Jamaica Bus Depot

Project Risks and Mitigations

The IEC highlights the following risks and associated mitigations.

- ❑ Risk: Cost and schedule impacts due to the addition of high-tension electrical service scope.
 - ❑ Mitigation: A change order is in process to integrate the design for future high-tension service. Schedule and budget analyses are ongoing.
- ❑ Risk: Schedule impact due to delays in testing, commissioning, and handover of facility systems.
 - ❑ Mitigation: The Project Management Team (PMT) is developing an early-stage stakeholder engagement and handover plan to facilitate the transition from the Design-Builder to the MTA user groups.
- ❑ Risk: Schedule impacts due to delays in environmental abatement at the existing depot.
 - ❑ Mitigation: The PMT is evaluating the transfer of abatement responsibilities from the MTA's independent contractor directly to the Design-Builder, to streamline the demolition process.

In the IEC's opinion, the PMT is effectively addressing the noted risks, and finds the mitigation strategies are reasonable.

NYCT – Jamaica Bus Depot

Observations

- The PMT is actively overseeing the resolution of specific quality variances, including the successful replacement of non-conforming roof topping slabs and the evaluation of engineered sealants to address water infiltration on the roof access ramps. A thorough pre- and post-placement quality assurance program is in place, in coordination with the Design-Builder, to minimize rework.
- Coordination is underway between MTA stakeholders, the Design-Builder, and residential property owners along 165th Street to facilitate the abatement and removal of structures abutting the depot to allow for demolition of the existing depot and future sound wall construction.

January 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Infrastructure
New York City Transit (NYCT) – Painting & Steel Repairs
Elevated Structure

NYCT – Painting & Steel Repairs Elevated Structure

Scope

Overcoat painting of elevated subway structures is necessary as the existing coating systems have exceeded their useful service life. An effective protective coating is the first line of defense against corrosion and plays a critical role in preventing structural deterioration. New York City Transit (NYCT) elevated structures generally consist of column spans of approximately 50 feet. Given the absence of redundant columns between these spans, it is essential to promptly address critical structural defects and deteriorated paint systems to maintain structural integrity. Failure to undertake this work at this time may result in significantly higher future repair costs due to progressive corrosion and deterioration of critical structural steel components, potentially compromising the safety and serviceability of the elevated structures.

This project includes the following along the elevated structure:

- Removal of all existing paint
- Performing abrasive blasting
- Painting operations
- Priority structural steel repairs

The work limits for this project are between Williamsburg Bridge and DeSales Place along the Jamaica Line and East New York Yard/Shops Leads and Loops along the Canarsie Line.

NYCT – Painting & Steel Repairs Elevated Structure

Schedule

MTA C&D awarded the Design-Bid-Build contract to Ahern Painting Contractors in December 2022 with a construction duration of 39 months and substantial completion date forecasted for March 2026.

Milestone	Contract Baseline	MTA C&D Forecast	IEC Forecast	Variance (Months)
Substantial Completion	3/2026	09/2026	09/2026	6

- The project is currently 65% complete based on the expenditures to date.
- The project is behind schedule. The baseline Substantial Completion date was originally March 2026 and was subsequently revised to September 2026, due to contractor's productivity issues during the completed General Orders.
- The contractor continues to construct containment, remove existing paint through abrasive blasting, painting operations, and track basket installation, and perform structural steel repairs.

The IEC concurs with the Substantial Completion date of September 2026 pending no scope changes that affect critical work due to unforeseen structural steel repairs.

NYCT – Painting & Steel Repairs Elevated Structure

Budget

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$214M	\$221M	\$221M	\$221M

- ❑ Budget and Estimate at Completion (EAC) include design phase allocation.
- ❑ The budget increased by \$7M since award due to the additional need for environmental consultants for lead monitoring and asbestos abatement which is captured in a budget modification.

IEC performed a review of the total project cost, inclusive of potential change orders and project risk. We conclude that the MTA C&D Project Budget is sufficient to complete Painting and Steel Repairs Elevated Structures project.

NYCT – Painting & Steel Repairs Elevated Structure

Risks & Mitigations

The IEC has identified the following risks and associated mitigations based on their projected impact on cost and schedule.

- Risk: Cost and schedule impact due to the quantity of structural steel defects discovered exceeding contract quantities.
 - Mitigation: The project team has been conducting systematic post-blast condition assessments and coordinating with design and engineering teams to confirm repair methods and structural adequacy.
 - Mitigation: The project team is working with Maintenance of Way (MOW) Engineering to evaluate identified conditions, determine structural criticality, and establish repair priorities for the most critical defects along the elevated structure to ensure continued safe operations.
- Risk: Cost and schedule impacts due to the severity of structural steel defects that require replacement rather than repair.
 - Mitigation: The project team has been working to evaluate replacement thresholds (full or partial replacement), adjust construction sequencing to integrate replacement work with ongoing repairs and painting activities and monitor cost and schedule accordingly.
- Risk: Contractor's productivity issues during completed General Orders resulted in delay of Substantial Completion.
 - Mitigation: MTA C&D and PMC have been working closely with the contractor to increase coordination with operations to maximize use of approved General Orders. In addition, the project team required the contractor to submit productivity improvement plans and has been tracking the productivity metrics regularly and escalating performance concerns as needed.

The IEC finds the Project Management Team mitigating the noted risks and it's the IEC's opinion that the mitigation strategies are reasonable.

NYCT – Painting & Steel Repairs Elevated Structure

Observations

- MTA C&D continues to utilize lessons learned from prior elevated subway structure painting projects to guide effective execution of paint removal and coating operations, productivity management, timely identification and prioritization of unforeseen critical structural defects uncovered during the field activities to meet state of good repair objectives.
- MTA C&D has established effective coordination through recurring weekly meetings with the Broadway Junction ADA project team to manage shared work zones and logistical interfaces near the East New York Yards/Shop Leads & Loops. To date, no significant conflicts or adverse impacts to either project have been reported.
- The use of abrasive blasting, supported by MOW Engineering oversight, represents a lifecycle investment strategy. Compared to hand/power tools, abrasive blasting provides a superior coating adhesion and a longer service life, reducing the need for repeated surface preparation and premature repainting. While the upfront cost is higher, this approach lowers life-cycle maintenance costs, improves early identification of structural defects, and reduces service disruptions allowing MTA C&D to advance state of good repair objectives.

January 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Infrastructure
New York City Transit (NYCT) - Line Structure Component
Repairs on Broadway 7th Avenue Line (IRT) and 8th
Avenue Line (IND)

NYCT - Line Structure Component Repairs on Broadway 7th Avenue Line (IRT) and 8th Avenue Line (IND)

Scope

The project is being delivered as a Design-Bid-Build (DBB) contract and focuses on repairing critical tunnel defects in steel and concrete structures, including columns, beams, knee braces, and tunnel walls. By prioritizing targeted repairs over costly full rehabilitations, it enhances infrastructure investment efficiency. Using existing data, it identifies defect clusters for steel and concrete replacement and leak mitigation.

Work covers the mainline along five stations on the 7th Avenue Line (IRT) and 8th Avenue Line (IND) in Manhattan, including stormwater mitigation, demolition of abandoned structures, and girder and abutment repairs.

The project consists of three below and two above grade work locations:

- 136th Street - 161st Street along Broadway – Tunnel rehabilitation work (steel, concrete drains, ventilators, water leaks) – below grade
- Rehabilitation work at 8th Ave (along Central Park) in the tunnels between 59th Street and 125th Street – below grade
- Stormwater Mitigation 79th Street at Broadway – below grade
- Expansion Joint Repair – Trackside at 133rd Street and LaSalle along Broadway – above grade
- Demolition of abandoned structure – Circuit Breaker House at 132nd Street at Broadway – above grade

NYCT - Line Structure Component Repairs on Broadway 7th Avenue Line (IRT) and 8th Avenue Line (IND)

Schedule

MTA C&D awarded the Design-Bid-Build contract to Navillus Contracting in December 2024 with a construction duration of 37 months.

Milestone	Contract Baseline	MTA C&D Forecast	IEC Forecast	Variance (Months)
Substantial Completion	1/2028	1/2028	1/2028	0

- The project is currently 10% complete based on the expenditures to date.
- The project is on schedule and forecast to complete in January 2028
- Current activities include structural steel, concrete, spall and leak repairs as well as asbestos abatement.

The IEC concurs with the Substantial Completion date of January 2028, pending no scope changes that affect critical work due to unforeseen repairs.

Budget

The current project Budget of \$195M is estimated to be sufficient to complete the project.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$195M	\$195M	\$195M	\$195M

- The project team continues to manage unforeseen conditions by minimizing scope changes and maintaining GO productivity.

After a review of the total project cost, expenditures, contract modifications, and project risk the IEC concludes that the Current Budget is sufficient to complete the project.

NYCT - Line Structure Component Repairs on Broadway 7th Avenue Line (IRT) and 8th Avenue Line (IND)

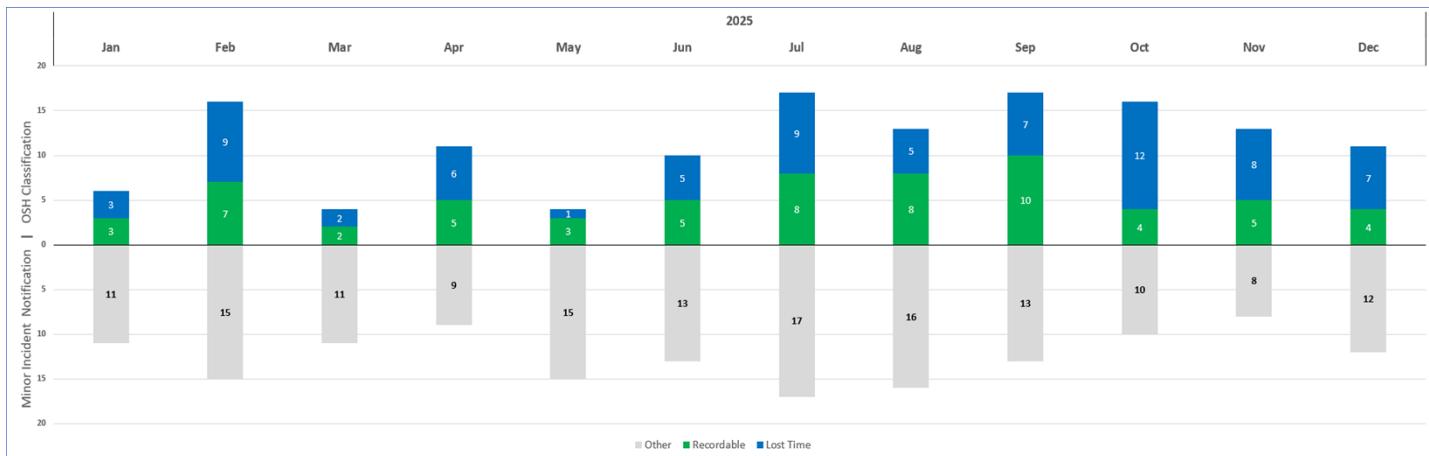
Risks and Mitigations

- Risk - GO/Access Constraints: The schedule is highly dependent on weekend and piggyback GOs; any loss or resequencing directly affects the critical path.
 - Mitigation: The project team continues to successfully focus on early GO coordination, scope stacking per outage, and preservation of float on non-critical work.
- Risk - Unforeseen Existing Conditions: Ongoing discovery of deteriorated steel, concrete, and leakage may drive added scope and resequencing.
 - Mitigation: This is countered with advance surveys, early RFIs/AWOS, and bundling of like repairs.

In the IEC's opinion, the PMT is effectively addressing the noted risks, and finds the mitigation strategies are reasonable.

Observations

- The project remains on schedule with all milestones intact; GO work continues to pace progress, with consistent production through late 2025. Early-2026 schedule risk is concentrated in steel repairs.
- Structural repairs are required to restore elements to permanent, NYCT-compliant conditions consistent with original design life expectations.
- GO work has progressed as planned, with outages executed reliably. The remaining GOs are fully sequenced through Substantial Completion. This performance reflects the project's repeatable, self-contained scope which relies little on NYCT systems; this reduces coordination and cancellation risk.



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

DECEMBER UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 23 safety incidents were reported in December 2025, including:
 - Seven (7) lost time incidents,
 - Four (4) recordable incidents.
- The reported lost time incidents in December 2025 decreased by one (1) incident when compared to November 2025.
- The top lost-time and recordable incident types for December 2025 were Strain and Sprain (27%), Struck by/Against (27%), Caught Between (18%), Slip, Trip, Fall (18%), and Other (Chemical Burn) (9%).

SERIOUS INCIDENTS:

- No Serious Incidents

C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 74 Lost Time incidents have been reported YTD (through December 31, 2025). This is a reduction from the LT of 86 in 2024, resulting in a 14% decrease. The injury types associated with lost time incidents YTD are Struck by/Against (33%), Strain/Sprain (26%), Slip, Trip, Fall (19%), Caught In Between (19%), Electrical (1%), and Chemical (1%). The number of reported lost time incidents decreased by one (1) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** 64 Recordable incidents have been reported YTD (through December 31, 2025). This is also a reduction in RT from 68 in 2024, resulting in a 6% decrease. The injury types associated with recordable incidents YTD are Struck By/Against (53%), Caught In Between (19%), Slip, Trip, Fall (11%), Sprain/Strain (9%), and Medical (8%). There was a one (1) incident decrease in the reported recordable incidents from the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for DECEMBER - 189 Projects with 337 Sub-Projects

- **DECEMBER INSPECTIONS:**
 - **INTERNAL – 364**
 - **EXTERNAL – 775** (68 Third-Party Safety Consultants; 707 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
 - **INTERNAL – 4,088**
 - **EXTERNAL – 8,951** (918 Third-Party Safety Consultants; 8033 OCIP Visits)

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

MTA C&D STRATEGIC INITIATIVES:

- MTA C&D's certified ISO 45001:2018 Safety Management System continues to strengthen our safety framework. Safety Oversight works closely with Business Unit leaders and their leadership teams to ensure alignment with the standard. Actions include regular system reviews, risk-based enhancements, and open communication across all staff levels. This collaborative, proactive approach continues to advance safer project delivery, strengthen compliance, and embed a culture of continuous improvement.
- Occupational Health and Safety (OHS) is finalizing the planned rollout of the updated OHS Policy and OHS Management System (OHSMS), including a finalized Div1 contract that incorporates the SMS requirements into the contracts. 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.
- C&D Safety continues expanding its mobile safety inspection app. PMC Safety Assessments with a beta team that is now fully integrated into the platform, with inspections underway and results entered in real time. This integration ensures consistency with C&D safety standards while generating actionable field data that serves as leading indicators. By leveraging these insights, we can identify emerging trends earlier, proactively address risks, and provide targeted support to project teams, ultimately improving safety performance and reinforcing a culture of continuous improvement. PMC/CCM are being enrolled as we provide training and help them integrate into using the system.
- 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. 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.
- Monthly engagements with Business Unit Leaders are now led by BU safety teams, enabling focused discussions on specific projects and areas of concern identified during inspections, site visits, and team interactions. This approach ensures timely attention to emerging issues and promotes collaborative problem-solving at the project level. Quarterly meetings with Safety Oversight will provide a broader view of Business Unit performance across C&D, highlighting leading and lagging indicator trends and identifying opportunities for strategic improvement.
- We have commenced Safety Audit compliance and continue to improve a detailed safety compliance audit schedule that integrates seamlessly with our Safety Management System. This process ensures regular program reviews, rigorous contractor compliance checks, and clear accountability across all operations. Beyond compliance, these audits foster a culture of shared responsibility and proactive safety management, helping us identify gaps early, drive improvements, and maintain the highest safety standards throughout our projects.
- Safety Oversight continues working with Corporate Quality on updating selected legacy safety bulletins, advisories, and directives 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 Security continues its proactive engagement with project teams to promote the Respectful Workplace Policy. Recent efforts include targeted site visits and leadership briefings to reinforce a culture of 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

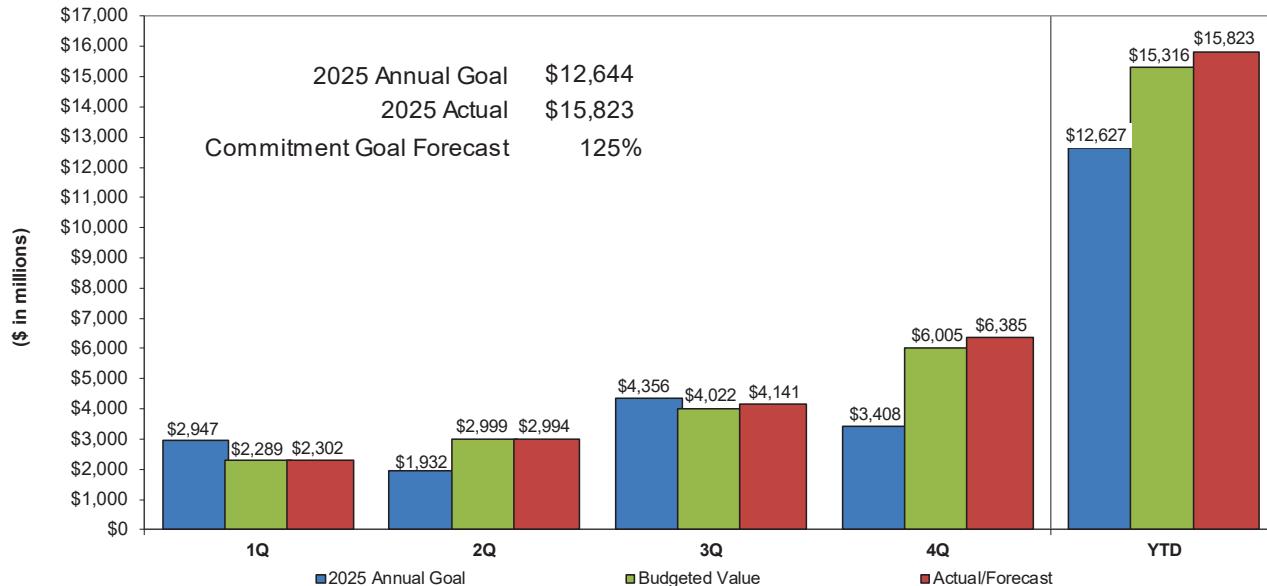
through
December 31, 2025



Metropolitan Transportation Authority

Capital Projects – Commitments – December 2025

MTA-wide 2025 Commitments



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

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

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

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

Commitments Summary

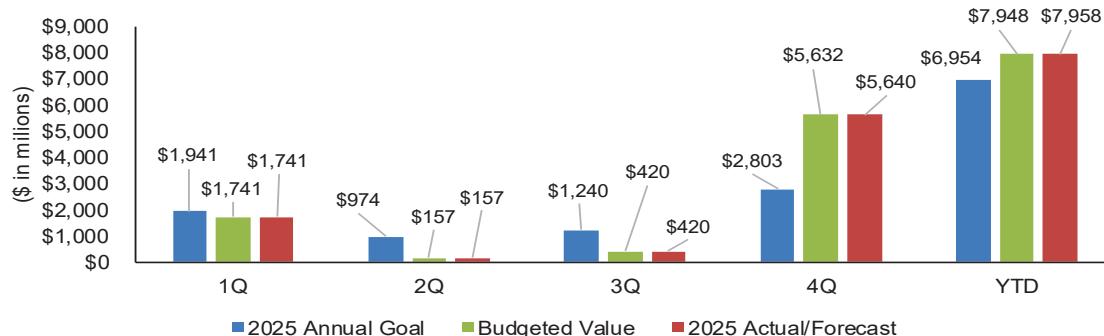
Through December, the MTA committed \$15.82 billion, exceeding its \$12.64 billion 2025 goal by 25%. This \$15.82 billion performance was the highest in the MTA's history. This higher-than-anticipated performance was driven in large part by the award of several high-value projects that were accelerated into 2025. Major 2025 commitments include the LIRR/MNR M-9A Passenger Railcars (\$2.43 billion), Second Avenue Subway Phase 2 – Contract 2 (\$2.04 billion), the R211 subway fleet option for NYCT (\$1.39 billion), and the LIRR dual-mode locomotive purchase (\$130 million).

14 major commitments, including ADA / Station Renewals at Brook Avenue and 3 Avenue–138 Street (Pelham) (\$325 million), Battery Electric Bus Charging Infrastructure – Phase 3 (\$213 million), Fan Plant Component Repairs (\$193 million), SIR Stations and Structures (\$156 million), West Side Yard & East River Tunnel Mitigation Flood Wall (\$156.5 million), and 3 Montauk Branch East End Bridges – Construction (\$44.6 million) have slipped into 2026. These schedule shifts have been offset by the accelerated commitments above, resulting in overall commitment performance that exceeds the annual plan.

NYCT/MTA Bus Capital Projects – Commitments – December 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	\$6,954
2025 Actual/Forecast	\$1,741	\$157	\$420	\$5,640	\$7,958
Budgeted Value	\$1,741	\$157	\$420	\$5,632	\$7,948



Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Actual(A)
11 NYCT/MTA Bus Red Commitments (2 new this Quarter)				5 NYCT/MTA Bus Amber Commitments (3 new this quarter)			
Equip B Division with Second CBTC Radio: Siemens	Construction	Apr-25	Sep-25 (A)	ADA Package 7	Construction	Sep-25	Nov-25(A)
Change in award date and cost reflects latest procurement strategy to proceed as a pilot. The remainder will be performed under a separate 2025 contract.				Delays were driven by multiple addenda, bidder clarifications, and the negotiation and legal review process following proposal submission.			
Equip B Division with Second CBTC Radio: Hitachi	Construction	Apr-25	Nov-25(A)	Station Renewals: 3 Locs (6AV, PEL, QBL)	Construction	Sep-25	Nov-25(A)
The award was delayed due to extended negotiations and subsequent budget revisions following Board approval.				The project was delayed due to extended proposal evaluations, cost negotiations for both the PMC and RFP procurements. Multiple review and negotiation rounds pushed the award from midyear into late 2025.			
Rehabilitation of 5 CBHs - Various Locations	Construction	25-Mar	Oct-25(A)	ADA Package 9	Construction	Sep-25	Dec-25(A)
The project was rebid which resulted in cost savings 38% below estimate. The change in the award date reflects revised bid opening date due to bidder questions during procurement.				The change in schedule was based on an extended procurement process, including responses to bidder questions.			

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

Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Actual(A)
11 NYCT/MTA Bus Red Commitments (2 new this Quarter) Continued							
Battery Electric Bus Charging Infrastructure, Phase 3	Construction	Jun-25	Mar-26	ADA: 42 St - Bryant Park Complex	Construction	Sep-25	Dec-25(A)
						\$106.5	\$125.2
Change in award date reflects a need to coordinate with the timing of future electric bus purchases.							
Life Cycle Replacement of Code Systems - Phase II	Construction	Sep-25	Oct-26	CBTC Fulton	Construction	Sep-25	Dec-25(A)
						\$1,410.8	\$1,288.4
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.							
SIR Stations and Structures	Construction	Sep-25	Feb-26				
\$200.0 \$200.0							
The schedule shifted due to extended bid document reviews for the PMC and construction contracts.							
ADA / Station Renewals: Brook Av & 3 Av-138 St / PEL (new this month)	Construction	Sep-25	Feb-26				
\$279.1 \$279.1							
Project was delayed due to NEPA review process. Change in award date reflects latest procurement schedule following release of RFP on 12/31/25.							



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

Schedule Variances

Project	Commitment	Goal	Act./Forec.
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11 NYCT/MTA Bus Red Commitments (2 new this month) Continued

Purchase 97 Express Coaches	Purchase	May-25	Mar-26
		\$88.3	\$88.3

Change in award date reflects longer than anticipated technical reviews during the ongoing procurement process.

Depot Boilers, HVAC & Misc: Kingsbridge, Flatbush,Charleston	Construction	25-Jun	Dec-25(A)
		\$95.1	\$96.9

This project is in the procurement phase. The award was delayed due to the need for legal reviews of the revised specifications.

Fan Plant Component Repairs	Construction	Sep-25	Jun-26
		\$193.4	\$193.4

The delay resulted from scope revisions that required rework and extended internal reviews.

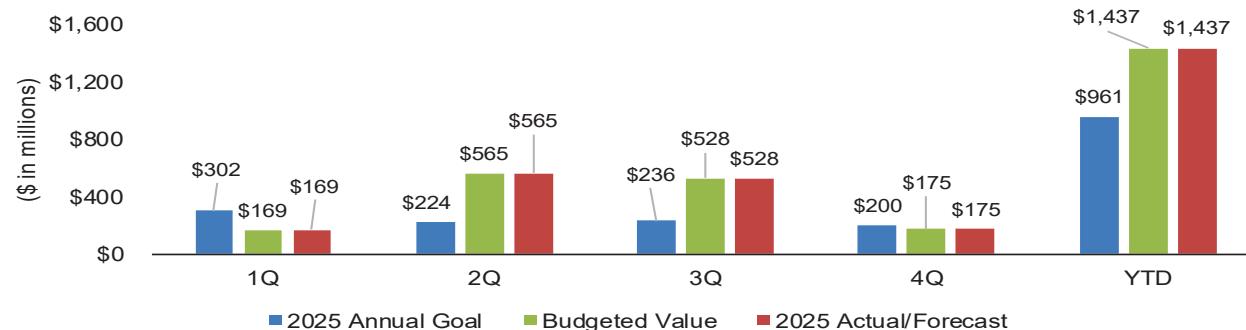
CBTC 6 Av / 63 St: Equipment Supply (new this month)	Construction	Dec-25	Dec-26
		\$200.0	\$200.0

Change in award date reflects latest procurement strategy for CBTC 6 Av / 63rd St.

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$961
2025 Actual/Forecast	\$169	\$565	\$528	\$175	\$1,437
Budgeted Value	\$169	\$565	\$528	\$175	\$1,437



Schedule Variances

Project	Commitment	Goal	Actual(A)
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5 LIRR Red Commitments

Track

2025 Annual Track Program	Construction	Apr-25	Jul-25 (A)
		\$110.0	\$110.0

The award of this project in the 2020-2024 capital program was delayed pending the approval of the 25-29 Capital Program.

Concrete Ties	Construction	Apr-25	Jul-25 (A)
		\$28.0	\$28.0

The award of this project in the 2020-2024 capital program was delayed pending the approval of the 25-29 Capital Program.



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

Schedule Variances

Project	Commitment	Goal	Act./Forec.
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5 LIRR Red Commitments (continued)*Signal & Comm*

RSSE - Train Wash Replacement - KO	Construction	Jun-25 \$15.20	Dec-25(A) \$4.60
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Delay due to longer than anticipated time to secure permits with Suffolk County as well as Real Estate issues. Value at award reflects a favorable bid.

Floral Park Platform Replacement (Design Only)	Design	Jun-25 \$12.50	Jan-26 \$12.50
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Slip due to the delay in the approval of the 2025-29 Capital Plan.

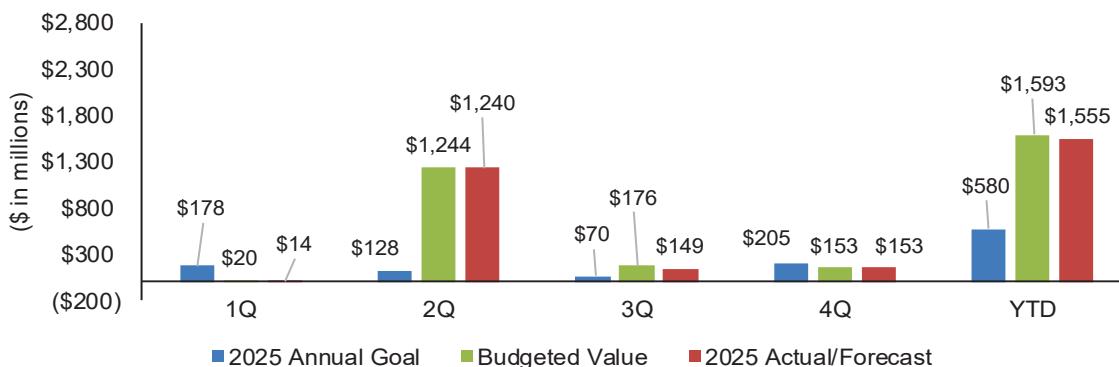
West Side Yard & East River Tunnel Mitigation	Construction	Jun-25 \$156.5	Mar-26 \$156.5
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Awaiting NYC DOT approval to build on NYC property; MTA Legal reviewing current addendum

MNR Capital Projects – Commitments – December 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	\$153	\$1,555
Budgeted Value	\$20	\$1,244	\$176	\$153	\$1,593



Schedule Variances

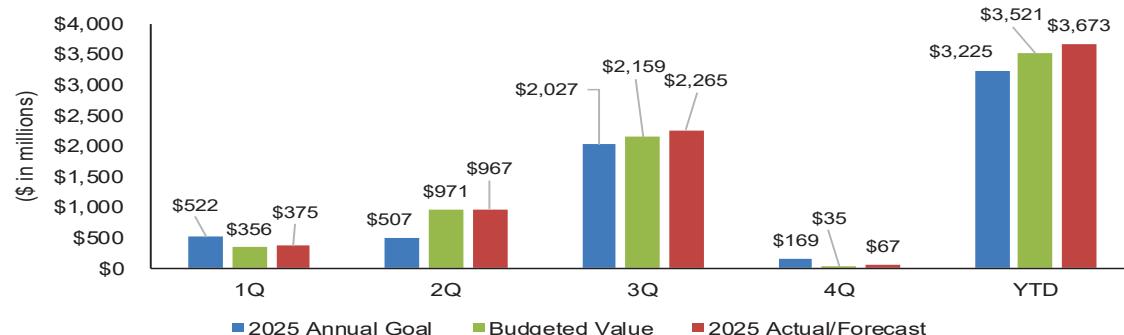
Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
1 Metro-North Red Commitments							
Red delays are beyond 2 months of goal.							
Track & Structures				Track & Structures			
2025 Cyclical Track	Construction	Feb-25	Jul-25 (A)	Moodna/Woodbury Viaduct	Construction	Nov-25	Jan-26
		\$ 55.0	\$ 55.0	Structural Repairs		\$ 36.0	\$ 36.0
Slip due to the delay in the approval of the 2025-2029 Capital Plan.							
2 Metro-North Amber Commitments (1 new this quarter)							
Due to an internal review of the project, the scheduled award date has been pushed.							
Hudson Line Track 1 Electrification (new this month)							
		Construction		Construction		Feb-25	Apr-26
						\$ 50.0	\$ 50.0

To improve efficiency along that portion of the Hudson Line, several projects have been consolidated into a single bundled package. This alignment of scopes has resulted in a later anticipated award date.

MTA Network Expansion Projects – Commitments – December 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	\$3,225
2025 Actual/Forecast	\$375	\$967	\$2,265	\$67	\$3,673
Budgeted Value	\$356	\$971	\$2,159	\$35	\$3,521



Schedule Variances

Project	Commitment	Goal	Actual(A)

2 Network Expansion Red Commitments

SAS

SASP2 Real Estate	Construction	Sep-25	Jan-26
		\$70.00	\$70.00

The schedule was adjusted after the FTA requested required updated appraisals

IBX

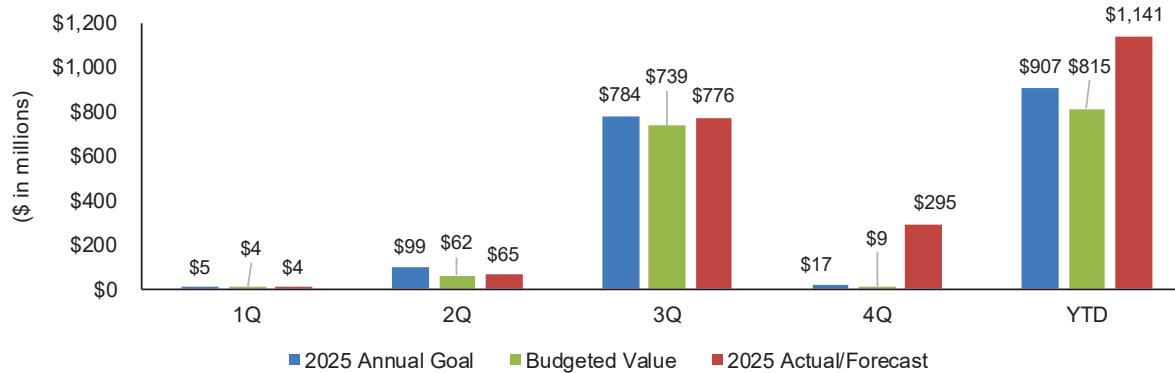
Interborough Express GEC	Design	Jun-25	Sep-25 (A)
		\$55.80	\$174.3

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 25-29 Capital Program.

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$5	\$99	\$784	\$17	\$907
2025 Actual/Forecast	\$4	\$65	\$776	\$295	\$1,141
Budgeted Value	\$4	\$62	\$739	\$9	\$815



Schedule Variances

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

Bridges

Rehabilitation of Tunnel Entrance/Exit - Manhattan	Construction	Jul-25	Sep-25 (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 – December 2025

Goal	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	
Total	44	3	2	3	2	1	3	1	1	3	5	0	6	14
Jan-25	2	2												
Feb-25	3	1	2											
Mar-25	3			1			1							1
Apr-25	4			1	2	1								
May-25	1													1
Jun-25	7		1			2			1	1	1			1
Jul-25	4					1					1			2
Aug-25	0													
Sep-25	1							1						
Oct-25	6								1					5
Nov-25	1									1				
Dec-25	12									1	1		6	4

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

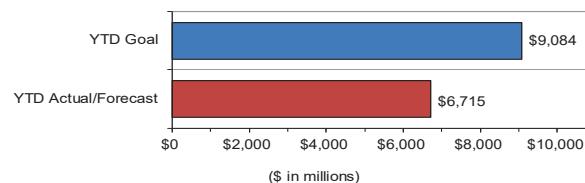
Completions Summary

In 2025, the MTA planned 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 December, the MTA completed \$6.72 Billion versus its annual goal of \$9.08 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 20 major completions with delays across all agencies. All are highlighted on the following two pages. In total 14 major projects have slipped into 2026, 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) contributing to the year-end forecast shortfall.

Budget Analysis

2025 Annual Goal	\$9,084
2025 Actual	\$6,715
Completion Goal Forecast	74%

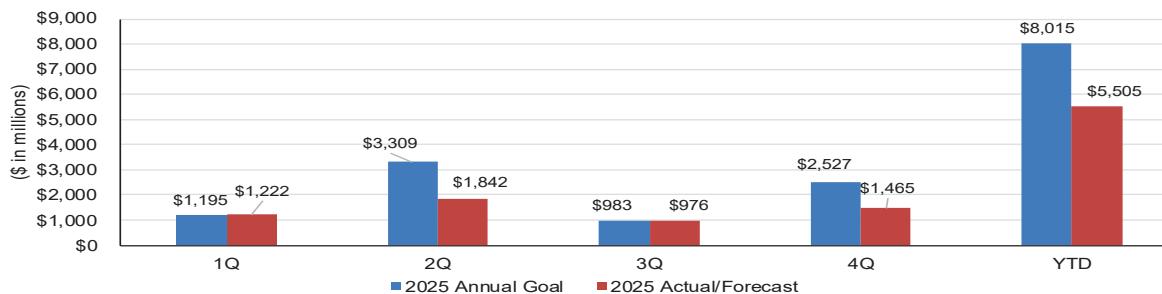


NYCT/MTA Bus Capital Projects – Completions – December 2025 – Budget Analysis and Schedule Variances (1 of 2)

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$8,015
2025 Actual/Forecast	\$1,222	\$1,842	\$976	\$1,465	\$5,505

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.
14 NYCT/MTA Bus Red Completions (3 new this quarter)				1 NYCT/MTA Bus Amber Completion			
ADA: 149 St Complex & Tremont Av	Construction	Mar-25	Apr-26	Jamaica Station Renewals	Construction	Jun-25	Aug-25 (A)
		\$ 163.0	\$ 105.0			\$ 172.0	\$ 169.5
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				
		\$ 220.6	\$ 217.7				
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	May-26				
		\$ 160.1	\$ 159.6				
Change in project schedule due to added communications scope, including intercom and CCTV server upgrades							



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

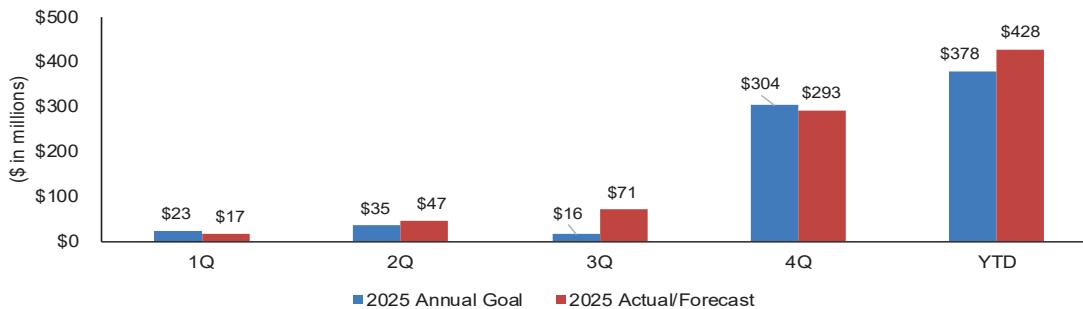
Schedule Variances							
Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
14 NYCT/MTA Bus Red Completions (3 new this quarter) Continued							
CBTC Culver	Construction	Jun-25	Sep-25 (A) \$453.20	Rail Car Acceptance and Testing Facility, Brooklyn	Construction	Jun-25	Sep-25 (A) \$110.00
The delay and the budget modification are due to a pending arbitration award. Change in estimate reflects latest cost at completion.							
MTA Bus				Grand Central Access Improvements: Main Mezzanine Finishes	Construction	Jul-25	Sep-25 (A) \$ 117.3
Storeroom Expansion - LaGuardia	Construction	Mar-25	Jun-25 (A) \$ 7.6	Change in forecast due to unforeseen structural and sprinkler work, and track access coordination related to the delivery of escalator parts		\$ 117.3	Sep-26 \$ 142.0
The contractor/subcontractor has encountered a manpower shortage issue, which has resulted in a project delay.							
Generator Replacement: College Point and Spring Creek (new)	Construction	Mar-25	Mar-26 \$ 17.7	Paint/Structure Repair: White Plain Road and Dyre	Construction	Oct-25	Sep-26
Delay, due to a number of issues, including a key component's manufacturer availability and the unforeseen need for internal shutdowns in order to terminate cable connections.							
HVAC Phase 2/Fire Control and CNG Ph. 2 - College Point (new)	Construction	Mar-25	Mar-26 \$ 22.4	Change in schedule due to remaining steel repair and painting work.		Oct-25	Mar-26 \$ 257.8
The schedule has extended beyond initial projections due to the need to implement operational workarounds to avoid performing work during normal depot business hours. In addition, the contractor is currently behind schedule on several critical activities, including fire alarm installations in both the Maintenance and Service Buildings.							
HVAC Phase 2/Fire Control and CNG Ph. 2 - Spring Creek (new)	Construction	Mar-25	Mar-26 \$ 12.0	Purchase 25 Hybrid Locomotives	Construction	Jul-25	Mar-26 \$ 161.2
Additional coordination was required to address HVAC integration with the building systems.							
Change in project schedule reflects operational issues with accepted units.							
ADA and Renewal: Borough Hall	Construction			Sandy Mitigation: Substation Hardening	Construction	May-25	Apr-26 \$ 159.2
Change in schedule due to remaining contractual work and coordination with outside agencies on utility scope.							
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.							

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$23	\$35	\$16	\$304	\$378
2025 Actual/Forecast	\$17	\$47	\$71	\$293	\$428

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.
---------	------------	------	-------------

3 LIRR Red Completions

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.

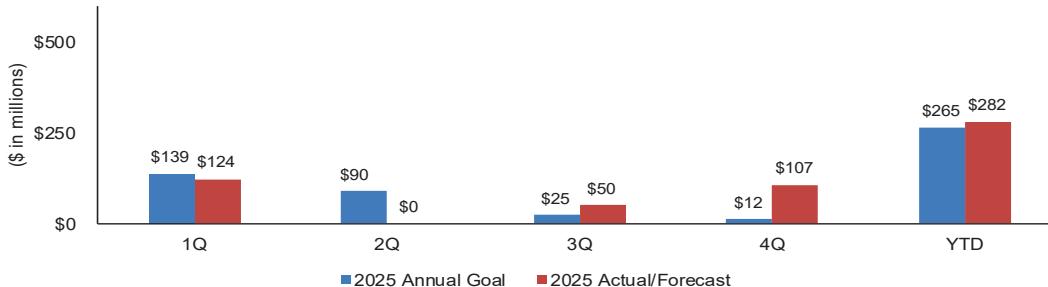
Fire Protection Improvements	Construction	Oct-25	Apr-26
		\$ 25.0	\$ 25.0

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

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$265
2025 Actual/Forecast	\$124	\$0	\$50	\$107	\$282
2025 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



Schedule Variances

Project	Completion	Goal	Act./Forec.
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1 MNR Red Completions

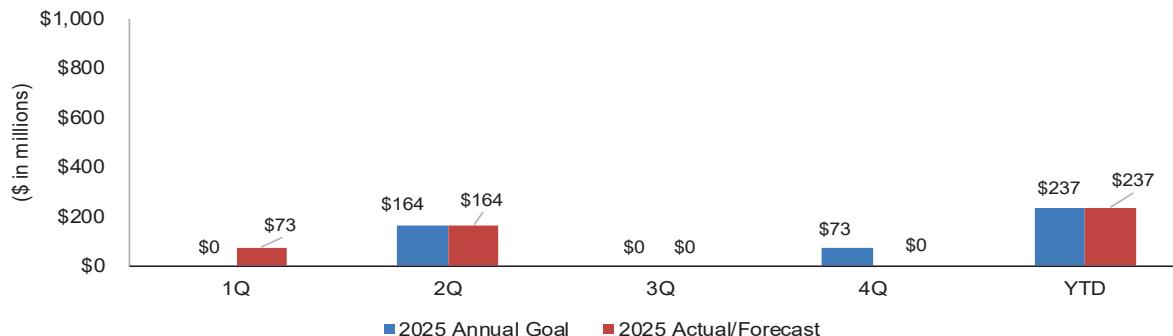
Power Infrastructure Restoration-Substations - Sandy	Construction	Jul-25	Jan-26
		\$50.0	\$50.0

The overall project has been hindered by delays attributable to both MNR and the contractor resulting in the final force account cutover being adversely affected.

MTA Network Expansion Projects – Completions – December 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	\$237
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

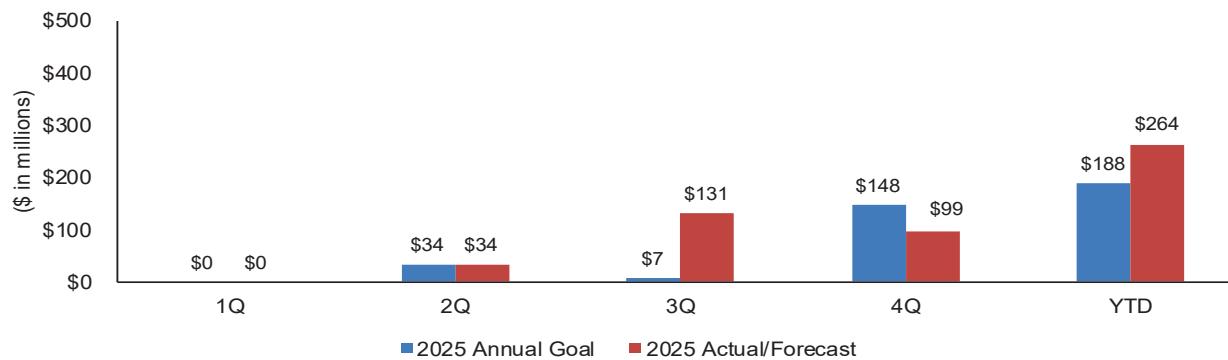
East Bound Re-Route	Construction	Apr-25	May-25 (A)
		\$ 163.6	\$ 163.7

East Bound Re-Route was activated and put into service 5/19/25.

B&T Capital Projects – Completions – December 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	\$188
2025 Actual/Forecast	\$0	\$34	\$131	\$99	\$264

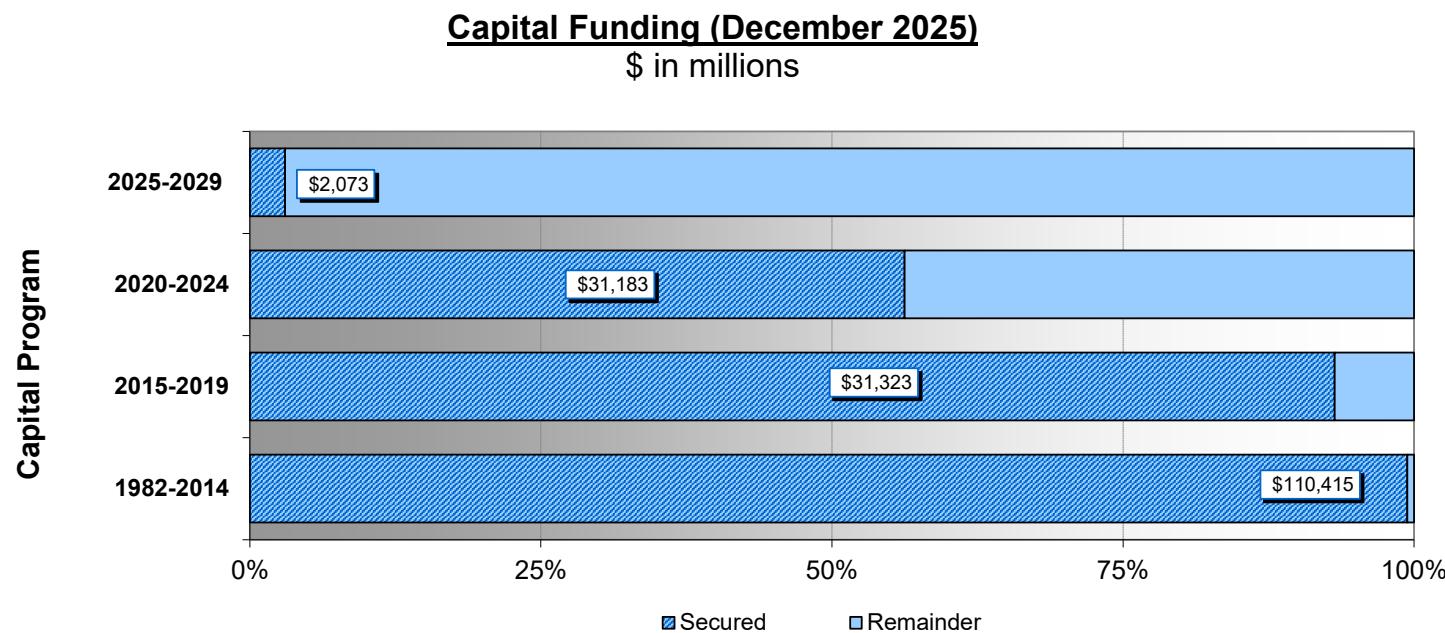


Schedule Variances

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

Status of MTA Capital Program Funding





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

Capital Funding Detail (December 2025)

\$ in millions

	Funding Plan		Secured		Remainder
	Current	Thru November	December	Secured to date	
2015-2019 Program					
Federal Formula	\$4,706	\$4,706	\$ -	\$4,706	\$ -
Federal Flex & Other (Incl HSR/Security/Core Capacity)	649	628	-	628	20
Federal New Start	1,400	1,400	-	1,400	-
State Assistance	9,118	8,248	-	8,248	871
City Capital Funds	2,092	2,066	-	2,066	27
City Non-Tax Levy Revenue Sources	600	-	-	-	600
MTA Bonds & PAYGO	11,203	11,203	-	11,203	-
Asset Sales/Leases	906	326	-	326	581
Other	267	70	-	70	197
B&T Bonds & PAYGO/Asset Sale	2,677	2,677	-	2,677	-
Total	33,619	31,323	-	31,323	2,295 7%
2020-2024 Program					
Capital from Central Business District Tolling*	\$15,000	\$999	\$ -	\$999	\$14,001
Capital from New Revenue Sources*	10,000	5,604	1,647	7,251	2,749 a
MTA Bonds and PAYGO	6,041	1,540	-	1,540	4,501
Other Contribution	177	-	-	-	177
Federal Formula	9,984	10,615	-	10,615	(632)
State of New York	3,159	1,211	350	1,561	1,598 b
City of New York	3,052	3,031	-	3,031	21
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-
Federal Flexible & Other	2,761	2,620	-	2,620	141
B&T Bonds & CBDT Infrastructure	3,253	1,269	291	1,560	1,692 c
Total	55,432	28,895	2,288	31,183	24,249 44%
2025-2029 Program					
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	-	100	100	4,100 d
City of New York	\$3,000	75	-	75	2,925
Additional MTA Self-Funding	\$3,000	-	-	-	3,000
B&T Bond & PAYGO	\$3,000	-	-	-	3,000
Total	68,400	1,973	100	2,073	66,327 97%

a) Receipt of \$1,647m in New Revenue Sources to support Transit and Commuter Rail projects in the 2020-2024 Capital Program.

b) Receipt \$350m in State capital funds for 20-24 Program projects.

c) Recognition of the earlier receipt of \$291m in proceeds for CBDT infrastructure.

d) Receipt of \$100m in State capital for 25-29 Program projects.

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, except for CRZ amounts which will be recognized beginning December 2026..

[^] 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.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE JANUARY 2026

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$ 7M.



Staff Summary

Page 1 of 1

Subject	Request Authorization for Several Procurement Actions									
Contracts Department										
Evan Eisland, Executive Vice President and General Counsel										
Board Action										
Order	To	Date	Approval	Info	Other					
1	Capital Program Committee	1/26/26	X							
2	Board	1/28/26	X							

Date: January 22, 2026			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Majority Vote</u>	# of Actions	\$	Amount
I. Modifications to Purchase and Public Work Contracts	1	\$	1,335,000
SUBTOTAL	1	\$	1,335,000

MTA Construction & Development proposes to award Non-competitive Procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>	# of Actions	\$	Amount
I. Modifications to Purchase and Public Work Contracts	1	\$	1,200,000
SUBTOTAL	1	\$	1,200,000

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

<u>Schedules Requiring Majority Vote</u>	# of Actions	\$	Amount
K. Ratification of Completed Procurement Actions	2	\$	4,550,426
SUBTOTAL	2	\$	4,550,426
TOTAL	4	\$	7,085,426

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.

JANUARY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule I. Modifications to Purchase and Public Work Contracts

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

1.	Judlau Contracting, Inc. Contract No. A46026	\$1,335,000	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board approval of a modification for the demolition of two decommissioned circuit breaker houses.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 1

Item Number: 1

Vendor Name (& Location)		
Judlau Contracting, Inc. (East Elmhurst New York)		
Description		
Repairs at Five Stations on the Flushing Line, in the Borough of Queens		
Contract Term (including Options, if any)		
January 3, 2023 – October 20, 2026		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		
Funding Source		
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name:		
Delivery, Mark Roche, Deputy Chief Development Officer		

Contract Number	AWO/Modification #
A46026	38
Original Amount:	\$ 216,982,730
Prior Modifications:	\$ 22,432,837.53
Prior Budgetary Increases:	\$ 29,267,379.44
Current Amount:	\$ 239,415,567.53
This Request	\$ 1,335,000.00
% of This Request to Current Amount:	0.62%
% of Modifications (including This Request) to Original Amount:	10.95%

DISCUSSION:

Contract A46026 is for state of good repair improvements at five stations on New York City Transit's Flushing Line in Queens and includes the repair and/or replacement of structural steel, platform reconstruction, and other state of good repair work. MTA Construction and Development requests Board approval of a modification to add the demolition of two decommissioned Circuit Breakers Houses ("CBHs").

This Modification is part of an effort to remove decommissioned structures from the MTA transit system. Various structures throughout the transit system have been abandoned for various reasons. These structures create a vulnerability in the system for fires, vandalism, and falling debris which may affect train service and the safety of employees and the public. As part of this effort, CBH 9, located at Van Dam Street and Jackson Avenue, and CBH 14, located at Van Dam Street and Queens Boulevard, have been identified for demolition. Both CBHs were decommissioned in the early 2000s after their functions were transferred to new CBHs nearby. This Contract was selected for this work due to the proximity of the CBHs to the 52nd Street Station on the Flushing Line for which the Contractor is already mobilized and performing station repair work. Additionally, there will be opportunities to perform this demolition work during scheduled service outages.

The Work consists of lead and asbestos abatement, demolition and removal of the structures, scraping and painting the steel framing exposed by the removal of the CBHs, and installation of a new metal railing.

The contractor submitted its proposal of \$1,771,306.56 for this work. Negotiations yielded an agreed upon price of \$1,335,000, which is considered fair and reasonable.

JANUARY 2026

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule I. Modifications to Purchase and Public Work Contracts

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

2.	Mitsubishi Electric Power Products, Inc.	\$1,200,000	<u>Staff Summary Attached</u>
	Contract No. S48017		

MTA Construction and Development requests Board approval of a modification to perform software upgrades to the Communications Based Train Control system so that it complies with MTA's updated Interoperability Interface Specification.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 1

Item Number: **2**

Vendor Name (& Location)		
Mitsubishi Electric Power Products, Inc. (Freedom Pennsylvania)		
Description		
CBTC Equipment for the Queens Boulevard East Line		
Contract Term (including Options, if any)		
January 3, 2022 – July 10, 2026		
Option(s) included in Total Amount?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> n/a		
Procurement Type	<input type="checkbox"/> Competitive	<input checked="" type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP	<input type="checkbox"/> Bid
		<input checked="" type="checkbox"/> Other: Modification
Funding Source		
<input type="checkbox"/> Operating	<input checked="" type="checkbox"/> Capital	<input type="checkbox"/> Federal
		<input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name:		
Delivery, Mark Roche, Deputy Chief Development Officer		

Contract Number	AWO/Modification #
S48017	8
Original Amount:	\$ 62,653,936
Prior Modifications:	\$ 2,816,560
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 65,470,496
This Request:	\$ 1,200,000
% of This Request to Current Amount:	1.83%
% of Modifications (including This Request) to Original Amount:	6.41%

DISCUSSION:

Contract S-48017 requires Mitsubishi Electric Power Products, Inc. (“Mitsubishi”) to design, furnish, test and commission wayside Communication Based Train Control (“CBTC”) equipment on the Queens Boulevard East Line, replacing the existing fixed-block signaling system. MTA Construction and Development requests Board approval of a modification to perform software upgrades to the CBTC system so that it complies with MTA’s updated CBTC Interoperability Interface Specification (“I2S”).

The Contract requires Mitsubishi’s CBTC system to comply with the version of the I2S in effect at Contract award to ensure interoperability between the various CBTC systems installed on different lines across the subway system. Since award, MTA, in coordination with its CBTC vendors, has updated the I2S to resolve ambiguities, address operational needs, and add functions required for enhanced system-wide safety and compatibility. This modification requires Mitsubishi to implement software changes addressing 23 updates or clarifications to the I2S that have been issued since Contract award that will reduce the separation between trains, speed up train turnaround times, improve the management of traffic direction changes, implement better collision prevention protocols, improve information available for maintenance activities and enable a reduction of wayside equipment for future CBTC installations.

Mitsubishi submitted a proposal of \$1,489,259.72 for this work. Following negotiations, the parties agreed to a final lump-sum price of \$1,200,000, which is considered fair and reasonable. This modification will not affect the Contract Schedule.

JANUARY 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for all items requiring Board approval)

3. RK Contracting Inc.	\$550,426	<u>Staff Summary Attached</u>
Contract No. 6513		

MTA Construction and Development requests Board ratification of a modification compensating the contractor for added work necessitated by unanticipated site conditions and extending the Contract's Substantial Completion date by 161 calendar days, from October 21, 2024 to March 31, 2025.

4. Hitachi Rail GTS USA Inc.	\$4,000,000	<u>Staff Summary Attached</u>
Contract No. S48013-2		

MTA Construction and Development requests Board ratification of a modification to resolve the contractor's claim for delay caused by delays in the production of new R211 subway cars.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: 3

Vendor Name (& Location)		
RK Contracting Inc. (Syosset New York)		
Description		
Bethpage Facility Improvements - HVAC System (SBMP – Tier 2)		
Contract Term (including Options, if any)		
December 26, 2023 – October 21, 2024		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		
Funding Source		
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name:		
Delivery, Mark Roche, Deputy Chief Development Officer		

Contract Number	AWO/Modification #
6513	3
Original Amount:	\$ 4,950,000
Prior Modifications:	\$ 194,656
Prior Budgetary Increases:	\$ 497,582
Current Amount:	\$ 5,144,656
This Request:	\$ 550,426
% of This Request to Current Amount:	10.7%
% of Modifications (including This Request) to Original Amount:	11.1%

DISCUSSION:

Small Business Mentoring Program Contract No. 6513 ("Contract") is for improvements to the heating, ventilation and air conditioning ("HVAC") system at Long Island Railroad's Bethpage Employee Facility. The Contract requires the furnishing and installation of a new HVAC system within the fit-out warehouse portion of the new Bethpage Employee Facility. MTA Construction and Development ("C&D") requests Board ratification of a modification compensating the contractor for added work necessitated by unanticipated site conditions and extending the Contract's Substantial Completion date by 161 calendar days, from October 21, 2024, to March 31, 2025.

This modification principally addresses the cost and delay associated with the removal and reinstallation of HVAC equipment, ductwork, and piping that was found to interfere with the clearances and structural mounting necessary for the installation of a fire suppression system under a later awarded contract and the rerouting of gas piping that prevented access for routine maintenance to the existing electrical junction box. In addition, the concrete pads for the HVAC equipment were not adequate for the size, weight and required clearances of all of the equipment and needed to be replaced. Finally, the contractor was directed to perform additional fire caulking at eight duct penetrations and to install additional structural support for exterior masonry wall duct openings when it was found that the original design was not compliant with safety standards. This matter is being reviewed for design errors and omissions and claims for such errors and omissions will be pursued as determined appropriate.

Work under this Contract is complete and Substantial Completion was declared on September 5, 2025. The delay in Substantial Completion from March 31, 2025, to September 5, 2025, will be addressed in a separate modification that is being negotiated. This modification includes an excusable and compensable time extension of 161 calendar days extending the Substantial Completion date from October 21, 2024, to March 31, 2025.

On May 21, 2025, the Contractor submitted a proposal in the amount of \$577,312, inclusive of both direct costs and impact costs for the 161-day time extension. Negotiations yielded a total agreed cost of \$550,426 which is considered fair and reasonable. This modification is being presented to the Board pursuant to Article 8 of the All-Agency General Contract Procurement Guidelines because it increases the total contract price by more than ten percent of the original value.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: 4

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

Contract Number	AWO/Modification #
S48013-2	12
Original Amount: (including options)	\$ 47,174,567
Prior Modifications:	\$ 51,338,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 98,512,567
This Request:	\$ 4,000,000
% of This Request to Current Amount:	4%
% of Modifications (including This Request) to Original Amount:	117%

DISCUSSION:

Contract S48013-2 (the “Contract”) provides carborne Communication-Based Train Control (“CBTC”) equipment for the MTA’s R211 subway car fleet. MTA Construction & Development (“C&D”) requests Board ratification of a modification to resolve Hitachi’s claim for schedule delays caused by delays in the production of the R211 subway cars.

Under the Contract, Hitachi is responsible for designing, furnishing, supporting installation, and testing CBTC carborne equipment on R211 cars. The Contract includes a base scope and two options, covering a total of 309 R211 train units. The Hitachi-provided carborne equipment enables R211 trains to operate on CBTC-equipped lines, including the Crosstown, Culver, Eighth Avenue, Queens Boulevard, Canarsie, and Flushing lines.

The Contract required Hitachi to deliver its equipment to the car manufacturer and support installation and post-installation testing. While Hitachi delivered the CBTC equipment on-time, it could not be installed because of delays in the production of the R211 cars. Delivery of the R211 trains under the base Contract was expected by February 2022 but was completed in March 2024. Option 1 delivery completion was scheduled for May 2024 but is now projected for July 2026. Option 2 delivery was scheduled for April 2026 but is now projected for July 2027.

As a result of these delays, Hitachi submitted a claim for time extensions to the various Contract milestones and associated impact costs totaling \$8,029,193. Following analysis of Hitachi’s claim and negotiations, C&D and Hitachi agreed to a \$4,000,000 price increase attributable to increased wages, extended field office expenses, costs to keep the work site open, and extended insurance and bonding due to an extension of the project Work through May 25, 2028, which is considered fair and reasonable. In addition to the increased Contract Price this modification also revises the interim milestones to reflect the revised forecasted dates listed above.