

Capital Program Committee Meeting

Monday, 3/23/2026

12:00 - 1:00 PM ET

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Siemens Mobility, Inc.	\$120,950,000	Adoption of a resolution, pursuant to New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines, declaring that competitive bidding is impractical and that it is in the public interest for C&D to utilize a non-competitive procurement to (i) develop and implement enhancements to the Automatic Train Supervision system for New York City Transit's B-Division and (ii) provide 5G-based carborne Data Communication System equipment for 347 R160 and 73 R179 subway trains to enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines and for approval to award a non-competitive contract for such services.
Contracts	SAS2-C3 Joint Venture	\$1,015,340,000	Approval to award a publicly advertised and competitively solicited contract for design-build services for the excavation and construction of the structural shells for the 106th Street Station and the structures necessary to connect the station to existing tunnels north and south of the station for Phase 2 of the Second Avenue Subway program.
Contracts	Elzly Technology Corporation	\$1,091,247	Approval to award a publicly advertised and competitively solicited contract to provide environmental analysis and testing services to support protective coating projects for various Bridges and Tunnels' locations.
Contracts	Prismatic Development Corp.	\$5,000,000	Approval to award a modification to a contract that will resolve all remaining claims asserted by the Contractor, including all claims for compensable and excusable delay.
Contracts	Siemens Mobility, Inc.	\$2,500,000	Approval to award a modification to a contract to a contract to procure additional spare parts for the on-board controller equipment installed on New York City Transit's R179 subway car fleet.
Contracts	Various	\$20,000,000 (aggregate)	Approval to increase the total aggregate budget for a series of indefinite quantity contracts for architectural and engineering services.
Contracts/TOD	JP Morgan Chase	\$1,100,000,000	Authorization to execute amendments to the existing Viaduct Agreement in support of the rehabilitation of additional sections of the Park Avenue Train Shed.

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

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

**Meeting Minutes
February 25, 2026
9:00 a.m.
2 Broadway
New York, New York**

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

Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Daniel Garodnick
Hon. Michael Fleischer *
Hon. Marc Herbst
Hon. David Jones *
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. David Mack*
Hon. Melva M. Miller
Hon. Dr. John-Ross Rizzo
Hon. Edward Valente
Hon. Neal Zuckerman

The following alternate non-voting members were present:

Hon. Gerard Bringmann
Hon. Randolph Glucksman*

The following Board Members were not present:

Hon. Samuel Chu
Hon. Haeda B. Mihaltses
Hon. James O'Donnell
Hon. Lisa Sorin
Hon. Midori Valdivia
Hon. John Samuelsen

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

Chair Lieber called to order the January joint meeting of the MTA Board and Committees (TBTA, Joint Railroad, New York City Transit, Capital Program, Audit and Finance Committees).

A safety announcement was made.

1. PUBLIC SPEAKERS' SESSION

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

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

John Chiarello, TWU Local 100
Christopher Greif, ADA Accessibility Transportation
Ike Urquhart, Private citizen
Jason Anthony, LIRR ADA Task Force
Lisa Daglian, PCAC
Sagine Pierre Charles, West Hempstead Chamber of Commerce*
Jesse Figueroa, private citizen*
Syed Husain, TWU Local 100*
Iris Kelly, DIA
Evan Yankey, Brooklyn Center for Independence of the Disabled
Miriam Fisher, private citizen*
Mo-Yain Tham, Jobs to Move America*
Erline Meus, private citizen*
Arthur Miller, Transportation Legal Services*
Michael Ring, DIA
Omar Vera, private citizen
Andy Pollack, Passengers United*

2. CHAIR'S REMARKS

MTA Chair and CEO Janno Lieber delivered his update at the February 2026 Board meeting. He opened by

expressing his appreciation to all attendees, with special acknowledgment to the members of the public who made the effort to join this morning. He noted that for two consecutive months, committee meetings have been delayed and consolidated into the Wednesday Board meeting. Chair Lieber stated that a poll will be conducted later to assess whether the Board prefers holding all Board business on a single day.

Chair Lieber remarked that the blizzard was one for the books, and extended his appreciation to the MTA workforce. He noted that employees worked extremely long hours, as the agency presidents are well aware. He observed that some of staff may have finally been able to get some rest. Chair Lieber stated that the agency is incredibly proud of how this team performed, emphasizing that New York never stops, never sleeps, especially at MTA during these events. Chair Lieber commended the workforce for rising to the occasion.

Chair Lieber reported that a new ‘Thank You’ campaign was launched yesterday. He recognized Shanifah Rieara and her team for developing the campaign, which features some images of employees working tirelessly throughout the storm. The campaign is intended to make sure that New Yorkers understand and appreciate the significant efforts required to maintain service during the storm and to restore service yesterday.

– Chair Lieber further emphasized that the successful storm response was the result of not only hard work but also extensive preparation. He noted that as soon as the forecast shifted, the team began mobilizing, including pre-positioning a ton of equipment and people well before the first flakes flew. Referring to the presentation on screen, he acknowledged that it illustrated the amazing work to get all the equipment and to have a plan.

The Chair stated that it all paid off in the end. The subway system continued operating throughout the blizzard, though with delays and service adjustments. As expected, ridership was low – less than a million customers, representing about 22-23% of a usual Monday. The Chair noted he was especially impressed by how MTA was able to maintain service on the outdoor parts of the system, which are more vulnerable during snow events. The commuter rails also persevered through the initial phase of the storm and engineered an orderly and successful shutdown .

Chair Lieber stated that the buses operated with reduced frequencies and some detours based on road conditions, but the bus system served over 200,000 riders. The Chair continued to say there was good collaboration with NYC Department of Sanitation and highlighted MTA’s support for DSNY’s expanded efforts to keep the bus stops clear – a lesson learned from the first storm. Chair Lieber noted that significant improvements in bus stop conditions were evident, as acknowledged by several speakers this morning.

The Chair stated that the most significant impacts were on Long Island, where President Free made the responsible decision to temporarily suspend LIRR service. He noted that in an environment of intense wind and drifting snow, it was prudent to focus on clearing the snow without risking customers becoming stranded. The system was restored with limited service by 4 a.m. on Tuesday.

Chair Lieber stated that Metro-North maintained service throughout the storm, operating hourly service for most of Monday and providing an enhanced Saturday program yesterday, which amounted to roughly two thirds of normal weekday service. He emphasized that for the MTA, travel can’t stop for snow, essential workers must get to their jobs, and people need to get to medical appointments. The Chair noted that the paratransit team completed approximately 2,000 trips yesterday the majority of which were to travel to medical appointments.

The Chair noted that the storm response, while effective, carries significant financial implications. He emphasized the importance of closely evaluating the impact on the MTA’s budget and stated that the agency

has begun collecting the necessary data. The Chair explained that while the MTA budgets for a certain level of winter related events, repeated severe events requires transparency about the associated costs.

Chair Lieber stated that as severe weather events becomes more frequent – blizzards, torrential rainfall, coastal surge, and other climate change impacts – the MTA must be fully prepared to respond. He emphasized that MTA’s partners in the public sector should recongnize that not all overtime is bad overtime.

The Chair stated he would conclude his remarks and move on to the committee reports.

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

3. NEW YORK CITY TRANSIT COMMITTEE

A. President’s Update

Demetrius Crichlow, President, NYCT, delivered the President’s Report.

President Crichlow reported that NYCT managed three significant weather events during the month of February - a major snowfall, a hard cold freeze, and a blizzard with limited warning. He said the NYCT team mobilized winter operations with minimal lead time, quickly repositioning personnel and equipment to sustain service. He said throughout the storm, employees demonstrated exceptional resilience, delivering more than a million rides, protecting key corridors and ensuring essential workers could travel. President Crichlow noted that recovery required extensive around-the-clock efforts, including digging out yards, clearing stations and tracks, and restoring regular service across subways, buses and paratransit. He expressed deep gratitude for employees’ dedication throughout the events.

President Crichlow reported that weekday on-time performance for subways was 84.3% prior to the storm and decreased to 74.4% in the days following the storm. He commended the subways team for its effective response to the challenges, noting that by the final week of February on-time performance had recovered to 80%.

President Crichlow reported that the January storm and freeze caused widespread detours and significant disruption to bus operations, but that the Bus Command Center effectively managed headways and real-time adjustments using improved technology. He said metrics for January 26–30 were excluded due to storm impacts, and that with these exclusions, service delivered was 95.1%, up month over month and year over year. President Crichlow reported that customer journey time performance was 72.1%, up from the prior month and consistent with last year, and that average bus speed rose to 8.4 mph, also up month over month and in line with last year.

President Crichlow reported that Paratransit performed strongly in January despite winter-storm impacts. He said pre-storm on-time performance exceeded 97% for weekday trips and nearly 99% for weekend trips. He reported that for the full month including storm-affected days, 30-minute on-time performance was 95.6%, above the 94% goal and in line with December. President Crichlow reported that January ridership totaled 878,000 trips, a 9% decline from December due to seasonal trends and storm impacts. He noted that year-over-year ridership increased 7.6% and remains 35% above pre-pandemic levels.

Rachel Cohen, Senior Vice President, Paratransit, reported on Paratransit's 2025 achievements and outlined priorities for 2026. She stated that Paratransit's key priorities are to deliver excellent service by meeting and exceeding performance targets while enhancing safety and reliability; to increase the appeal of the service through expanded digital and self-service tools that improve efficiency and the customer experience; and to strengthen and expand the network by improving system performance and deploying the first modules of the new Paratransit Technology System.

President Crichlow recognized eight individual employees and two teams as Transit All-Stars and highlighted their exceptional contributions to the organization.

Refer to the video recording, the staff summary, and documentation filed with the records of this meeting, produced by the MTA and maintained in MTA records for the details of the presentation.

4. JOINT LONG ISLAND RAIL ROAD/METRO-NORTH RAILROAD COMMITTEE

A. Metro-North Railroad President's Report

Metro-North President Justin Vonashek ("President Vonashek") provided an update on Winter Storm Hernando, which brought more than two feet of snow and 50mph winds to the region – totaling approximately four feet of snowfall over the past month. Despite these conditions, Metro-North employees ensured the continued delivery of safe and reliable service.

President Vonashek stated that through continuous coordination, the team developed and executed an operational plan that allowed Metro-North to maintain service despite blizzard conditions. In advance of the storm, the team tested and confirmed the readiness of more than 400 pieces of snowfighting equipment and 550 switch heaters, pretreated stations, yards, and parking lots, and developed a service plan designed to ensure safety and reliability. Normal Sunday service operated as scheduled; on Monday, hourly service was maintained during the storm, with weekend schedules on branch lines. Yesterday, a modified Saturday schedule delivered roughly 65 percent of normal weekday service. This morning, normal weekday operations resumed with only minor adjustments.

President Vonashek noted that ridership was understandably low during the storm; however, many trains still carried hundreds of customers who had no alternative means of transportation. These riders depended on Metro-North to reach essential workplaces, critical medical appointments, and other essential needs. When our customers relied on us, Metro-North delivered. President Vonashek extended his appreciation to

the thousands of Metro-North employees whose dedication made this performance possible, noting that their efforts were tremendous.

President Vonashek continued with ridership. Metro-North's January ridership experienced a brief pause in its growth trend, due largely to last month's extreme cold, Winter Storm Fern, and the subsequent freezing temperatures. Total January ridership was 5.3 million, essentially flat compared with January 2025, and approximately 78 percent of January 2019 levels. Weekday ridership was 3.3 percent higher than January 2025. January's on-time performance (OTP) was 95.2 percent, exceeding the 94 percent goal but falling below the typical performance as a result of the storm and prolonged adverse weather. Notably, OTP for January – excluding the days affected by Storm Fern and the immediate aftermath, when crews were addressing snow removal and extreme cold – was 97.8 percent.

President Vonashek stated that safety performance for the 12-month period ending December 2025 remained strong. The reportable customer injury rate was 1.52 per one million customers, and the reportable employee lost time injury rate was 1.80 per 200,000 working hours.

President Vonashek provided a brief update regarding a recent operational change at Metro-North. The railroad has adopted universal train spotting, a practice commonly used by other commuter railroads. The concept is straightforward: at most stations, all trains will stop at the front of the platform in the direction of travel, regardless of platform length. This change offers benefits for both customers and train crews. Trains will arrive and depart from the same platform location each day, creating more predictable travel patterns for customers. Consistent stopping locations also enable crews to more effectively assist customers who may require support. Additionally, this approach will allow the team to provide more detailed and accurate information in the TrainTime app. President Vonashek stated that Metro-North is confident that this change will enhance its ability to better serve customers.

President Vonashek announced that on February 2, Metro-North celebrated Grand Central Terminal's (GCT) 113th anniversary. The terminal first opened its doors on February 2, 1913, and thanks to the outstanding work of the GCT building maintenance team, it remains as magnificent today as it was on opening day. More than a century later, Grand Central Terminal continues to serve as a major New York City attraction, drawing both residents and visitors while functioning as a vital transportation hub. With the opening of Grand Central Madison, it is now easier than ever to connect between Metro-North, New York City Transit, and the Long Island Rail Road. As a result, more customers are utilizing the Combo Ticket to travel on both Metro-North and the LIRR, with sales in 2025 up 25 percent.

President Vonashek noted that transportation is not the only activity thriving at Grand Central Terminal. Metro-North's strong partnership with MTA Real Estate continued in 2025, which proved to be an exceptional year for both retail activity and event programming. Retail occupancy remains above 90 percent, supported by five new openings in 2025 and additional openings planned for this year. Total retail rental revenues increased 31 percent from 2024, and event revenue reached an all time high of \$3.4 million in 2025. By adopting new event coordination processes and expanding the number of available event locations, Grand Central Terminal hosted a record breaking 82 events throughout the year. President Vonashek encouraged everyone to visit Grand Central Terminal and experience one of these outstanding events.

Chair Lieber acknowledged MTA Chief of Real Estate Transactions, David Florio, and the retail leasing team for their outstanding job at Grand Central Terminal. He noted that the former Michael Jordan space now hosts an elegant, fully operating restaurant, and the Grand Brasserie across from the former Vanderbilt Hall has successfully activated that area. Chair Lieber emphasized that Grand Central is thriving both as a retail destination and as an attraction, and he commended the team for their excellent work.

Board Member Valente commended the labor teams for their exceptional performance during the recent storm. He stated that during Monday's blizzard, Metro-North was able to maintain service – operating an hourly, reduced weekend type schedule – thanks to the intense, around the clock efforts of the crews. Board Member Valente added that Metro-North was able to keep service running throughout the blizzard by operating snowfighting equipment, clearing switches, monitoring track conditions, maintaining signals, and continuing to run trains through the storm and its aftermath. He emphasized that labor traversed hazardous road conditions at the height of the blizzard to report to work, noting that while many employees elsewhere were able to take a snow day or work remotely, such options are not available to most craft employees. He stated that Monday's storm was yet another example of why Metro-North, and the entire MTA workforce, deserves the recognition and praise being offered, and why their continued commitment through adverse conditions makes the agency the best in the industry. He expressed his thanks to the workforce.

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

B. Long Island Rail Road President's Report

LIRR President Rob Free ("President Free") reported on the historic storm that impacted Long Island and the region. President Free noted that some areas of Long Island received up to 30 inches of snow, with certain locations experiencing totals exceeding that amount, along with sustained winds of 35 mph and gusts reaching 89 mph – equivalent to hurricane force conditions. Snow drifts in parts of the railroad reached eight feet or more. President Free emphasized that this was one of the worst, if not the worst, blizzards to strike Long Island in recorded history.

President Free also highlighted the rapid change in the forecast, noting that as recently as Friday – two days before the storm – projections called for only 3 to 6 inches of snow. As a result, the railroad had to act quickly and adapt to the rapidly evolving conditions. President Free stated that extensive planning supported the railroad's response to the storm.

President Free reported that, based on the significantly upgraded storm forecast, the Long Island Rail Road implemented a planned, orderly shutdown at 1:00 a.m. on Monday. He explained that this approach ensured the safety of customers and employees, noting that the railroad's priority is to avoid stranding trains in conditions that would make rescue operations extremely hazardous. The shutdown also enabled employees to focus fully on snow clearing efforts.

President Free stated that more than 1,800 employees worked through the historic storm, operating and maintaining four de-icer trains, multiple patrol trains, and 15 pieces of on-track snow clearing equipment. Crews cleared snow from switches, third rail, platforms, yards, and parking lots, a task spanning 126 stations across 120 miles of territory, covering 700 miles of track (65 percent of which is electrified), 916 switches, and 35 yards.

President Free noted that he has been present for the major storms of 1996, 2006, 2016, and now 2026, and described this storm as one of the worst he has experienced. President Free expressed deep appreciation for the heroic efforts of LIRR employees, stating that when conditions are at their worst, the workforce consistently performs at its best. President Free thanked railroad employees for their extraordinary service during the storm.

President Free reported that ridership continued to increase modestly in January, despite significant weather impacts. Total ridership for the month was 6.1 million customers, representing a 2.3 percent increase over

January of the previous year. Commutation ridership rose 13.2 percent, and monthly ticket ridership increased 12.1 percent compared to January of last year.

President Free noted that despite the persistent cold weather, ridership records were still broken in February. On February 10, the railroad accommodated 81,574 customers during the morning peak period based on load weigh counts. For the month of February, ridership reached 80,000 or more on four occasions, the highest frequency recorded since the pandemic. President Free stated that the railroad had previously reached that threshold only once in a month, a total of about three times historically. He emphasized that ridership continues to show steady growth.

President Free also reported that January's OTP was 94.5 percent, exceeding the goal despite the weather. He noted that just prior to the storm, OTP had been approximately 97 percent, underscoring the dramatic impact of the weather conditions.

President Free reported that for safety performance, LIRR achieved a 27 percent reduction in its customer injury rate and a 15 percent reduction in its employee injury rate for the 12-month period ending December 2025.

President Free announced that for St. Patrick's Day, the railroad will operate four additional morning trains into the city for parade attendees, and extra trains will be staged during the afternoon to accommodate customers as needed.

In response to a question from Board Member Garodnick regarding whether there were any lessons learned or areas that either railroad believed could be improved in future events, President Free stated that, consistent with the Chair's direction, all agencies will conduct a lessons learned review to compile information and identify opportunities for improvement. He noted that nothing significant emerged that would have changed the service provided, emphasizing that the operating conditions were exceptionally severe. He added that, despite the shutdown, service was restored on the busiest branches within hours of the storm's end, with full service resuming the following morning. President Vonashek concurred, noting that Metro-North operated Sunday service and provided hourly service on Monday with minimal delays. He stated that lessons learned from prior storms were applied and that, while there are always areas to refine, nothing would have significantly changed the outcome.

In response to a further question from Board Member Garodnick regarding any improvements made as a result of lessons learned from the previous storm, President Vonashek explained that Metro-North has long utilized a 'straighttrail' plan to minimize the number of switches used during severe weather. For this storm, the team was challenged to further reduce switch movements, and they successfully identified additional switches that could be avoided. He noted that fewer switch operations reduce the need for crews to clear ice and snow, decreasing the likelihood of switch failures and helping equipment operate more reliably. He added that this approach requires crews to perform work in preparation for restoring full service after the storm, but it reflects a continued focus on improvement. President Vonashek stated that while nothing was done incorrectly during the prior storm, this event offered another opportunity for learning and refinement.

Chair Lieber added that an after-action review would be conducted. He commented on the importance of diesel equipment, stating that while diesel is sometimes viewed negatively, fleet diversity is advantageous under the storm conditions. He emphasized the need to review staffing logistics to ensure employees can report to work despite severe weather and indicated that this issue would be examined as part of the after-action review.

President Crichlow noted that during a conference call yesterday, the discussion highlighted many positive aspects of the storm response. He cited improved consistency of service, particularly in the Rockaways,

where service was maintained despite significant challenges. He emphasized the dedication of employees who sheltered in place and remained onsite throughout the storm, enabling a faster recovery once conditions improved.

President Crichlow also commended the paratransit operation for proactively contacting customers and canceling nonessential trips while continuing to serve those with critical needs. He stated that this strategic approach helped preserve resources and ensured personnel were in position to support a timely resumption of full service.

Board Member Leathers stated that Sunday's blizzard was a significant test of the system's infrastructure, operations, and workforce. He publicly recognized the exceptional efforts of the employees of the MTA and the Long Island Rail Road, particularly those in the engineering, maintenance of equipment, and transportation departments. He noted that while most residents remained safely indoors, employees were already mobilized – clearing switches, deicing third rail, plowing yards, inspecting track, protecting critical infrastructure, and preparing for the safe and efficient resumption of service. He emphasized that snow removal on a railroad requires precision, coordination, and a strong commitment to safety. Board Member Leathers said he witnessed many hours of dedicated work and expressed his gratitude to the workforce.

Chair Liber thanked the members of SMART and the broader labor force at the Long Island Rail Road.

Board Member Herbst expressed appreciation for the excellent work of the workforce and leadership during the blizzard. Drawing on his experience with storm responses over many years, he emphasized that communication was especially strong during this event and was critical to the success of the operation. He noted that the storm was declared a state of emergency and residents were urged to stay off roads and rails, which allowed crews to respond efficiently. As snowfall increased dramatically – from an expected 6 inches to more than 30 inches – information was shared in real time, decisions were made quickly, and the public remained informed. He highlighted that there were no incidents of passengers stranded on trains or injuries from platform conditions, underscoring that safety was prioritized and crews performed exceptionally well. Board Member Herbst offered his thanks and commended the entire team for their work.

In response to a question from Board Member López to both railroad presidents regarding how communications with their respective counties – specifically local Departments of Transportation and other jurisdictions – are coordinated during storm events, and when those communications typically occur, President Free stated that communication with local counties and jurisdictions occurs both in advance of and throughout storm events. He noted that the railroad's government relations team works closely with local agencies, providing updates through email and phone calls. Because many station parking lots are maintained by municipalities rather than the railroad, coordination is essential to ensure those areas are cleared, particularly at stations where service was planned to resume first. He added that the railroad also coordinates with the State Department of Transportation as needed and maintains continuous communication during the storm. Additionally, LIRR staff are present at county Offices of Emergency Management (“OEM”) when Nassau and Suffolk OEMs are activated. President Vonashek added that Metro-North follows a similar approach and noted that the railroad also coordinates directly with the Connecticut Department of Transportation.

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

5. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

TBTA Executive Vice President Edwin King (“Executive Vice President King”) presented the agency report on behalf of President Catherine Sheridan (“President Sheridan”). This past weekend brought another extreme weather event to the region in the form of a blizzard that stretched into Monday morning. MTA Bridges and Tunnels’ (“B&T”) nine crossings remained open to vehicles throughout the entire duration of the storm. Traffic volumes were light with drivers obeying the city’s travel ban, and employees were on site ensuring safe passage for emergency and essential workers.

Executive Vice President King highlighted that B&T’s roadways were continuously plowed and deiced, and crews were at the ready to assist with only three minor collisions and four disabled vehicles requiring response. Over 36 continuous hours, B&T plowed over 12,000 lane miles of roadway and used 2,500 tons of deicer. B&T’s successful management of extreme weather events is a testament to pre-storm preparation protocols. Executive Vice President King credited the hard work and dedication of employees and teams across departments, and the MTAPD. On behalf of President Sheridan, he commended them for this effort.

Executive Vice President King stated that the agency’s coverage of the past two winter storms was further enhanced by the merger of two key divisions. Over the past year, B&T has strengthened safety and security by integrating the Security Operations Center (“SOC”) with the Operations Command Center (“OCC”), creating a unified command structure with a shared real time operating picture. The OCC is responsible for traffic monitoring, incident response, weather preparedness, and customer messaging, while the SOC oversees security, video surveillance, sensor technologies, access control, and advanced intelligent detection tools. Bringing these functions together enhances situational awareness and operational efficiencies by aligning traffic and incident management with comprehensive security monitoring. The OCC delivers timely customer alerts and service updates, while the SOC employs tools such as license plate readers, drones, and detection technologies to protect critical infrastructure. Together, they provide a 24/7 coordinated approach to transportation safety, emergency response, and security across all B&T facilities.

Executive Vice President King stated that B&T’s total 2025 traffic broke a record at 339 million crossings and yielded \$2.6 billion in toll revenue. B&T will provide more than \$1.3 billion in surplus to support the MTA’s mass transit system. MTA Chief Financial Officer Jai Patel will discuss the TBTA operating surplus in further detail during the finance section.

Executive Vice President King stated that there is an information item, the 2026 adopted budget and financial plan, which is detailed in the committee materials.

Executive Vice President King noted that there are no procurements this month.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the Commissioners’ questions and comments, and responses.

6. SAFETY COMMITTEE

Chief Safety Officer Carl Hamann advised the board members and the audience that the Key Safety Metrics and the agency safety presentations will not be presented but can be reviewed beginning on page 13 of the distributed book.

Mr. Hamann introduced the NYCT Public Transportation Agency Safety Plan, which by mandate of the Federal Transit Administration must be reviewed annually to incorporate any updates or modifications. Mr. Hamann requested that the plan be moved to the board for approval.

There was a quorum of over 7 members. Marc Herbst motioned for a vote and Blanca P. Lopez seconded the motion. The Safety Plan was approved. No questions or comments were raised.

7. COMMITTEE ON FINANCE

For details of the presentation given by Jai Patel, Chief Financial Officer, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records available on the MTA website.

Ms. Patel gave a brief overview of the February Financial Plan and noted that there were no changes from the December Adopted Budget, and that 2026 remains a balanced budget. Ms. Patel further provided an update on the three downstate New York City casino licenses awarded by the New York Gaming Commission.

Ms. Patel gave a brief overview of January 2026 performance and stated that January was favorable by \$89 million compared to budget.

Ms. Patel gave a brief update on the mortgage recording tax.

Ms. Patel concluded with an update on two transactions by the debt service team.

Ms. Patel responded to Chair Lieber that management is happy with the interest rates MTA is getting on bond transactions relative to what was projected.

Ms. Patel addressed Board Member Bringmann's question about overtime spending relative to specific incidents, like snowstorms.

8. CAPITAL PROGRAM COMMITTEE

Mr. Jamie Torres-Springer, President of MTA Construction & Development ("C&D"), delivered his report to the Board, noting that while C&D did not have a large operational response during the recent blizzard comparable to the operating agencies, the department played an important supporting role. C&D's responsibilities included ensuring that contractors cleared work zones, coordinating with operating agencies as needed, securing infrastructure such as hatches during high winds, assisting with snow clearing, and remaining available to support operational needs. Mr. Torres-Springer commended Ozzy Huertas, Head of Safety and Emergency Management, and his team for effectively coordinating these efforts across the MTA.

Next, Mr. Torres-Springer highlighted ongoing capital work, including the escalator replacement project at the Smith-Ninth Street station on the F and G lines. He explained that replacing escalators at this station - the highest elevated subway station in the Western Hemisphere - presents unique logistical challenges. Over the previous weekend, new escalator units were craned through the station roof and lowered into place, an operation that illustrates the complexity of the agency's current escalator modernization efforts.

Turning to administrative matters, Mr. Torres-Springer informed the Board that updates to the C&D work plan will begin in March, including new information from the Systems Business Unit regarding OMNY and new fare gates. The complete updated work plan will be presented in the following month's materials for committee approval.

Mr. Torres-Springer then provided an overview of C&D's strategic planning and performance. The agency is finalizing its strategic plan for delivering on commitments through 2026, which will soon be available in print and online. The plan focuses on three central goals: executing the Capital Program more effectively, quickly, and cost-efficiently; planning for the long-term future of the region's transit systems; and building a sustainable organization with the specialized expertise needed to manage the expanding Capital Program. The strategic plan outlines 35 specific goals supporting these objectives.

Reviewing C&D's performance in 2025, Mr. Torres-Springer reported that C&D achieved a record \$15.8 billion in contract commitments, more than doubling the five-year average. This increase reflects the accelerated pace required to implement the 2025-2029 Capital Plan, which emphasizes state-of-good-repair investments. Approximately \$5 billion of these commitments were supported by Congestion Pricing revenues. Looking forward, 94 percent of projects in the 2025-2029 Capital Program have already entered planning or design stages, and C&D anticipates maintaining a similar overall pace, issuing \$12.5 billion in new commitments.

Mr. Torres-Springer also discussed project completions, reporting \$6.7 billion in completed work in 2025. Although the total value of expected completions in 2026 will be somewhat lower due to the timing of rolling stock deliveries, several significant projects will be finished this year. Among them are improvements aimed at reducing the "Jamaica crawl" affecting LIRR operations through Jamaica Station, as well as substantial progress in addressing the backlog of aging subway elevators requiring replacement. Mr. Torres-Springer noted that while commitments currently exceed annual completions, this reflects the normal lag between contract awards and project completion, with 2027 expected to be a particularly strong year for project delivery.

Mr. Torres-Springer emphasized the agency's continued progress in cost containment and efficiency. Since the creation of C&D, which consolidated capital planning, contracting, and delivery functions, the agency has realized substantial savings. After reporting \$3 billion in savings at the end of 2024, C&D identified an additional \$1.2 billion in savings over the past year. These savings include approximately \$760 million achieved through value engineering during project planning, \$250 million realized through competitive procurement that yielded bids below engineering estimates, \$150 million from projects delivered below budgeted risk projections, and \$60 million from improved project management practices.

He cited several examples of these efficiencies, including cost reductions achieved by adopting a streamlined, CBTC-centric signaling model for projects such as the Fulton and Liberty Lines CBTC installation. This approach reduced equipment requirements and lowered per-mile costs by roughly 33 percent compared with legacy methods, saving approximately \$570 million across two major CBTC contracts. A similar approach will be applied to upcoming signaling work on the Sixth Avenue line.

Mr. Torres-Springer also described planning initiatives aimed at shaping the long-term future of the regional transit system. These include collaboration with the Port Authority to improve transfer and access conditions at Jamaica Station. Additionally, the Second Avenue Subway project's westward extension along 125th Street is currently being analyzed, potentially allowing tunnel boring machines to continue operating beyond the current project phase. Both initiatives are expected to significantly improve regional mobility.

Looking ahead, C&D's planning team will release a series of reports addressing future subway signaling strategies and concepts for the "station of the future," both emphasizing the use of new technologies to improve the rider experience. The agency is also focusing on addressing operational bottlenecks created by complex track configurations and interlined services. Work has already begun at two major bottlenecks, the DeKalb Avenue and Nostrand interlockings, and additional planning will identify improvements across the system.

Mr. Torres-Springer described innovations in contracting and project delivery. He highlighted the partnership with private stakeholders - including JPMorgan Chase, Vornado, the Rudin family, and the City of New York - to advance reconstruction of the Grand Central train shed beneath Park Avenue. Private contributions totaling \$75 million will support work on a major segment of the project, accelerating progress on rebuilding critical infrastructure that had previously been scheduled over a 35-year timeline. Through design-build methods and enhanced contractor engagement, C&D has been able to accelerate project delivery and reduce costs.

Mr. Torres-Springer outlined a forthcoming initiative known as "line-based bundling," which will group multiple types of state-of-good-repair work - such as ADA accessibility upgrades, track and tunnel repairs, power and signal work, and telecommunications infrastructure - into coordinated packages along specific line segments. By consolidating work into scheduled service outages, the approach is expected to maximize efficiency, complete more improvements during nights and weekends, and return stations to riders more quickly.

Mr. Albert asked a question about the status of the proposed Kirk Avenue station and whether it would be bypassed under the current plans. Mr. Torres-Springer clarified that the slide was intended only to highlight the general areas where work is planned along the line segment and that planning had not yet advanced to the level of detail necessary to determine the precise treatment of the station.

Mr. Torres-Springer continued his presentation by emphasizing that effective project delivery remains central to the C&D program. He referenced the Grand Central Circulation Improvements project as an example of successful program management under the C&D structure. That effort combined several major improvements into a single coordinated project, including the connection between the 4, 5, and 6 lines and the 7 line, upgrades to the Times Square Shuttle connection, improved access to the One Vanderbilt transit hall, and new circulation links to Grand Central Madison. The project also included construction of a new tunnel at the corner of 42nd Street and Lexington Avenue in collaboration with the Sandhogs. Mr. Torres-Springer reported that the project was completed \$46 million under budget.

Mr. Torres-Springer noted that C&D is deploying a range of strategies to deliver projects at scale. These include expanding work performed by in-house forces across New York City Transit and the commuter railroads, increasing participation by emerging small businesses, and strengthening project controls and management systems. He emphasized that building strong internal management capacity remains a priority for the organization. In 2025, C&D expanded its trainee program in both size and specialization and combined with a modest increase in total staff of approximately three percent, this effort has helped reduce reliance on outside consultants and generate approximately \$60 million in savings. Mr. Torres-

Springer noted that the agency has heard calls to increase in-house capacity and is working to do so through workforce development.

Next, Mr. Torres-Springer noted C&D's focus on technology and data-driven management. The Capital Program Dashboard introduced in 2025 will be expanded to include additional projects and provide greater transparency to the public. Internally, C&D is transitioning to a new project management information system designed to provide clearer oversight of cost and schedule performance across projects. Although less visible to the public, Mr. Torres-Springer noted that the system will significantly improve management productivity and allow the agency to integrate emerging artificial intelligence tools to support project oversight and decision-making.

Ms. Miller asked about the role of private investment in supporting capital projects, noting her interest in understanding how the agency solicits such investment and how it could potentially be expanded beyond situations where the private sector receives a direct benefit. Mr. Torres-Springer responded that a growing component of this strategy involves Transit Oriented Development initiatives, particularly those focused on encouraging housing construction near transit assets. Under policies such as zoning for accessibility, developers building within a certain distance of a subway station may provide accessibility improvements - such as elevators - or grant easements for future transit improvements in exchange for additional development rights. Mr. Torres-Springer stated that the agency is working with the City's new administration to explore expanding these programs to support both housing production and transit system improvements. Mr. Torres-Springer further explained that in some cases the MTA negotiates direct contributions from developers whose projects affect transit infrastructure. He cited the East Midtown redevelopment area as an example, where large commercial developers - including JPMorgan Chase, Vornado, and Citadel - are collaborating with the MTA to advance improvements to transit infrastructure while pursuing their own building projects. He emphasized that these arrangements create mutual benefits, enabling development while delivering improvements to the transit system.

Chair Lieber added that similar collaboration is underway in connection with the construction of a new entrance to the Grand Central Madison concourse, then the Chair ask Mr. Torres-Springer to comment more broadly on the use of public-private partnerships (P3s) in transportation infrastructure.

In response, Mr. Torres-Springer stated that the MTA remains open to P3 arrangements where they provide an effective delivery model. He noted that the agency recently opened an ADA-accessible station at Sheepshead Bay as part of a 13-station accessibility project delivered through a P3 agreement with the developer EAE, a Joint Venture between Forte and Halmar. Under this arrangement, private financing supported construction, but the project ultimately resulted in a lower bid cost. The developer is compensated only after demonstrating that the facilities have been constructed and are being maintained according to the MTA's standards. Mr. Torres-Springer acknowledged that the arrangement has involved some complexity, particularly as new vendors adapt to the MTA's systems and procedures but stated that the agency believes the model presents valuable opportunities for future projects.

Mr. Bringmann then asked whether similar private-sector contributions might be obtained to fund accessibility improvements at the Mets-Willets Point station, noting that nearby development proposals - including a casino and a large soccer stadium - would likely generate significant station usage. Mr. Torres-Springer responded that there is already a commitment from the developer to fund ADA accessibility improvements at the Mets-Willets Point station at its own expense, including assuming responsibility for potential cost overruns. He noted that discussions are ongoing with the project developers regarding the scope and timing of the work, as well as related improvements to the LIRR station and other infrastructure in the area.

Chair Lieber added that the broader casino licensing process has already produced substantial financial benefits for the MTA. He noted that, through commitments secured by Governor Hochul, each of the three casino license recipients has pledged \$500 million, providing an important component of the agency's operating budget solution and helping the MTA maintain and expand service while many other transit systems nationwide continue to face financial challenges.

Chair Lieber then raised a separate issue concerning the Second Avenue Subway project and the agency's relationship with the federal government regarding project reimbursements. He stated that the MTA has not received reimbursements from the Federal Transit Administration for approximately seven months despite having a formal funding agreement in place. While the agency has been able to continue advancing the project using state funds and available cash - avoiding the more immediate financial crisis faced by other projects such as the Gateway Program - Chair Lieber explained that the MTA has now reached a point where continued delays could jeopardize project scheduling and contracting milestones. At the urging of Governor Hochul, the MTA has therefore sent a formal legal letter to the federal government notifying them that, absent the prompt resumption of reimbursements, the agency may pursue legal action in federal court. Chair Lieber noted that approximately \$60 million in invoices have already been submitted for reimbursement, with additional eligible expenditures pending.

Mr. Torres-Springer added that the MTA had complied promptly with federal requests related to modifications in the project's disadvantaged business enterprise (DBE) program requirements. The agency submitted an updated plan and schedule for recertifying DBE participants and has not received objections from the relevant federal agencies. He noted that, to the agency's knowledge, those compliance steps had addressed the concerns raised, and he concluded by reiterating that the project team continues to move forward with the work while awaiting resolution of the reimbursement issue.

11. BOARD ACTIONS

A. CAPITAL PROGRAM COMMITTEE ACTIONS

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

1-6. Award of six publicly advertised and competitively solicited indefinite quantity contracts, one federally funded and one state funded, with each of Battelle Memorial Institute, Egis BLN, USA and TUV Rheinland of North America, Inc. (Contracts Nos. D81465 – D81470) to provide independent safety assessor services to support new technology and relay-based train control and signaling projects; and

7. Award of a publicly advertised and competitively solicited contract with FPM Engineering and Geology, PC (Contract No. D81725) to provide as-needed hydrology services.

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.

B. SAFETY COMMITTEE

Upon motion duly made and seconded, the Board voted to approve the following:

NYCT Public Transportation Agency Safety Plans

Refer to the staff summary 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.

C. FINANCE

a. Action

Upon motion duly made and seconded, the Board voted to approve the following:

First, certify the transfer of TBTA's approximately \$1.3 billion 2025 operating surplus to the MTA and the New York City Transit Authority. Second, recognize and transfer \$10.5 million of investment income. And third, authorize advancing to the MTA monthly a portion of TBTA's 2026 estimated monthly operating surplus.

b. Procurement

Upon motion duly made and seconded, the Board voted to approve the following:

Contract award for Homeless Outreach Staffing Services in support of the MTA Headquarters' Homeless Program Office initiative to maintain safe and secure transportation environment for MTA customers and employees. Essey Group LLC d/b/a The TemPositions Group of Companies. \$7,586,401.

Refer to the staff summary 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.

D. NYCT PROCUREMENT

Upon a motion duly made and seconded, the Board voted to approve the following:

- a. Contract award for Software System Maintenance and Support Services for the Automatic Train Supervision system on the A-Division for MTA IT; Modification for contract extension and additional funding. Siemens Mobility, Inc \$9,180,407;
- b. Contract award for Software and SYstem Maintenance and Support Servies for the Public Address/Customer Information Signs System, Phase II ("PA/CIS II") for MTA IT; Modification for contract extension and additional funding. Siemens Mobility, Inc \$7,042,131; and
- c. Miscellaneous Service Contract awards for the provision of Acess-A-Ride ("AAR") Paratransit Supplemental Service. Multiple vendors.

Refer to the staff summary 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.

E. Real Estate Actions

Miriam Harris presented February 2026 real estate report.

Upon motion duly made and seconded, the Board voted to approve the following:

Property acquisition for Second Avenue Subway Phase 2:

The acquisition of a subsurface easement (19,314 sq. ft.) for a portion of the subway tunnel and a construction access license (28,442 sq. ft.) for the performance ground improvement work in furtherance of the construction of Phase 2 of the Second Avenue Subway beneath an unbuilt portion of the NYCHA's Senator Robert F. Wagner Senior Houses complex at 2340 Second Avenue.

This action will facilitate the construction of the subway tunnel where the alignment of the Second Avenue Subway turns the corner from Second Avenue to traverse 125th Street.

The cost of the easement and the construction license were determined by independent appraisal and are \$640,000 and \$180,000, respectively.

Jamaica Bus Terminal Lease

The modified lease terms and authorization to execute the Lease and Design & Construction Agreement for the Jamaica Bus Terminal Replacement Facility.

In October 2023, the Board approved the original LOI with Jamaica Village Owner LLC for the construction and long-term lease of a new 75,000-square-foot bus terminal in Jamaica, Queens on the site of the former leased terminal. This facility is critical to bus operations for MTA Bus, NYCT Bus, and NICE, serving eastern Queens and western Nassau County. Since then, the existing terminal has been vacated, and operations have been temporarily relocated to a swing space nearby.

Following that, MTA proceeded to negotiate the full ground lease and design and construction documents. However, due to rapidly increasing construction and financing costs, the lessor became unwilling to proceed under the original economic terms of the LOI. To preserve this essential project, MTA engaged in extensive negotiations to secure revised terms that remain fair and market aligned.

Key Modifications

The proposed changes include:

Base Rent Adjustment: Lease Years 1–5 increase from \$3.1 million to \$4 million annually, with proportional increases thereafter.

Concessions from Lessor:

Elimination of the market-rate rent adjustment in Year 51

\$1.25 million landlord fit-out contribution

Reduction of purchase option to 80% of fair market value

Additional caps on CPI-based rent adjustments over the 90-year term

Independent appraisal confirms these terms are within market range. Importantly, the transaction documents have been fully executed by the lessor and are held in escrow, pending your approval.

This project is essential to sustaining bus service for thousands of riders and advancing our long-term transit strategy in Queens. The modified terms protect MTA's interests while ensuring timely delivery of the replacement facility.

Ms. Harris addressed Board Member Miller’s question about the term of the Jamaica Bus Terminal Lease.

12. APPROVAL OF MINUTES

Upon motion duly made and seconded, the Board approved the minutes of MTA Joint Committee and Board meeting held on January 28th 2026, and the minutes of each Committee meeting as distributed.

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

13. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:56 am.

Paige Graves
General Counsel and
Corporate Secretary
MTA

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

David Farber
General Counsel and
Corporate Secretary
NYCT and MTA Bus

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

Paul L. Friman
General Counsel
and Corporate Secretary
Triborough Bridge & Tunnel Authority

Evan Eisland
General Counsel and Corporate Secretary
MTA C&D

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

March 2026

President's Update
Systems & OMNY
Quarterly Traffic Light Report

April 2026

President's Update
Expansion

May 2026

President's Update
Agency Initiatives

June 2026

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2026

President's Update
Signals

September 2026

President's Update
Agency Initiatives
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

February 2027

President's Update
Agency Initiatives

**March 2026
Capital Program Committee
Independent Engineering Consultant -
Project Review**

**Business Unit: Systems
MTA – OMNY/New Fare Payment System (NFPS)**

MTA – OMNY/NFPS

Scope

OMNY is a Design/Build project that is being deployed in phases ,aimed at replacing MTA’s fare system for Subway, Bus, and Commuter Railroads. The Contract was awarded to Cubic Transportation Systems in November 2017.

OMNY is an open-architecture, account-based system that will accepts contactless credit and debit cards, mobile payment, and MTA issued contactless cards.

Major project elements include:

- ▣ One central back-office clearing house for processing fares, managing the fare system and financial reconciliation and transaction settlement for Subway, Bus and Affiliates.
- ▣ Installation of OMNY validators at all Subway stations and on Buses.
- ▣ Roll out of Student Fare, Reduced Fare, Paratransit, Fair Fares and MTA One Pass Employee cards.
- ▣ OMNY integration with the My MTA app for trip planning.
- ▣ A fully integrated OMNY Revenue System (ORS).
- ▣ NYCT Configurable Vending Machines (CVM): Design, develop, furnish and installation.
- ▣ Removal of all legacy MetroCard Vending Machines (MVM) and MetroCard Express Machines (MEM).

MTA – OMNY/NFPS

Completed work since last report

- ▣ Delivery of 500,000 Fair Fares OMNY cards to the New York City Department of Social Services was completed in January 2025.
- ▣ Distribution of approximately 1.5M OMNY Reduced Fare cards was completed in February 2025.
- ▣ Delivery of approximately 1.5M OMNY Student Fare cards to NY City Department Of Education and City University of NY was completed in September 2025.
- ▣ Distribution of approximately 100K OMNY Paratransit cards was completed in September 2025.
- ▣ 980 CVMs have been installed and are In-service across 472 Stations. All 1,720 MVMs and 612 MEMs were removed by December 2025.
- ▣ Completed Business-to-Business (B2B) portal enhancement in December 2025, enabling third-party organizations to order OMNY cards and manage member accounts directly through OMNY Back Office.
- ▣ System testing of MTA One Pass (serving as the MTA employee OMNY card) was completed in December 2025, and distribution started in February 2026.
- ▣ Both affiliates, Westchester Bee-Line and Nassau Inter County Express (NICE) were integrated with OMNY in January 2026.
- ▣ Initiated Phase 1 of MetroCard decommissioning in December 2025.
- ▣ Substantial Completion was issued in December 2025.

MTA – OMNY/NFPS

Remaining tasks to reach final completion by December 2026

- ▣ On-Board Validation Device Enhancements.
- ▣ OMNY Mobile application – Software Development Kit (SDK) to be delivered for integration to My MTA App .
- ▣ Full fare and student mobile virtual card.
- ▣ Replacement of Bus Validators brackets.
- ▣ Removal of MetroCard swipe blocks from turnstiles.
- ▣ Completion of MetroCard decommissioning.
- ▣ Resolve coin recirculating system issue for dispensing dimes.
- ▣ Achieve full stabilization and improved system performance of the OMNY platform through the successful completion of Phase II of the Amazon Web Services (AWS) cloud migration ensuring enhanced reliability.
- ▣ Performing final Revenue Service Acceptance (RSAT) by Cubic.

MTA – OMNY/NFPS

Schedule

- ▣ Substantial Completion was issued in December 2025.

The IEC agrees that the project reached Substantial Completion in December 2025, since the remaining tasks are enhancements. The one-year extended system warranty will now commence after completion of the Revenue Service Acceptance Test (RSAT) in 4Q 2026.

Budget

- ▣ The project budget and EAC for OMNY is \$661M.

After reviewing and conducting detailed analysis of the budget, the IEC has determined that there is sufficient funding to complete the OMNY project.

MTA – OMNY/NFPS

Top Risks and Mitigations

The IEC highlights the following risks and associated mitigations.

- Risk: Delays in completing the 90-day final Revenue Service Acceptance Test (RSAT)—which must be performed by Cubic and approved by the MTA—could impact the final completion by December 2026.
 - Mitigation: Cubic will take a proactive approach in resolving software and hardware issues before starting RSAT.

IEC concurs with the above mitigation.

Observation

- C&D efficiently managed the OMNY project in 2025, completing critical key deliverables to achieve Substantial Completion in December 2025.

**March 2026
Capital Program Committee
Independent Engineering Consultant -
Project Review**

**Business Unit: Systems
New York City Transit (NYCT)
Connection-Oriented Ethernet (COE), Phase 3C**

NYCT – COE, Phase 3C

Scope

The Connection-Oriented Ethernet (COE) project commenced in 2013. It is being implemented in six phases over multiple capital programs. Phase 3C is the final phase. The objective of the COE project is to upgrade the existing NYCT network to enhance the capacity and speed of the Closed-Circuit Television (CCTV) and security systems.

The main scope elements of the Phase 3C Design-Build contract include:

- ▣ Expanding the existing NYCT Connection-Oriented-Ethernet (COE) network to reach all stations.
- ▣ Migrating Passenger Identification (PID) cameras for 125 stations from locally recorded to remote access across the newly built COE loops and integrating them into the NYPD and NYCT security systems.
- ▣ Replacing 65 fiber optic cable spans (approximately 150,000 feet in total) with new 36-strand fiber optic cable.
- ▣ Connecting and integrating previously installed COE equipment into 49 COE branch loops, supporting 363 branch sites.
- ▣ The building of the 49 COE Branch Loops is planned for roll out in three stages:
 - ▣ Stage 1: 10 Priority COE Branch loops
 - ▣ Stage 2: 30 COE Branch Loops
 - ▣ Stage 3: 9 COE Branch Loops

NYCT – COE, Phase 3C

Schedule

MTA C&D awarded COE Phase 3C to Five Star Inc. in December 2023 with a construction duration of 60 months and a Substantial Completion (SC) in December 2028.

Milestone	Contract Baseline	Last Report (Update 6)	Current Contractor Forecast (Update 18)	IEC Forecast	Variance (months)
Milestone #1	May 2024	Feb 2025 (A)	Feb 2025 (A)	Feb 2025 (A)	9
Milestone #2	Dec 2024	May 2025	July 2025 (A)	July 2025 (A)	8
Milestone #3	June 2025	June 2025	June 2025 (A)	June 2025 (A)	0
Substantial Completion	Dec 2028	Dec 2028	Dec 2028	Dec 2028	0

- Milestones 1,2, and 3 are complete.
 - The delay in achieving Milestone #1 (approval of Quality-of-Service design document) was non-critical and resulted from late administrative submittals. Similarly, the delay affecting Milestone #2 is also considered non-critical.
- The critical path for Stage 3 cable installation depends on work included in a separate contract. This work is being tracked within COE project schedule.
- The project is 28% complete based on expenditures to date.

The IEC’s analysis indicates that work is progressing as planned and the project is currently on schedule.

Progress since last report

- Installed and tested 36-strand fiber optic cables between the Rail Command Center & the Power Command Center.
- 15 of the 49 COE Branch loops have been completed and are in beneficial use.
- One of the 65 fiber optic cable spans has been completed, with 3,332 of the 150,000 feet of fiber optic cable required under the contract.
- Approximately 500 manholes were surveyed, of which 120 require abatement. Eighteen (18) manholes remain to be abated.

NYCT – COE, Phase 3C

Budget

The current project budget and Estimate at Completion (EAC) stand at \$144M.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$144M	\$144M	\$144M	\$144M

The IEC finds there is sufficient funding to complete all remaining work, based on the analysis of available contingency, the project reserve, and expenditures to date.

NYCT – COE, Phase 3C

Risks and Mitigations

The IEC and C&D have identified the following risks and associated mitigations based on their projected impact on cost and schedule.

- Risk: Delay due to cable runs that must be completed under a separate project for Stage 3, as well as required coordination with the Passenger Identification Camera (PID) project for camera connections.
 - Mitigation: Proactively coordinate with the related project and PID teams to align schedules, define responsibilities, and track milestones. Escalate issues early to avoid schedule impacts.
- Risk: Delay due to supply chain and long lead items may impact the implementation.
 - Mitigation: Contractor to identify long-lead items early, place orders in advance, closely monitor supplier schedules, and secure alternate vendors where feasible to minimize potential delays.
- Risk: Limited track access due to required flagging support and conflicts with other NYCT construction activities may impact the installation schedule..
 - Mitigation: Prioritize flagging support for this project and, where necessary, utilize available schedule float or re-sequence activities to mitigate delays in support services.
- Risk: Limited NYCT support staff for software acceptance and system integration testing of COE loops may impact implementation and the beneficial use schedule.
 - Mitigation: C&D and the contractor to request the support from NYCT stakeholder's months in advance and authorize overtime when necessary.

The IEC concurs with the above mitigations.

NYCT – COE, Phase 3C

Observations

- The COE contractor was notified by the MTA Physical Security Information Management (PSIM) group to proceed with integrating cameras at 44 of the 125 stations included in the Passenger Identification Camera (PID) project for remote monitoring.
- C&D proactively awarded the Project Management Consultant (PMC) contract at the outset of the project and engaged NYCT stakeholders during the early planning phase. This early coordination established clear roles, streamlined communication, and aligned expectations across all parties. As a result, the project is advancing in a structured, efficient manner and remains on schedule.
- The COE system network equipment was procured through multiple contracts beginning in 2013 and funded by a federal grant. While some Fujitsu network components have reached the end of manufacturing, all equipment continues to be supported and maintained under a 7-year Return Maintenance Agreement (RMA). A three-year renewal of the RMA contract was awarded to Fujitsu in January 2026. The IEC has confirmed that MTA stakeholders are actively monitoring equipment obsolescence.

**March 2026
Capital Program Committee
Independent Engineering Consultant -
Project Review**

**Business Unit: Systems
New York City Transit (NYCT) – Emergency Alarm Roll-Out**

NYCT- Emergency Alarm Roll-Out

Scope

NYCT currently uses an electro-mechanical type Emergency Alarm box (EA) and copper cables interconnecting the Emergency Telephone (ET) system that was designed in early 1900s for underground areas. The EA boxes are installed along the Right of Way and both EAs and ETs are located approximately every 500 feet along the track. In the event of an emergency, a person opens the EA box, and pulls down the handle, which shuts off the power to a section of the third rail. This action will also automatically send a signal to the Substation, Rail Control Center (RCC) and Power Control Center (PCC). The project scope elements include:

- Install Emergency Alarm (EA) and Emergency Telephone (ET) systems at 31 elevated Subway Stations and associated upgrades at 14 Substations.
- Upgrade an existing Emergency Alarm System at five (5) Subway Stations and one (1) Substation. Each station will include an Intelligent Emergency Telephone (IET).
- Provide specific software licenses, servers, workstations, network management systems and security monitoring systems.
- Allow for de-energization of electric power for designated sections of third-rail track.
- Communicate Emergency Alarm signals to the Keltron EA Monitoring Cabinet within the associated Substations.
- Provide Emergency Telephones for voice communication with the Power Control Center (PCC) and the Rail Control Center (RCC).

The contract was awarded to the Design-Build Contractor L.k. Comstock/ STV.

NYCT - Emergency Alarm Roll-Out

Schedule

MTA C&D awarded Emergency Alarm contract to L.k. Comstock in January 2024 with a construction duration of 49 months and a Substantial Completion (SC) in February 2028.

- ▣ Milestone #1: Successfully complete the Factory Acceptance Test (FAT) of the Keltron System (communication system) – Completed.
- ▣ Milestone #2: Completion of all installations.

Milestone	Contract Baseline	Contractor Schedule Update #19	IEC Forecast	Variance* (months)
Milestone #1	Feb 2025	Feb 2025 (A)	Feb 2025 (A)	0
Milestone #2	Sep 2027	May 2028	May 2028	8
Substantial Completion	Feb 2028	Oct 2028	Oct 2028	8

- Variance is calculated based on Contract Baseline and the schedule update.
- ▣ The Contractor's recent schedule forecasts a Substantial Completion (SC) delay to October 2028 due to resurveying for asbestos and Stop Work Order.
 - ▣ C&D has not accepted the Substantial Completion delay and has requested the Contractor to provide recovery schedule.
 - ▣ The contractor has agreed to increase installation teams from two to six by Q2 2026 to mitigate the eight-months delay. The IEC concurs this action will reduce the current eight-month delay .
 - ▣ IEC will review and analyze the recovery schedule once it is submitted by the contractor and will provide its assessment.
- ▣ The project is 25% complete based on expenditures to date.

NYCT - Emergency Alarm Roll-Out

Update

- Initial surveys by the Contractor were conducted without searching for asbestos; as a result, C&D issued a Stop Work Order on all field activities on February 7, 2025.
- C&D partially lifted the Stop Work Order in April 2025, allowing the Contractor to resume work at specific locations; in October 2025, the Stop Work Order was fully lifted for all locations that did not require asbestos abatement.
- Twenty-one areas across five of the 36 stations in the EA project have been identified as requiring asbestos abatement
- Final surveys incorporating asbestos considerations were completed at all project locations except ten manholes.
- Installed approximately 63,000 feet of new cabling along the Jamaica Line to support emergency alarm and communications systems.
- Installed conduit and connected cables into communication rooms and substations along the Jamaica Line; work is ongoing.
- Comments received from all MTA reviewers for all design documents.
- Completed testing of all seven Keltron communication units and are ready for installation.
- Three Emergency Alarm Annunciator workstations were installed at the Power Control Center (PCC), allowing system operators to monitor emergency alarms and respond to incidents in real time from their desks.

NYCT - Emergency Alarm Roll-Out

Budget

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$129M	\$129M	\$129M	\$129M

The IEC finds there is sufficient funding, based on the available contingency and the project reserve, to cover the asbestos abatement and additional survey expenses. The IEC EAC has been increased since last report due to added environment scope and extended project duration.

NYCT - Emergency Alarm Roll-Out

Risks and Mitigations

The IEC and C&D have identified the following risks and associated mitigations based on their projected impact on cost and schedule.

- Risk: A delay in getting access to tracks due to the need for flagging support and conflict with other construction works by NYCT.
 - Mitigation: C&D and the Contractor to schedule field activities in advance. They should continue to follow up to elevate flagging priority for this contract.
- Risk: Limited NYCT staff availability to support field activities as the contractor increases installation teams to mitigate the current 8 months delay.
 - Mitigation: C&D and the contractor to coordinate with NYCT stakeholder's months in advance and authorize overtime when necessary.

The IEC concurs with the above mitigations.

NYCT - Emergency Alarm Roll-Out

Observation

- C&D awarded the Project Management Consultant (PMC) contract to LiRo-Hill in June 2025, resulting in improvements in document review delays, environmental survey processing, and resolution of outstanding issues.

MTA Construction & Development's last report to the Capital Program Committee on C&D Systems projects was in May 2025. The Systems Business Unit provides expert project delivery for mission critical systems and control centers to integrate advanced technology into Transit assets. It also serves as a Center of Excellence for strategic planning across the C&D agency. Typical projects include Control Center upgrades, system integration, emergency and customer communications, camera and electronic security systems deployment, communication networks, and fare gate/payment systems. We are looking ahead to upgrade our systems and implementing new capabilities, including unified mission critical command and control systems, customer movement and communication management systems, plant (Power, Fans, Pump) Management Systems, Backbone Infrastructure (including Fiber and Radio Frequency communications), Data Center Facilities, and Accessible, Modern Fare Gates across the system.

In 2025 C&D Systems awarded six contracts with a total construction value of \$132.4M and completed 6 projects valued at \$826M, including the OMNY new fare payment system. This year C&D Systems plans to award 11 projects with a total construction value of \$539M. Planned completions consist of 13 projects totaling \$408M. Of the 96 current projects in various phases within the Business Unit, we are reporting on the following:

OMNY – NYCT New Fare Payment System (NFPS) The MTA is in the process of upgrading to a New Fare Payment System (NFPS) for New York City Transit (NYCT) through the “One Metro New York,” or OMNY, system and for Long Island Rail Road and Metro-North Railroad through the Railroad New Fare Payment System (RRNFPS).
 The overall project remains on budget at \$772 million.

Railroad New Fare Payment System (RRNFPS) Since the last update OMNY in April 2025, all ridership classes were converted from MetroCard to OMNY, facilitating the end of MetroCard sales and fulfilling the OMNY design-build Substantial Completion requirements for the OMNY NFPS on December 31, 2025.
 The Railroad New Fare Payment System (RRNFPS) customer-facing features remain on schedule, while contract substantial completion has been extended through Q3 2026.

PROJECT STATUS	Previous Report	Current Status
Substantial Completion	OMNY: December 2025	OMNY: December 2025
	Railroads (RRNFPS): Q2 2026	Railroads (RRNFPS): Q3 2026
Total Budget	\$772 M	\$772 M

OMNY

The last report to the Capital Program Committee (CPC) for the NFPS/OMNY Program was in April 2025. Since that time, all ridership classes were converted from MetroCard to OMNY, facilitating the end of MetroCard sales and fulfilling the OMNY design-build Substantial Completion requirements on December 31, 2025.

In addition to ongoing service for all NYCT customers and all ridership classes, Business-to-Business OMNY bulk sales began for partner agencies and organizations in December 2025. Following Student OMNY card distributions in 2024, over one million closed-loop OMNY cards were mailed to Reduced Fare customers in 2025. By year-end 2025, Paratransit and

Fair Fares customers were also fully converted over to OMNY as well. Lastly, OMNY service was launched at the last two remaining MetroCard Affiliates, the Nassau Inter-County Express Bus (NICE Bus) and Westchester Bee-Line Bus systems on January 4, 2026. As a result of these efforts, OMNY growth continues steadily, with the system processing close to 6 million taps on a given day, with an overall adoption rate of over 98% for all trips taken throughout the system.

In the second half of 2025, OMNY Delivery completed the installation of all 980 Configurable Vending Machines (CVMs) across all 472 NYCT stations. This allowed the team to complete the removal of over 2,300 existing legacy MetroCard vending machines in December 2025.

The Substantial Completion date was reached December 31, 2025. Additional features will continue to be implemented throughout 2026, including:

- Deploy Software Development Kits in Q1 2026
- Launch full fare virtual card in Q2 2026
- Launch student virtual card in Q3 2026
- Complete enhancements to CSPOS software in Q3 2026
- Complete Bus Validator mount replacement in Q4 2026
- Complete Revenue Service Acceptance Test in Q4 2026
- Complete removal of remaining legacy MetroCard equipment in Q4 2026

Railroad New Fare Payment System (RRNFPS)

The Railroad New Fare Payment System (RRNFPS) provides a replacement of the existing legacy fare collection system at both the Long Island Rail Road (LIRR) and Metro-North Railroad (MNR) with an integrated modern fare collection solution consisting of new ticket vending (TVM) and ticket office machines (TOMs), back-office software, updated mobile ticketing application, and updated Onboard Sales and Validation Devices (OSVD). The future fare collection system at the Railroads was awarded in May 2024.

This is a multi-year design-build program designed with open architecture being delivered by three main entities. Scheidt & Bachmann is delivering ticket vending machines and ticket office machines as well as a unified back-office software system; Masabi is implementing upgraded back-end features to the existing Train Time mobile ticketing application; and MTA IT will deliver back-office software testing environments and an upgraded On-board Sales and Validation Devices (OSVD) to be used by MTA conductors.

The last report to the Capital Program Committee (CPC) for the RRNFPS Program was April 2025. Since then, upgrades to the Train Time mobile ticketing app were launched, new back-office fare collection system was launched, and the ongoing installation of new TVMs commenced.

Current Status:

The RRNFPS project is on schedule and on budget.

The projected completion date to install new vending machines and back-office software is in the third quarter of 2026. This completion target has moved from Q2 to Q3 2026 due to a change order issued to implement updated tariff and fare products in early January 2026.

Accomplishments since April 2025:

- Install test TVMs in the test lab at Grand Central Madison
- Completion of TVM/TOM software development
- Training for LIRR and MNR on new vending machines
- TVM pilot program at select LIRR and MNR stations
- Production installation of new TVMs at LIRR and MNR stations
- MTA IT back-office infrastructure build
- Factory Acceptance Testing of TOMs

Upcoming Major Activities:

- TOM pilot program – Q2 2026
- Production installation of new TOMS – Q2-3 2026
- Completion of all TVM installations – Q3 2026
- Deployment of new OSVD hardware and software – Q 3-4 2026

**COE Phase
3C
W-47021**

The Connected Oriented Ethernet (COE) project supports real-time, high-definition video streaming by increasing network bandwidth of security and surveillance systems.

This project integrates COE equipment in communication rooms system-wide, replacing approximately 150,000 feet of fiber optic cable, and reconfiguring Passenger Identification (PID) cameras, to be remotely accessible across the COE network at 125 Locations.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2028	December 2028
Estimate at Completion	\$144 M	\$144 M

The project is approximately 44% complete.

**Emergency
Alarms
Replacement
S-32288**

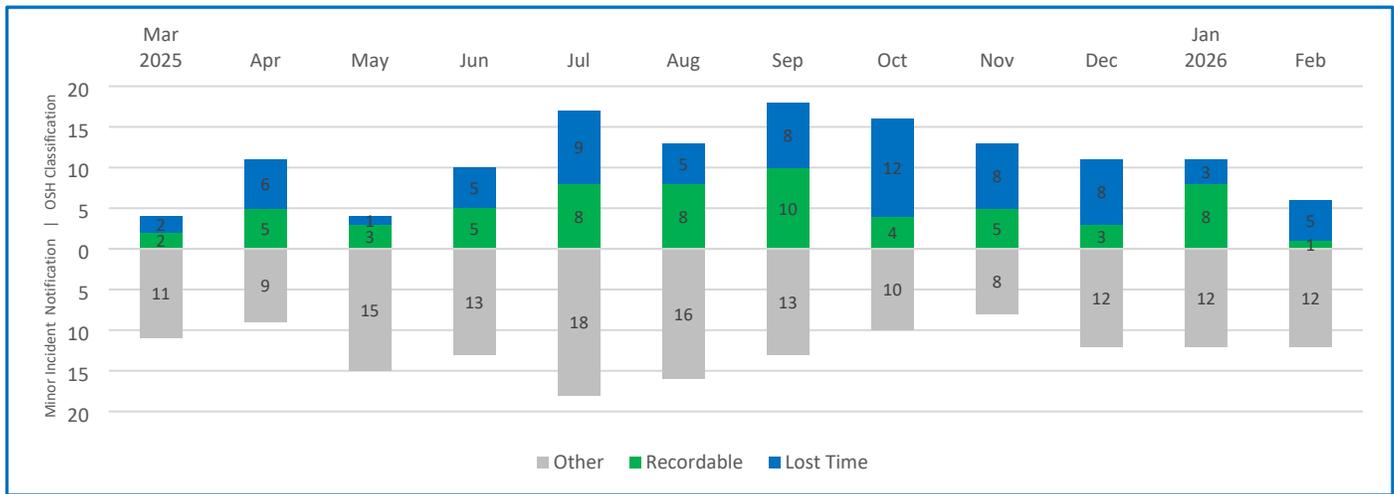
Emergency Alarms and Emergency Telephone (EA/ET) devices are installed every 500 feet along the right-of-way to shut off power locally and send alarms to the Rail Control Center and Power Control Center.

This project installs new EA/ETs at 31 elevated stations and 5 subway stations and includes security monitoring and network upgrades across 13 Circuit Breaker Houses, and 13 Power Substations.

This project remains on-budget despite schedule delays caused by asbestos surveying requirements. The substantial completion date has been extended to October 2028.

PROJECT STATUS	Original	Forecast
Substantial Completion	February 2028	October 2028
Estimate at Completion	\$129 M	\$129 M

The project is approximately 29% complete.



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

FEBRUARY UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 18 safety incidents were reported in February 2026, including:
 - Five (5) lost time incidents.
 - One (1) recordable incident.
- The reported lost time incidents in February 2025 increased by two (2) incidents when compared to January 2025.
- The top lost-time and recordable incident types for February 2025 were Struck by/Against (56%), Slip, Trip, and Fall (22%), Strain and Sprain (17%), and Caught Between (6%).

SERIOUS INCIDENTS:

- No Serious Incidents

C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** A total of 72 Lost Time incidents were reported in the rolling 12 months through February 28, 2026. 8 Lost Time incidents have been reported YTD (through February 28, 2026). The injury types associated with lost time incidents YTD are Struck by/Against (50%), Sprain /Strain (38%), and Slip, Trip, and Fall (13%). The number of reported lost time incidents increased by two (2) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** A total of 62 recordable incidents were reported in the rolling 12 months through February 28, 2026. The injury types associated with recordable incidents YTD are Struck By/Against (56%), Caught Between (11%), Sprain/Strain (22%), and Slip, Trip, and Fall (11%). There was a decrease of seven (7) recordable incidents compared to the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for FEBRUARY - 183 Projects with 345 Sub-Projects

- **FEBRUARY INSPECTIONS:**
 - **INTERNAL – 342**
 - **EXTERNAL – 673** (63 Third-Party Safety Consultants; 610 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
 - **INTERNAL – 638**
 - **EXTERNAL – 1474** (127 Third-Party Safety Consultants; 1347 OCIP Visits)

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

MTA C&D STRATEGIC INITIATIVES:

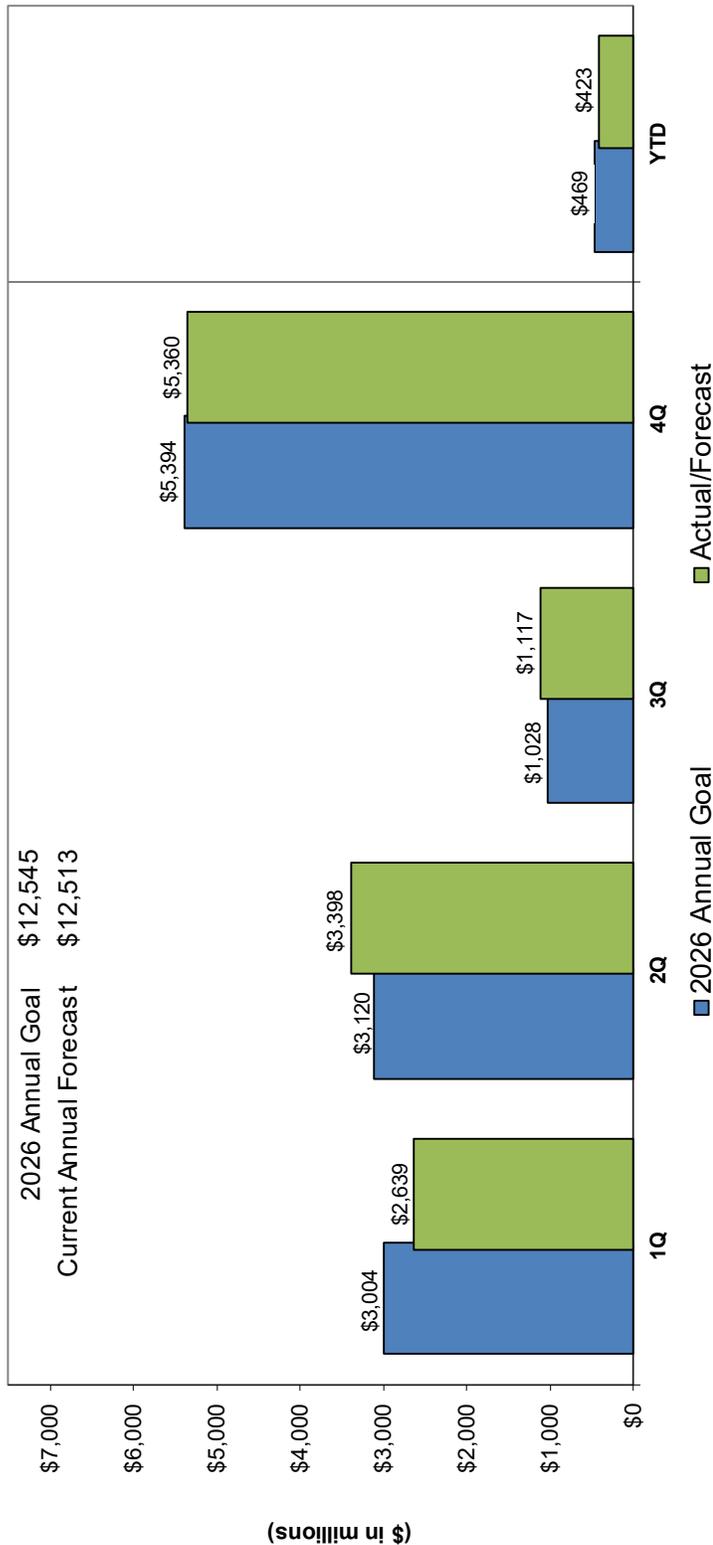
- **Occupational Health and Safety (OHS) Policy and Management System**
 The Occupational Health and Safety Management System (OHSMS) continues to be implemented in alignment with our ISO 45001 certification, with the surveillance audit scheduled for the week of June 15, 2026, through June 19, 2026. In preparation, OHS will continue working with senior leadership and project teams to reinforce roles, responsibilities, and expectations for maintaining the system and integrating safety into project planning and daily operations. This effort also reflects the continued development and implementation of critical processes, including the Audit Program, Management of Change (MoC), Lessons Learned, and the addition of PMTs to SafeWork. In addition, we are expanding communication on the anonymous safety hotline and the process for submitting safety concerns to ensure employees and contractors have a way to report unsafe conditions, in alignment with ISO 45001 requirements.
- **Quarterly Safety Performance Report**
 A new quarterly Safety Performance Report will be introduced for all Business Units to strengthen visibility into safety performance and support continuous improvement. The report will provide leadership with a consolidated view of safety metrics, trends, inspection findings, and key areas of concern across their operations. By reviewing this information each quarter, Business Unit leadership and Safety Oversight will be able to identify emerging patterns, address recurring issues, and focus resources on areas that require additional attention.
- **Testing and Monitoring Equipment Procedure**
 A standardized procedure is being developed for the installation and management of testing and monitoring equipment placed on MTA property. This procedure will establish clear requirements for properly tagging and identifying all devices used for testing, monitoring, or data collection so that each device can be easily recognized and associated with the appropriate Business Unit and project. The process will also support improved tracking and oversight by documenting key information, including the device type, its location, the date it was installed, and the date it was removed. This will allow C&D to maintain a database of equipment deployed across the system and ensure devices are properly managed throughout their lifecycle.
- **Safety Audits**
 Two scheduled safety audits are currently underway to strengthen oversight and support consistent safety performance across projects. These audits are being conducted using an internally developed Power Apps application that allows the team to document findings, upload supporting documentation, and track audit progress in real time. The platform provides a centralized system for managing audit information and enables collaboration among team members as observations and corrective actions are reviewed and addressed.
- **Internal Department Review and Process Improvements**
 Our team is currently conducting an internal department review to evaluate our projects, priorities, and overall workflow. This effort includes analyzing our current project list to ensure deliverables are properly prioritized and aligned with departmental goals. As part of this process, we are also reviewing our reports, dashboards, and SharePoint resources to confirm that they provide meaningful information. Where needed, revisions are being made to improve clarity, usability, and the value of what is being shared. We are looking to strengthen our internal processes, improve efficiency, and continue supporting a strong and proactive safety culture.

MTA Capital Program Commitments & Completions

**through
February 28, 2026**

Capital Projects – Construction Commitments – February 2026

MTA-wide 2026 Construction Commitments



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

Actuals: The value of the goals and any additional 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.

Construction Commitments Summary

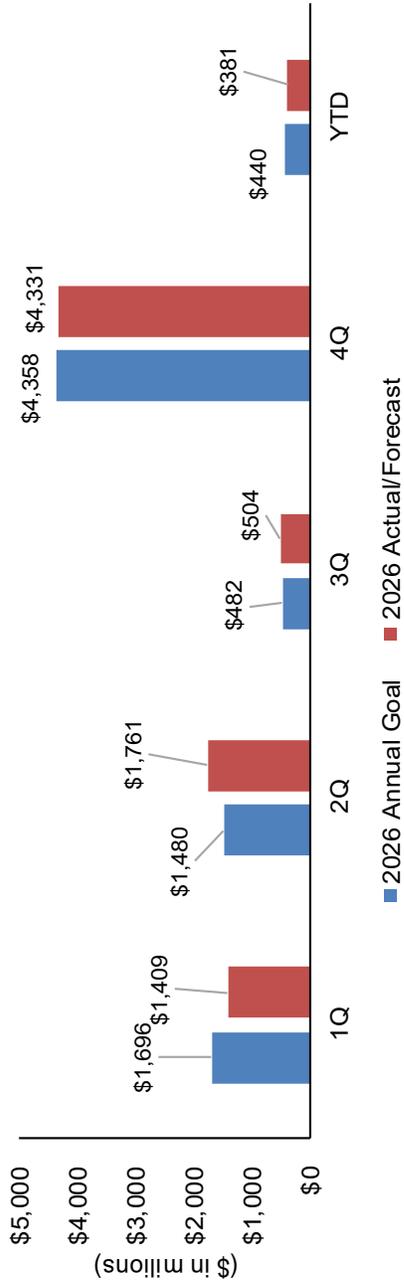
In 2026, the MTA plans to make \$12.545 billion worth of new construction commitments. Through February, the MTA has committed \$423 million versus a goal of \$469 million. Commitments made to date included \$366 million of track work advanced by the NYCT Department of Subways and \$38 million for Metro-North’s Mainline Turnouts project. The shortfall versus the goal is due to delays in smaller projects that are expected to be awarded later in the year. The MTA projects achieving ~100% of its \$12.545 billion plan by the end of the year.

The MTA is tracking 35 major commitments in 2026. Any first quarter delays to major commitments will be reported at the end of the first quarter in the following pages.

NYCT/MTA Bus Capital Projects – Commitments – February 2026 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$1,696	\$1,480	\$482	\$4,358	\$440
2026 Actual/Forecast	\$1,409	\$1,761	\$504	\$4,331	\$381



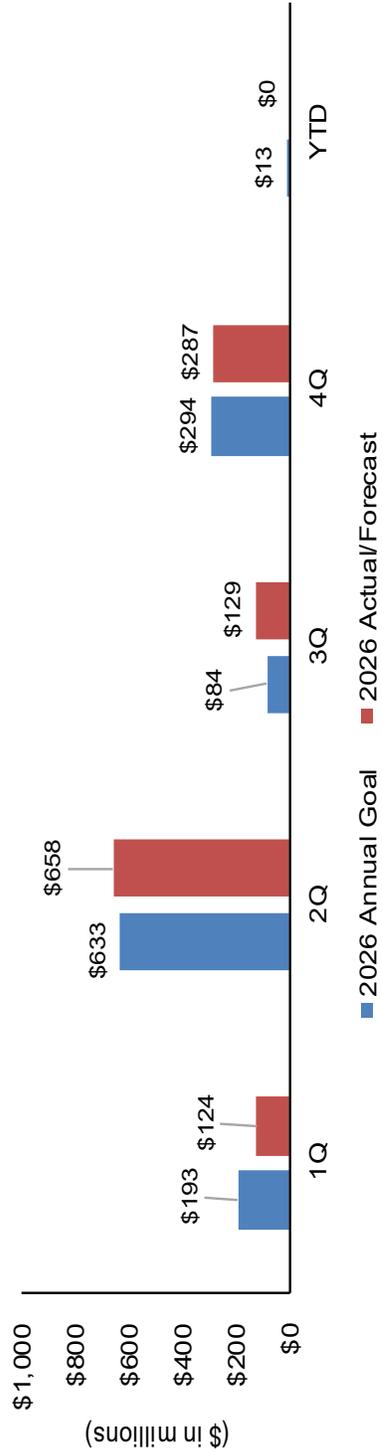
Schedule Variances

There are no major schedule slippages to report for NYCT and MTA Bus.

LIRR Capital Projects – Commitments – February 2026 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$193	\$633	\$84	\$294	\$13
2026 Actual/Forecast	\$124	\$658	\$129	\$287	\$0



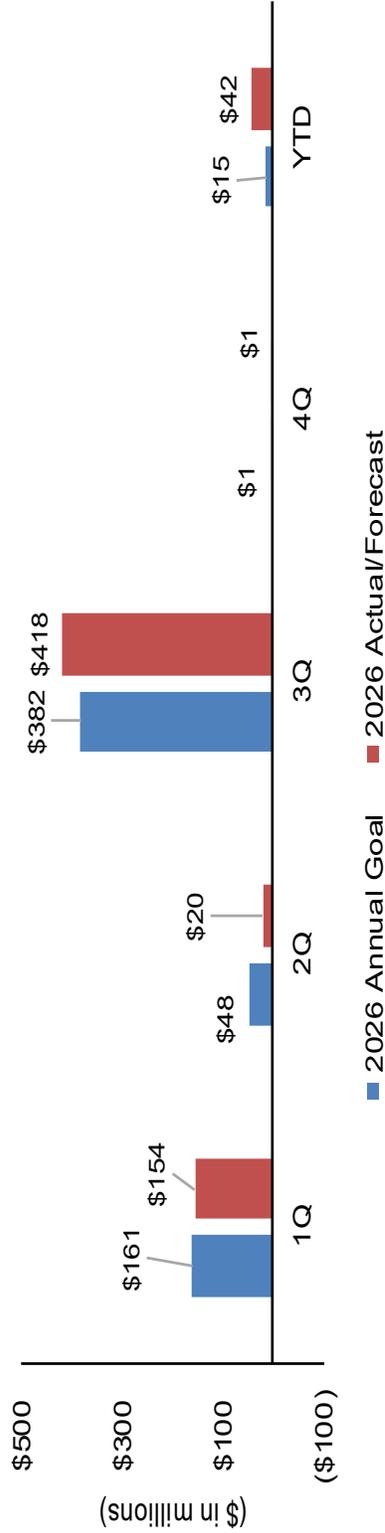
Schedule Variances

There are no major schedule slippages to report for the Long Island Rail Road.

MNR Capital Projects – Commitments – February 2026 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$161	\$48	\$382	\$1	\$15
2026 Actual/Forecast	\$154	\$20	\$418	\$1	\$42



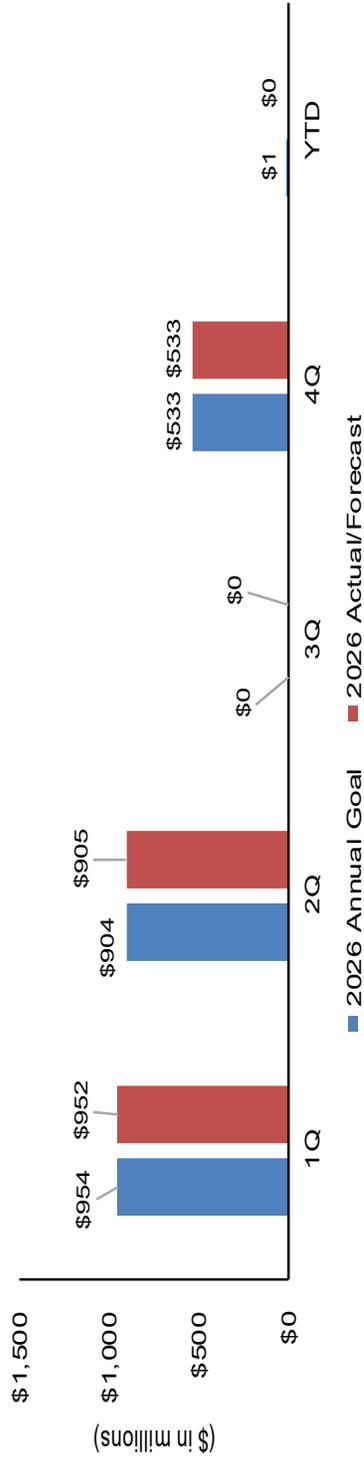
Schedule Variances

There are no major schedule slippages to report for Metro-North Railroad.

MTA Major Projects & Expansion – Commitments – February 2026 – Budget Analysis and Schedule Variances

MTA Major Projects & Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$954	\$904	\$0	\$533	\$1
2026 Actual/Forecast	\$952	\$905	\$0	\$533	\$0



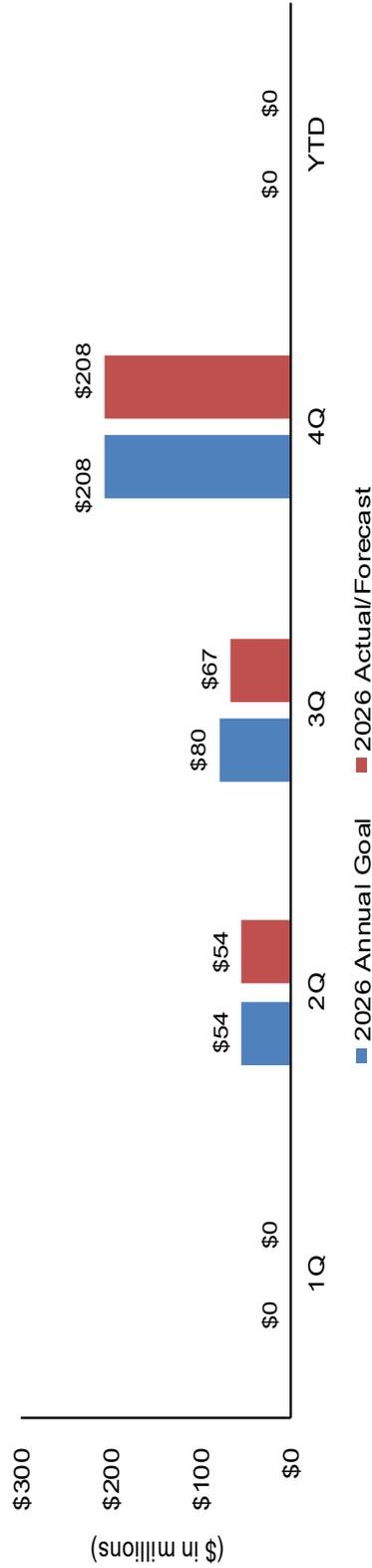
Schedule Variances

There are no major schedule slippages to report for Major Projects & Expansion.

B&T Capital Projects – Commitments – February 2026 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$0	\$54	\$80	\$208	\$0
2026 Actual/Forecast	\$0	\$54	\$67	\$208	\$0



Schedule Variances

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

Capital Projects – Construction Completions – February 2026

Forecast	MTA-wide 2026 Major Completions												Post 2026
	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	
Goal	0	0	3	1	5	2	3	0	3	6	1	12	0
Total	36												
Jan-26	0												
Feb-26	0												
Mar-26	4		3		1								
Apr-26	1			1									
May-26	4				4								
Jun-26	2					2							
Jul-26	3						3						
Aug-26	0												
Sep-26	3								3				
Oct-26	6									6			
Nov-26	1										1		
Dec-26	12											12	

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

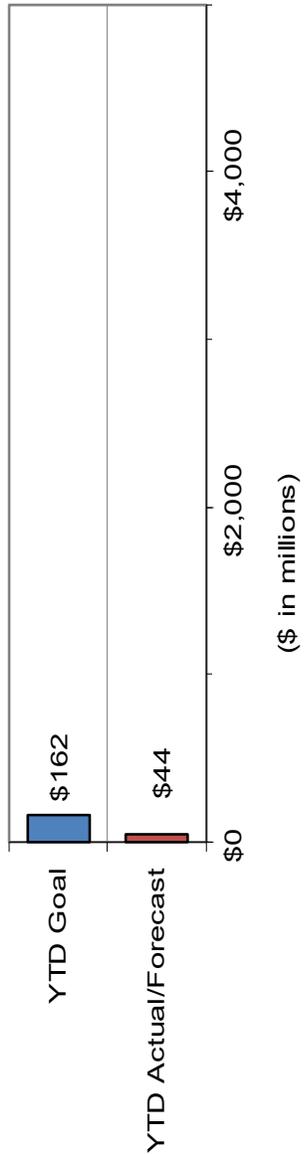
Construction Completions Summary

In 2026, the MTA expects to complete 80% of its \$7.135 billion worth of projects for a target completion goal of \$5.708 billion. Through February, the MTA has completed \$44 million of its YTD goal of \$162 million. Completions include several projects managed by NYCT’s Department of Subways totaling \$33 million. The year end shortfall of \$16 million is primarily due to \$27 million worth of slippages of non “major” Metro-North projects.

In 2026, the MTA is tracking 36 major completions. One of these, NYCT’s ADA and Renewal at Borough Hall, is currently projected to slip from a March 2026 completion to May 2026. The delay is explained on the following page. All other major completions remain on target.

Budget Analysis

2026 Total Planned Completions \$7,135
 2026 Target Completions Goal \$5,708 80%
 Current Annual Forecast \$7,119 100%

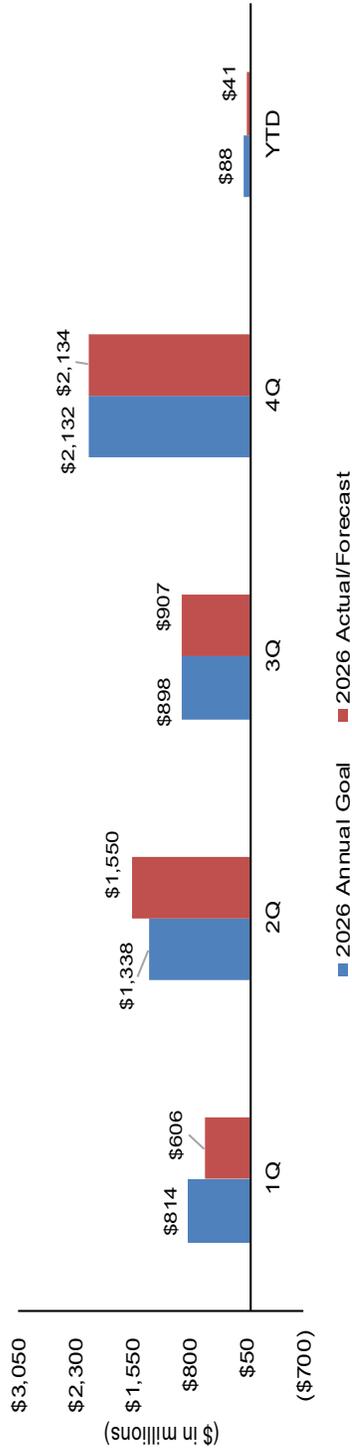


NYCT/MTA Bus Capital Projects – Completions – February 2026 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$814	\$1,338	\$898	\$2,132	\$88
2026 Actual/Forecast	\$606	\$1,550	\$907	\$2,134	\$41

2026 Goal (Rolling Stock)	\$258	\$0	\$0	\$0	\$0
2026 Actual/Forecast (Rolling Stock)	\$258	\$0	\$0	\$0	\$0



Schedule Variances

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

1 NYCT/MTA Bus Amber Completions (1 new this month)

Amber delays are within 2 months of goal.

Stations

ADA Borough Hall and Renewal (New Item)	Construction	Mar-26	May-26
		\$ 161.0	\$ 161.0

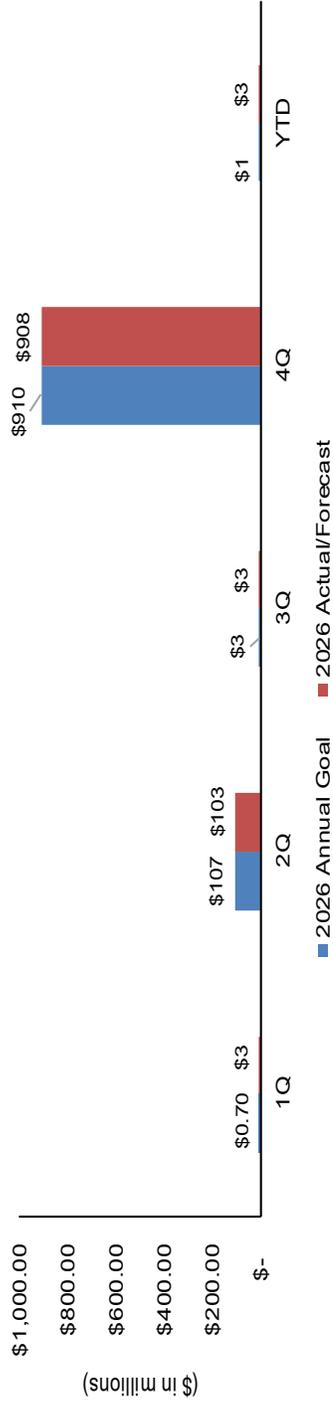
The change in schedule is due to impacts stemming from a gas line connection which delayed street level work.

LIRR Capital Projects – Completions – February 2026 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$ 0.70	\$107	\$3	\$910	\$1
2026 Actual/Forecast	\$3	\$103	\$3	\$908	\$3

2026 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2026 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



Schedule Variances

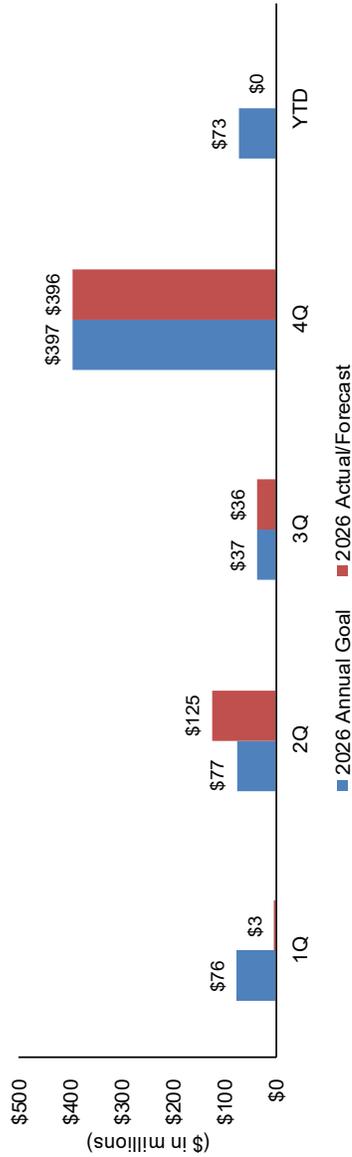
There are no major schedule slippages to report for the Long Island Rail Road.

MNR Capital Projects – Completions – February 2026 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$76	\$77	\$37	\$397	\$73
2026 Actual/Forecast	\$3	\$125	\$36	\$396	\$0

2026 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2026 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



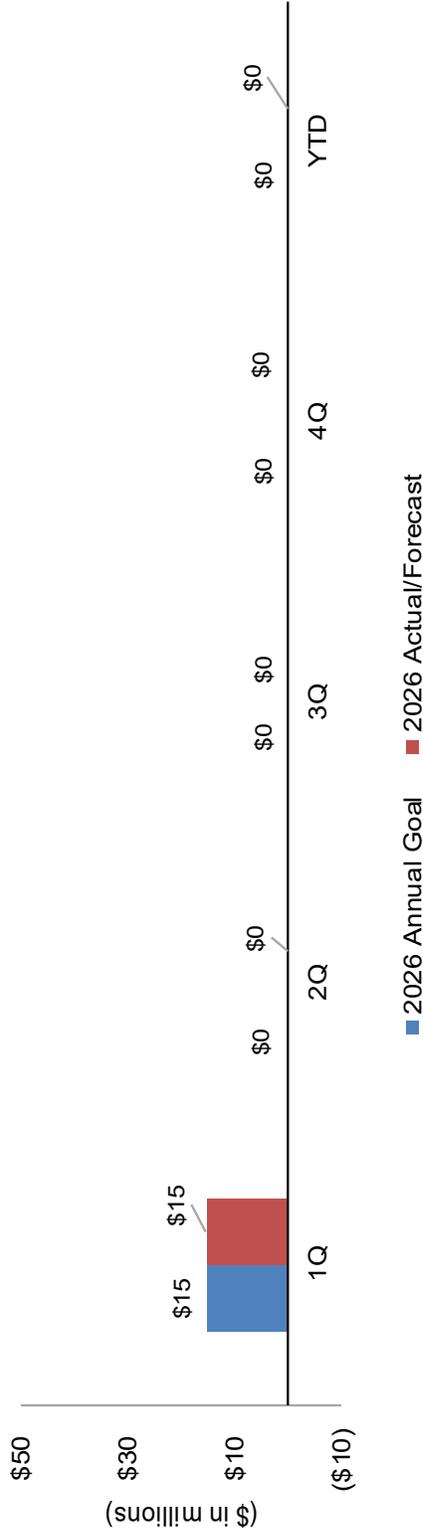
Schedule Variances

There are no major schedule slippages to report for Metro-North Railroad.

MTA Major Projects & Expansion – Completions – February 2026 – Budget Analysis and Schedule Variances

MTA Major Projects & Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$15	\$0	\$0	\$0	\$0
2026 Actual/Forecast	\$15	\$0	\$0	\$0	\$0



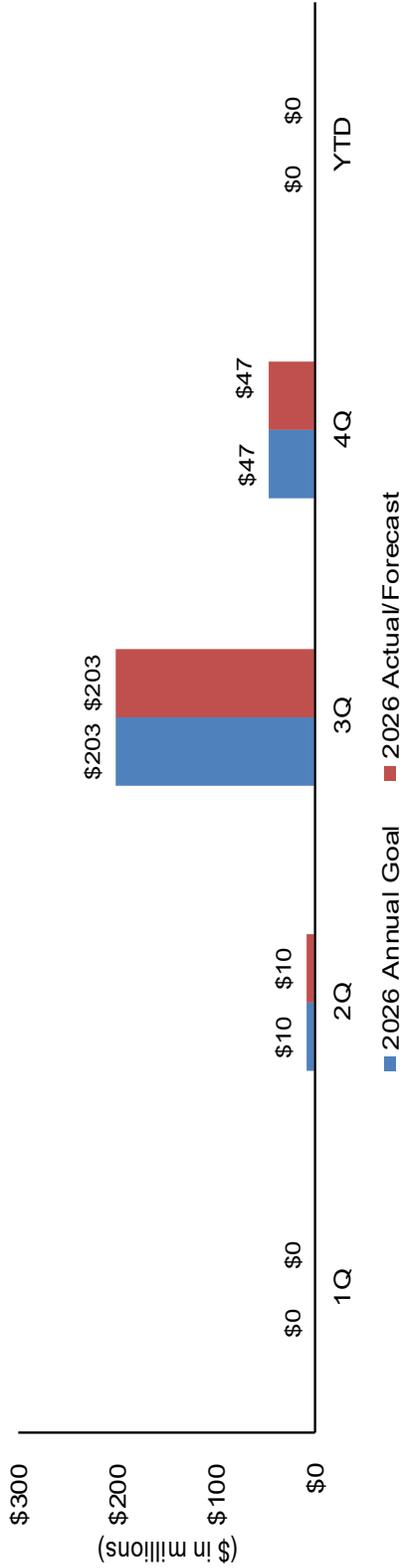
Schedule Variances

There are no major schedule slippages to report for Major Projects & Expansion.

B&T Capital Projects – Completions – February 2026 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$0	\$10	\$203	\$47	\$0
2026 Actual/Forecast	\$0	\$10	\$203	\$47	\$0

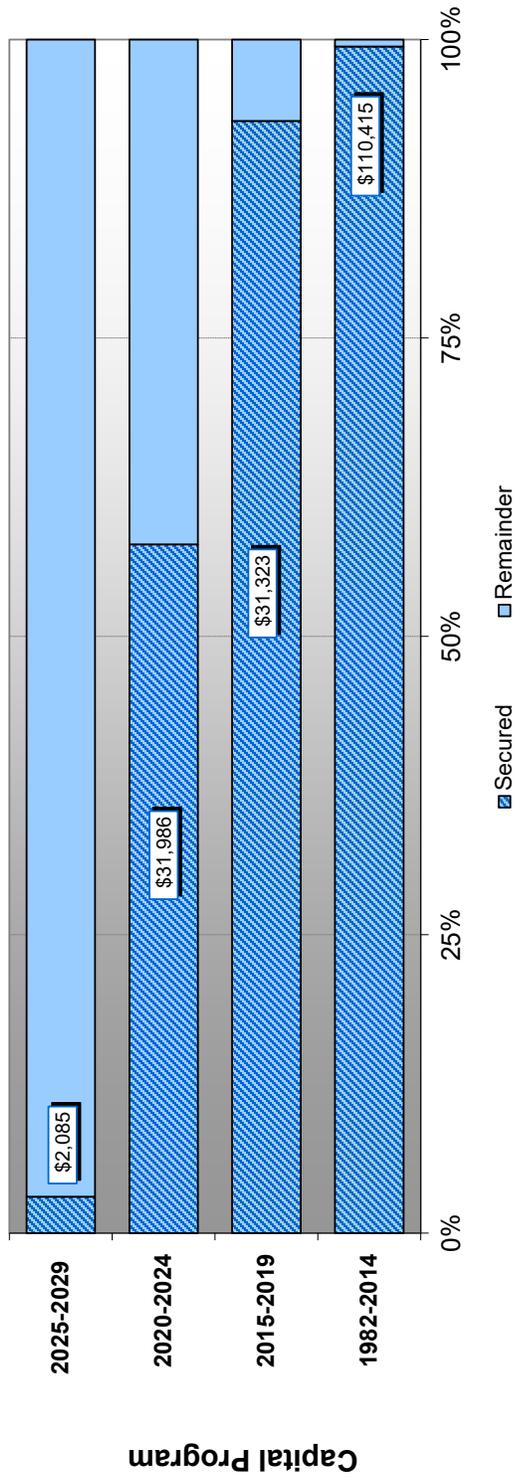


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (February 2026)
\$ in millions



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

Capital Funding Detail (February 2026)

\$ in millions

	Funding Plan		Secured		Secured to date	Remainder
	Current	Thru January	February	February		
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%

	Funding Plan		Secured		Secured to date	Remainder
	Current	Thru January	February	February		
2020-2024 Program						
Capital from Central Business District Tolling*	\$15,000	\$999	\$800	\$1,799	\$13,201	a
Capital from New Revenue Sources*	10,000	7,251	-	7,251	2,749	
MTA Bonds and PAYGO	6,041	1,540	-	1,540	4,501	
Other Contribution	177	-	3	3	175	b
Federal Formula	9,984	10,615	-	10,615	(632)	
State of New York	3,159	1,561	-	1,561	1,598	
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	1,560	-	1,560	1,692	
Total	55,432	31,183	803	31,986	23,446	42%

	Funding Plan		Secured		Secured to date	Remainder
	Current	Thru January	February	February		
2025-2029 Program						
MTA Capital Lockbox [^]	\$31,500	\$ -	\$ -	\$ -	\$31,500	
Federal Formula, Flexible and Competitive Grants and Loans	\$14,000	1,898	7	1,905	12,095	c
MTA Bonds and PAYGO	\$9,700	-	-	-	9,700	
State of New York	\$4,200	100	-	100	4,100	
City of New York	\$3,000	80	-	80	2,920	
Additional MTA Self-Funding	\$3,000	-	-	-	3,000	
B&T Bond & PAYGO	\$3,000	-	-	-	3,000	
Total	68,400	2,078	7	2,085	66,315	97%

- a) Receipt of \$800m in Congestion Relief Zone Bond Anticipation Notes for transit and commuter rail 2020-2024 Capital Program projects.
- b) Receipt of \$3m of NYMTC funding for capital expansion project planning work.
- c) Receipt of \$7m in federal grant funds for transit security 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.

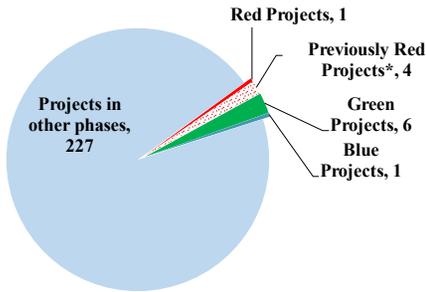


4th Quarter 2025 Traffic Light Report on the MTA Capital Program

A total of 239 Projects were Reviewed for the 4th Quarter 2025

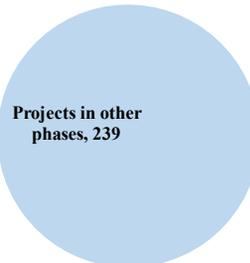
The 239 active projects include 12 projects in Design, 0 in Post-Design to Construction Award, 227 in Construction

12 of 239 Projects in Design



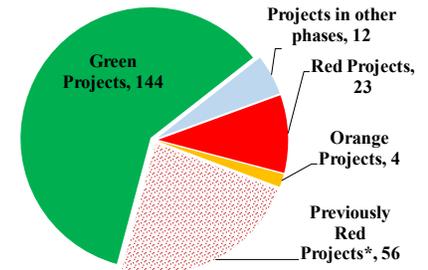
* see Terms and Definitions page

0 of 239 Projects in Post-Design to Construction Award



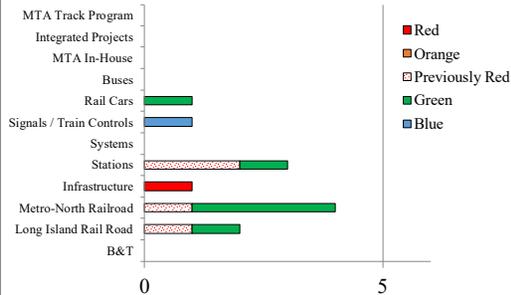
* see Terms and Definitions page

227 of 239 Projects in Construction



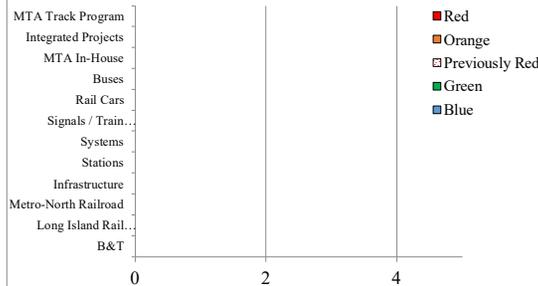
* see Terms and Definitions page

12 Projects in Design



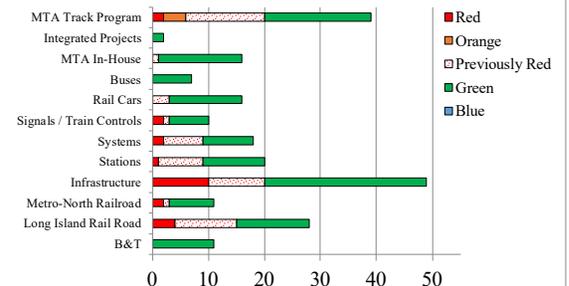
Fourth Quarter 2025: 12 Projects were reviewed in this phase with 1 designated blue, 6 designated green, 4 as previously red, and 1 red. The root cause of the 1 red project was coordination with other agencies.

0 Projects in Post-Design to Construction Award



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

229 Projects in Construction



Fourth Quarter 2025: 227 Projects were reviewed in this phase with 144 green, 56 previously red, 4 orange and 23 red. The 23 red projects had root causes of scope change, contractor performance, lack of general orders, coordination with other agencies, testing and commissioning, long lead items, congestion pricing related funding delays, unforeseen site conditions, MTA resource support, and weather delays.

Project Terms and Definitions

4th Quarter 2025 Traffic Light Report

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

Project Terms and Definitions
Projects in Design: 12

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

Project Terms and Definitions

4th Quarter 2025 Traffic Light Report

Projects in Post Design to Construction Award Phase: 0	
	Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.
	Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.
	Previous Red: Previously indicated as red with no new substantial change since the last TLR. Project may be returned to Green when it has been in compliance with two performance indicators for two consecutive quarters.

Projects in Construction: 227	
	Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.
	Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.
	Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.
	Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.
	Red: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).
	Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.
	Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

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

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

Project Terms and Definitions

4th Quarter 2025 Traffic Light Report

Report Index Formulas and Criteria:
<ul style="list-style-type: none"> ➤ Cost Index = Total Project EAC / Current Approved Budget. (Note: Current Budget is not Budget at Award) ➤ <u>Cumulative Cost Variance = 3 consecutive quarters with a total cost index increase that cumulatively exceeds the TLR threshold of 10% over 3 quarters.</u>
<ul style="list-style-type: none"> ➤ Schedule Variance = Number of months of change in schedule since the last TLR. ➤ <u>Cumulative Schedule Variance = 3 consecutive quarters with a total change in schedule that cumulatively exceeds the TLR threshold of 3 months or more.</u>
<ul style="list-style-type: none"> ➤ The TLR includes projects in CPOC's Risk-Based Monitoring Program which are listed at the end of the report.
<ul style="list-style-type: none"> ➤ Only projects with budgets of \$7M or greater are included in the current quarter's TLR. Projects with budgets below \$7M are not displayed in the current report but will be maintained in the TLR database. If the current budget increases above the \$7M minimum threshold, the projects will return to an active status.



4th Quarter 2025 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle Projects									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$125,056,592	85	1.00	▬	1	▲	Ⓡ
T8041311	ADA: Borough Hall LEX	Construction	\$39,980,570	85	1.00	▬	1	▲	
Broadway Junction Bundle Projects									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	3	1.00	▬	0	▬	ⓐ
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$11,641,576	25	.97	▬	0	▬	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$350,964,698	31	.99	▬	0	▬	
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,547,516	31	1.02	▬	0	▬	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	47	1.00	▬	0	▬	
ADA 149th Street and Tremont Ave Bundle Projects									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$119,848,716	85	1.01	▬	4	▲	Ⓡ
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$54,009,258	94	.97	▬	4	▲	
ADA Package 4 Projects									
T7041322	ADA: 95 St 4AV	Construction	\$35,002,275	98	1.00	▬	0	▬	Ⓡ
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	72	1.00	▬	0	▬	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$7,747,832	63	.94	▬	0	▬	
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$130,550	0	1.18	▲	0	▬	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$73,707,063	85	1.00	▬	0	▬	
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,846,759	84	1.00	▬	0	▬	
T8041371	ADA: 137 St BW7	Construction	\$38,220,818	76	1.01	▬	0	▬	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$14,155,046	98	1.01	▬	0	▬	



4th Quarter 2025 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	87	1.00	▬	0	▬	G
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,851,078	0	1.00	▬	0	▬	
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	20	1.00	▬	0	▬	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	85	1.00	▬	0	▬	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	45	1.00	▬	0	▬	
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	96	1.00	▬	0	▬	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	74	.99	▬	0	▬	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	71	1.00	▬	0	▬	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	50	1.00	▬	0	▬	
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	91	1.00	▬	0	▬	
T80413DD	ADA Design	Construction	\$1,755,097	20	.94	▬	0	▬	
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$32,324,823	39	1.00	▬	12	▲	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$584,481	39	.91	▬	12	▲	
T8041215	Platform Components: New Lots Ave/NLT - Design	Construction	\$173,079	30	.84	▬	12	▲	
T8041215	Station Components for 46th St- Bliss St/Flushing - Design	Construction	\$149,760	22	.99	▬	12	▲	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$14,664,774	30	1.00	▬	12	▲	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$31,202,844	27	.99	▬	12	▲	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,078,795	22	1.00	▬	12	▲	
T80412DD	Station Renewal: 242 Street / BW7 - Design	Construction	\$882,027	27	.90	▬	12	▲	



4th Quarter 2025 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T8041302	ADA: 96th St/8Av	Construction	\$47,553,062	48	1.00	▬	12	▲	R
T8041306	ADA: 86th St / Lex	Construction	\$68,238,737	44	1.00	▬	12	▲	
T8041309	ADA: 81st St / 8 Av	Construction	\$59,480,524	48	1.00	▬	12	▲	
T8041322	ADA: Classon Ave XTN	Construction	\$56,984,721	55	1.00	▬	12	▲	
T8041323	ADA: New Lots Ave/NLT	Construction	\$50,103,132	46	1.00	▬	12	▲	
T8041326	ADA: 36th St / 4 Av	Construction	\$102,047,628	38	1.00	▬	12	▲	
T8041334	ADA: 242nd Street	Construction	\$45,563,648	48	.99	▬	12	▲	
T8041334	ADA: 242nd Street	Construction	\$121,680	46	1.00	▬	12	▲	
T8041341	ADA: Bway/Astoria	Construction	\$55,423,813	47	1.00	▬	12	▲	
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$85,303,287	44	1.00	▬	12	▲	
T8041352	46th St- Bliss St/Flushing	Construction	\$74,586,104	43	1.00	▬	12	▲	
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$27,160,953	65	1.00	▬	12	▲	
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$56,257,284	39	1.00	▬	12	▲	
T80413DD	ADA: 242nd Street - Design	Construction	\$7,445,190	46	1.42	▬	12	▲	
T80413DD	ADA: Harlem 148th Street / Lenox - Design	Construction	\$1,071,792	65	.91	▬	12	▲	
T80413DD	ADA: 36th St / 4 Av - Design	Construction	\$1,022,563	38	.88	▬	12	▲	
T80413DD	ADA: Classon Ave XTN - Design	Construction	\$1,034,785	55	.89	▬	12	▲	
T80413DD	ADA: 33rd St - Rawson St Station/Flushing - Design	Construction	\$936,818	44	.90	▬	12	▲	
T80413DD	46th St- Bliss St/Flushing - Design	Construction	\$881,365	43	.89	▬	12	▲	
T80413DD	ADA: 86th St / Lex - Design	Construction	\$866,499	44	.96	▬	12	▲	



4th Quarter 2025 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T80413DD	ADA: 242nd Street - Design	Construction	\$713,535	48	.91	▬	12	▲	
T80413DD	ADA: 81st St / 8 Av - Design	Construction	\$703,959	48	.90	▬	12	▲	
T80413DD	ADA: 96th St/8Av - Design	Construction	\$716,394	48	.93	▬	12	▲	
T80413DD	ADA: Bway/Astoria - Design	Construction	\$547,324	47	.90	▬	12	▲	
T80413DD	ADA: Court Square 23 Street / Queens - Design	Construction	\$500,074	39	.97	▬	12	▲	
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$43,934,808	27	1.00	▬	12	▲	
Commuter Railroads									
Long Island Rail Road									
Rehabilitation of Bethpage Employee Facilities Projects									
L8060406	Rehabilitation of Employee Facilities - Bethpage	Construction	\$20,383,604	100	.99	▬	0	▬	Ⓡ
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	\$9,370,043	100	.94	▬	0	▬	
Babylon Interlocking Projects									
L70502LH	Babylon Interlocking Renewal - Inhouse Portion	Construction	\$30,341,813	54	1.00	▲	0	▬	
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$90,880,030	54	.97	▬	0	▬	Ⓡ
Babylon to Patchogue Signals Projects									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,498,618	42	.99	▬	0	▬	
L8050203	Babylon to Patchogue	Construction	\$26,968,812	42	1.45	▼	0	▬	Ⓡ
LIRR Centralized Train Control Integration Projects									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$13,866,986	94	1.00	▬	-16	▼	Ⓡ
L8050204	Centralized Train Control	Construction	\$18,378,217	73	.99	▬	0	▬	
LIRR ADA Package 1 Projects									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,587,616	0	1.00	▬	0	▬	Ⓞ



4th Quarter 2025 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Long Island Rail Road									
LIRR ADA Package 1 Projects									
L8020413	ADA Copiague Platform and New Elevator	Construction	\$18,560,211	90	1.02	▬	0	▬	
L8020414	ADA St Albans New Elevator	Construction	\$26,046,214	0	1.00	▬	0	▬	
L8020420	ADA Amityville Station	Construction	\$15,668,351	90	1.01	▬	0	▬	
L8020421	ADA Laurelton Station	Construction	\$21,445,567	0	1.00	▬	0	▬	
L8020422	ADA Massapequa Park Station	Construction	\$16,085,592	80	1.01	▬	0	▬	
L8020423	ADA Lindenhurst Station	Construction	\$18,450,551	90	1.02	▬	0	▬	
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$18,886,333	0	.73	▼	0	▬	
L8020425	Auburndale Elevator Replacement	Construction	\$8,355,233	0	1.00	▬	0	▬	
LIRR ADA Package 2 Projects									
L8020409	ADA Hollis Station	Construction	\$97,863,944	37	1.00	▬	11	▲	
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,436,086	36	1.00	▬	11	▲	
L8020426	Babylon Station Platforms	Construction	\$127,774,548	60	1.00	▬	11	▲	R
All Other Commuter Railroads Projects									
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Construction	\$182,099,357	27	1.01	▬	0	▬	G
L70204UO	Brookhaven National Lab Station	Construction	\$19,178,783	40	.95	▬	0	▬	G
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$19,140,732	100	.97	▬	-1	▼	R
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	67	1.00	▬	-1	▼	R
L8020701	GCT Facility Needs	Construction	\$11,042,301	86	1.00	▬	-2	▼	G
L8030101	Construction Equipment	Construction	\$43,161,704	60	.97	▬	1	▲	G
L8030102	Various Right of Way Projects	Construction	\$10,000,000	0	1.00	▬	0	▬	R
L8030105	Queens Interlocking	Construction	\$174,155,771	100	.91	▼	0	▬	R



4th Quarter 2025 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction

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 ▬ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,641,522	75	1.00	▬	0	▬	G
L8040115	South Shore Bridge Painting	Construction	\$16,016,300	0	.97	▼	0	▬	G
L8050102	Communication Component Replacement	Construction	\$8,000,000	74	1.00	▬	8	▲	R
L8050103	Fiber Optic Network	Construction	\$16,508,000	81	1.00	▬	0	▬	R
L8050106	Radio Head-End Replacement	Construction	\$9,219,804	90	.76	▬	7	▲	R
L8050205	Positive Train Control	Construction	\$57,600,025	62	.93	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	▬	6	▲	R
L8060105	Mid Suffolk Yard Phase 2	Construction	\$49,615,615	76	1.11	▲	0	▬	R
L8060403	Fire Protection Improvements	Construction	\$25,000,000	81	1.00	▬	5	▲	R
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	66	1.00	▬	0	▬	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	55	1.00	▬	0	▬	G
L8070106	Substation Component Renewal	Construction	\$19,999,029	37	.94	▼	0	▬	G
L8070107	Jamaica Substation	Construction	\$77,402,454	50	1.00	▬	0	▬	G
L9030111	2025 Annual Track Program	Construction	\$115,000,000	0	1.04	▬	0	▬	G
L80204DD	ADA Accessibility and Components 24 Stations DES	Design	\$19,750,350	84	1.00	▬	0	▬	R
L8040103	Systemwide Bridge Assessment Study	Design	\$24,282,353	30	1.00	▬	0	▬	G
Metro-North Railroad									
Park Avenue Viaduct Replacement Projects									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$526,501,488	70	.92	▬	0	▬	G
M8030215	Park Avenue Viaduct Replacement - Phase 1 - North Segment	Construction	\$258,508,055	70	.99	▬	0	▬	



4th Quarter 2025 Traffic Light Report
 Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Metro-North Railroad									
Grand Central Terminal Trainshed Projects									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	94	1.00	▬	0	▬	G
M7030217	270 Park Avenue GCT Trainshed	Construction	\$6,000,000	94	1.00	▬	0	▬	
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	94	1.00	▬	0	▬	
M8020101	GCT Trainshed - Sector 1	Construction	\$181,943,518	94	.90	▼	0	▬	
MNR Bronx Stations Bundle Projects									
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdwn, and Williams Br.	Construction	\$5,805,262	11	.99	▬	0	▬	G
M8020209	3 Bronx Stations [Woodlawn_BG_WB]	Construction	\$153,270,285	11	.96	▬	0	▬	
All Other Commuter Railroads Projects									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,937,437	97	1.00	▬	1	▲	R
M7050101	Replace MA's in Signal Substations	Construction	\$32,561,310	81	1.08	▬	8	▲	R
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$195,476,937	13	.99	▲	9	▲	R
M8040104	Network Infrastructure	Construction	\$14,375,188	45	1.03	▲	0	▬	G
M8040106	Radio System	Construction	\$23,884,344	20	.95	▬	0	▬	G
M8050109	NHL Pelham Substation Replacement	Construction	\$43,369,102	69	.96	▬	0	▬	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$65,164,579	70	.97	▬	0	▬	G
M8020101	GCT Trainshed - Priority Repairs 7	Design	\$72,945,254	5	1.63	▬	0	▬	G
M8020102	Park Avenue Tunnel Improvements	Design	\$13,202,275	75	1.05	▲	0	▬	R
M8020213	Harlem Line 5 Stations DES	Design	\$8,474,264	25	1.00	▬	0	▬	G
M8030113	Slope Stabilization - Yonkers	Design	\$9,277,655	35	.97	▬	0	▬	G



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 1 Projects									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	48	1.00	▬	0	▬	Ⓡ
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	1.00	▬	0	▬	
T8040705	Replace Escalators - FLS - Design	Construction	\$710,920	73	1.00	▬	0	▬	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$41,790,875	73	1.00	▬	0	▬	
T8041258	Station Renewal: Woodside 61st Station	Construction	\$76,323,660	48	1.00	▬	0	▬	
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,257,156	37	.97	▬	0	▬	
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$168,197,862	30	1.13	▲	0	▬	
Grand Central Bundle Projects									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$27,800,134	100	1.06	▬	0	▬	Ⓜ
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$83,917,318	100	.97	▬	0	▬	Ⓜ
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$16,679,332	100	.92	▬	0	▬	
Replacement of 37 Elevators at 17 Stations Projects									
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,827,997	52	1.00	▬	0	▬	Ⓜ
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$4,742,400	52	1.00	▬	0	▬	
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	52	1.00	▬	0	▬	
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	52	1.00	▬	0	▬	
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,744	95	1.00	▬	0	▬	
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	25	.99	▬	0	▬	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,576,316	95	1.00	▬	0	▬	
T7041217	Renewal: 69 St FLS	Construction	\$42,976,515	40	1.00	▬	0	▬	



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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	37	1.00	─	0	─	Ⓡ
T8041243	Station Renewal: 111 St / FLS	Construction	\$20,833,621	95	1.11	▼	0	─	
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$32,808,444	25	.88	▼	0	─	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$20,948,106	95	.90	▼	0	─	
T8041246	Station Renewal: 69 St / FLS	Construction	\$17,548,957	40	.77	▼	0	─	
T8041247	Station Renewal: 52 St / FLS	Construction	\$20,113,267	37	.90	▼	0	─	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,225,035	95	1.00	─	0	─	
BL01-9533 Projects									
T8041288	Station Renewal: 7th Avenue / 6th Ave (Brooklyn)	Construction	\$49,902,131	3	1.00	▼	0	─	Ⓞ
T8041289	Station Renewal: East 149 St / Pelham	Construction	\$50,471,429	3	1.00	▼	0	─	
T8041290	Station Renewal: 179 St / Queens Blvd	Construction	\$62,639,021	3	1.00	▼	0	─	
T80412DD	Station Renewal: 7th Ave / 6th Ave (Brooklyn) - DES	Construction	\$2,812,632	3	1.48	▲	0	─	
T80412DD	Station Renewal at E 149 St / Pelham - DES	Construction	\$1,781,701	3	1.14	▲	0	─	
T80412DD	Station Renewal at 179th St - Queens Blvd Line - DES	Construction	\$2,261,223	3	1.58	▲	0	─	
T80502A9	ML Track Replacement: East 149 St / Pelham	Construction	\$8,548,310	3	1.00	▼	0	─	
Replacement of 19 Elevators - Various Locations Projects									
T7040716	Replace 1 Elevator: Lexington Av 53 St QBL DES	Construction	\$168,777	100	1.00	─	-1504	▼	Ⓡ
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	70	1.00	─	1	▲	
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$160,850	50	1.00	─	1	▲	
Station Components Projects									
T8041215	Station Components - Phase 1 (43 Locs) - Design	Construction	\$19,546,341	41	1.00	─	0	─	



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
All Other Stations Projects									
Station Components Projects									
T8041238	Station Components - Phase 1 (43 Locs)	Construction	\$60,739,870	41	1.10	▬	0	▬	G
ADA Package 6 Projects									
T7041342	ADA: Ave I CUL DES	Construction	\$225,039	18	1.00	▬	0	▬	G
T8041265	Platform components at Burnside Av / JER	Construction	\$16,373,929	0	1.00	▬	0	▬	
T8041310	ADA: Myrtle Ave / JER	Construction	\$82,605,443	17	1.00	▬	0	▬	
T8041320	ADA: Ave I / CUL	Construction	\$74,011,512	18	1.00	▬	0	▬	
T8041376	ADA: Burnside Ave / JER	Construction	\$100,484,528	13	1.00	▬	0	▬	
T8041379	ADA: Norwood Avenue / Jamaica	Construction	\$68,553,711	19	1.00	▬	0	▬	
T8041380	ADA: Middletown Road / PEL	Construction	\$59,277,058	25	.99	▬	0	▬	
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	\$1,368,978	25	.72	▬	0	▬	
T80413DD	ADA: Burnside Ave/JER DES	Construction	\$1,737,411	13	1.04	▬	0	▬	
T80413DD	ADA: Norwood Ave / JAM DES	Construction	\$1,472,605	19	.99	▬	0	▬	
T80413DD	ADA: Ave I CUL DES	Construction	\$1,415,154	18	.95	▬	0	▬	
T80502A7	ML Track Replacement (4 stations)	Construction	\$24,851,264	14	1.00	▬	0	▬	
ADA Package 7 Projects									
T80412B1	Platform Components: Kingsbridge Rd/JER	Construction	\$2,267,601	0	1.00	▬	0	▬	G
T8041381	ADA: 167 St / Concourse	Construction	\$83,628,488	0	1.00	▬	0	▬	
T8041382	ADA: Kingsbridge Road / Jerome	Construction	\$90,955,801	0	1.00	▬	0	▬	
T80413DD	ADA: 167 St / Concourse - DES	Construction	\$2,194,450	0	1.10	▬	0	▬	
T80413DD	ADA: Kingsbridge Road / Jerome - DES	Construction	\$1,702,892	0	.97	▬	0	▬	
T80502B1	ML Track Replacement: Kingsbridge Rd / JER (3P)	Construction	\$2,771,101	0	1.00	▬	0	▬	



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

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Construction & Development									
Stations									
All Other Stations Projects									
ADA Package 7 Projects									
T80502C4	ML Track Rep Kingsbridge Rd/JER (ADA7) DES	Construction	\$50,382	0	1.00	▬	0	▬	
ADA Package 9 Projects									
T8041294	Station Renewal: Briarwood	Construction	\$17,784,695	0	1.00	▲	0	▬	G
T8041299	Station Components: Parsons Blvd/QBL	Construction	\$7,451,940	0	1.00	▲	0	▬	
T80412DD	Station Renewals: Brianwood / QBL - DES	Construction	\$1,072,100	0	1.04	▲	0	▬	
T8041340	Station Renewals: Brianwood / QBL	Construction	\$77,805,410	0	1.00	▲	0	▬	
T8041383	ADA: Gates / Jamaica	Construction	\$84,426,627	0	1.00	▲	0	▬	
T8041384	ADA: Parsons Blvd / QBL	Construction	\$86,078,976	0	1.00	▲	0	▬	
T80413DD	ADA: Briarwood / QBL - DES	Construction	\$2,635,139	0	1.52	▲	0	▬	
T80413DD	ADA: Parsons Blvd / QBL - DES	Construction	\$1,881,164	0	1.15	▲	0	▬	
T80413DD	ADA: Gates Ave / JAM - DES	Construction	\$1,726,872	0	1.14	▲	0	▬	
Bryant Park Bundle Projects									
T8041215	Platform Components: 5th Ave - FLS - DES	Construction	\$300,000	0	1.00	▬	0	▬	G
T80412A3	Platform Components: 5 Av / FLS	Construction	\$5,838,261	0	1.34	▬	0	▬	
T8041301	ADA: 42nd St/Bryant 5th Ave	Construction	\$122,248,838	0	.97	▲	0	▬	
T80413DD	ADA: 42nd St/Bryant 5th Ave - Design	Construction	\$6,782,892	0	1.00	▬	0	▬	
All Other Stations Projects									
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,688,460	65	1.00	▬	0	▬	R
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	62	1.00	▬	0	▬	G
T8041255	Station Condition Survey (Group 2)	Design	\$8,715,949	65	1.00	▬	2	▲	R
T8041255	Station Condition Survey (Group 3)	Design	\$8,510,691	21	1.00	▬	2	▲	G



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

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Construction & Development									
Stations									
All Other Stations Projects									
All Other Stations Projects									
T8041255	Station Condition Survey (Group 1)	Design	\$10,051,772	55	1.22	▬	3	▲	Ⓡ
Systems									
OMNY									
OMNY Program Projects									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,955,710	100	1.00	▬	0	▬	Ⓡ
T7040401	New Fare Payment System, Phase 2	Construction	\$471,053,495	100	1.00	▬	0	▬	
T8040405	Additional Work: Fare Collection	Construction	\$63,083,835	100	1.00	▬	0	▬	
MTA Track Program									
LIRR and MNR Track Projects									
All Other MTA Track Program Projects									
L8030112	Track Rehab- West Side Storage Yard	Construction	\$7,231,441	56	1.00	▬	0	▬	Ⓡ
Stations									
All Other									
Stormwater Mitigation & Platform Barrier Installation Projects									
T8041270	Stormwater Mitigation, Package 2	Construction	\$10,919,900	47	1.00	▬	0	▬	Ⓡ
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$407,000	0	1.88	▬	0	▬	
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	89	1.00	▬	6	▲	Ⓡ
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$74,398,418	89	1.05	▲	6	▲	
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$63,583,446	89	.99	▬	6	▲	
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	89	1.00	▬	6	▲	
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	89	1.00	▬	6	▲	



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Construction & Development									
Infrastructure									
All Other									
Structural Rehab and Overcoat Painting at 180th St Projects									
T8070369	Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	Construction	\$1,829,325	89	.62	▬	6	▲	
T8070370	East 180 St Flyover / Dyre Ave Additional Costs	Construction	\$15,958	89	1.00	▬	6	▲	
Overcoat Painting - Jamaica Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,887	65	1.00	▬	6	▲	
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,500	65	1.00	▬	6	▲	
T8070313	Line Structures Overcoat Painting Design	Construction	\$200,000	65	1.00	▬	6	▲	
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$82,856,572	65	.99	▬	6	▲	
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$72,261,723	65	.97	▬	6	▲	R
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$65,287,814	65	1.09	▬	6	▲	
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	65	1.00	▬	6	▲	
Steinway Tunnel Portal Resiliency Projects									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,331,940	98	.97	▬	6	▲	
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$22,726,198	99	1.01	▬	6	▲	R
T6070343	Steinway Portal Mitigation	Construction	\$10,909,266	0	1.00	▬	6	▲	
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,441,229	98	.97	▬	6	▲	
T7080644	Police Radio System: Enhance Coverage-Steinway Tube - DES	Construction	\$42,876	98	.62	▬	6	▲	
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	98	1.00	▬	6	▲	
Line Structure Component Repair Program - BW7 & 8AV Projects									
T7070333	LSCRP: Uptown Manhattan (BW7, 8AV) Grouting Survey & Design	Construction	\$1,807,885	100	1.00	▬	0	▬	
T8070309	LSCRP: Uptown Manhattan - BW7 - Design	Construction	\$3,289,062	7	1.29	▬	0	▬	
T8070309	LSCRP: Uptown Manhattan - 8AV - Design	Construction	\$2,039,096	9	1.30	▬	0	▬	



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Construction & Development									
Infrastructure									
All Other									
Line Structure Component Repair Program - BW7 & 8AV Projects									
T8070309	Subway Structure Repairs Design	Construction	\$496,457	100	1.00	▬	0	▬	G
T8070340	81st St & Broadway Sewer Connection - BW7	Construction	\$996,528	2	1.32	▬	0	▬	
T8070360	LSCRP: Uptown Manhattan - 7AV	Construction	\$92,080,542	9	.99	▬	0	▬	
T8070361	LSCRP: Uptown Manhattan - BW7	Construction	\$68,085,420	7	1.00	▲	0	▬	
T8070362	Exp Joints Repair 133 St & Lasalle - BW7	Construction	\$17,384,977	2	.99	▬	0	▬	
T8070363	Stormwater Mitigation: 81 St & Broadway - BW7	Construction	\$9,938,218	2	1.00	▬	0	▬	
T8070364	Demolition of Abandoned Structures CBH 125 St	Construction	\$1,770,096	0	1.00	▬	0	▬	
Washington Heights Substation Renewal Projects									
T7090225	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$610,579	15	.93	▬	0	▬	G
T8090210	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$5,462,533	15	1.10	▼	0	▬	
T8090232	Washington Heights Substation Renewal / 8AV	Construction	\$71,108,006	15	1.00	▬	0	▬	
Hardening of 26 Substations Projects									
ET090307	Hardening of Substations at 24 Locations	Construction	\$92,652,041	91	.94	▬	1	▲	R
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,157,586	91	.83	▬	1	▲	
ET090314	Hardening Substations: Tudor City	Construction	\$5,810,964	91	.93	▬	1	▲	
T60412J3	Sandy Mitigation: 26 Substations - Core 1	Construction	\$18,837,616	91	.78	▲	1	▲	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	91	1.00	▬	1	▲	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	91	1.00	▬	1	▲	
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$736,793	91	.03	▬	1	▲	
T8070377	Demolish Old Rock Park Yard Substation/Roc	Construction	\$656,520	91	1.00	▼	1	▲	



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Construction & Development									
Infrastructure									
All Other									
Jamaica Bus Depot Reconstruction Projects									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$5,257,226	0	.72	▬	0	▬	(R)
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,204,286	0	.98	▬	0	▬	
T8120303	Jamaica Depot Reconstruction	Construction	\$576,509,470	52	1.00	▬	0	▬	
T8120303	Jamaica Depot Replacement Property Acquisition - 8 Program	Construction	\$20,976,032	0	1.00	▬	0	▬	
T8120307	Bus Parking Lot at York College	Construction	\$27,021,586	99	1.00	▬	0	▬	
Substation Renewal - 3 Locations Projects									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,207,727	76	.88	▬	0	▬	(R)
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,320,245	76	.99	▬	0	▬	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$181,496	76	.51	▬	0	▬	
T8090221	Substation Renewal: 13 St / CUL	Construction	\$29,281,272	76	1.00	▬	0	▬	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$27,173,438	76	1.03	▬	0	▬	
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,396,181	76	1.00	▬	0	▬	
Concourse Yard Substation Projects									
T8090210	Substation Renewals: Various Locations	Construction	\$5,697,230	12	.99	▬	0	▬	(G)
T8090210	Replace Control Cable - Zone 25	Construction	\$818,584	3	.68	▬	0	▬	
T8090233	Concourse Yard Substation	Construction	\$65,788,923	12	1.00	▬	0	▬	
T8090234	Replace Control Cable, Zone 25	Construction	\$5,224,180	3	1.00	▬	0	▬	
T8090407	Power Distribution Design	Construction	\$1,635,430	6	.97	▬	0	▬	
T8090414	Rehabilitation of 1 CBH at Concourse Yard	Construction	\$5,931,355	6	1.00	▬	0	▬	
Substation Renewals at 2 Locations Projects									
T7090226	Village Substation Renewal DES	Construction	\$933,376	13	1.08	▬	0	▬	



4th Quarter 2025 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Infrastructure									
All Other									
Substation Renewals at 2 Locations Projects									
T8090210	Replace High Tension Switchgear at 5 Substations	Construction	\$4,582,821	13	1.38	■	0	■	G
T8090210	Village Substation Renewal - Design	Construction	\$2,512,515	13	1.53	■	0	■	
T8090225	Hester St Substation Renewal / 6 Av	Construction	\$48,175,068	13	1.01	■	0	■	
T8090226	Village Substation Renewal	Construction	\$36,199,964	13	1.00	■	0	■	
Rehabilitation of 4 Pump Rooms Bundle Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,222,745	5	1.06	■	0	■	G
T8060530	Rehab Pump Room 4 Locs/Various	Construction	\$54,684,932	5	1.00	■	0	■	
Drainage Improvements at Westchester Yard Projects									
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$75,027,511	89	.96	■	3	▲	R
T8100423	Westchester Yard Drainage Improvements	Design	\$161,157,993	89	1.00	■	3	▲	
Substation Roof and Enclosures PKG 1 Projects									
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	\$3,985,953	38	1.03	■	0	■	G
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	\$19,630,283	38	.97	■	0	■	
Substation Roof and Enclosures Rehab PKG 2 Projects									
T8090210	Rehab Substation Roofs & Enclosures - 3 Locations - DES	Construction	\$1,498,846	83	1.02	■	1	▲	G
T8090210	Rehab Substation Roof & Enclosure - B'way/W 143 St - DES	Construction	\$1,278,635	73	1.00	■	1	▲	
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	\$6,440,485	73	.98	■	1	▲	
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	\$5,770,488	83	.98	■	1	▲	
Portable Bus Lift Replacement Bundle Projects									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	50	1.00	■	0	■	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	43	1.00	■	0	■	



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Infrastructure									
All Other									
Substation Component Replacement - Multiple Locations Projects									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,237,485	48	1.00	▬	15	▲	R
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	16	1.00	▬	15	▲	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$25,125,700	48	1.08	▬	15	▲	
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,874,796	16	1.00	▬	15	▲	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$26,436,607	20	1.02	▬	15	▲	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	9	1.00	▬	15	▲	
T8090230	Repair Components 62 Rd Substation QBL	Construction	\$4,345,992	7	1.06	▬	15	▲	
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$2,209,644	48	1.32	▬	15	▲	
Pump Room Rehabilitation Projects									
T7060508	Construct Pump Room: Rockwell Place 4AV	Construction	\$2,693,146	84	1.00	▲	4	▲	R
T8060508	Pump Rooms & Deep Wells Design	Construction	\$6,500,440	84	.99	▬	4	▲	
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$26,477,848	84	.93	▬	4	▲	
BL01-9499 Projects									
T8120308	Drainage & Fire Protection : Charleston Depot - DES	Construction	\$2,337,147	0	1.14	▲	0	▬	G
T8120308	HVAC & Air Curtains: Kingbridge Depot - DES	Construction	\$2,597,000	0	1.40	▲	0	▬	
T8120308	HVAC/Misc: Flatbush Depot - DES	Construction	\$1,516,306	0	1.21	▲	0	▬	
T8120309	Drainage and Fire Protection: Charleston Depot	Construction	\$17,477,212	0	1.00	▲	0	▬	
T8120310	HVAC & Air Curtains: Kingsbridge Depot	Construction	\$42,842,691	0	1.00	▲	0	▬	
T8120311	HVAC/Misc.: Flatbush Depot	Construction	\$38,706,478	0	1.00	▲	0	▬	
Car Washer Component Repairs Bundle Projects									
T7100443	DCE Car Washer Comp Repair: Canarsie & Jamaica DES	Construction	\$3,088,449	0	1.05	▬	0	▬	



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Infrastructure									
All Other									
Car Washer Component Repairs Bundle Projects									
T8100409	DCE Car Washer Comp Repair: Canarsie & Jamaica DES	Construction	\$2,626,376	0	1.00	▬	0	▬	G
T8100409	Shop Components Design	Construction	\$2,524,243	0	1.51	▬	0	▬	
T8100433	DCE Car Washer Components Canarsie and Jamaica Depots	Construction	\$64,492,795	0	1.00	▲	0	▬	
T8100434	DCE Car Washer Components 207th Street	Construction	\$45,598,324	0	1.00	▲	0	▬	
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,021,661	86	.98	▬	0	▬	G
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$81,963,417	44	.98	▬	0	▬	
ET070312	Rockaway Line Long Term Protection	Construction	\$75,753,586	55	1.03	▬	0	▬	
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	40	1.00	▬	0	▬	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,498,583	15	.99	▬	0	▬	
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	▬	0	▬	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$120,361,181	43	1.00	▬	0	▬	
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	\$3,587,572	95	1.00	▬	0	▬	
T8070310	Rehab Hammels Wye - DES	Construction	\$2,716,750	98	1.18	▬	0	▬	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,275,039	95	1.00	▬	0	▬	
T8070324	Rehab Hammels Wye	Construction	\$106,344,382	98	1.00	▬	0	▬	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	28	1.00	▬	0	▬	
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$9,457,083	80	.88	▬	0	▬	G
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	80	1.00	▬	0	▬	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$16,311,748	80	.94	▬	0	▬	



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Construction & Development									
Infrastructure									
All Other									
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	\$36,309,148	43	.90	▬	0	▬	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,715,777	43	.99	▬	0	▬	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	\$317,922	25	1.00	▬	16	▲	R
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,684,051	25	.97	▬	16	▲	
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	25	.98	▬	16	▲	
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	25	1.00	▬	16	▲	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	25	1.00	▬	16	▲	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	\$265,543	5	.68	▬	0	▬	G
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,573,606	5	.98	▬	0	▬	
ET090244	Traction Power Repairs: Various Locations	Construction	\$93,851,356	49	.99	▬	0	▬	
T6160212	Storm Mitigation Studies	Construction	\$56,300	0	1.00	▬	0	▬	
Rehabilitation of 5 CBHs Projects									
T8090407	Rehabilitation of 5 CBHs; Various Locs - Design	Construction	\$3,875,867	0	1.21	▬	0	▬	G
T8090415	Rehabilitation of 5 CBHs - Various Locs	Construction	\$56,364,632	0	1.00	▬	0	▬	
Overcoat Painting and Structure Repair - Bwy-7th Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$2,202,752	11	1.00	▬	0	▬	G
T8070359	Structure Painting: 225 St - 240 St BW7	Construction	\$132,263,045	11	1.00	▬	0	▬	
T8070374	Demolish of Abandoned Structures / BW7	Construction	\$1,043,530	11	1.00	▬	0	▬	
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	75	1.00	▬	3	▲	



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

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Construction & Development									
Infrastructure									
All Other									
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	64	1.00	▬	3	▲	R
All Other Infrastructure Projects									
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	\$16,270,331	100	.98	▬	0	▬	G
S8070112	SIR Track and Switch Replacement	Construction	\$83,390,303	75	.95	▬	6	▲	R
T7060506	Rehab Forsyth St Vent Plant	Construction	\$93,461,654	99	1.00	▬	5	▲	R
T7090219	New Substation: Canal St 8AV	Construction	\$86,949,700	63	1.03	▬	0	▬	R
T7100441	New Railcar Receiving Improvements	Construction	\$115,382,110	100	.95	▬	-2	▼	R
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$185,784,549	28	1.00	▬	2	▲	G
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,669,949	100	.99	▬	0	▬	R
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$98,472,422	71	.97	▬	3	▲	R
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	48	1.00	▬	0	▬	G
T8070352	Structure Painting: 9th Ave/WST	Construction	\$45,019,776	0	1.00	▬	0	▬	G
T8070354	LSCRIP Lexington / Jerome	Construction	\$86,543,055	60	.99	▬	7	▲	R
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	\$138,291,419	12	.97	▬	0	▬	G
T8070375	Column Repair / WST	Construction	\$65,790,733	17	1.00	▬	0	▬	G
T8090215	New Substation: 28 St / 8AV	Construction	\$71,873,879	100	1.01	▬	1	▲	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	\$22,454,706	24	1.00	▬	0	▬	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$59,076,681	88	1.01	▬	0	▬	R
T8100417	207th St OH Facility	Construction	\$38,771,117	2	.99	▬	0	▬	R
T8100425	Coney Island Overhaul Shop Roof	Construction	\$70,768,048	9	.96	▬	0	▬	G



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Infrastructure									
All Other									
All Other Infrastructure Projects									
T8100431	DOS Facility Heating and Boiler CI and Concourse	Construction	\$30,498,035	0	1.00	▬	0	▬	G
T8100435	Component Repairs: Coney Island Overhaul Facility	Construction	\$40,801,060	0	1.00	▬	0	▬	G
T8120314	ENY Depot Fire Suppression System Rehabilitation	Construction	\$9,612,600	0	.92	▼	0	▬	G
T8160718	2020-24 Facility Elevators	Construction	\$35,269,591	8	1.00	▬	0	▬	G
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	\$17,818,079	85	1.00	▬	3	▲	R
Systems									
Modernization of Fire Alarm Systems - DOS Projects									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,122,728	54	.99	▬	0	▬	G
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$79,714,797	54	.96	▬	0	▬	
Modern Fare Gates Projects									
T8040404	Secure, Accesible, and Modern Fare Gates	Construction	\$7,611,843	64	1.15	▼	0	▬	G
T9040402	Secure, Accessible, & Modern Fare Gates (2025)	Construction	\$19,462,242	64	1.00	▬	0	▬	
Communication Room Upgrades Projects									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	\$1,785,834	2	.79	▬	0	▬	R
T8080660	Comm Room Upgrade: APC Repl	Construction	\$18,004,216	2	1.01	▬	0	▬	
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	\$381,765	2	1.00	▬	0	▬	
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$88,322,987	99	1.04	▬	0	▬	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$50,653,125	71	1.06	▬	0	▬	R
T8080602	Upgrade/Replace PBX-2 at Jay St	Construction	\$17,900,957	0	1.00	▼	0	▬	G
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,330,166	47	1.00	▬	0	▬	G
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$33,285,722	0	1.46	▬	0	▬	R



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

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Construction & Development									
Systems									
All Other									
All Other Systems Projects									
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$24,905,604	90	.75	▬	7	▲	(R)
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,311,429	56	.98	▬	6	▲	(R)
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,270,579	15	1.00	▬	0	▬	(G)
T8080670	Fiber Optic Part 10 (In House)	Construction	\$7,962,152	6	1.00	▬	0	▬	(G)
T8080671	VHF Portable Radio Replacement	Construction	\$11,736,075	0	1.00	▬	0	▬	(G)
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	23	1.00	▬	0	▬	(R)
Signals / Train Controls									
CBTC - QBL East Projects									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	76	1.00	▬	0	▬	(G)
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$461,191,780	76	1.04	▬	0	▬	
CBTC - Crosstown Line Projects									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$634,468	62	.97	▬	0	▬	(G)
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$593,561,984	62	.99	▬	0	▬	
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	62	1.00	▬	0	▬	
T80803DD	Signal Modernization Design	Construction	\$5,286,917	62	1.00	▬	0	▬	
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$241,700,744	90	1.12	▲	0	▬	(R)
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	90	1.00	▬	0	▬	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$258,283,693	90	.99	▼	0	▬	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	90	1.00	▬	0	▬	
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	\$9,137,194	90	1.17	▼	0	▬	



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Construction & Development									
Signals / Train Controls									
All Other									
CBTC Equipment Installation on R211 Cars Projects									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$34,530,267	61	.93	▬	0	▬	R
T8080331	CBTC: Carbone Equipment Purchase	Construction	\$19,330,497	61	5.45	▲	0	▬	
T8080334	Equip B Div w/ 2nd CBTC Radio; Phase A Thales	Construction	\$85,323,949	0	1.00	▬	0	▬	
T80803DD	CBTC: 8AV Equip 460 R211 Cars - Design	Construction	\$512,371	0	1.00	▬	0	▬	
CBTC Equipment Installation on R179 Cars Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$45,457,364	81	1.22	▲	13	▲	R
T8080333	Equip B Div w/ 2nd CBTC Radio; Phase A Siemens	Construction	\$44,934,856	0	1.00	▬	0	▬	
T80803DD	CBTC: 8AV Equip 316 R179 Cars - Design	Construction	\$512,371	0	1.00	▬	0	▬	
CBTC - Fulton Line Projects									
T8050330	CBTC: Fulton Line Switch Replacement	Construction	\$30,465,997	0	1.00	▲	0	▬	G
T8080325	CBTC: Fulton & 5 Interlockings	Construction	\$1,295,986,430	0	1.00	▲	0	▬	
T8080325	CBTC: Fulton & 5 Interlockings	Construction	\$65,670,171	0	1.00	▬	0	▬	
T80803DD	CBTC: Fulton & 5 Interlockings - DES	Construction	\$15,622,572	0	1.00	▬	0	▬	
T9050306	Liberty Switch Replacement	Construction	\$24,753,622	0	1.00	▬	0	▬	
T9060512	Tunnel Lighting: Jay St - Liberty Av Portal/FUL-LIB	Construction	\$124,429,200	0	1.00	▬	0	▬	
T9080311	CBTC: Liberty	Construction	\$373,632,816	0	1.00	▬	0	▬	
T90803DD	Signal Modernization Design	Construction	\$574,769	0	1.00	▬	0	▬	
Culver Yard Flood Mitigation Projects									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$116,334,923	31	.99	▬	2	▲	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	24	1.00	▬	2	▲	



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Construction & Development									
Signals / Train Controls									
All Other									
All Other Signals / Train Controls Projects									
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$106,207,643	72	1.07	▲	0	▬	G
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$20,653,616	51	1.00	▬	0	▬	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	30	1.00	▬	0	▬	G
T8080316	CBTC: GEC Services	Design	\$22,576,440	73	1.00	▬	15	▲	B
B&T									
TN Bridge Structural Steel Rehab and Painting Projects									
D901TN9A	TNB Miscellaneous Structural Rehabilitation	Construction	\$205,783,293	0	.97	▬	0	▬	G
D907TN9P	TN FACILITY-WIDE PAINTING PROGRAM	Construction	\$29,223,200	0	.90	▬	0	▬	
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$4,601,535	100	.69	▬	0	▬	
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	56	.86	▬	0	▬	
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	97	.86	▬	0	▬	G
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$14,698,186	7	.76	▬	0	▬	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$46,465,198	81	.84	▬	0	▬	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$26,798,430	69	.88	▬	0	▬	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$114,961,147	89	.82	▬	0	▬	G
Utility Redundancy and Resiliency Improvements at BW and VN Bridges Projects									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,218,904	87	.87	▬	1	▲	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$16,998,205	99	.92	▬	1	▲	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	87	.88	▬	1	▲	



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
All Other									
BL02-9053 Projects									
D802VN84	Reconstruction of Upper Level Approach at VN Bridge - Ph 2	Construction	\$454,640,005	5	.86	▲	0	▬	G
D807VN84	Painting of Upper Level Approach at VN Bridge - Ph 2	Construction	\$9,619,779	5	.86	▬	0	▬	
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	10	.81	▬	0	▬	G
D801RK19	RFK Suspended Span Retrofit	Construction	\$402,117,947	37	.87	▬	0	▬	
D807RK19	Painting of RFK Suspended Span	Construction	\$44,972,747	37	.88	▬	0	▬	
Install of Fire Suppression and Rehab at HC/QM Tunnels Projects									
D901HC9A	Hugh Carey Tunnel Rehabilitation	Construction	\$13,564,809	0	.80	▼	0	▬	G
D901QM9A	Queens Midtown Tunnel Rehabilitation	Construction	\$27,169,206	0	.97	▬	0	▬	
D904HC9R	INSTALLATION OF FIRE SUPPRESSION SYSTEM	Construction	\$64,560,709	0	.56	▬	0	▬	
D904QM9R	INSTALLATION OF FIRE SUPPRESSION SYSTEM	Construction	\$99,877,180	0	.87	▬	0	▬	
Verrazzano Main Cable Dehumidification Projects									
D701VN8Q	VNB Cable Dehumidification	Construction	\$29,605,910	0	.70	▼	0	▬	G
D801VN8Q	VNB Cable Dehumidification-Phase 1	Construction	\$241,969,744	0	.86	▬	0	▬	
D806AW29	Blow Test at VNB	Construction	\$2,870,913	0	.93	▬	0	▬	
All Other B&T Projects									
D801HC48	Rehabilitation of Tunnel Entrance/Exit - Manhattan	Construction	\$34,373,768	5	.83	▼	-4	▼	G
D802RK90	Widening of S/B FDR Drive - 125 St to 116 St.	Construction	\$30,987,687	16	.87	▼	0	▬	G
Cross Agency									
Rolling Stock									
Rail Cars									
Purchase of R268 B-Division Cars Projects									
T8010105	Purchase R268 B-Division Cars	Construction	\$3,534,480	0	1.00	▬	0	▬	



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Rolling Stock									
Rail Cars									
Purchase of R268 B-Division Cars Projects									
T9010101	Purchase 378 B-Division Cars - R268	Construction	\$1,663,176,487	0	.93	▼	0	▬	G
M42 Dual-Mode Locomotives Projects									
M7010101	Locomotive Purchase	Construction	\$248,421,223	40	.96	▬	0	▬	G
M8010102	Locomotive Replacement	Construction	\$135,783,598	40	.56	▬	0	▬	
Purchase of R211 B-Division Cars - Kawasaki Projects									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	92	1.00	▬	0	▬	
T7010101	Purchase 440 B-Division Cars	Construction	\$1,397,536,129	88	1.00	▬	0	▬	R
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$81,374,230	95	1.00	▬	0	▬	
Purchase of R262 A-Division Cars Projects									
T7010105	Purchase 1178 A-Division Cars DES	Design	\$1,050,000	12	1.00	▼	13	▲	
T8010101	A-Division Car Purchases	Design	\$13,133,046	12	1.00	▬	13	▲	G
All Other Rolling Stock Projects									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$33,440,145	49	1.08	▬	1	▲	R
T7130211	Purchase 25 Hybrid Locomotives	Construction	\$256,092,473	80	1.00	▬	2	▲	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	83	1.00	▬	3	▲	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	40	1.00	▬	0	▬	G
T8010103	Purchase 437 B-Division Cars (R211 Option 2)	Construction	\$1,389,664,203	9	1.00	▬	0	▬	G
T9130201	Purchase 45 Locomotives	Construction	\$416,326,665	0	.75	▬	0	▬	G
L70101MN	M-9A Procurement	Construction	\$243,000,001	0	1.00	▬	0	▬	G
L8010102	Purchase 22 Dual-Mode Locomotives	Construction	\$156,104,996	37	1.00	▬	0	▬	G
L8030101	New Track Geometry Car	Construction	\$27,090,105	41	1.00	▲	0	▬	G



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Rolling Stock									
Rail Cars									
All Other Rolling Stock Projects									
L9010103	M9A	Construction	\$375,579,238	0	1.04	▼	0	─	G
M8010101	M-9A Procurement	Construction	\$435,338,362	5	.89	─	0	─	G
M8030107	MoW Equipment	Construction	\$39,655,719	26	.94	─	36	▲	G
M9010101	M9A Fleet	Construction	\$1,035,615,333	5	.96	─	0	─	G
Buses									
Purchase of 205 Battery Electric Buses Projects									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	3	1.00	─	0	─	G
T8030214	Bus Purchase Design	Construction	\$673,151	3	1.92	─	0	─	
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	─	0	─	
Purchase of 193 Standard and 72 Articulated BEB Buses Projects									
T8030220	72 Articulated Buses (BEB)	Construction	\$142,632,641	0	1.00	─	0	─	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	\$266,643,357	0	1.00	─	0	─	
All Other Rolling Stock Projects									
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	2	1.00	─	0	─	G
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	6	1.00	─	0	─	
T9030209	Purchase 21 Articulated Buses	Construction	\$31,013,625	0	1.00	─	0	─	
T9030210	Purchase 131 Express Buses	Construction	\$128,837,796	55	1.00	─	0	─	
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	4	1.00	─	7	▲	
MTA Track Program									
NYCT Department of Subways Track Projects									
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$11,419,460	98	1.00	▼	1	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$57,227,291	93	1.02	▼	7	▲	R



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$22,319,849	92	.94	▬	7	▲	R
T8050268	Mainline Track Replacement 2023 / 6th Av-Culver	Construction	\$87,636,053	96	1.01	▼	-1	▼	R
T8050274	Mainline Track Replacement 2023 / Astoria Line	Construction	\$16,839,567	57	1.00	▬	0	▬	G
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$34,585,122	65	1.01	▼	0	▬	G
T8050277	Mainline Track - 2023 / CNR	Construction	\$56,144,604	74	1.00	▬	21	▲	T
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$39,243,698	75	1.33	▲	8	▲	R
T8050290	Mainline Track Replacement 2023 / Broadway (Canal St)	Construction	\$18,637,902	86	1.32	▲	0	▬	R
T8050293	Mainline Track Replacement 2024 / Pelham	Construction	\$15,271,509	65	1.00	▬	2	▲	R
T8050294	Mainline Track Replacement 2024 / White Plains Road	Construction	\$22,384,597	70	.94	▬	0	▬	R
T8050295	Mainline Track Replacement 2024 / Jamaica	Construction	\$36,389,918	90	1.30	▲	0	▬	R
T8050296	Mainline Track Replacement 2024 / Eastern Parkway	Construction	\$13,391,923	78	.85	▬	4	▲	R
T8050299	Mainline Track Replacement 2024 / 4 Avenue	Construction	\$21,532,055	100	.88	▬	0	▬	G
T80502A2	Mainline Track Replacement 2024 / Brighton	Construction	\$7,526,581	40	1.00	▬	4	▲	T
T80502A5	Mainline Track Replacement 2024 / Dyre	Construction	\$10,970,210	90	1.31	▲	2	▲	R
T80502B3	Mainline Track Replacement 2024 / E.Pkwy (SO Gr Army Plz)	Construction	\$19,348,429	46	1.00	▬	8	▲	T
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$18,321,211	85	.85	▬	0	▬	G
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	84	1.00	▬	8	▲	R
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	84	1.00	▬	0	▬	R
T9050206	Mainline Track Replacement 2025 / Broadway	Construction	\$16,825,638	80	1.00	▬	0	▬	G
T9050208	Mainline Track Replacement 2025 / Canarsie	Construction	\$10,991,801	62	1.00	▬	0	▬	R



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T9050209	Mainline Track Replacement 2025 / Eastern Parkway	Construction	\$26,190,641	63	1.00	▬	0	▬	G
T9050210	Mainline Track Replacement 2025 / 8th Avenue	Construction	\$31,652,236	85	1.00	▬	0	▬	G
T9050211	Mainline Track Replacement 2025 / 6th Avenue	Construction	\$19,258,226	85	1.00	▬	0	▬	G
T9050215	Mainline Track Replacement 2025 / Flushing	Construction	\$19,814,908	72	1.00	▬	2	▲	R
T9050216	Mainline Track Replacement / Brighton	Construction	\$7,469,506	0	1.00	▬	0	▬	G
T9050217	Mainline Track Replacement 2025 / Rockaway	Construction	\$46,887,952	75	1.00	▬	3	▲	T
T9050304	Mainline Track Switches 2025 / Eastern Parkway	Construction	\$13,832,836	85	1.00	▬	0	▬	G
T9050310	Mainline Track Switches 2025 / Lenox WPR	Construction	\$9,383,173	84	1.00	▬	0	▬	G
T9050312	Mainline Track Switches 2025 / Flushing	Construction	\$14,306,230	84	1.00	▬	0	▬	G
T9050313	Mainline Track Switches 2025 / Pelham	Construction	\$13,354,717	80	1.00	▬	0	▬	G
T9050315	Mainline Track Switches 2025 / West End	Construction	\$7,599,781	85	1.00	▬	2	▲	G
T9050316	Mainline Track Switches - 2025 Des / EFA	Construction	\$20,034,786	10	1.00	▬	0	▬	G
T9050317	Mainline Track Switches 2025/ WES (Stillwell)	Construction	\$10,989,868	0	1.00	▬	0	▬	G
T9100411	Yard Track 2025	Construction	\$7,483,727	0	1.00	▬	0	▬	G
LIRR and MNR Track Projects									
M9030109	2025 Cyclical Track Program	Construction	\$57,027,264	100	1.00	▬	0	▬	G
M9030110	2025 Mainline Turnouts	Construction	\$31,245,287	0	1.00	▬	0	▬	G
Integrated Projects									
All Other									
Penn Station Access Projects									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$280,332,150	42	1.00	▬	0	▬	



4th Quarter 2025 Traffic Light Report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Integrated Projects									
All Other									
Penn Station Access Projects									
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$280,332,150	42	1.00	▬	0	▬	G
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	42	1.00	▬	0	▬	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	42	1.00	▬	0	▬	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	42	1.00	▬	0	▬	
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	42	1.00	▬	0	▬	
G8110114	Penn Station Access Systems	Construction	\$186,074,700	42	1.00	▬	0	▬	
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	42	1.00	▬	0	▬	
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	42	1.00	▬	0	▬	
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	42	1.00	▬	0	▬	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	42	1.00	▬	0	▬	
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	42	1.00	▬	0	▬	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	42	1.00	▬	0	▬	
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	42	1.00	▬	0	▬	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	42	1.00	▬	0	▬	
Second Ave Subway - Phase 2 Projects									
G7100107	SAS 2 Prelim Const/Utilities	Construction	\$176,267,505	33	1.00	▬	0	▬	G
G7100114	SAS 2 Heavy Civil at 125th, TBM Tunnel	Construction	\$1,033,952,306	7	1.00	▬	0	▬	
MTA In-House									
ABLE Phase 2B Bundle Projects									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	69	1.00	▬	0	▬	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	65	1.00	▬	0	▬	



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

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Cross Agency									
MTA In-House									
All Other									
All Other MTA In-House Projects									
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,579,785	89	1.00	▬	0	▬	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	15	1.00	▬	0	▬	G
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	39	1.00	▬	0	▬	G
T8041296	Platform Barriers 2025	Construction	\$13,868,878	100	1.00	▬	0	▬	G
T8070371	Vent Reconstruction - Halsey St CNR 10 Station	Construction	\$10,223,368	14	1.00	▬	0	▬	G
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	\$21,527,854	24	.93	▼	0	▬	G
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	12	1.00	▬	0	▬	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$26,507,624	1	1.00	▬	0	▬	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	▬	0	▬	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$18,137,204	16	1.24	▬	0	▬	G
T8160524	Test Pits and Test Holes at Various Locations	Construction	\$11,068,885	31	1.00	▬	0	▬	G
T8160525	Land Borings at Various Locations	Construction	\$7,148,558	12	1.00	▬	0	▬	G
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$19,814,962	44	1.03	▼	0	▬	R
T8160722	EFR at ADA Locations	Construction	\$7,187,427	49	1.00	▬	0	▬	G
T8160723	EFR: 5 Locations ICC	Construction	\$12,324,161	0	1.00	▬	0	▬	G
MTA Security Program									
Commuter Railroads									
Metro-North Railroad									
M8080108	Systemwide Security Initiatives	Construction	\$9,842,617	1	1.00	▬	0	▬	G
Systems									
All Other									
T8080614	Under River Tubes - Phase 3	Construction	\$97,964,523	56	.90	▬	3	▲	R



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
MTA Security Program									
Systems									
All Other									
All Other Systems Projects									
T8080650	Passenger ID CCTV	Construction	\$79,444,632	54	.96	■	0	■	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$138,664,753	42	1.00	■	0	■	G
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$47,944,990	62	.90	■	0	■	G



MTA Independent Engineering Consultant

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 328 active projects, including 85 projects in construction, with a budget of \$19.0B. In addition to NYCT ADA Package 3 bundle, C&D’s first Public-Private Partnership that includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at 6 stations on the Flushing Line, ADA Package 5 which includes ADA work at 13 stations; the replacement of 54 elevators and 71 escalators at various locations/lines; Installation of three new elevators and Station Renewal work at Borough Hall; ADA Package 6 which includes ADA work at 5 stations; ADA Package 7 which includes ADA work at 2 Stations, Renewal at three stations (SOGR – Package 1); ADA Package 9 (GEC) which includes ADA work at 3 Stations; and ADA work at 42 St. – Bryant Park Station. Complex.

The IEC’s Traffic Light Report currently tracks 23 projects spanning two capital programs. Of those, one project (4%) flagged red. The reports below describe why this project was flagged, and what C&D is doing to remediate.

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

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – ADA Package 5		
Project Budget at award: \$890.2M	Current Budget: \$871.3M	EAC: \$871.3M
Substantial Completion at Award: December 2026	Current Substantial Completion: December 2027	
Trigger: Cumulative Schedule	Phase: Construction	Phase Complete: 46%

This bundled contract includes the following ACEPs:

- T8041372: ADA: Harlem – 148 St / Lenox Avenue Line
- T8041349: ADA: 33 St – Rawson St / Flushing Line
- T8041302: ADA: 96 St / 8 Ave Line
- T8041373: ADA: Court Square-23 St / Queens Line
- T8041322: ADA: Classon Avenue / Crosstown Line
- T8041323: ADA: New Lots Avenue / New Lots Line
- T8041326: ADA: 36 Street / 4 Ave Line
- T8041306: ADA: 86 Street / Lexington Line
- T8041334: ADA: 242 Street / BW7 Line
- T8041352: ADA: 46 Street-Bliss Street / Flushing Line
- T8041309: ADA: 81 St – Museum of Natural History / 8 Av Line
- T8041341: ADA: Broadway / AST Line
- T8041256: Platform Components: New Lots Avenue / NLT Line
- T8041259: Station Components: 46 St – Bliss St / FLS Line
- T8050287: Mainline Track Replacement: 81 St / 8 Av, 86 St/Lex, 46 St/FLS Line
- S8070107: ADA: Huguenot / SIR
- T8041257: Station Renewal: 242 St/ BW7 Line

The Contract provides for ADA upgrades at the following 13 NYCT stations: Van Cortland Park- 242nd Street Station (1), Harlem 148th Street Station (3), 96th Street Station (8, C), 81st Street Station (B, C), 86th Street Station (4, 5,

6), Broadway Station (N, W), Court Square-23rd Street Station (E, M), 33rd Street-Rawson Street Station (7), 46th Street-Bliss Street Station (7), Classon Avenue Station (G), New Lots Avenue (3), 36th Street Station (D, N, R), and Huguenot Station (Staten Island Railway). The work includes installing new ADA-compliant elevators or ramps at each of these stations as well as other ADA upgrades and state of good repair work. C&D has also identified and seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract.

During the fourth quarter of 2025, Substantial Completion was delayed for twelve months to December 2027, due to other agency coordination. DOT permit approval was delayed due to a conflict with an ongoing DDC project in the site work zone.

To mitigate further schedule risks, the Project Management Team is coordinating with key stakeholders to streamline project dependencies and access. Recent achievements include securing track outages to resolve conflicts with Flushing Line SOGR projects and partnering with Con Edison to prioritize critical utility work at 96th Street Station.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 184 active projects comprised of 431 sub-projects, with a budget of \$19B, including 46 projects comprised of 101 sub-projects in construction (\$5B).

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

The IEC’s Traffic Light Report currently tracks 50 projects in the Infrastructure BU. Of those, 11 (22%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate, if anything.

Infrastructure BU Response to the IEC Traffic Light Report

Individual Project Descriptions

S8070112: Staten Island Railway Track and Switch Replacement		
Project Budget at Award: \$87.7M	Current Budget: \$87.7M	EAC: \$83.4M
Substantial Completion at Award: July 2025	Current Substantial Completion: June 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 86%

This project is Phase 2 of track and switch replacement for the Staten Island Railway (SIR). The Scope of Work includes the replacement of switches, crossovers and track at four interlockings, as well as approximately 13,000 liner feet of tangent track.

During the fourth quarter of 2025, the substantial completion date was further extended six months to June 2026, due to inclement weather that postponed or delayed start of work and reduced progress. The revised substantial completion date forecasts weather-related cancellations that could potentially affect the remaining activities.

T7060506: Rehab Forsyth St Vent Plant		
Project Budget at Award: \$91.6M	Current Budget: \$93.3M	EAC: \$93.5M
Substantial Completion at Award: October 2022	Current Substantial Completion: August 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

The contract’s scope includes construction of a new emergency ventilation fan plant at Forsyth and Delancey Streets. The scope also includes equipment upgrades at the Stanton Street and Elizabeth Street fan plants and changing the remote controls from the Power Control Center to the Railroad Control Center via fiber-optic cable and intra network.

This project was first delayed by unforeseen site conditions that required extensive redesign and later by unavailable General Orders. Then the 100-hour test of the fan plant was delayed by water intrusion in the tunnel and later by oil leaks near the fan motor area and more recently by the need to modify the circuit breakers. These delays extended the construction duration by 38 months.

During the fourth quarter of 2025, the substantial completion date was further extended five months to May 2026, due to severe undervoltage observed during the initial startup for the 100-hour test. Although the system could run, MOW rejected the fan plant because the voltage levels did not meet MOW requirements, and repeated starts would risk long-term damage to the fan motors. For proper operation of the fan motors at start-up, the three Motor Control Centers (MCCs) must be removed and upgraded with new soft starters with the proper settings. The new equipment was ordered in December and will be delivered in May. Refurbishing and rewiring the MCCs and installing the soft starters will take approximately one month.

Subsequent to the reporting period, the substantial completion forecast was extended to August. Given the project’s history of testing failures and access or resource constraints, the schedule remains high-risk.

T8070354: LSCR - Lexington and Jerome Av Lines		
Project Budget at Award: \$84.6M	Current Budget: \$87.0M	EAC: \$86.8M
Substantial Completion at Award: March 2026	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 68%

The work includes addressing steel defects (columns, beams, and knee braces), concrete defects (tunnel walls, ceilings, etc.), and leaks within the tunnels between the Grand Central and 125th Street stations on the Lexington Avenue Line and between the 125th Street and 161st Street stations on the Jerome Line. In addition to the right-of-way work, there is repair and replacement of vent components including but not limited to repair or replacement of beams supporting grating, replacement of grating with heavy duty grates, replacement of sidewalk, and replacement of concrete drip pan along the Lexington Line.

During the fourth quarter of 2025, the substantial completion date was extended seven months to October 2026, due to increased project scope.

The original project scope included 184 repairs. An additional 205 repairs were incorporated into the project, increasing the total number of repairs required for substantial completion. The remaining repairs are General Order dependent and require weekend track access for completion. The 63 weekend GOs allocated per approved baseline could have absorbed the additional quantities, but the GOs were not granted as planned due to track availability and adjacent track work. Moreover, the anticipated number of weekend GOs per month was scaled back from 2 to 1.5 GOs. The revised substantial completion forecast assumes sufficient availability of weekend GOs to support completion of the remaining original and added repairs.

U8030219: Generator Replacement at Spring Creek & College Point Depots		
Project Budget at Award:	Current Budget: \$17.7M	EAC: \$17.8M
Substantial Completion at Award: October 2025	Current Substantial Completion: March 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 90%

The project includes replacing emergency generators at the College Point and Spring Creek facilities, integrating them with existing fire alarm systems, and completing structural HVAC modifications and roof repair and sealing.

During the fourth quarter of 2025, the substantial completion date was extended five months, from October 2025 to March 2026, due to unanticipated operational constraints with the installation of the Automated Transfer Switch (ATS). The initial schedule incorrectly assumed that control-cable terminations to existing ATS equipment could be performed under live conditions. Terminations require off-hours shutdowns with the manufacturer onsite. These shutdowns also require a formal bulletin and multiparty coordination because they affect critical

loads. The shutdowns of the Spring Creek Depot in January and College Point Depot in February, as well as the control cable terminations at both depots, were successful and substantial completion will occur in March 2026.

Bundled Contract – Drainage Improvements at Westchester Yard		
Project Budget at Design Start: \$238.9M	Current Budget: \$238.9M	EAC: \$238.9M
Design Completion at Design Start: October 2022	Current Design Completion: May 2026	
Trigger: Schedule	Phase: Design	Phase Complete: 90%

This bundled contract includes the following ACEPs:

- ET100315: Sandy Mitigation: Resiliency Improvements at Westchester Yard, and
- T8100423: Westchester Yard Drainage Improvements.

In response to flooding and system disruptions caused by Superstorm Sandy in October 2012, this project will provide protection against storm surges due to Hurricane Cat 2 +3’ flood event. The project involves

- Protecting Westchester Yard from storm surge vulnerabilities
- Providing perimeter floodwall and subgrade seepage cutoff wall
- Sealing manholes within yard and provide backflow prevention for sewers

This project was placed on hold in July 2023 because drainage improvements were required. NYCT had to identify a constructable scope then agree on a design solution with NYCDEP, Con Edison, and NYCDOT. Once design was completed, the necessary additional funds had to be secured in the next Capital Program and the scope was advanced as a Design-Bid-Build contract. When the project restarted in January 2025, the Design Completion date was extended nine months, from March 2025 to December 2025.

During the fourth quarter of 2025, the design completion date was further extended three months to March 2026, for coordination with NYC agencies and other stakeholders. The finalized master lease agreement with NYCDOT is pending approval, and an agreement on stormwater management is under review by MTA and NYCDEP.

Subsequent to the reporting period, the DC date slipped an additional two months to May 2026, due to the ongoing discussions with NYCDEP regarding a design solution for conveying water into the NYCDEP system.

Bundled Contract – HVAC Upgrade at College Point and Spring Creek Depots		
Project Budget at Award: \$34.4M	Current Budget: \$34.4M	EAC: \$34.4M
Substantial Completion at Award: December 2025	Current Substantial Completion: May 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 72%

This bundled contract includes the following ACEPs:

- U8030231: HVAC/CNG, Ph. 2 - Spring Creek
- U8030232: HVAC/CNG, Ph. 2 - College Point

This project provides all labor, materials, tools and equipment necessary to upgrade the HVAC units, install a new Building Management System (BMS) for existing and new equipment and replace the fire alarm system at the College Point and Spring Creek Depots.

During the fourth quarter of 2025, the substantial completion date was extended three months to March 2026, due to prolonged system integration and testing activities at both depots. At Spring Creek, a user-requested

change to HVAC controls expanded the scope beyond monitoring-only, requiring additional testing and commissioning. At College Point, integrating CAMS with the existing fire alarm configuration added testing time.

Subsequent to the reporting period, SC slipped an additional two months to May 2026 because of uncertainties with CAMS and testing.

Bundled Contract – Overcoat Painting – Jamaica Line		
Project Budget at Award: \$214.6M	Current Budget: \$220.9M	EAC: \$204.5M
Substantial Completion at Award: March 2026	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 68%

This bundled contract includes the following ACEPs:

- T8070313: Line Structures Overcoat Painting Design
- T8070335: Paint/Structure Repair: Myrtle Ave – DeSales Place/JAM
- T8070336: Overcoating: Williamsburg Bridge – Myrtle Ave/JAM
- T8070337: Overcoating: East New York Yard/Shop Leads/Loops
- T8070347: Demolition of Abandoned Structures – Various, Ph. 2

The project includes structural repairs and painting on elevated steel structures along the Jamaica Line and part of the Canarsie Line in Brooklyn. Work involves abrasive blasting, removing lead-based paint, cleaning surfaces, applying a three-coat paint system, and completing priority steel repairs.

During the fourth quarter of 2025, the substantial completion date was extended six months, from March 2026 to September 2026, due to cascading delays caused by the contractor’s initiating steel surveys 18 months after award. As a result, shop drawing submissions were untimely, which then delayed steel fabrication and delivery, as well as associated critical-path painting activity. The late delivery of steel has pushed critical repairs into the 2026 construction season. Much of the remaining work depends upon weekend GOs and specialized access. The contractor has requested 19 weekend GOs to complete steel repairs and optimized each track access window.

Subsequent to the reporting period, the substantial completion date slipped an additional three months to December 2026. The December 2026 forecast remains achievable only if the contractor receives the required GOs, improves steel repair production rates and is disciplined regarding submittals.

Bundled Contract – Pump Room Rehabilitation		
Project Budget at Award: \$30.9M	Current Budget: \$37.6M	EAC: \$37.6M
Substantial Completion at Award: December 2025	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 84%

This bundled contract includes the following ACEPs:

- T7060508: Construct Pump Room: Rockwell Place 4 AV
- T8060508: Pump Rooms & Deep Well Design
- T8060523: Rehabilitate Pump Room #1026 Rockwell/BWY

This project will rehabilitate Pump Room 1026 at Rockwell Place in Brooklyn, near DeKalb Avenue Station. Work includes building a new, more accessible control room with new street entrances, expanding the existing sump pit, and improving track drainage.

During the fourth quarter of 2025, the substantial completion date was extended ten months to October 2026, due to high demand for the limited GOs available. Of the 23 GOs authorized by contract, only ten were granted and eight were provided through piggybacking. Approximately 40 GO requests had been rejected between August 2024 and December 2025 due to operational constraints. The contractor forecasts that the remaining work can be completed within three weekend GOs, which have been requested during April and May 2026, pending approval.

Bundled Contract - Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants		
Project Budget at Award: \$52.0	Current Budget: \$51.7M	EAC: \$51.5M
Substantial Completion at Award: April 2026	Current Substantial Completion: August 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 26%

This bundled contract includes the following ACEPs:

- ET060305: Sandy Mitigation: Fan Plant 2 Locations - DES
- ET060336: Sandy Resiliency: 4 Pump Rooms (Jerome/Pelham Tube)
- ET060342: Sandy Mitigation: 17 Fan Plant Wrap-Up 2 Locs FP 7222, 7232
- T8060527: Sandy Mitigation: Jerome Pump Rooms
- T8060528: Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)

This bundle improves resiliency in the Jerome/Pelham Tube between Manhattan and the Bronx. Work includes adding elevated emergency generator connections, raising pump control panels above flood levels, installing new conduits and cables, improving track drainage, and replacing select pumps. It also covers remaining pump room costs not funded previously, and final duct-sealing and cable-upgrade work at two fan plants.

During the fourth quarter of 2025, the substantial completion date was extended 16 months to August 2027, due to limited GO availability and delayed switchgear equipment. Of the 18 GOs authorized by contract, only six have been granted to date. Piggyback opportunities have been secured through October 2026, with two weekend GOs outstanding. Custom switchgear is being fabricated because the contract-specified manufacturer or approved equal did not provide an off-the-shelf assembly compatible with the available space.

Bundled Contract - Steinway Tunnel Portal Resiliency		
Project Budget at Award: \$51.3M	Current Budget: \$52.9M	EAC: \$52.9M
Substantial Completion at Award: April 2025	Current Substantial Completion: April 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

This project will comprehensively modify the Steinway under-river tube to ensure its resiliency against coastal storm flooding. This project includes the construction of flood walls on both sides of the Steinway tunnel portal. The mitigation plan is to construct two 25’x15’ reinforced concrete wall capable of withstanding superstorm flooding along Amtrak’s and Long Island Railroad’s property lines to support a flex-gate flood barrier that will be deployed across NYCT trackway.

This bundled contract includes the following ACEPs:

- ET070308: Sandy Mitigation: Steinway Portal
- ET060338: Sandy Resiliency: 2 Pump Rooms (Steinway Tube)
- ET070308: Sandy Mitigation: Steinway Portal
- T6070343: Steinway Portal Mitigation
- T6080336: Cathodic Protection, Steinway Tube

- T7080644: Police Radio System: Enhance Coverage-Steinway Tube - DES
- T7080648: Police Radio System: Enhance Coverage-Steinway Tube

During the fourth quarter of 2025, the substantial completion date was further extended six months to April 2026, due to the needed redesign of the flexgate to allow for changed User Requirements, as well as delays in commissioning due to design errors and User technical requirements for the intrusion alarm and fire alarm in the police radio room. The contractor is also delayed in finishing the as-builts and O&M manuals.

Bundled Contract – Substation Component Replacement – Multiple Locations		
Project Budget at Award: \$69.4M	Current Budget: \$78.0M	EAC: \$81.3M
Substantial Completion at Award: July 2025	Current Substantial Completion: December 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 28%

This bundled contract includes the following ACEPs:

- T8090220: High-Tension Switchgear W82nd St
- T8090218: Replace DC Lineup at Jamaica Yard Substation
- T8090219: High-Tension Switchgear at 5 Substations
- T8090230: Equipment Replacement 62nd Road/QBL
- T8090235: Replace Transformers Broad Channel Substation
- T8090217: Replace Transformers and Associated Equipment at 2 Substations
- T8090210: Replace Transformers and Associated Equipment at 2 Substations
- T8090210: Replace DC Lineup at Jamaica Yard Substation - Design

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

The 62nd Road substation, which was initially planned as an in-house project, was added to this project in the first quarter of 2025 and must be completed and placed in service before either the 64th Road substation or 55th Road substation can be de-energized. The added scope extended the substantial completion date by seven months.

During the fourth quarter of 2025, the substantial completion date was extended an additional 15 months, to May 2027, due to continued delays in the procurement and Factory Acceptance Testing (FAT) of critical substation equipment. These delays, along with additional work regarding transformers, rectifiers and high-tension switchgear modifications, have shifted the project’s critical path due to interdependent substation sequencing. Construction activities are being re-sequenced to advance work at substations not constrained by equipment delivery to minimize cascading delays.

Subsequent to the reporting period, the substantial completion date slipped an additional seven months to December 2027, based upon the ongoing concurrent contractor and fabrication delays and resequencing of work related to the 62nd Road substation for which NYCDOT revoked its permits because of the proximity to the Grand Central Parkway.

Systems Business Unit Program Overview

The Systems Business Unit is responsible for the delivery of all C&D Systems projects and provides support to other C&D Business Units by promoting best practices across the organization. Currently, the BU oversees a robust portfolio consisting of 96 projects that include pending and active capital and operating projects, with a total value of approximately \$7.6 billion.

Several ongoing projects within the BU’s portfolio include upgrading Public Address/Customer Information Signs, providing Closed-Circuit Television system for Passenger Identification for 150+ stations, expanding the Connection Oriented Ethernet wide-area network across the system, deploying a new Enhanced Emergency Booth Communication System, and updating the intrusion security for the Under River Tubes.

The OMNY (One Metro New York) system is also part of the C&D Systems BU portfolio. The MTA OMNY card is a modern contactless fare payment card. It has been rolled out and replaced the legacy MetroCard at the end of 2025. The OMNY card enables seamless fare payment across New York City’s public transportation network, including subways, buses, and the Roosevelt Island Tram.

The Traffic Light Report tracks 18 projects in the Systems Business Unit. Of those, two were flagged red (11%). The report below describes why these projects were flagged, and any C&D mitigations.

Systems Response to the IEC Traffic Light Report

Individual project descriptions

T8080614: Under River Tuber Security, Phase 3		
Project Budget at award: \$114.0M	Current Budget: \$110.5M	EAC: \$99.8M
Substantial Completion at Award: December 2026	Current Substantial Completion: March 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 56%

This project involves replacing and upgrading security systems in 13 under-river tunnels with advanced discriminating laser intrusion detection technology. The upgrade will enhance detection accuracy and response capabilities, ensuring compliance with modern security standards and improving overall asset protection.

During the fourth quarter of 2025, the substantial completion date was extended three months to March 2027, due to the inability to obtain General Orders (GOs). This project is dependent on taking an entire tube out of service for two to three weekends and for several nights. This is different from standard track work because of a fatality in 2016, all work in Under River Tubes must be done under a General Order.

Competing with ongoing projects makes it difficult to obtain track outages and coordinate the work with other projects. The Department of Subways is actively working on the 2026 GO Needs for this project and other projects. Based on the data and experience for the past three years on this project, the project team will determine whether the delays are mitigated or SC needs to be pushed further. Despite the schedule impact, the existing budget allocation is sufficient to cover the delay period, and no additional funding is anticipated at this time.

T8080658: Fiber Optic Replacement Phase 3		
Project Budget at award: \$14.5M	Current Budget: \$14.5M	EAC: \$14.3M
Substantial Completion at Award: December 2025	Current Substantial Completion: September 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 56%

This in-house initiative aims to replace the existing fiber optic cable infrastructure by upgrading from 12-strand “A Cable” to a 36-strand configuration. This enhancement will significantly increase network capacity and improve overall system resilience.

During the fourth quarter of 2025, the substantial completion date was extended six months to June 2026, due to MTA resource support issues. The existing budget allocation is sufficient to cover the delay period, and no additional funding is anticipated at this time. Mitigation steps include continued coordination and lookahead planning with Department of Subways to finalize GO approvals and secure the necessary work windows.

Subsequent to the reporting period, the SC date slipped an additional three months to September 2026, due to the need to repair 10,000 feet of degraded Fiber on the Ring “E” network which was identified during this project and will be completed under another one.

Signals / Train Controls Business Unit Program Overview

The Signal’s Business Unit currently oversees 29 active projects, including 13 projects in construction, with a budget of \$8.2B. Notable projects under construction include CBTC QBL West, CBTC QBL East, CBTC 8th Ave, CBTC Crosstown Line, CBTC Fulton / Liberty Lines, and Culver Yard.

The IEC’s Traffic Light Report currently tracks 11 projects in the Signal program. Of those, two (18%) were flagged red and one was flagged as a good business decision. The table below describes why these projects were flagged, and what C&D is doing to remediate.

Signals / Train Controls Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract: CBTC Equipment Installation on R179 Cars		
Project Budget at award: \$36.6M	Current Budget: \$86.32M	EAC: \$93.91M
Substantial Completion at Award: March 2023	Current Substantial Completion: April 2027	
Trigger: Cost	Phase: Construction	Phase Complete: 81%

This bundled contract includes the following ACEPs:

- T7080342: CBTC 8th Avenue, Equipment R179 Cars (73 units)
- T8080333: Equip B Div w/ 2nd CBTC Radio; Phase A Siemens
- T80803DD: CBTC: 8AV Equip 316 R179 Cars - Design

The 8 Av project will provide a Communication Based Train Control (CBTC) system on the 8th Ave Line in the borough of Manhattan. As part of CBTC 8 Av, both R179 and R211 fleets are being equipped with CBTC, each under separate Supplemental Agreements. The scope of work consists of the contractor designing, installing and testing carborne CBTC equipment and associated software as required for equipping R179 units with CBTC. Under the R179 contract 73 units are being equipped.

During the fourth quarter of 2025, the project had a budgetary shortfall of approximately \$8.5 million, due to added scope. Additional carborne software updates pertaining to the implementation of additional I2S clarifications were required.

In addition to the I2S software revisions, 5G radio connectivity was added to the project which increased the EAC and budget by an additional \$45 million and extended the SC date to April 2027.

Bundled Contract: CBTC Equipment Installation on R211 Cars		
Project Budget at award: \$36.3M	Current Budget: \$126.32M	EAC: \$139.38M
Substantial Completion at Award: Sept 2023	Current Substantial Completion: May 2028	
Trigger: Cost	Phase: Construction	Phase Complete: 65%

This bundled contract includes the following ACEPs:

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

- T8080334: Equip B Div w/ 2nd CBTC Radio; Phase A Thales
- T80803DD: CBTC: 8AV Equip 460 R211 Cars - Design

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

During the fourth quarter of 2025, the project had a budgetary shortfall of approximately \$13.6 million, due to added scope. Additional updates to the carborne software pertaining to the implementation of additional I2S clarifications were required.

In addition to the I2S software revisions, 5G radio connectivity was added to the project which increased the EAC and budget by an additional \$47 million.

T8080316: CBTC General Engineering Consultant (GEC) Services – GOOD BUSINESS DECISION		
Project Budget at award: \$18.2M	Current Budget: \$23.0M	EAC: \$23.0M
Design Completion at Design Start: April 2024	Current Design Completion: March 2027	
Trigger: Schedule	Phase: Design	Phase Complete: 73%

The contract provides general engineering consultant services to assist the MTA in the implementation of its Communications Based Train Control (CBTC) program for New York City Transit subway service. This includes the design, engineering, procurement support, and program administration in support of the expansion of CBTC to the Fulton Street and Liberty Avenue Lines, the Sixth Avenue & 63rd Street Line, and the Crosstown Line.

During the fourth quarter of 2025, the Substantial Completion date was pushed out 15 months to March 2027, due to added scope. Additional design services for CBTC implementation and enhanced cellular coverage on the Fulton Street and Liberty Avenue lines were required. This modification will provide for the revision of the contract documents on the Fulton Line RFP package to expand the CBTC wayside system onto the Liberty Avenue Subway Line and add a distributed antenna system and associated infrastructure for enhanced cellular coverage. This modification will also provide for the procurement, configuration, and implementation of a management software application that will be used to organize and track technical requirements for the Fulton-Liberty Line Contract and subsequent CBTC projects.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 65 active projects, including 45 projects in construction, with a budget of \$1.5B. Notable projects under construction include the Hall Interlocking Expansion, ADA Stations Package 2, New Yaphank Station, Queens Interlocking, Babylon Interlocking and Jamaica Substation.

Non-C&D LIRR projects tracked by the LIRR BU include 59 active projects, including 57 projects in construction with a budget of \$1.3B.

The IEC’s Traffic Light Report currently tracks 30 projects in the both the C&D and non-C&D Long Island programs. Of those, four (13%) were flagged red. The description below describes why these projects were flagged, and what C&D is doing to remediate.

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – LIRR ADA Station Package 2		
Project Budget at award: \$329.5M	Current Budget: \$330M	EAC: \$331.2M
Substantial Completion at Award: December 2026	Current Substantial Completion: November 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 67%

This bundled contract includes the following ACEPs:

- L8020409: ADA Hollis Station
- L8020412: ADA Forest Hills
- L8020426: Babylon Station Platform Replacement

This project is for the Design-Build of ADA compliant facilities at three stations, which include Hollis, Forest Hills and Babylon. The Hollis Station scope includes platform replacement, extension of the platform to serve eight cars, new platform canopies, a new elevator on the south side and an ADA ramp on the north side. The Forest Hills scope includes platform replacement, extension of platforms to serve ten cars, new platform canopies, updated ADA compliant ramps and information and directional signage. The Babylon scope includes replacement of the two existing center-island twelve car platforms, new east end stairs, two new elevators and the replacement of two existing elevators and escalators.

During the fourth quarter of 2025, the forecasted Substantial Completion date was extended eleven months to November 2027, due to the MTA’s decision to put Hollis and Forest Hills Station on hold with a stop work order due to the pause in congestion pricing. After the pause was lifted, the project resumed and the negotiated/ agreed upon contract extension has resulted in the schedule change. Babylon Station work is still on schedule as forecast.

Even with the temporary pause in work at Forest Hills and Hollis, the Babylon Station team has remained steadfast. Despite the harsh winter, they successfully advanced the platform slab installation, keeping the project on track to place the full platform into service by May 2026. In parallel, the team is driving an accelerated effort on the elevators and back-of-house buildings, positioning the project to achieve completion at the Babylon Station by year-end, as originally forecast.

L8050207: Positive Train Control (ESA) - LIRR RPS		
Project Budget at award: \$33.0M	Current Budget: \$33.0M	EAC: \$33.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: June 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 82%

This project supports additional efforts required to update Positive Train Control (PTC) and related required changes to East Side Access (ESA) territory. PTC design changes need to follow the Harold design changes and construction dates, including items such as East River Tunnel milepost corrections, corrections to asset chaining and other system improvements required in the segment.

During the fourth quarter of 2025, the forecasted substantial completion date was extended a further six months to June 2026, due to additional work and system corrections that need to be completed for ESA in the tunnels and Harold Interlocking, upcoming work including Harold D3 updates, Eastward passenger speeds, and the Westbound Bypass.

L8050106: Radio Head End Replacement - LIRR RPS		
Project Budget at award: \$12.0M	Current Budget: \$12.0M	EAC: \$12.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: June 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 53%

The current LIRR redundant Radio Head-End system installed in 2014 is based on legacy analog Time Division Multiplexing (TDM) infrastructure that is no longer supported. To continue to keep system operations in a state of good repair, the LIRR Communications Department is upgrading the Radio Head Ends Equipment to a fully digital Radio Over Internet Protocol (ROIP) system, using current industry protocols with enhanced system flexibility, system maintainability, and operational reliability. Additionally, the LIRR Communication Department will replace all 115 radio base stations, as they are no longer supported by the manufacturer and it is difficult to obtain the necessary replacement parts for repair.

During the fourth quarter of 2025, the forecasted substantial completion date was adjusted an additional seven months to June 2026, due to long lead items. The items are currently in the procurement process and will be delivered and installed before June 2026.

L8060403: Fire Protection Improvements - LIRR RPS		
Project Budget at award: \$29.5M	Current Budget: \$29.5M	EAC: \$29.5M
Substantial Completion at Award: December 2025	Current Substantial Completion: April 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 93%

This design-build project involves the design and replacement of the Hillside Maintenance Facility Fire Water Suppression System.

During the fourth quarter of 2025, the forecasted substantial completion date was extended a further four months to April 2026, due to contractor long lead times for fire alarm equipment such as panels, cellular modules, and the overvoltage protector systems that needs to be installed to perform a final acceptance test. Material is currently being installed on site and final testing is scheduled in April 2026.

Metro-North Railroad Program Overview

The MNR Business Unit currently oversees 46 active projects, including 15 projects in construction, with a budget of \$3B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at 3 Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

The IEC’s Traffic Light Report currently tracks 15 projects in the C&D Metro-North program. Of those, two projects (13%) were flagged red. The description below describes why these project tasks were flagged, and what C&D is doing to mitigate.

Individual project descriptions

M7050101: Replace MA’s in Signal Substations		
Project Budget at Award: \$21.2M	Current Budget: \$30.1M	EAC: \$32.6M
Substantial Completion at Award: July 2021	Current Substantial Completion: July 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 81%

This project provides for the replacement of two Motor-Alternator (MA) sets along with related equipment located in Mott Haven Yard’s S-5 Substation. MA sets provide continuous 100 Hz power to the signal infrastructure. A backup MA set along with related equipment in a portable enclosure (the “Mobile Substation”) will also be purchased under this project to provide backup 100 Hz signal power to the railroad during construction. This portable unit will also be used as a backup for other MA sets scheduled for replacement in subsequent Capital Programs.

The prior delay of five years stemmed from the late commissioning of the Mobile Substation due to Con Edison’s lack of outages, equipment failures that needed replacement parts with long lead times, and testing failures.

During the fourth quarter of 2025, the project completion date was extended by a further eight months, from November 2025 to July 2026, due to a failed Factory Acceptance Test (FAT) for the Motor-Alternator sets in April 2025, and the extensive reviews of test procedures and submittals that followed to prevent another failure. The second FAT was successfully completed in November 2025.

To mitigate any further delays, the contractor submitted a recovery schedule to expedite the project completion by improving the timeline for testing and commissioning. The equipment was delivered on site on February 13, 2026.

M8020301: Brewster Yard Improvements (Phase 1) – SE Parking		
Project Budget at Award: \$216.9M	Current Budget: \$196.2M	EAC: \$195.5M
Substantial Completion at Award: July 2026	Current Substantial Completion: April 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 13%

Phase One of the project involves the relocation of existing parking at Southeast Station to a new five-level parking garage located east of the MNR Right-of-Way. This relocation is required to clear the footprint necessary to support future yard expansion and infrastructure upgrades planned under Phase Two. Supporting infrastructure

includes a vehicular bridge from Independent Way with roadway extending to Prospect Hill Road, and a pedestrian overpass with an integrated waiting room.

During the fourth quarter of 2025, the forecasted Substantial Completion date was extended by nine months, from July 2026 to April 2027, with an associated cost impact of approximately \$4.7 million. This variance was primarily caused by a Stop Work Order issued by MTA C&D on June 17, 2024, in response to the NYC Congestion Pricing suspension. The suspension remained in effect until February 18, 2025, followed by an additional month for contractor remobilization. The time lost to date is not recoverable.

Subsequent to the reporting period, the project EAC may increase pending the final negotiation of Mod #1 for the extension of Independent Way Roadway.

NYCT Department of Subways Program Overview

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

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

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

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

Individual project descriptions

T8050277: Mainline Track Replacement 2023 - Canarsie Line – TRACK ORANGE		
Project Budget at award: \$56.1M	Current Budget: \$56.1M	EAC: \$56.1M
Substantial Completion at Award: December 2024	Current Substantial Completion: September 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 74%

During the fourth quarter of 2025, the substantial completion date was further extended 21 months to September 2027, due to the unavailability of General Orders because of higher priority capital projects.

T8050279: Mainline Track Replacement 2023 - Lenox-White Plains Road Line		
Project Budget at award: \$19.6M	Current Budget: \$29.5M	EAC: \$39.2M
Substantial Completion at Award: September 2024	Current Substantial Completion: August 2026	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 75%

During the fourth quarter of 2025, the project had a budgetary shortfall of approximately \$9.7 million, and the substantial completion date was further extended eight months to August 2026, due to issues with access to the panel replacement locations. While the work crews were on the project, the distance from the laydown area of the panels to the replacement locations was further than expected leading to the budget shortfall and extended schedule.

T80502A2: Mainline Track Replacement 2024 - Brighton Line – TRACK ORANGE		
Project Budget at award: \$7.5M	Current Budget: \$7.5M	EAC: \$7.5M
Substantial Completion at Award: July 2024	Current Substantial Completion: July 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 40%

During the fourth quarter of 2025, the substantial completion date was further extended four months to July 2026, due to the unavailability of General Orders because of higher priority capital projects. To complete this work GOs are required on both the Brighton and Culver lines because of the location of the panel replacements. The project is scheduled to resume in the second quarter of 2026.

T80502B3: Mainline Track Replacement 2024 - Eastern Parkway Line (SO Gr Army Plaza) – TRACK ORANGE		
Project Budget at award: \$19.3M	Current Budget: \$19.3M	EAC: \$19.3M
Substantial Completion at Award: April 2026	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 46%

During the fourth quarter of 2025, the substantial completion date was further extended eight months to December 2026, due to the unavailability of General Orders because of higher priority capital projects. Currently the project has GOs scheduled in both March and June 2026.

T8050339: Mainline Track Switches 2023 - Rockaway Line		
Project Budget at award: \$17.9M	Current Budget: \$17.9M	EAC: \$17.9M
Substantial Completion at Award: July 2024	Current Substantial Completion: September 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 84%

During the fourth quarter of 2025, the substantial completion date was extended eight months to July 2026, due to unforeseen site conditions. During installation, defects in girders were identified and the track panels required shimming to be installed as required.

Subsequent to the reporting period SC slipped an additional three months because of the shims have not been delivered yet.

T9050217: Mainline Track Replacement 2025 - Rockaway Line – TRACK ORANGE		
Project Budget at award: \$46.9M	Current Budget: \$46.9M	EAC: \$46.9M
Substantial Completion at Award: March 2026	Current Substantial Completion: September 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 75%

During the fourth quarter of 2025, the substantial completion date was further extended three months to June 2026, due to the unavailability of General Orders because of higher priority capital projects.

Subsequent to the reporting period, SC slipped an additional 15 months due to continued GO scheduling issues.



Projects in CPC’s Risk-Based Monitoring Program
(4th Quarter 2025 Traffic Light Report – Period Ending December 31, 2025)

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

Projects in CPC's Risk-Based Monitoring Program

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



Projects in CPC’s Risk-Based Monitoring Program
 (4th Quarter 2025 Traffic Light Report – Period Ending December 31, 2025)

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
MARCH 2026**

PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$ 1.17 B.

Staff Summary

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	3/23/26	X		
2	Board	3/25/26	X		

Date: March 18, 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 a Non-Competitive Procurement in the following category:

<u>Schedule Requiring Two-Thirds Vote</u>	# of Actions	\$	Amount
A. Non-Competitive Purchases and Public Work Contracts	1	\$	120,950,000
SUBTOTAL	1	\$	120,950,000

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

<u>Schedules Requiring Two-Thirds Vote</u>	# of Actions	\$	Amount
C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$	1,015,340,000
SUBTOTAL	1	\$	1,015,340,000

<u>Schedules Requiring Majority Vote</u>	# of Actions	\$	Amount
F. Personal Service Contracts	1	\$	1,091,247
I. Modifications to Purchase and Public Work Contracts	2	\$	7,500,000
L. Budget Adjustments to Estimated Quantity Contracts	8	\$	20,000,000
SUBTOTAL	11	\$	28,591,247
TOTAL	13	\$	1,164,881,247

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.

Staff Summary

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.

MARCH 2026

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule A. Non-Competitive Purchases and Public Work Contracts
(Staff Summaries required for all items greater than: \$1M.)

- | | | | |
|-----------|---|----------------------|--------------------------------------|
| 1. | Siemens Mobility, Inc.
Contract No. W32813 | \$120,950,000 | <u>Staff Summary Attached</u> |
|-----------|---|----------------------|--------------------------------------|

MTA Construction and Development requests that the Board adopt a resolution, pursuant to New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines, declaring that competitive bidding is impractical and that it is in the public interest for C&D to utilize a non-competitive procurement to (i) develop and implement enhancements to the Automatic Train Supervision system for New York City Transit's B-Division and (ii) provide 5G-based carborne Data Communication System equipment for 347 R160 and 73 R179 subway trains to enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines as they become equipped for Communications Based Train Control. C&D further requests Board approval to award a non-competitive contract for such services in the amount of \$120,950,000 and a duration of 1,095 calendar days.

Staff Summary

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (& Location) Siemens Mobility, Inc.	Contract Number W32813	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description ATS-B Upgrades and Deployment of 5G Equipment on the R160 and R179 Fleets	Total Amount: \$120,950,000	
Contract Term (including Options, if any) 1,095 Calendar Days	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Requesting Dept/Div & Dept/Div Head Name: Delivery, Gregoire Sulmont, Senior Vice President, Signals and Train Control	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	(Empty)	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	(Empty)	

ACTION REQUESTED:

MTA Construction and Development (“C&D”) requests that the Board adopt a resolution, pursuant to New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines, declaring that competitive bidding is impractical and that it is in the public interest for C&D to utilize a non-competitive procurement to (i) develop and implement enhancements to the Automatic Train Supervision system for New York City Transit’s (“NYCT”) B-Division (“ATS-B”) and (ii) provide 5G-based carborne Data Communication System (“DCS”) equipment for 347 R160 and 73 R179 subway trains to enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines as they become equipped for Communications Based Train Control (“CBTC”). C&D further requests Board approval to award a non-competitive contract for such services to Siemens Mobility Inc. (“Siemens”) in the amount of \$120,950,000 and a duration of 1,095 calendar days.

DISCUSSION:

ATS-B Enhancement

Siemens provided the existing ATS-B under Contract S48004-1, which delivered the CBTC system on the Queens Boulevard (West) line. ATS-B displays the locations of trains as they move in real-time at Operation Control Centers, allowing dispatchers to quickly address service disruptions, efficiently manage trip assignments, generate performance statistics, and support passenger information systems. To support future CBTC operations, Siemens will, under this Contract, implement software and infrastructure upgrades that are necessary to integrate the current ATS-B system with new CBTC line networks as they come on line, and will be compatible with the 5G-based Data Communication Systems which are currently being installed. The new system will also provide a web-based application with a common interface for the control panels for each CBTC line so that custom software will no longer be required as new lines are equipped with CBTC, which is currently the case. This will provide more efficiency in deployment, flexibility in operation, reduced training of personnel and for remote access and cloud-based testing at MTA’s testing facility.

Because Siemens designed, developed and currently maintains the existing ATS-B system, it possesses specialized knowledge necessary to perform the required upgrades. At this time, no other CBTC supplier can perform the required software and infrastructure upgrades. However, as noted above, these enhancements will allow for greater competition for future upgrades and enhancements of the ATS-B system.

5G-IP Based Carborne Data Communication System Equipment for R160 and R179 Trains

The DCS is the carborne computer that determines train location and communicates with the CBTC wayside system. 5G-based DCS replaces an earlier proprietary Wi-Fi-based communications system that is approaching obsolescence and will provide a secure wireless communications network and improved CBTC performance, reliability, and maintainability.

Because Siemens designed the carborne controller hardware and software for the R160 and R179 train fleets, Siemens possesses proprietary knowledge necessary to develop the hardware and software interfaces required for integration of the

new 5G DCS equipment into the CBTC system for these trains. Siemens developed and tested the new 5G DCS equipment under a previous contract. Under this Contract, Siemens will manufacture, deliver, and support the installation and testing of 5G DCS equipment for 347 R160 trains and 73 R179 trains which will enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines when CBTC is implemented on those lines.

MTA publicly advertised this procurement on November 6, 2024, and revised the advertisement on October 23, 2025, stating MTA's intention to procure these services from Siemens through a non-competitive single-source procurement as required by New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines. No other vendor has indicated that it can perform the required work.

Siemens' initial cost proposal was \$143,940,917. Negotiations included multiple scope clarification meetings and resulted in a reduction of the contract duration and project management efficiencies. Negotiations yielded a final price of \$120,950,000, which was determined to be fair and reasonable.

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

MBE/WBE/SDVOB INFORMATION:

Due to the highly specialized nature of the work and limited subcontracting opportunities, the MTA Department of Diversity and Civil Rights has established 0% Minority-owned Business Enterprise, 0% Women-owned Business Enterprise and 0% Service-Disabled Veteran Owned Business goals for this Contract.

IMPACT ON FUNDING:

Funding for the Contract is included in the MTA's 2020-2024 Capital Program.

ALTERNATIVES:

MTA lacks available in-house technical personnel to perform the highly specialized technical scope of work associated with this Contract

MARCH 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

(Staff Summaries required for items requiring Board approval)

- | | | | |
|-----------|--|------------------------|--------------------------------------|
| 2. | Skanska Walsh Traylor SAS2-C3
Joint Venture
Contract No. C26203 | \$1,015,340,000 | <u>Staff Summary Attached</u> |
|-----------|--|------------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for the excavation and construction of the structural shells for the 106th Street Station and the structures necessary to connect the station to existing tunnels north and south of the station for Phase 2 of the Second Avenue Subway program.

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts

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

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 3. | Elzly Technology Corporation
Contract No. CS00039B | \$1,091,247 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract to provide environmental analysis and testing services to support protective coating projects for various Bridges and Tunnels locations on an as-needed basis for a duration of 60 months.

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.)

- | | | | |
|-----------|--|--------------------|--------------------------------------|
| 4. | Prismatic Development Corp.
Contract No. C82004 | \$5,000,000 | <u>Staff Summary Attached</u> |
|-----------|--|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification that will resolve all remaining claims asserted by the Contractor, including all claims for compensable and excusable delay, for the sum of \$5 million and an extension of time to Substantial Completion of 561 calendar days.

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 5. | Siemens Mobility, Inc.
Contract No. S48013-1 | \$2,500,000 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a modification to a contract to procure additional spare parts for the on-board controller equipment installed on New York City Transit's R179 subway car fleet.

Schedule L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed \$1M in the event such expenditures exceed 10% of the adjusted contract budget, including any contract modifications.)

6-13. Various Contracts Nos. CM1544 – CM1551	\$20,000,000 (aggregate)	<u>Staff Summary Attached</u>
a. AECOM USA, Inc.		
b. Henningson, Durham & Richardson Architecture and Engineering, P.C.		
c. HNTB New York Engineering and Architecture, P.C.		
d. Jacobs Civil Consultants, Inc.		
e. Parsons Transportation Group of New York, Inc.		
f. Stantec Consulting Services, Inc.		
g. Urbahn Architects, PLLC		
h. WSP USA, Inc.		

MTA Construction and Development requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts for architectural and engineering services in the amount of \$20 million.

Staff Summary

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

Item Number 2					
Department, Department Head Name: Delivery, Saqib Rizwan, SVP - Program Executive					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	3/23/26	1		
2	Board	3/25/26	2		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Skanska Walsh Traylor SAS2-C3 Joint Venture	C26203
Description	
Design-Build Services for Second Avenue Subway, Phase 2 – Excavation, Tunneling and Structural Shells for the 106th Street Station and Connecting Tunnels	
Total Amount	
1. Design Build Contract	\$1,015,340,000
2. Stipend	\$4,000,000
Contract Term (including Options, if any)	
1,582 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION REQUESTED

MTA Construction and Development (“C&D”) requests Board approval to award to Skanska Walsh Traylor SAS2-C3 Joint Venture (“SWT JV”), a joint venture among Skanska USA Civil Northeast, Inc., Walsh Construction Company II, LLC, and Traylor Bros., Inc., a publicly advertised and competitively solicited contract for design-build services for the excavation and construction of the structural shells for the 106th Street Station and the structures necessary to connect the station to existing tunnels north and south of the station (the “Contract”) for Phase 2 of the Second Avenue Subway program (“Phase 2”). The Contract is in the amount of \$1,015,340,000 and for a duration of 1,582 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$2,000,000 to be paid to each of the two unsuccessful proposers. As noted below, the timing of the award of this Contract may be impacted by the uncertainty surrounding the Federal Government’s reimbursement of expenditures due under the Full Funding Grant Agreement for Phase 2.

DISCUSSION

Phase 2 will extend Q Line subway service from 96th Street and Second Avenue to 125th Street and Lexington Avenue. This Contract is the third of four contracts implementing Phase 2 and will provide for: excavating, tunneling and constructing the structural shells for the 106th Street Station between 105th and 110th Streets; demolishing the existing tunnel bulk heads located near 105th and 110th Streets; constructing the structural tie-ins to connect the new 106th Street Station structure to the existing tunnels located south of 105th Street and north of 110th Street; excavating and constructing support of excavation (“SOE”) systems for two ancillary buildings and two station entrances¹; and permanently relocating and installing

¹ Contract C26204, the fourth contract in Phase 2, will construct the full ancillary and entrance structures.

new utilities within the project limits. The Design-BUILDER will be responsible for all aspects of design, engineering, scheduling, coordination, and construction of the Contract Work.

The Contract is a complex and challenging one in a dense residential urban environment. It requires deep excavation immediately adjacent to multistory mixed-use buildings and across major sewer lines. In addition, the station being constructed will be expected to have a life span of over 100 years. Consequently, in evaluating best value for the Contract, in addition to the upfront construction cost, the proper safeguarding of neighboring buildings, which could cause significant community impacts and lead to costly change orders and delays to the Contract and the completion of Phase 2, and long-term overall cost of ownership were crucial considerations.

A two-step procurement process was conducted for this Contract. In Step 1, MTA C&D advertised a Request for Qualifications and received Statements of Qualifications (“SOQs”) from four proposers. The SOQs were evaluated against pre-established Threshold Criteria, addressing completeness, timeliness, capacity, responsibility, and financial capability, and Substantive Evaluation Criteria, addressing key personnel and organization, project approach, prior design-build experience, past performance and diversity compliance. Based on these criteria, all four proposers were short-listed for Step 2 of the procurement process:

- IPC2, a joint venture among MLJ Contracting, Posillico Civil, and C.A.C. Industries, Inc. The Lead Designer is Dewberry Engineers, Inc.
- SAS Constructors, a JV (“SASC”), a joint venture between Halmar International LLC and FCC Construction Inc. The Lead Designer is SG Transit Partners, a joint venture between Stantec Consulting Services, Inc. and Gannett Fleming Engineers and Architects, P.C.
- SWT JV. The Lead Designer is Mott MacDonald NY, Inc.; and
- Tully Construction Co. (“Tully”). The Lead Designer is Parsons Transportation Group of New York, Inc.

After issuance of the RFP, SASC informed C&D that it would not participate in Step 2 of the procurement process.

During Step 2 of the procurement process, C&D representatives met separately with representatives from IPC2, SWT JV and Tully on multiple occasions to address questions and concerns about the Contract requirements and to monitor the Proposers’ progress in developing their proposals. In addition, C&D solicited from each of the proposers’ changes to the Contract, referred to as Alternative Technical Concepts (“ATCs”), that might reduce costs, shorten the project schedule, and/or mitigate risks. To encourage creativity, ATCs are kept confidential between the MTA and the submitting proposer. All three proposers submitted multiple ATCs suggesting revisions to both the technical requirements and commercial terms of the Contract and meetings were held with each proposer to discuss their respective ATCs. Thereafter, C&D evaluated the ATCs, considering the cost and/or schedule savings and the added or reduced risks involved, and either approved, conditionally approved, or rejected each ATC. In all, more than ten ATCs were approved or conditionally approved. IPC2, SWT JV, and Tully submitted technical and price proposals incorporating their approved or conditionally approved ATCs.

The Selection Committee, consisting of representatives from C&D Delivery, Development, and Contracts and NYC Transit Department of Subways – Division of Stations, evaluated the proposers’ technical proposals using the following preestablished selection criteria: design and construction, schedule, management plan, experience, record of performance, safety, security and quality, and other relevant matters. After reviewing the technical proposals, C&D notified each proposer of non-compliances with the RFP requirements in their proposals and requested clarifications regarding discrete portions of each proposal. Each proposer responded to C&D’s notice, provided clarifications and all but Tully corrected the non-compliances in their proposal. After evaluating technical proposals, the Selection Committee opened the price proposals which were as follows: IPC2: \$982,800,000; SWT JV: \$1,165,850,000, and Tully \$826,189,000.

The Selection Committee met several times to discuss and consider which proposal would ultimately offer the best value to MTA based on the criteria contained in the RFP and the price proposals and the corrections and clarifications offered by the proposers. After careful consideration, the selection committee unanimously recommended that SWT JV should be invited to participate in negotiations as its proposal was determined to offer the best potential value to MTA.

Tully’s proposal was deemed non-responsive due to non-compliance with certain of the requirements of the RFP, including a design that erroneously placed the walls between the 106th Street Station structure and the ancillary buildings within the footprint of the ancillary buildings and a design that proposed a drainage system to manage water expected within the 106th Street Station cavern rather than complying with the RFP requirement to design a more impervious structure that would maintain groundwater levels and not require a drainage system that NYCT would be required to operate and maintain.

Separate from its non-compliance, Tully's proposal presents legitimate and pervasive risks to the project and Phase 2 that justified not considering Tully's proposal further. For example, Tully's proposal to utilize the SOE system as the permanent 106th Street Station structure presented an increased risk of water infiltration, both during the life of the Contract and over the design life of the structure, for which MTA would be responsible. In addition, Tully's proposal did not adequately demonstrate a plan for protecting adjacent buildings and structures. Furthermore, Tully's key personnel proposed for this project did not have comparable experience to those proposed by SWT JV. The Selection Committee's analysis of the risks attendant to Tully's proposal showed a significant potential to delay this Contract and the remainder of Phase 2 and posed significant risks for increased costs during the life of the Contract and over the design life of the 106th Street Station structure. Considering the significant cost and schedule risks presented by Tully's proposal, coupled with its non-conforming design, the Selection Committee did not recommend Tully for further consideration.

IPC2's technical proposal demonstrated a good understanding of the scope of work. However, IPC2's technical proposal contained execution, constructability, and long-term durability risks that could expose the project and Phase 2 to significant additional costs and delays. IPC2's proposed design of utilizing the SOE system as the permanent station structure posed water infiltration risks similar to those presented in Tully's proposed design. Moreover, the work sequence for the major sewer utility crossings at 106th and 110th Streets in IPC2's proposal was unsatisfactory. IPC2 proposed to replace the sewers at those locations prior to excavation and construction of the SOE, which would pose significant risks to maintaining the newly constructed sewers during excavation and construction. IPC2 also failed to provide sufficient details on how it would protect adjacent buildings during construction. Additionally, IPC2's proposed key personnel did not demonstrate experience with projects of comparable scale and complexity. Similar to Tully's proposal, the Selection Committee's analysis of the risks attendant to IPC2's proposal showed a significant potential delay to this Contract and the remainder of Phase 2.

In contrast to the other proposals, the Selection Committee concluded that SWT offered a high quality, low risk proposal, a highly qualified team, and ATCs that offered substantial value to the project. SWT's proposed approach utilizes a temporary secant pile SOE system that remains independent from the permanent cast-in place reinforced concrete station box. This separation reduces long-term structural reliance on the SOE system and limits permanent structural penetrations, thereby reducing water infiltration and durability risk over the 100-year design life of the station structure. No material structural or constructability risks were identified beyond those typically associated with heavy civil underground construction. SWT JV's proposal presented a structured approach to adjacent building impact assessment and protection that mitigated risk of damage to surrounding structures. SWT's proposal includes a plan to establish ground movement response levels for structures within and around the work area and identified multiple locations where enhanced SOE measures would be implemented. This approach reflects a clear understanding of the building protection challenges associated with cut-and-cover construction in a dense urban environment. Ultimately, SWT JV's proposal demonstrated a clear understanding of and presented reliable solutions to mitigate risks to the project, which gave the Selection Committee confidence in the team's ability to timely and successfully complete the project and minimize impacts to the remainder of Phase 2.

Due to the risks inherent in IPC2's proposal, and the clear superiority of SWT JV's technical proposal, the Selection Committee recommended that IPC2 only be considered further if negotiations were not successful with SWT JV.

Negotiations were held with SWT JV and focused on work hours, mobilization, payment terms and the durations for achieving Milestones. C&D requested a revised price proposal from SWT JV, which incorporated items discussed during negotiations. SWT JV submitted a revised price proposal in the amount of \$1,079,085,112 and a thirty-day reduction to achieving Milestone 3 and Substantial Completion. Following receipt of the revised price proposal, additional negotiations with SWT JV identified further cost saving opportunities and agreement on certain Contract revisions. At the conclusion of these negotiations, SWT JV submitted a Best and Final Offer ("BAFO") in the amount of \$1,015,340,000 and a duration of 1,582 days.

Based upon review of the technical and price proposals, and discussions during negotiations, the Selection Committee unanimously determined that the proposal submitted by SWT JV was the highest ranked technically, provided a fair and reasonable project cost, and provided the best value to MTA. SWT JV showed a thorough understanding of the design and construction challenges and the most complete plan to address those challenges and mitigate risk. Of note, SWT JV's design and construction approach showed careful consideration of the challenges to completing the major sewer utility crossings at 106th Street and 110th Streets and protecting the surrounding structures over the course of the project, both of which pose significant risk to successfully completing the Contract on time and minimizing impacts to the neighboring community. Moreover, SWT JV's design approach with regard to the 106th Street Station Structure offers MTA the highest long-term quality and durability and lowest risk of required maintenance. As discussed above, Tully's proposal was not compliant with all the Contract requirements and both IPC2's and Tully's design approach to the 106th Street Station structure represented

significant risks to MTA for the long-term maintenance of the station structure and offered the least assurance of the long-term quality of the structure. SWT JV's measured and thoughtful consideration of these key elements translates into project and long-term cost savings, mitigating risk of costly change orders and delays as well as providing savings in long term maintenance and repair, that exceeds the difference between SWT JV's price and that of IPC2 and Tully.

Based on the foregoing, SWT JV's BAFO is \$1,015,340,000 is deemed to be fair and reasonable.

In connection with the review of SWT JV and its joint venture partners', Skanska USA Civil Northeast, Inc., Walsh Construction Company II, LLC, and Traylor Bros., Inc., responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and SWT JV and its joint venture partners are determined to be responsible vendors.

DBE/MBE/WBE/SDVOB/Local Hiring Information

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

This Contract includes a 20% local hiring goal, requiring SWT JV to make best efforts to hire workers from the surrounding zip codes and economically disadvantaged areas. SWT JV is committed to meeting the goals requirements.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2015-2019 and 2020-2024 Capital Programs.

The Federal Government, under a Full Funding Grant Agreement, is responsible for 44.2% of the funding for Phase 2. Since October of 2025, MTA's requests for reimbursement have not been paid and there is currently \$58,643,339.19 due and owing. This may impact the timing of the award of this Contract. The MTA has commenced an action in the Federal Court of Claims seeking to compel the FTA to pay the amounts due.

ALTERNATIVES

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

Staff Summary

Schedule F: Personal Service Contracts

Item Number 3					
Department, Department Head Name: Delivery, Romolo Desantis, Senior Vice President, Bridges & Tunnels					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	3/23/26	X		
2	Board	3/25/26	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Elzly Technology Corporation	CS00039B
Description	
As Needed Protective Coating Consultant Services	
Total Amount	
\$1,091,247	
Contract Term (including Options, if any)	
60 Months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction and Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract (the “Contract”) to provide environmental analysis and testing services to support protective coating projects for various Bridges and Tunnels (“B&T”) locations on an as-needed basis to Elzly Technology Corporation (“Elzly”) in the not-to-exceed amount of \$1,091,247 and for a duration of 60 months.

DISCUSSION

Appropriate coating systems are integral to protecting steel elements from corrosion. Under the Contract, Elzly will analyze the current protective coatings at various B&T bridges and facilities and recommend new coating systems, surface preparations and other coating methods for future maintenance. Elzly will also review and/or prepare technical specifications for B&T’s maintenance work, provide environmental analyses including field and laboratory testing and perform other specialized tasks related to the maintenance of coatings and protection of steel elements.

The Request for Proposals (“RFP”) was publicly advertised and two firms submitted proposals in response to the RFP:

- Socotec Engineering, Inc. (“Socotec”)
- Elzly

The selection committee consisting of representatives from C&D Delivery, Development, and Contracts evaluated the proposals utilizing the following pre-established selection criteria: plan of approach; experience in relevant areas; experience of project team/key personnel; management approach; diversity practices; and other relevant matters.

Following review of the technical proposals, the selection committee determined that Socotec did not fully adhere to all of the Contract requirements, including insurance liability provisions. Socotec was contacted to discuss the issues with its proposal, however the firm was unwilling to adhere to the Contract requirements and ultimately decided to withdraw its proposal.

As a result of Socotec's withdrawal from consideration, the incumbent Elzly was the sole remaining proposer and the selection committee determined oral presentations were not required based on the firm's prior experience performing similar services for B&T and recommended Elzly for negotiations. Elzly brings at least one decade of experience performing similar work and its proposed team demonstrated extensive industry knowledge. The firm and its team specialize in corrosion engineering and are nationally recognized for their expertise in protective coating services. Elzly has demonstrated a clear and practical approach to addressing complex coating issues on various structures, maintaining existing systems, and conducting thorough audits of coating systems. Their combination of field experience and engineering practices ensure that B&T's coating, testing and inspection needs will be met.

Elzly submitted an initial price proposal of \$997,303. The RFP contained a list of titles and estimated hours for the tasks to be administered under the Contract. Elzly's initial price proposal assumed that the firm would have the opportunity to negotiate contract rates on an annual basis. In negotiations Elzly's price proposal was adjusted to reflect average rates for the life of the Contract. Overhead rates also were reviewed and adjusted pursuant to MTA Audit recommendations. After the negotiations concluded, Elzly submitted a Best and Final Offer ("BAFO") in the not-to-exceed amount of \$1,091,247 for the estimated hours and titles established in the Contract. The BAFO was determined to be fair and reasonable. The selection committee reviewed the BAFO and unanimously voted to recommend Elzly for award.

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

M/W/DBE INFORMATION

Due to limited subcontracting opportunities, the MTA Department of Diversity and Civil Rights has established 0% Minority-owned Business Enterprise, 0% Women-owned Business Enterprise and 0% Service-Disabled Veteran Owned Business goals for this Contract.

IMPACT OF FUNDING

Funding for this Contract is included in the B&T operating budget under the Major Maintenance Program.

ALTERNATIVES

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

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: **4**

Vendor Name (& Location) Prismatic Development Corp.
Description Design and Construction of the Clifton Shop
Contract Term (including Options, if any) December 30, 2016 – June 17, 2021
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number C82004	AWO/Modification # 77
Original Amount:	\$ 163,750,000
Prior Modifications:	\$ 1,017,611
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 164,767,611
This Request:	\$ 5,000,000
% of This Request to Current Amount:	3%
% of Modifications (including This Request) to Original Amount:	3.7%

DISCUSSION:

MTA Construction and Development (“C&D”) requests Board approval of a modification that will resolve all remaining claims asserted by the Contractor, including all claims for compensable and excusable delay, for the sum of \$5 million and an extension of time to Substantial Completion of 561 calendar days.

The Contract provides for the design and construction of a new rail car maintenance shop (the “Clifton Shop”), located east of the Clifton rail station on the Staten Island Railway between Bay Street and Edge Water Road. The work was phased to allow for continuous operation of the existing maintenance facilities until the replacement facilities were constructed, accepted, and placed in operation. The work included resiliency measures such as exterior walls that can sustain Category 2 plus three feet storm conditions, protection for all exterior openings, and enhanced site drainage. Also included were new overhead cranes, a wheel truing machine, shop equipment, parts storage, administrative space and fire alarm and security systems.

This Contract was awarded on December 30, 2016 and all Contract Work has been completed. During the performance of the Work, issues arose resulting in the Contractor asserting a number of claims for added cost and delay, aggregating to a total of \$22,271,328.80. After a review of the claims, and elimination of those claims for extension of time that were not compensable, it was determined by C&D that there remained claims by the Contractor that present complex factual issues involving both actions by the Contractor and C&D that gave rise to added cost and delay both in the design and execution of the Contract Work. After negotiations, the Contractor agreed to accept \$5,000,000 in settlement of all outstanding claims and an extension of 561 days to the Substantial Completion date. MTA considers the amount agreed to fair and reasonable in light of the significant cost and exposure associated with defending this matter should the matter be disputed.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: **5**

Vendor Name (& Location) Siemens Mobility, Inc. (New York, NY)	
Description Supplemental Agreement for CBTC Carborne Equipment for R179 cars for the CBTC 8th Avenue Line for Additional Spare Parts for the R179 Fleet	
Contract Term (including Options, if any) March 27, 2019 – March 21, 2024	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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 S48013-1	AWO/Modification # 12
Original Amount: (including options)	\$ 20,675,413
Prior Modifications:	\$ 32,813,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 53,488,413
This Request:	\$ 2,500,000
% of This Request to Current Amount:	5%
% of Modifications (including This Request) to Original Amount:	171%

DISCUSSION:

MTA Construction and Development (“C&D”) requests Board approval to award a modification to a contract to procure additional spare parts for the on-board controller equipment installed on New York City Transit’s (“NYCT’s”) R179 subway car fleet.

Under Contract S48013-1 (the “Contract”), Siemens Mobility, Inc. (“Siemens”) supplies the onboard controller equipment for Communication Based Train Control (“CBTC”) on the MTA’s R179 subway car fleet. In addition, Siemens is required to provide an additional 5% of the onboard controller equipment furnished under the Contract as spare parts. Due to projected long lead times of this specialized equipment, and the anticipated obsolescence of certain of the components, NYC Transit has determined that the quantity of spare parts required by the Contract is not sufficient to support the maintenance schedule for the fleet.

Accordingly, the modification will procure additional On-Board Control Units (6 units), key carborne interface and processor boards (67 units), power supplies (48 units), relay modules (35 units), and train speed sensors (6 units) to ensure adequate spare inventory for operation of the R179 trains on CBTC enabled lines.

Siemens submitted a cost proposal totaling \$ 2,884,109.63. Negotiations were conducted whereby C&D and Siemens agreed to a lump sum price of \$2,500,000 which has been determined to be fair and reasonable.

Staff Summary

Schedule L: Budget Adjustments to Estimated Quantity Contracts

Item Number: 6-13

Vendor Name: Various	Original Amount:	\$	100,000,000
	Prior Modifications:	\$	40,000,000
Contracts Numbers: CM1544 – CM1551	Prior Budgetary Increases:	\$	100,000,000
	Current Amount:	\$	240,000,000
Description: Indefinite Quantity Architectural/Engineering Design for Miscellaneous Construction Projects	This Request:	\$	20,000,000
Contract Term (including Options, if any): October 9, 2015 – April 2, 2022	% of This Request to Current Amount:		12%
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	% of Modifications (including This Request) to Original Amount:		160%

DISCUSSION:

MTA Construction and Development (“C&D”) requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts for architectural and engineering services in the amount of \$20 million.

On September 24, 2015, the Board approved the award of eight publicly solicited and competitively negotiated zero-dollar indefinite quantity contracts to provide architectural and engineering design services for MTA projects on an as needed basis. These contracts form a pool of pre-qualified design teams to compete for task orders. Contracts were awarded to AECOM USA, Inc., Stantec Consulting Services, Inc., Henningson, Durham & Richardson Architecture and Engineering, P.C., HNTB New York Engineering, Architecture and Landscape Architecture, P.C., Jacobs Civil Consultants, Inc., WSP USA, Inc., Parsons Transportation Group of New York, Inc., and Urbahn Architects, PLLC. The initial budget was \$100 million. Subsequent budget adjustments and modifications increased the total estimated aggregate amount to \$240 million. To date, 182 task orders have been issued with a total funding commitment not-to-exceed \$239.9 million.

Although a new series of indefinite quantity contracts has replaced this series for new task orders, there are currently existing task orders under this series that require modifications to address design changes and other scope adjustments. This action will authorize the budget to fund those modifications.

In connection with the review of Jacobs’ responsibility pursuant to the All-Agency Responsibility Guidelines, Jacobs was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the Chief Administrative Officer in consultation with the MTA General Counsel in April 2024.

Subject AMENDMENT TO VIADUCT AGREEMENT WITH JPMORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE
Department TRANSIT-ORIENTED DEVELOPMENT
Department Head Name MIRIAM HARRIS
Department Head Signature
Project Manager Name ROBERT LAGA

Date MARCH 25, 2026
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	03/23/26	X		
2	Finance Committee	03/23/26		X	
3	Board	03/25/26	X		

Internal Approvals			
Order	Approval	Order	Approval
1	EVP & General Counsel		
2	Chief Development Officer		
3	Chief Financial Officer		

AGENCIES: MTA Construction and Development Company (“C&D”), Metropolitan Transportation Authority (“MTA”), and Metro-North Commuter Railroad Company (“MNR”; and together with C&D and MTA, collectively, the “MTA Parties”).

GRANTEE: JPMorgan Chase Bank, N.A. (“JPMC”).

LOCATION: An approximate 183,500 square foot portion of the Grand Central Terminal Train Shed (the “Train Shed”) underneath Park Avenue and on certain side streets extending easterly and westerly on Park Avenue from East 46th Street to East 50th Street, New York, NY, further referenced as “Sector 2”.

ACTIVITY: JPMC has agreed to expand the scope of its ongoing rehabilitation work on the Train Shed on behalf of the MTA Parties, to now include 46th Street between Madison and Park Avenues, Vanderbilt Avenue between 46th and 47th Streets, Park Avenue between 46th and 50th Streets (excluding a portion that JPMC already completed), 49th Street between Park Avenue and the midway point between Park and Madison Avenues, and certain partial spurs off of Park Avenue on 46th, 47th, 48th, and 49th Streets East towards Lexington Avenue (collectively, the “Expanded Scope” or the “Project”).

- ACTION REQUESTED:**
1. Authorization to execute an Early Work Agreement, an amendment to the existing Viaduct Agreement.
 2. Authorization to negotiate and execute a Sector 2 Amendment to the existing Viaduct Agreement.

The Early Work Agreement will be an interim agreement pending negotiation and execution of the Sector 2 Amendment. The Early Work Agreement will obligate JPMC to perform the portion of the Expanded Scope below 48th Street and pay for 100% of the cost of such work capped at \$50M, pending execution of the Sector 2 Amendment. The Sector 2 Amendment will grant MTA the right to elect to direct JPMC to perform the balance of the Expanded Scope (north of 48th Street), which MTA must elect to do by June 15, 2026, and institute a cost-sharing arrangement, whereby the MTA Parties and JPMC will true-up previously incurred Expanded Scope costs such that each of JPMC and the MTA Parties shall pay for the cost of such work on a 50/50 basis until JPMC has contributed \$50M. The Expanded

AMENDMENT TO VIADUCT AGREEMENT WITH JPMORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE (Cont'd)

Page 2 of 3

Scope will generally be performed on the same terms and conditions as “Sector 1” which JPMC completed pursuant to a series of agreements from 2019 and 2021.

COMPENSATION: The budget for this Work is estimated to be approximately \$900M JPMC will contribute \$50M and perform certain management services on the MTA Parties’ behalf without compensation.

COMMENTS:

PURPOSE

Board authorization is sought to modify the existing Viaduct Agreement with JPMC to add the rehabilitation of a portion of the Train Shed defined above as the Expanded Scope.

BACKGROUND:

The Train Shed constitutes the roof of Grand Central Terminal train platforms and supports Park Avenue between 46th and 57th Streets and certain side streets radiating therefrom. The Train Shed, in effect, constitutes a bridge supporting the at-grade streets and avenues and is, in turn, supported by steel columns and other structures that were originally constructed in the early 20th Century. The structural steel that supports the Train Shed has significantly deteriorated over time and the MTA Parties have embarked on a long-term project to rehabilitate these steel structures to ensure the viability of both the Train Shed and the streets and sidewalks that it supports. Because the private building owners along the streets and avenues supported by the Train Shed will benefit from the rehabilitation project, the MTA Parties have engaged in a series of public-private partnerships with adjacent building owners to jointly manage the Train Shed rehabilitation project, including JPMC.

On March 25, 2019, the Board approved an agreement with JPMC, which was developing its new headquarters building at 270 Park Avenue, New York, NY, located over a portion of the Train Shed, and on July 22, 2019, the Board authorized the MTA Parties to enter into a Construction Agreement (which it did on July 31, 2019) which was later amended through a “Viaduct Construction Agreement”, executed on October 20, 2021 (the “Viaduct Agreement”). Pursuant to the Viaduct Construction Agreement, JPMC agreed to repair the portion of the Train Shed surrounding 270 Park Avenue (within the block bound by 47th and 48th Streets between Park and Madison Avenue and the West Side of Park Avenue between 47th and 48th Streets (“Sector 1”). JPMC agreed to manage the rehabilitation of Sector 1 and contribute \$25 Million toward the performance of such work. The Viaduct Construction Agreement benefited JPMC by allowing it to coordinate its work on its headquarters with the work on the Train Shed and benefited the MTA Parties by providing partial funding and management of the Sector 1 work. JPMC’s Sector 1 work is 95% complete, with a completion date scheduled for December 2026.

Following the opening of JPMC’s new world headquarters at 270 Park Avenue, JPMC elected to rehabilitate its adjacent property at 383 Madison Avenue. JPMC has also acquired 250 Park Avenue, which is across Vanderbilt Avenue from 383 Madison Avenue, with the intention of creating a “mini-campus” among the three buildings. Therefore, as with the Sector 1 work, JPMC and the MTA Parties will mutually benefit from the expansion of the work that JPMC is performing to additional sectors of the Train Shed. As a result, JPMC and the MTA Parties entered into a Letter of Intent (“Expansion LOI”) dated September 20, 2024, pursuant to which, JPMC agreed to manage an additional portion of the Project (the Expanded Scope) and contribute \$50M towards such work. The Expansion LOI further provides for coordination with the New York City Department of Transportation (the “DOT”) in carrying out a project to rehabilitate and reconfigure the Park Avenue Malls, as part of the Project. If the New York City Department of Transportation does not provide final plans for its Park Avenue Malls project by December 31, 2026, the Expanded Work will proceed in a manner that will enable the New York City Department of Transportation to rebuild the affected portion of the Park Avenue Malls once plans are complete.

SCOPE OF WORK

The MTA Parties seek to enter into two (2) separate agreements. First, an Early Work Agreement (the “EWA”), which will constitute an amendment to the Viaduct Agreement. JPMC will carry out “Phase 1” of the Expanded Scope pursuant to the EWA, which consists of all of the Train Shed work south of 48th Street. To implement the EWA, JPMC will amend or issue

AMENDMENT TO VIADUCT AGREEMENT WITH JPMORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE (Cont'd)

Page 3 of 3

a change order to its construction manager performing the Sector 1 work, which construction manager will then issue a change order to its existing Sector 1 subcontractor to perform the EWA work. The EWA is an interim agreement pending execution of the Sector 2 Amendment, and pending execution of the Sector 2 Amendment, JPMC will pay for 100% of the Phase 1 work, capped at \$50M.

JPMC will manage "Phase 2" of the Expanded Work pursuant to the Sector 2 Amendment, the terms of which will be negotiated before the Phase 2 work commences. Phase 2 covers the portion of the Expanded Scope north of 48th Street. When executed, the Sector 2 Amendment will supersede the EWA and implement a cost-sharing arrangement pursuant to which JPMC and the MTA Parties will share the cost of the Expanded Scope on a 50/50 basis, until JPMC contributes \$50M, at which point the MTA Parties will pay for the balance of the work, except for costs incurred due to JPMC violations of a 'due care' standard. In the event that the parties cannot agree on the terms of the Sector 2 Amendment, work on Phase 1 will be completed pursuant to the terms of the EWA.

Under the terms of the Sector 2 Amendment, the MTA Parties and JPMC will agree to reconcile the costs expended by JPMC in performing the Expanded Scope to date (per the EWA), with MTA paying 100% of the future costs until the parties have each contributed costs on a 50/50 basis. After such true-up, the MTA Parties and JPMC will then fund continuing work on an equal basis until JPMC has contributed \$50M, after which the MTA Parties will fund all remaining costs. JPMC will be obligated to cause its construction manager to utilize commercially reasonable efforts to achieve cost savings as a result of the performance of the Expanded Scope.

With the exception of those specific terms addressed in the EWA or the Sector 2 Amendment, the Expanded Work will proceed on the same terms and conditions as set forth in the Viaduct Agreement.

SPECIAL PROVISIONS RELATED TO MTA AND METRO-NORTH FACILITIES

Pursuant to the terms of the Expansion LOI, all JPMC designs, contractor submittals, means and methods, protection plans, security and safety plans, project schedules, and insurance for Sector 2 work are subject to MTA, C&D and/or MNR review and approval prior to the start of construction. Additionally, JPMC is required to protect MNR facilities in order to maintain and prevent or mitigate interruption of railroad operations. This includes the obligation to repair, replace or otherwise maintain MNR functional elements such as ventilation shafts, the 48th Street emergency egress and drainage fixtures, sidewalk vaults and utility connections to maintain their function throughout JPMC Project construction, including Sector 2.

CONSTRUCTION SCHEDULE

The Sector 2 work has an anticipated duration of 36 months, with an anticipated completion date of May 30, 2029.

FUNDING

JPMC will fund \$50 million towards the cost of the Project and the remainder will be funded by the 2025-2029 Capital Program.

BUDGET

MTA reasonably expects that the total cost for Phase 1 and Phase 2 will be approximately \$900M. JPMC shall cause its construction manager to utilize commercially reasonable efforts to achieve cost savings as a result of the performance of the Expanded Scope.

RECOMMENDATION:

MTA, C&D and MNR recommend that the Board authorize the execution of the EWA and the Sector 2 Amendment which will obligate JPMC to rehabilitate a large portion of the Grand Central Terminal Train Shed and contribute \$50M towards such costs.