



Metropolitan Transportation Authority

Capital Program Committee Meeting

April 2026

Committee Members

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

Capital Program Committee Meeting

Monday, 4/27/2026

12:00 - 1:00 PM ET

1. SUMMARY OF ACTIONS

C&D CPC Summary of Actions - Page 3

2. PUBLIC COMMENTS PERIOD

C&D CPC Committee Minutes - Page 4

3. APPROVAL OF MINUTES - MARCH 23, 2026

4. 2025-2026 COMMITTEE WORK PLAN

CPC Committee Work Plan - Page 14

5. PRESIDENT'S UPDATE

6. INTEGRATED PROJECTS UPDATE

CPC Integrated Projects Report - Page 15

IEC Project Review of Second Avenue Subway Phase 2 - Page 19

7. C&D SAFETY REPORT

CPC Safety Report - Page 26

8. CAPITAL PROGRAM STATUS REPORT

C&D Commitments and Completions - Page 29

9. C&D PROCUREMENTS

C&D Procurements - Page 46

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	EXP-Urbahn Joint Venture	\$21,502,283	Approval to award a publicly advertised and competitively solicited contract for design and engineering services to support the development of three Design-Build contracts for accessibility improvements and miscellaneous rehabilitation work on New York City Transit's Queens Boulevard, Grand Concourse and Nostrand Avenue Lines.
Contracts	East Harlem Community Collaborators JV	\$2,399,281	Ratification of a modification to provide continued community outreach services in support of Second Avenue Subway Phase 2.
Contracts	Hitachi Rail GTS USA Inc.	\$1,700,000	Ratification of a modification to implement several software upgrades to the carborne CBTC equipment for the R211 fleet so that it complies with MTA's updated CBTC Interoperability Interface Specification.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
March 23, 2026
New York, New York
12:00 PM

CPC Members present:

Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. David Jones
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. Haeda B. Mihaltses
Hon. Melva M. Miller
Hon. Edward Valente
Hon. Neal Zuckerman

CPC Members not present:

Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. David Mack
Hon. Dr. John-Ross Rizzo
Hon. John Samuelsen

MTA staff present:

Evan Eisland
Kana Ervin
Barney Gray
Tim Kaiser
Kara Koirtyohann
Jignesh Shah
Michelle Thompson
Jamie Torres-Springer
Matthew Zettwoch

IEC Present:

Sirish Peyyeti

* * *

Chairman Lieber called the May 28, 2025, Capital Program Committee Meeting to order at 12:11 PM.

Public Comments Period

There were seven public speakers during the hybrid public comment period: Jesse Figueroa, Christopher Greif, Jason Anthony, Brian Fritsch, Michael Cohen, *Andy Pollock, * Aleta Dupree, *Provided comment virtually.

CPC Work Plan

There were a few changes to the Work Plan, the Systems Business Unit report and OMNY update were moved to March, and the Integrated Projects update will be moved to April.

Upon a motion duly made and seconded, the Committee approved the changes to the Work Plan.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on February 25, 2026.

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

President's Report

Mr. Jamie Torres-Springer, President of MTA Construction & Development ("C&D"), delivered his report to the Committee, beginning by introducing Michelle Thompson as the agency's new Equal Employment Opportunity Chief.

Mr. Torres-Springer then turned to current capital projects, opening with an update on the Harlem-148th Street accessibility project, which is projected to open in the spring. He explained that the station is being made ADA accessible using ramps, describing this as a more efficient and cost-effective approach compared to traditional elevator installations. The project is part of a broader initiative with 40 stations under construction for ADA accessibility across the system.

Mr. Torres-Springer next highlighted a major milestone in the 2025-2029 Capital Plan: the largest subway car procurement in MTA history. The solicitation is for up to 2,400 new R262 subway cars, which will replace more than one-third of the existing subway fleet and potentially all cars on the 1, 2, 3, 4, 5, 6, 7 Lines and the 42nd St Shuttle.

Mr. Torres-Springer also provided an update on the Interborough Express, noting that the project team continues to conduct extensive public outreach as part of the design and engineering process. Over the past year, thousands of New Yorkers have provided input, and engagement continues with a total of 14 community board meetings along the proposed corridor. In addition, six public workshops are planned for the spring, along with expanded outreach to community organizations and youth engagement initiatives in schools. He emphasized that this feedback has been valuable in shaping the project.

Mr. Torres-Springer highlighted the next phase of the Grand Central Train Shed reconstruction. He reminded members that the train shed, which supports 98 percent of Metro-North Railroad service into Grand Central Terminal, has suffered significant deterioration due to decades of water and chemical infiltration. Building on a previously announced partnership with JPMorgan Chase, the Committee is being asked to approve actions that would formalize a \$50 million contribution from the firm and authorize it to carry out reconstruction work on Sector 2 of the train shed, spanning East 46th to East 50th Streets. Combined with additional commitments from Vornado and Citadel for adjacent segments, more than 50 percent of the train shed will be rebuilt or under construction in the near term, an acceleration from what had previously been a 35-year repair timeline. Mr. Torres-Springer also noted that, in coordination with the City of New York, the Park Avenue medians along this corridor will be reconstructed at no additional cost to

the MTA.

Mr. Torres-Springer then informed the Committee that C&D is seeking authorization to award the next major construction contract for the Second Avenue Subway project, contingent upon clarity regarding federal funding reimbursements under the project's 2023 funding agreement. This project fulfills a long-standing commitment to extend subway service to East Harlem, is expected to serve approximately 110,000 daily riders, and will improve overall system performance through network-wide operational benefits. He affirmed that, under the leadership of Governor Hochul and MTA leadership, C&D remains committed to delivering the project on time and on budget. Mr. Torres-Springer explained that the contract is being brought to the Board now to ensure the award is on time and avoid delays with the project schedule once federal funding issues are resolved. Mr. Torres-Springer emphasized that the project has incorporated lessons learned from Phase 1 and reflects a strong focus on cost control and efficiency. These measures include extensive value engineering, avoiding unnecessary overbuilding of back-of-house facilities, use of design-build delivery to better allocate and manage risk, streamlined contracting processes, and the early completion of property acquisition and utility relocation. Collectively, these strategies have generated at least \$1.3 billion in savings and reduced overall project costs by approximately 10 percent compared to Phase 1, while maintaining the project's scope and benefits.

Chair Lieber interjected to emphasize that the cost control measures being described were the direct result of initiatives previously advanced by the Board. He noted that these efforts included restructuring contracts to eliminate the so-called "MTA premium," reducing unnecessary excavation and scope, and expanding the use of Design-Build delivery methods to achieve more competitive pricing from the construction industry. Chair Lieber underscored that these strategies represent a deliberate, multi-year effort by the Board and agency leadership and are now yielding measurable results in project delivery and cost savings.

Mr. Torres-Springer elaborated on how these cost-control principles have been applied to the Second Avenue Subway Phase 2 project. He explained that, in contrast to earlier projects such as Phase 1 and Grand Central Madison, which involved dozens of separate contracts, the current approach has streamlined the work into four major contracts, simplifying oversight and execution. Contracts 1 and 2 have already been awarded and are under construction, while the contract currently before the Board, Contract 3, represents the next major phase of work.

He described Contract 3 as encompassing the "cut-and-cover" construction required to build the new station box at 106th Street, as well as connections to the existing Phase 1 tunnel to the south and the pre-existing tunnel segments constructed in the 1970s to the north. Mr. Torres-Springer highlighted that, by applying the agency's cost-control strategies, the projected cost of this work is approximately 12 percent lower on a per-linear-foot basis compared to similar cut-and-cover work performed during Phase 1. He stated that this efficiency translates into approximately \$120 million in savings.

Mr. Matthew Zettwoch, Vice President and Program Executive for the Second Avenue Subway Phase 2 project, provided an update on program progress. He described the project as critically important to residents and riders in East Harlem and noted that it represents a rare, once-in-a-generation opportunity. Mr. Zettwoch stated that the project management team remains focused on delivering the project safely, on time, and within budget, while leveraging lessons learned from Phase 1 and applying enhanced tools and expertise developed within C&D. He added that progress is being advanced concurrently across all four major contracts, supported by an integrated delivery approach and ongoing application of "better, faster, cheaper" principles.

Mr. Jignesh Shah, Senior Director and Project CEO for Contract 3, provided a detailed overview of the scope and technical challenges associated with this phase of the Second Avenue

Subway Phase 2 project. He explained that the construction area between 105th Street and 110th Street represents the most technically complex portion of the project due to a combination of factors, including the presence of tunnel segments constructed in the 1970s, extensive and densely packed utilities, such as major fiber optic duct banks, challenging soil conditions, and a high groundwater table. Mr. Shah noted that these constraints necessitate the use of an approximately 1,400-foot-long, 65-foot-wide, and 60-foot-deep open-cut excavation extending across five city blocks along Second Avenue, as the existing ground conditions are not suitable for tunnel boring or mining methods. Despite these challenges, Mr. Shah stated that the project team has developed robust and informed solutions based on lessons learned from Phase 1. He noted that, unlike prior work at the 96th Street station where unforeseen utility conflicts caused significant delays, Contract 1 has already advanced the relocation of major utilities out of the excavation footprint. The project will involve working near numerous aging residential structures, some over 100 years old and founded on rubble foundations, as well as near schools and active community spaces. To address these risks, the design-builder has proposed advanced ground improvement techniques and building stabilization measures. The construction plan includes installation of approximately 1,000 secant piles to support excavation walls, phased traffic management that will always maintain four lanes of traffic, and continuous access to adjacent buildings, businesses, and institutions.

Mr. Shah also described the complexity of utility management during construction, including the need to temporarily suspend critical infrastructure from decking systems while excavation proceeds. The project will involve the removal of approximately 215,000 cubic yards of soil and placement of approximately 40,000 cubic yards of concrete to construct the station box, connecting tunnels, entrances, and ancillary structures. He emphasized that the Design-Builder has demonstrated a strong and comprehensive technical approach to managing these challenges, including major sewer crossings at 106th and 110th Streets.

Mr. Evan Eisland, Executive Vice President and General Counsel, then provided an overview of the procurement process for Contract 3. He reiterated that the project's complexity made it well suited for a Design-Build delivery model and explained that the contractor was selected using a best-value procurement approach. This evaluation considered not only price but also technical merit and the proposer's ability to manage key risks, including utility conflicts, adjacent building stability, and potential schedule impacts. Mr. Eisland stated that the selected Design-Builder achieved the highest technical ranking and, following negotiations, reduced its proposed price by more than \$150 million. He expressed confidence that the procurement process resulted in selection of the most qualified contractor at the best overall value to the agency.

Mr. Torres-Springer clarified that the Board is being asked to authorize the award of the contract. However, due to ongoing uncertainty regarding federal reimbursement obligations for the project, the actual execution of the contract may be delayed. In response to a clarifying question from Chair Lieber, it was confirmed that Board approval at this time is intended to allow the agency to proceed expeditiously with the award once federal funding issues are resolved, including potential legal or administrative developments.

Board members engaged in a series of questions and clarifications. Mr. Albert inquired about the legal timeline associated with federal action on the project, specifically whether there was a deadline for the federal government to respond or appeal. Mr. Torres-Springer clarified that the MTA had recently initiated litigation and that a motion for expedited consideration was pending before the court. He noted that the timeline would depend on the court's decision on that motion, with the possibility of resolution occurring within weeks or taking somewhat longer depending on the proceedings.

Mr. Garodnick asked whether the projected completion date of September 2032 accounted for potential delays stemming from the ongoing litigation. Mr. Torres-Springer responded that the

date reflects the schedule agreed upon between the MTA and the federal government in 2023 and does not assume delays. He emphasized that both parties remain committed to meeting this timeline and noted that the MTA continues to coordinate regularly with the Federal Transit Administration to achieve key milestones, including bringing the current contract to the Board and advancing toward award.

Mr. Zuckerman requested clarification on the funding structure for the project, specifically the proportion of federal versus MTA contributions. Mr. Torres-Springer stated that, of the approximately \$7 billion total project budget, \$3.4 billion is expected to come from federal sources. Mr. Zuckerman further asked about the amount currently withheld, to which Mr. Torres-Springer replied that approximately \$58.3 million in submitted reimbursement requests had not been paid since October 2025. Mr. Zuckerman also sought context regarding total expenditures to date; Mr. Torres-Springer indicated that he would follow up with that figure. In response to a related question, Mr. Torres-Springer confirmed that, while the Board is being asked to authorize the contract award, the agency is not obligated to execute the contract until there is clarity on federal funding.

Chair Lieber added that the contractors involved are experienced and sophisticated firms that understand the current funding uncertainty and are capable of managing associated risks. Ms. Miller asked for confirmation that Board approval at this meeting would suffice for authorization and that staff would not need to return for further approval prior to executing the contract. This was confirmed. She also inquired about how the agency was able to negotiate a reduction of approximately \$150 million in the contract price under a design-build model. Mr. Eisland explained that negotiations focused on identifying and reallocating risks to the parties best able to manage them, as well as adjusting contract structures to reduce uncertainty for the contractor. Examples included converting certain cost elements, such as utility relocation risks, from fixed-price assumptions to allowances and adjusting payment timing to compensate the contractor earlier for completed design work. He noted that, in addition to these structural changes, competitive pressure and negotiation contributed to the final reduced price. Ms. Miller summarized that these savings were achieved primarily through risk allocation rather than reductions in project scope, which Mr. Eisland confirmed.

Chair Lieber further elaborated that the negotiation process involves detailed discussions of risk ownership, construction methods, and engineering approaches, all of which can influence pricing. He cited examples such as decisions regarding support-of-excavation systems and construction techniques, noting that these technical considerations play a significant role in cost outcomes. Mr. Eisland added that the contractor also proposed alternative technical concepts, including methods to reduce dewatering requirements by relying on soil friction, which were reviewed and accepted where appropriate, contributing additional savings.

Mr. Leathers raised concerns about long-term water intrusion risks given the site's high water table and soil conditions. In response, Mr. Eisland and Mr. Shah explained that the project design incorporates a fully independent structural system, with the permanent station box completely encapsulated in a waterproofing system. The temporary support-of-excavation structures are separate from the permanent structure, enhancing durability and resilience over the intended 100-year design life. Chair Lieber noted that the strength of the contractor's proposed waterproofing and structural approach was a key factor in its selection. Chair Lieber concluded the discussion by emphasizing the technical complexity of the project, noting that the work involves not only deep excavation but also coordination with significant existing infrastructure, including major sewer and utility systems.

Systems Report

Mr. Barney Gray, Senior Vice President of the Systems Business Unit, provided an overview of

the unit's role within C&D, emphasizing that transit systems form the "central nervous system" of station operations and are essential to delivering safe, reliable, and modern service for millions of daily riders. He described how interconnected systems, including passenger information displays, mobile and voice data connectivity, customer help points, communications infrastructure, and station-based control rooms, work together to support both operations and the customer experience. Mr. Gray noted that these systems allow riders to receive real-time train information, access safety and assistance features, and benefit from improved communications across the network.

Mr. Gray reported that the Systems Business Unit portfolio has grown to approximately \$7.6 billion in active projects, more than doubling from the previous year. He explained that the portfolio is organized into four primary domains: access and security systems, which support station entry and operational oversight; networking infrastructure, which serves as the backbone for data transmission across the system; facilities and computing, which enable data collection and operational support; and communications systems, which provide passenger-facing audio and visual information. He emphasized that while each category differs in scale and function, all are equally critical to delivering safe and effective transit service.

Mr. Tim Kaiser, Vice President and Project Executive for OMNY delivery, provided an update on the fare payment modernization program, reporting that, at the end of 2025, the OMNY capital program reached substantial completion, achieving both major budgetary and operational milestones. He noted that the project returned more than \$60 million to the capital program and achieved an adoption rate exceeding 98 percent, marking the full transition away from the MetroCard system. Mr. Kaiser stated that the system now processes approximately six million taps per day across all modes of transit, representing the completion of the MTA's shift to contactless fare payment.

Mr. Kaiser reviewed the history of the program since its transfer to C&D in early 2023, noting that the project team was restructured and the schedule was rebaselined with two primary goals: delivering the technology needed to support a full transition to tap-and-ride by the end of 2025, and completing the project within its approved capital budget. He confirmed that both objectives were achieved by the end of 2024, allowing for a full year of systemwide transition activity. He added that all MetroCard sales channels, including vending machines and bulk sales operations, were fully retired in December, and that OMNY service has now been extended to the final legacy affiliate bus systems, including Nassau Inter-County Express and Westchester Bee-Line Bus.

Mr. Kaiser then outlined ongoing and planned enhancements to the OMNY system based on customer feedback. He stated that software testing for virtual OMNY cards is underway, with beta testing expected in the second quarter and broader rollout planned for the second half of 2026. He also described the development of new customer transparency tools, including features to display fare status, trip and charge history, and improved payment management options such as loading value onto closed-loop cards. These features are expected to be delivered through the updated MTA mobile application. In addition, Mr. Kaiser noted that enhanced onboard validation devices for fare enforcement teams will be deployed in the first half of the year to improve proof-of-payment processing on buses. He concluded by stating that removal of legacy MetroCard equipment will continue throughout the remainder of the year.

Mr. Torres-Springer noted that many customer questions regarding OMNY functionality, such as integration with Apple Wallet and Google Wallet and real-time balance visibility, stem from expectations shaped by more recent digital payment platforms. He explained that the original OMNY procurement and contract were executed prior to the widespread adoption of those technologies, necessitating subsequent restructuring of deliverables and scope. He emphasized that the agency's initial focus was on ensuring systemwide functionality and completing the

transition off MetroCard, which enabled its retirement. He confirmed that the next phase of work will deliver the enhancements described by Mr. Kaiser, including virtual cards compatible with mobile wallets and expanded customer-facing transparency tools through the MTA app, both planned for rollout over the course of the year.

Mr. Kaiser continued on the ongoing development of the commuter railroad fare payment modernization program. Mr. Kaiser reported that the integrated back-office system for the Long Island Rail Road and Metro-North Railroad is now operational, and that more than half of legacy ticket vending machines across both railroads have been replaced with new-generation equipment. He further noted that enhancements to the TrainTime mobile ticketing application were released in January 2026. Looking ahead, Mr. Kaiser outlined planned work throughout the third quarter of the year, including deployment of new ticket office machines, introduction of split-payment functionality at both vending machines and ticket offices, and completion of the vending machine rollout by the start of the fourth quarter.

Mr. Albert asked about planned rider-facing functionality that would allow customers to view real-time fare balance, trip history, and fare status directly on screens or devices. Mr. Kaiser responded that these features are planned for release in the second half of the year and will be delivered through the MTA mobile application.

Mr. Gray continued, highlighting the upgrade of C&D's emergency alarm and emergency telephone systems installed along the right-of-way at regular intervals. He explained that the program involves upgrades at 31 stations and includes replacement of substation and communications room components, installation of new cabling, and deployment of an intelligent monitoring system. Mr. Gray noted that while the project is experiencing an eight-month delay, it remains on budget, and the team is working with contractors and New York City Transit to mitigate schedule impacts.

Mr. Gray then provided an overview of the Connection-Oriented Ethernet and fiber optic infrastructure upgrade program, describing it as foundational to all modern transit communications and data systems. He stated that the project involves replacing approximately 150,000 feet of fiber optic cable and upgrading associated communications rooms to increase bandwidth capacity and enable real-time transmission of video, train arrival data, and operational information across the system. He noted that the project is over 40% complete and is currently forecast to finish on time and within budget.

Turning to customer communications systems, Mr. Gray discussed the Passenger Announcement and Customer Information System modernization program. He explained that many existing systems are more than 20 years old and are limited to static messaging capabilities. The upgrade will connect stations to centralized networks, enabling dynamic, real-time audio and visual communications via high-resolution displays and modernized speaker systems. He reported that active construction is underway at 24 stations in Brooklyn and Manhattan, with work progressing on back-of-house communications infrastructure ahead of customer-facing installations scheduled over the coming months.

Ms. Kara Koirtyohann, Senior Director in the Asset Planning Division, then presented the forward-looking systems strategy. Ms. Koirtyohann described the agency's dual focus on upgrading core "back-of-house" infrastructure, such as fiber networks and control systems, and developing long-term visioning for next-generation passenger technologies. She noted that these efforts will support effective deployment of approximately \$1.2 billion in communications-related capital investment planned in the 2025-2029 capital program.

Ms. Koirtyohann outlined several areas of innovation under evaluation, including adaptive audio systems capable of adjusting volume based on ambient noise, platform-edge warning

technologies, integrated lighting systems tied to train movements, and enhanced digital signage providing real-time service information beyond arrival times. She also described planned pilot programs for integrated platform displays designed to synchronize with onboard train information systems, such as those deployed on R211 subway cars, to create a more seamless passenger information environment.

Ms. Koirtyohann also highlighted continued progress in expanding cellular connectivity through the partnership with Boldyn Networks. She reported that since the last update, construction has been completed on additional tunnel segments, including service expansion along the 4 and 5 lines between Borough Hall and Fulton Street and on the G line between Court Square and Hoyt-Schermerhorn. She noted that AT&T service is currently active in completed corridors and that additional carrier participation is being pursued. Further work is underway along the Lexington Avenue Line between 59th Street and 125th Street, with completion anticipated later in the year, and planning is ongoing to bundle future cellular infrastructure deployment with upcoming CBTC projects on the A and C lines.

Mr. Albert sought clarification on the geographic endpoints of the recently completed cellular expansion, which Ms. Koirtyohann confirmed as extending from Borough Hall to Fulton Street. Mr. Zuckerman then requested an explanation of the underlying business model for the Boldyn partnership. Mr. Torres-Springer responded that the arrangement, approved by the Board in a prior action, involves Boldyn financing and installing in-tunnel fiber and wireless infrastructure at its own cost, with no direct expense to the MTA or riders. He explained that Boldyn recovers its investment by partnering with cellular carriers to provide service access within the system. He noted that all three major carriers have engaged to varying degrees, with AT&T currently active in multiple corridors.

Mr. Zuckerman asked what factors were limiting broader carrier participation despite apparent customer demand. Mr. Torres-Springer stated that participation is ultimately a commercial decision for each carrier, while Chair Lieber added that systemwide deployment depends on Boldyn's ability to secure sufficient carrier commitments to make continued capital investment economically viable. Mr. Zuckerman asked whether the MTA could provide additional incentives to accelerate carrier participation. Mr. Torres-Springer responded that the scale of the MTA ridership base, approximately five million daily riders, already represents a strong market incentive, and expressed confidence that additional carriers would ultimately participate. Mr. Jones and Chair Lieber further discussed the dynamics of carrier negotiations, with Mr. Jones noting parallels to typical cell tower agreements requiring multi-carrier participation to ensure economic viability, and Chair Lieber emphasizing that accelerated deployment depends on carrier uptake.

Mr. Albert praised recent improvements to countdown clocks and digital station maps, noting that riders have responded positively to enhanced real-time information displays. Chair Lieber added that much of the underlying data supporting these tools is generated by MTA systems and highlighted that a forthcoming update to the MTA mobile application is expected to further improve customer experience.

IEC Report

Mr. Sirish Peyyeti, Program Director of the IEC, presented the IEC's review of three major projects within C&D's Systems Business Unit. On the Emergency Alarm Project covering installations at 36 stations and 15 substations, the IEC reported an updated forecast completion date of October 2028, reflecting an eight-month delay primarily due to ongoing asbestos surveys and abatement. The contractor's proposed mitigation plan, expanding installation teams from two to six crews by Q2 2026, was noted as a reasonable recovery strategy, supported by available contingency funding and project reserves. The IEC confirmed sufficient funding

remains to cover abatement, additional survey work, and schedule extension costs. Key risks identified included limited NYCT staffing availability to support accelerated installation, potential delays in track access approvals, and constrained flagging resources due to concurrent systemwide construction activity.

On the Connection-Oriented Ethernet Phase 3C project, the IEC reported a forecast completion date of December 2028 and confirmed that current budget levels are sufficient to complete the work. The IEC noted that Milestones 1 through 3 have been successfully achieved since the last reporting period and that the project remains on schedule. However, risks persist related to supply chain constraints for long-lead materials, access to track outages, and limited MTA staffing capacity for software acceptance testing and systems integration activities. The IEC also confirmed that the OMNY program achieved substantial completion in December 2025 and is now in full beneficial use, with remaining enhancements scheduled for completion in 2026; the remaining budget is considered adequate for final closeout by December 2026.

Finally, the IEC presented its quarterly Traffic Light Report, noting that 18 Systems Business Unit projects were reviewed this quarter, with two projects triggering schedule variances due to insufficient MTA support and difficulties securing general orders. Across all MTA agencies, 239 projects were reviewed, with 215 showing no variance. Of the 24 projects with variances, 21 were schedule-related, two were cost-related, and one involved both cost and schedule impacts.

Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented thirteen procurement actions to the Capital Program Committee.

Upon a motion duly made and seconded, the Capital Program Committee voted to bring the following procurement actions before the full MTA Board and recommended the following:

1. Award of a non-competitive contract with Siemens Mobility Inc. (Contract No. W32813) 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;
2. Award of a publicly advertised and competitively solicited contract with Skanska Walsh Traylor SAS2-C3 Joint Venture, a joint venture among Skanska USA Civil Northeast, Inc., Walsh Construction Company II, LLC, and Traylor Bros., Inc. (Contract No. C26203) 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;
3. Award of a publicly advertised and competitively solicited contract with Elzly Technology Corporation (Contract No. CS00039B) to provide environmental analysis and testing services to support protective coating projects for various Bridges and Tunnels locations on an as-needed basis;
4. Award of a modification to a contract with Prismatic Development Corp. (Contract No. C82004) 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. Award of a modification to a contract with Siemens Mobility Inc. (Contract No. S48013-1) to procure additional spare parts for the on-board controller equipment installed on New York City Transit's R179 subway car fleet; and,
- 6-13. Authorization to increase the total aggregate budget for a series of indefinite quantity contracts (Contracts No. CM1544-CM1551) for architectural and engineering services in the amount of \$20 million.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the March 23, 2026 Capital Program Committee Meeting at 01:28 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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 2027

President's Update
Systems & OMNY
Quarterly Traffic Light Report

April 2026

MTA Construction & Development’s (C&D’s) last report to the Capital Program Committee (CPC) on integrated projects was in September 2025. This month’s report includes updates on Second Avenue Subway Phase 2 and the Interborough Express project.

Second Avenue Subway Phase 2

Second Avenue Subway Phase 2 (SAS2) will extend from the northern limit of SAS Phase 1 at 105 St, proceed north under Second Ave, and then turn west along 125 St, with storage tracks extending beyond Malcolm X Blvd. SAS2 will repurpose a tunnel segment from 110 St to 120 St built in the 1970s. Three new stations will be constructed at 106 St, 116 St, and 125 St. The project will also provide a connection to the Lexington Avenue Line (456) and Metro-North Railroad at 125 St. The project will enhance mobility and access for East Harlem residents and businesses, reducing travel times and serving more than 100,000 riders per day.

	Original	Forecast
Substantial Completion	Q3 2032	Q3 2032
Budget	\$6.968B	\$6.968B

Project Background

In April 2004, the Final Environmental Impact Statement (FEIS) for the SAS2 extension of the Q train was submitted to the Federal Transit Administration (FTA), followed by a Record of Decision approving the full-length Second Avenue Subway project. A Supplemental Environmental Assessment (SEA) was submitted in November 2018, and the FTA issued a Finding of No Significant Impact (FONSI), allowing the project to proceed. In January 2022, the project advanced into the Engineering phase of the federal Capital Investment Grants (CIG) program. The funding milestone was met in November 2023, when the FTA awarded a Full Funding Grant Agreement, committing \$3.4 billion in federal support for Phase 2.

Design and Construction Status

Second Avenue Subway Phase 2 is progressing on time and on budget. The project is being executed through four major construction contracts, each sequenced carefully to reduce cost and complexity and keep the overall program proceeding smoothly.

Contract 1 for early relocation of utilities and building protection at 106 St Station was awarded in December 2023. Recent progress includes:

- Asbestos abatement survey’s complete, abatement starting in Q3 of 2026.
- Installation of watermain is nearly 50% complete.
- Electrical manholes and conduit installation on 2nd Ave and side streets ongoing and is nearly 50% complete.
- West side sewer mini-pile installation between 106th and 109th Streets has continued and anticipated to be completed Q2 2026.

- Installation of mini-piles for transformer vaults and been completed, and the vaults are installed.
- Underpinning of existing buildings has commenced and is anticipated to be complete by Q4 2026.

Contract 1 work has been accelerated following early delays in the project due to Thanks to these mitigations, this will not have any impact on the overall project completion date.

Contract 2 includes construction of underground structural shell and associated Tunnel Boring Machine (TBM) tunnels at 116 St and 125 St Stations. The contract was awarded on August 29, 2025. The following work has commenced and remains on budget and on schedule:

- Support of excavation for 125th Street Station ancillary shafts.
- Environmental and asbestos abatement work.
- Demolition of existing buildings for TBM launch box.

TBM tunneling is on schedule to start in Q1 2027 and the contract's anticipated Substantial Completion date of September 2029 remains.

Contract 3 is for construction of underground structural shell and associated cut-and-cover tunnels at 106 St Station. On March 25, 2026, the MTA Board approved the award of this contract. A Notice to Proceed was issued in April 2026.

Contract 4 for Fitting-Out of Stations and Tunnels with Architectural; Systems, Mechanical, Electrical, Plumbing, and Systems is in final design for a design-bid-build (DBB) contract. This contract is anticipated to be awarded in Q2 2027.

**Interborough
Express**

The Interborough Express (IBX) will provide a transformative new transit connection between Brooklyn and Queens. IBX will be built along an existing rail corridor running from Sunset Park to Jackson Heights that is currently solely used for freight. IBX will add passenger service to the corridor while preserving freight service. IBX will be a light rail transit system that is anticipated to have 18 stations over its 14-mile run, an end-to-end runtime of approximately 32 minutes and 160,000 projected daily riders.

Project Background

While Brooklyn and Queens are well served by subway and other transit services to and from Manhattan, there are only limited direct rapid transit links within and between these boroughs. For example, many Brooklyn transit riders with destinations in Queens must travel into Manhattan on one transit line and then transfer to another line heading out of Manhattan to reach their destination in Queens, resulting in significant travel time (e.g., an hour to go from Brooklyn College in Midwood to Roosevelt Avenue in Flushing, Queens via Times Square).

The IBX will help reduce these travel times dramatically, saving New Yorkers time and helping keep cars off the road.

IBX will also dramatically expand opportunities for communities throughout the corridor. For example, currently 141,000 jobs are accessible within a 30-minute commute from the proposed IBX Remsen Station in Brooklyn. When IBX is in operation, 955,000 jobs will be accessible within a 30-minute commute from that location - nearly a seven-fold increase. Similarly, access to healthcare facilities will increase four-fold and the number of colleges accessible in 30 minutes will increase from 2 to 19.

Environmental Review

Last fall, MTA began the environmental review process under the New York State Environmental Quality Review Act by holding public hearings and soliciting comments on the scope of work for the environmental review. It is anticipated that the final scope will be released this summer and a draft environmental impact statement will be released at the end of this calendar year.

Design

MTA is advancing the IBX design in parallel with the environmental review process and the first major activity is due diligence. MTA is currently surveying the corridor, performing geotechnical borings, taking environmental samples, and conducting structure inspections. Approximately 55% of the surveying is complete, 55% of the borings, and 75% of the structural inspections. This data collection will form the foundation that the IBX design will be built on.

While data collection continues, MTA is coordinating with third-party stakeholders including City agencies, utilities, freight rail operators and adjacent property owners; developing preliminary track alignment plans; creating station prototypes; and interviewing potential rolling stock manufacturers.

The development of the IBX design has resulted in some major changes to the project that will result in reduced travel times and a better rider experience. Street-running has been eliminated from the project in order to reduce travel times and, instead, IBX will travel below Metropolitan Avenue in a tunnel; the Atlantic Avenue station has been moved to the north side of Atlantic Avenue which will facilitate an easier transfer to the Broadway Junction subway station; and the Sutter Avenue IBX station has been removed to reduce redundant connections and decrease overall travel times.

The design work will continue into late 2027 when it is anticipated that the first construction procurements could be initiated for IBX, pending funding being put in place.

Community Outreach

MTA has hosted twelve IBX open houses, held quarterly IBX Community Council and Technical Advisory Committee meetings to provide key updates to stakeholders, and hosted a series of pop-up outreach events engaging with over 1,300 residents and 230 businesses along the corridor. In March 2026, MTA began a series of outreach meetings and open question and answer sessions with community boards in the corridor. To date, five have been completed with another nine expected to transpire this Spring. Additionally, over the coming months, MTA will host a series of six design workshops to solicit public feedback on station and train design. These meetings will be held in locations throughout the corridor.

**April 2026
Capital Program Committee
Independent Engineering Consultant
Project Review**

**Business Unit: Expansion Projects
New York City Transit (NYCT) – Second Avenue Subway
Phase 2**

NYCT – Second Avenue Subway Phase 2

Scope

The Second Avenue Subway (SAS) Phase 2 project will extend the Q subway line service north of 96 St Station constructed under SAS Phase 1, to a new terminal at 125th Street and Lexington Avenue.

Scope elements include:

- ▣ Three new ADA-accessible stations: 106 St, 116 St, 125 St
- ▣ Retrofit of existing 1970s tunnel segments
- ▣ Six integrated entrance structures; seven ancillary facilities; traction power substations/circuit breaker houses
- ▣ Connections to Lexington Av Line and Metro-North (125 St)
- ▣ Strengthening, remediation and/or underpinning of buildings impacted by the utility relocation

The program is comprised of four interdependent construction contracts:

CONTRACT		DESCRIPTION
C26201 (Contract 1)	DBB ⁽¹⁾	Utility Relocations and Building Remediation from 104 th to 112 th St.
C26202 (Contract 2)	DB ⁽²⁾	TBM Launch Box, 125 th Street Station Cavern, TBM Running Tunnels and 116 th Street Station Construction
C26203 (Contract 3)	DB ⁽²⁾	106 th Street Station Cut & Cover Structure
C26204 (Contract 4)	DBB ⁽¹⁾	Station and Tunnel Fit-Out, CBTC, Systems, and Construction of Ancillary Buildings and Entrances.

⁽¹⁾ DBB: Design-Bid-Build, ⁽²⁾ DB: Design-Build

Contract Interfaces

- ▣ C1/C3 – Site preparation before station construction: C1 must complete utility relocation, property access, surveys, and protection work before C3 can begin major station excavation and structural work.
- ▣ C2/C3 – Shared use of limited construction space: C2 and C3 must coordinate use of the same corridor, street space, access routes, shafts, and staging areas so that one contract does not block the other.
- ▣ C2/C4/C3 – Handover from structure to systems and station fit-out: structural and station work must be completed and turned over in the right sequence so that downstream systems, equipment, and finishes can be installed without delay.

NYCT – Second Avenue Subway Phase 2

Schedule

Second Avenue Subway Phase 2 started with the award of Contract 1 in December 2023. The program’s critical path runs through Contracts 2 and 4. The anticipated Revenue Service Date (RSD) for SAS Phase 2 is September 2032, which includes a 10-month schedule contingency. The IEC concurs with this anticipated RSD.

Contract 1

The first contract for the utility relocation and building remediation work was awarded to CAC Industries, with a 42-month duration and Substantial Completion (SC) in July 2027.

- Since award, while electric and water utility relocation work advanced from the side streets to Second Avenue, the relocation of the remaining utilities was impacted by lack of building access agreements, permits and inaccurate drawing layouts/markouts. This resulted in schedule impacts to Contract 1 and forecasted impacts to RSD.
- Over the course of the last six months, the project team developed mitigations for the above-referenced impacts. The agreed-upon mitigation plan is being successfully executed by the contractor. It relies upon a resequencing of the work, substantial additional manpower and second shift work and reflects new handover milestones that supersede MS1, MS2, MS3, and support the Integrated Program Schedule (IPS) targets.

The table below reflects the current schedule:

Milestones		Contractual Completion Date	Last Reported	Pre-Mitigation	Current Mitigated Schedule
MS 0A	Bike Lane Relocation from 102 St. to 112 St.	04/2024	05/2024 (A)	07/2024 (A)	07/2024 (A)
MS 0B	Bike Lane Relocation from 112 St. to 124 St.	10/2024	12/2024	12/2024	12/2024 (A)
MS 1	Utility Relocation on the East Side of Second Avenue	08/2025	07/2027	12/2026	Superseded
MS 2	Utility Relocation on the West Side of Second Avenue	08/2026	03/2028	03/2028	Superseded
MS 3	South Station Area Completion	10/2026	02/2028	02/2028	Superseded
MS3A	Side Streets (105, 106 & 108) East of Property Line	N/A	N/A	N/A	06/2026
MS3B	North Station 1261+00 turnover	N/A	N/A	N/A	12/2026
MS3C	South Station 1261+00 turnover	N/A	N/A	N/A	01/2027
SC	Substantial Completion	07/2027	06/2028	06/2028	06/2027

NYCT – Second Avenue Subway Phase 2

Schedule (continued)

Contract 1 (continued)

In the IEC's opinion, the mitigation plan appears sound; it includes a 3-month schedule buffer to the required handover dates to Contract 3. Currently, this buffer has been reduced due lack of access agreements, but the project team is working to mitigate this as well. Detailed tracking is ongoing.

Contract 2

The contract for the tunnels/125 St cavern/116 St was awarded to Connect Plus Partners (Connect+) in August 2025, with an ~48 months duration and SC in September 2029.

- The Design-Build Baseline schedule has been approved and incorporated into the IPMS.
- Significant design work is ongoing, and preparatory work has begun onsite, particularly in the 125 St Station Area.
- There are a total of 16 Milestones which cover elements of design completion, shaft construction, Tunnel Boring Machine (TBM) delivery and tunnel completion as well as handover and access restraints.
- The work associated with achieving critical path Milestone 4B (May 2029) of Contract 2 represents the critical path to the handover to Contract 4. Specifically, Ancillary 2, 125th Street Cavern Excavation, concrete work and waterproofing.

Contract 3

The 106 St cut-and-cover contract was awarded to SWT JV (Skanska, Walsh, Traylor JV) in April 2026.

- The start of construction for Contract 3 is dependent on the completion of the handover Milestones 03A, 03B, and 03C of Contract 1.

Contract 4

- Final Design of this Design-Bid-Build Contract is forecast to be complete in December 2026, allowing for a seven-month bid period and award of the construction contract in June 2027.
- Critical structural handovers from Contract 2 to Contract 4 and the fit-out of systems and finishes under this contract represent the overall program critical path.

NYCT – Second Avenue Subway Phase 2

Budget

The total program budget and Estimate at Completion (EAC) has not changed since the FFGA (Full Funding Grant Agreement) was signed in November 2023.

	Budget at Award	Current Budget	Program EAC	IEC EAC
Current Program Status	\$6.968B	\$6.968B	\$6.968B	TBD *

- Contract 1 budget and EAC remains at \$177M. The Design-Bid-Build contract is 37% complete based on expenditures, compared to 63% of time elapsed.
 - Based on the IEC’s analysis of the remaining contingency, expenditures to date, change orders, and potential risks associated with the remaining work, the contract remains within budget.
- Contract 2 budget and EAC remains at \$2.120B.
 - In the IEC’s opinion, Contract 2 remains within budget. This assessment is based on current expenditures, available contingency, and review of change and risk items, with continued monitoring of cost exposure related to temporary power, utility/interface issues, easements, tenant relocations, and upcoming shaft and tunneling work.
- The Contract 3 (third-party construction) award was approved by the Board for \$1.015B.

The program cost reflecting budget reallocations, including revised figures for pending awards and potential cost escalation, is still being finalized.

* The IEC will provide an updated EAC once this information is available.

NYCT – Second Avenue Subway Phase 2

Risks and Mitigations

Top program and contract-specific risks, together with associated mitigation measures, have been identified from the Program Risk Register based on their projected cost and schedule impact.

Program Risks

- Risk: Overlap between successor and predecessor contracts may create schedule delay, access conflict, and worksite interference where handovers, instrumentation, or turnover conditions are incomplete.
 - Mitigation: Program-wide interface coordination, turnover planning, and monitoring/tracking are ongoing under Project Management Team (PMT) oversight.
- Risk: Utility, third-party, and agency coordination may delay power, permits, utility relocations, and construction sequencing across contracts.
 - Mitigation: Active coordination with utilities/agencies is ongoing through contract-specific action tracking, utility agreements, and regular coordination meetings.
- Risk: Extended change-order and issue-resolution durations may adversely affect schedule performance.
 - Mitigation: PMT continues to identify different contract-level change management approaches and track weekly critical action items.

Contract 1

- Unforeseen or conflicting utility conditions may continue to cause delay and cost impact, particularly where they affect sewer work, ECS conflicts, and C3 handover.
 - Mitigation: Ongoing field verification, utility/agency coordination, amplified design responses, and targeted mitigation planning are underway.

Contract 2

- Unforeseen conditions in the existing 1970s tunnel segments may require additional abatement, protection, or repair, with resulting cost and schedule impacts.
 - Mitigation: Existing tunnel surveys, abatement planning, compartmentalization, and environmental monitoring are ongoing to define, and address required work before it affects downstream activities.

The IEC agrees with the risk identification process and the Program and Contract specific mitigations.

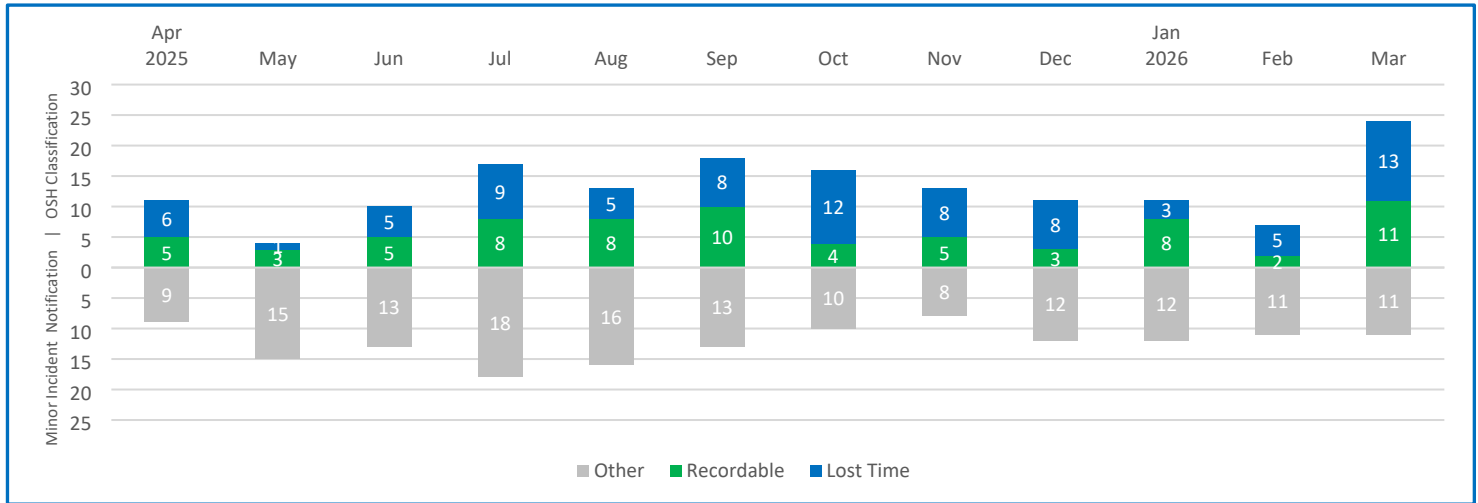
NYCT – Second Avenue Subway Phase 2

Observations

- The PMT is tracking the Contract 1 acceleration by monitoring installed quantities, percent complete, and crew-hour deployment by utility type and location.
- The IEC recognizes the PMT's strong program-level coordination effort, including regular critical issues meetings, which has created a useful framework for identifying, tracking, and addressing cross-contract risks and interfaces.

Recommendations

- The IEC recommends continued assessment of the C4 budget as design, procurement packaging, and escalation assumptions continue to evolve.



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

MARCH UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 35 safety incidents were reported in March 2026, including:
 - Thirteen (13) lost time incidents.
 - Eleven (11) recordable incidents.
- The reported lost time incidents in March 2026 increased by eight (8) incidents when compared to February 2026.
- The top lost-time and recordable incident types for March 2026 were Struck by/Against (50%), Strain and Sprain (38%), Caught Between (8%). Slip, Trip, and Fall (4%).

SERIOUS INCIDENTS:

- No Serious Incidents

C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** A total of 83 Lost Time incidents were reported in the rolling 12 months through March 31, 2026. 72 Recordable incidents have been reported YTD (through March 31, 2026). The injury types associated with lost time incidents YTD are Struck by/Against (34%), Sprain /Strain (33%), Slip, Trip, and Fall (17%), and caught in between (14%). The number of reported lost time incidents increased by eight (8) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** A total of 72 recordable incidents were reported in the rolling 12 months through March 31, 2026. The injury types associated with recordable incidents YTD are Struck By/Against (53%), Caught Between (15%), Sprain/Strain (15%), Slip, Trip, and Fall (11%), and medical event (6%). There was an increase of nine (9) recordable incidents compared to the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for MARCH - 181 Projects with 347 Sub-Projects

- **March INSPECTIONS:**
 - **INTERNAL – 448**
 - **EXTERNAL – 787** (76 Third-Party Safety Consultants; 711 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
 - **INTERNAL – 1086**
 - **EXTERNAL – 2265** (203 Third-Party Safety Consultants; 2062 OCIP Visits)

- **MARCH 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.
- **MARCH 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:

- **Safety All-Hands Alignment Initiative**
C&D Safety will conduct its All-Hands meeting designed to bring together all Safety divisions to reinforce our ISO 45001–aligned mission, vision, and strategic direction. This organization-wide engagement series will create a unified platform for transparent communication, cross-functional collaboration, and shared learning. Each division will have the opportunity to present its day-to-day operations, major initiatives, and how it supports the overall Safety Management System, enabling a better understanding of how each group contributes to it. By strengthening visibility across teams and encouraging open dialogue, this initiative aims to break down silos, enhance cooperation, and build a cohesive safety culture that supports continuous improvement, organizational resilience, and more effective corporate safety decision-making.
- **Quarterly Safety Performance Report Implementation**
A new quarterly Safety Performance Report is being implemented as an ongoing process across all Business Units to enhance visibility into safety performance and drive continuous improvement. This recurring report will provide leadership with a consolidated, regularly updated view of safety metrics, trends, inspection findings, and key areas of concern. To support sustained engagement, quarterly review meetings will be routinely scheduled with Business Unit leaders and BU Safety teams to discuss results, monitor progress, identify emerging patterns, address recurring issues, and ensure that resources remain focused on areas requiring continued attention.
- **Testing and Monitoring Equipment Procedure**
A standardized Testing and Monitoring Devices Procedure is nearly complete and will be released soon to strengthen the tracking, management, and oversight of all testing and monitoring equipment installed on MTA property. The procedure will outline clear requirements for tagging and identifying devices used for testing, monitoring, or data collection, and will establish a centralized process for logging installations, validating technical specifications, and documenting key details such as device type, location, and installation and removal dates. These improvements will enhance equipment oversight, improve data integrity, reduce communication gaps between Safety and project teams, and ensure stronger alignment with compliance requirements, ultimately supporting more reliable decision-making across the capital program.
- **Support PMIS Integration Efforts**
C&D Safety is partnering with the Digital Implementation Office and PMIS teams to identify Safety workflows, documentation, and processes that can be transitioned into the PMIS platform. This work includes defining Safety’s functional role within the system, mapping required data inputs, and aligning reporting and review processes to a standardized digital workflow. By actively contributing to PMIS adoption, the Safety organization will strengthen governance, enhance transparency, improve data consistency, and help ensure that all C&D-managed projects operate within a unified digital environment. This collaboration supports C&D’s broader transformation goals by streamlining work, improving accountability, and enabling more efficient, reliable safety oversight across every phase of project delivery.

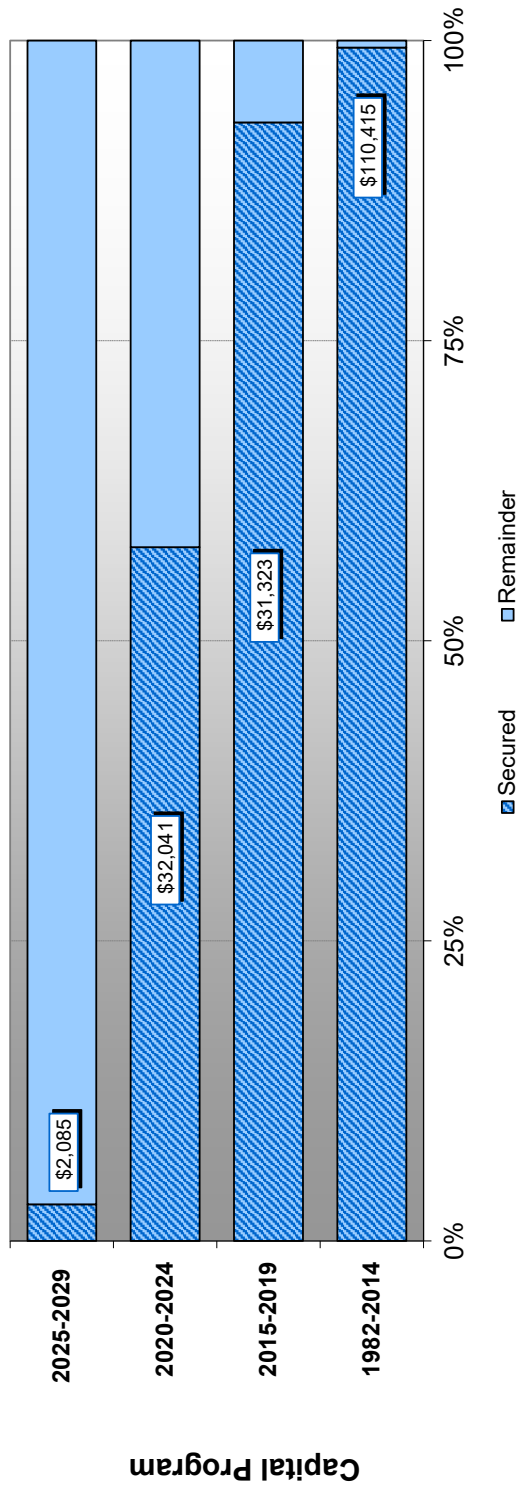
March Trends Initiative:

- **Increase Safety Assessments at affected projects.**
We plan to increase Station Safety assessments to address the 42% of incidents that occur in station projects. We will conduct weekly targeted walkdowns, review pre-shift meetings, and tighten material-handling controls to reduce struck-by incidents.
- **Ironworker-Specific Controls**
We plan to strengthen ironworker safety, since roughly one quarter of incidents involve this trade. We will encourage short pre-task lessons and ensure clear work-zone boundaries are established to reduce ironwork-related exposures.
- **Struck-By Prevention Campaign**
We plan to execute a 30-day struck-by reduction campaign to address the 40% of incidents. This includes the importance of spotters, verbal confirmation of movement, and consistent reinforcement of a simple struck-by controls across all projects.
- **High-Incident: Project Oversight**
We plan to focus enhanced oversight on the three projects that consistently rank highest in incident volume. We will conduct weekly reviews and conduct targeted safety visits to identify and correct ongoing challenges.
- **Contractor Engagement Meeting**
Our highest-contributing contractor with incidents, accounting for 20% of March's incidents. We plan to meet with the contractor's leadership to implement a performance improvement plan. Our goal is to track and verify corrective actions and require stronger on-site safety representation to reduce recurring issues.
- **Trend Recognition & Clustering of Events (TRACE)**
We plan to establish a Trend Recognition and Clustering of Events System to address emerging incident clusters. Any contractor, project, or location meeting defined thresholds will trigger immediate intervention, including stand-downs, root-cause reviews, and temporary controls until safe conditions are restored.

Status of MTA Capital Program Funding

Capital Funding (March 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 (March 2026)

\$ in millions

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

	Funding Plan		Secured		Remainder
	Current	Thru February	March	Secured to date	
2020-2024 Program					
Capital from Central Business District Tolling*	\$15,000	\$1,799	\$ -	\$1,799	\$13,201
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
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	55	2,675	86 a
B&T Bonds & CBDT Infrastructure	3,253	1,560	-	1,560	1,692
Total	55,432	31,986	55	32,041	23,391

	Funding Plan		Secured		Remainder
	Current	Thru February	March	Secured to date	
2025-2029 Program					
MTA Capital Lockbox [^]	\$31,500	\$ -	\$ -	\$ -	\$31,500
Federal Formula, Flexible and Competitive Grants and Loans	\$14,000	1,905	-	1,905	12,095
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	2,085	-	2,085	66,315

a) Receipt of \$55m in federal flexible funds for NYCT ADA 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.

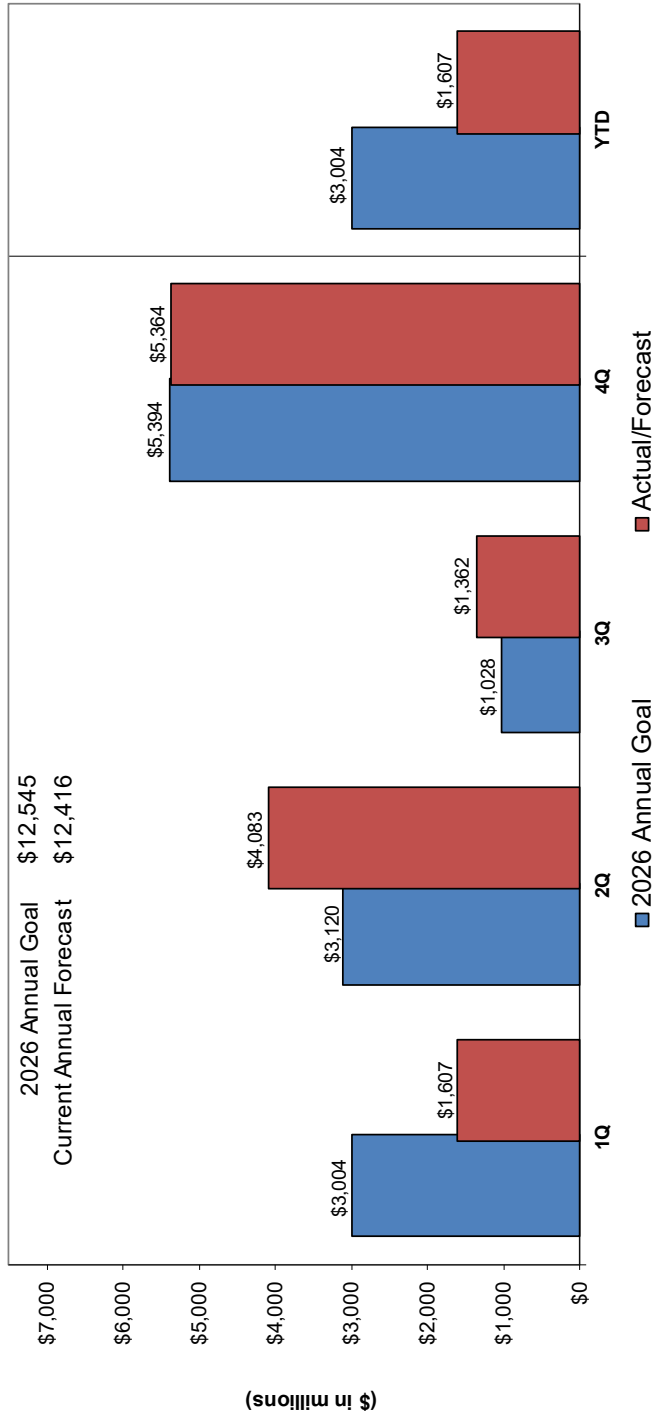
[^] Proceeds from bonds and notes payable from the 2025-2029 MTA Capital Lockbox are recognized at the time of receipt. Capital Lockbox amounts applied directly to fund projects will be recognized annually, beginning in December 2025.

MTA Capital Program Commitments & Completions

**through
March 31, 2026**

Capital Projects – Construction Commitments – March 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

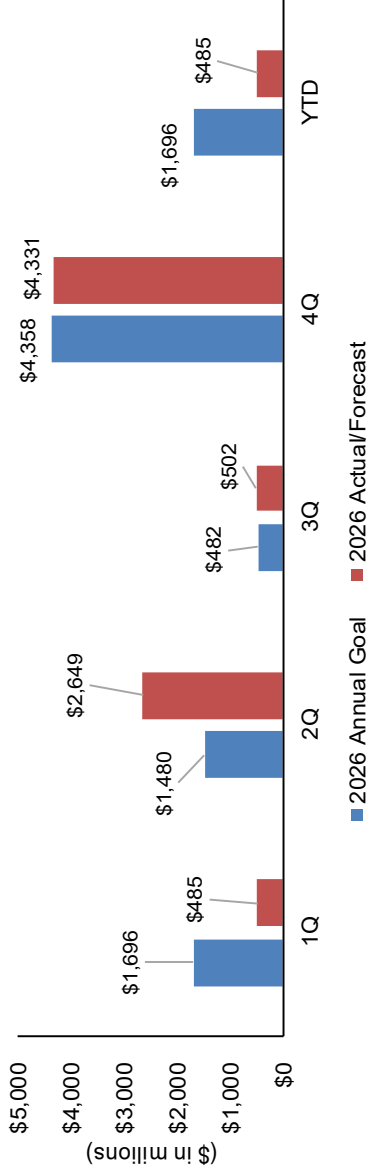
In 2026, the MTA plans to make \$12.545 billion worth of new construction commitments. Through March, the MTA has committed approximately \$1.6 billion versus a goal of \$3 billion. Commitments made to date included roughly \$889 million as part of the GCT Trainshed Sector 2 project, \$115 million of track work advanced by the LIRR’s track program, \$30 million for the Subways Platform Barriers project, \$480 million of track work advanced by the NYCT Department of Subways and \$61 million for MNR’s Cyclical Track Program. The \$1.4 billion shortfall is largely due to project delays that are expected to be awarded later in the year, which will result in the MTA achieving ~99% 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 are reported on the following pages. Any additional delays to major commitments will be reported in the future quarters.

NYCT/MTA Bus Capital Projects – Commitments – March 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	\$1,696
2026 Actual/Forecast	\$485	\$2,649	\$502	\$4,331	\$485



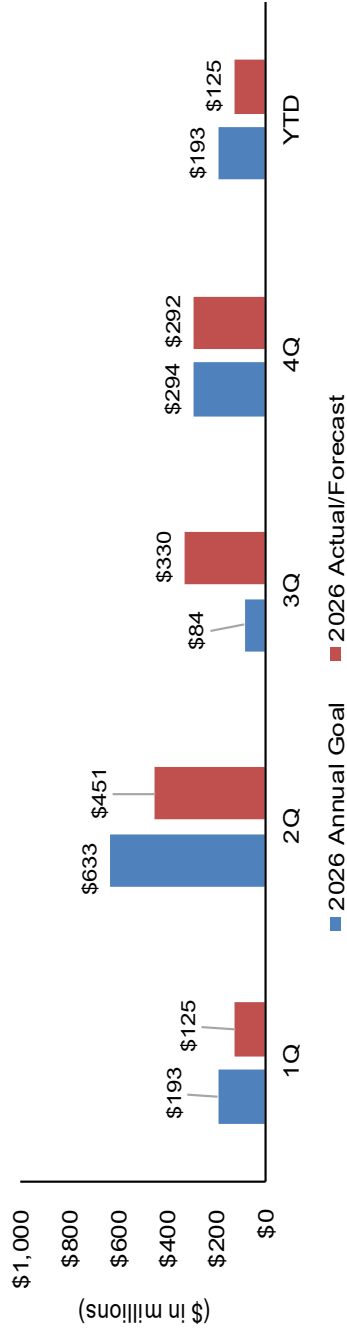
Schedule Variances

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Actual(A)
5 NYCT/MTA Bus Amber Commitments (5 new this month)							
Amber delays are within 2 months of goal.							
<i>Line Structure</i>							
Structural Repairs and Painting, 9th Ave Portal to Stillwell (New)	Construction	Mar-26	Apr-26	Signals & Communication	Construction	Mar-26	Apr-26
		\$ 375.12	\$ 375.12	ATS-B Complement & Siemens 5G DCS		\$ 193.90	\$ 187.07
Change in award date due to ongoing bidder qualification process							
Column Repairs: Rockaway, New Lots, and Liberty (New)	Construction	Mar-26	May-26	Radio Production Phase (New)			
		\$ 147.87	\$ 147.87	Contract approved by March Board but Notice to Proceed cannot be executed until 30 days after Board approval due to statutory restriction for sole source awards			
Change in award date reflects revised bid opening date due to bidder questions.							
SIR Stations and Structures (2020-24) (New)	Construction	Mar-26	Apr-26	Buses			
		\$ 127.06	\$ 127.06	Purchase 100 Standard Buses (New)	Construction	Mar-26	Apr-26
Change in award date due to extended bidder qualification process. Project awarded 4/3/26.							
Change in award date due to ongoing finalization of contract terms an conditions.							

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$193	\$633	\$84	\$294	\$193
2026 Actual/Forecast	\$125	\$451	\$330	\$292	\$125



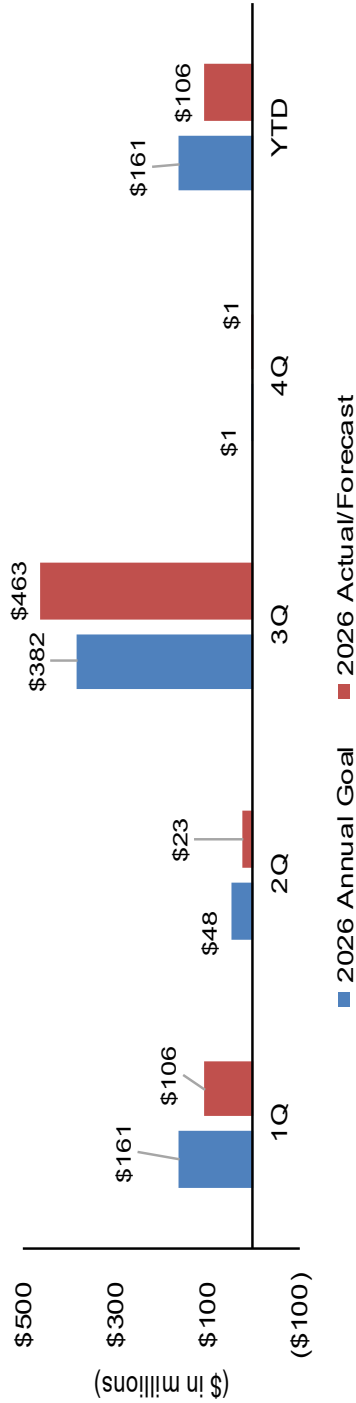
Schedule Variances

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

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$161	\$48	\$382	\$1	\$161
2026 Actual/Forecast	\$106	\$23	\$463	\$1	\$106



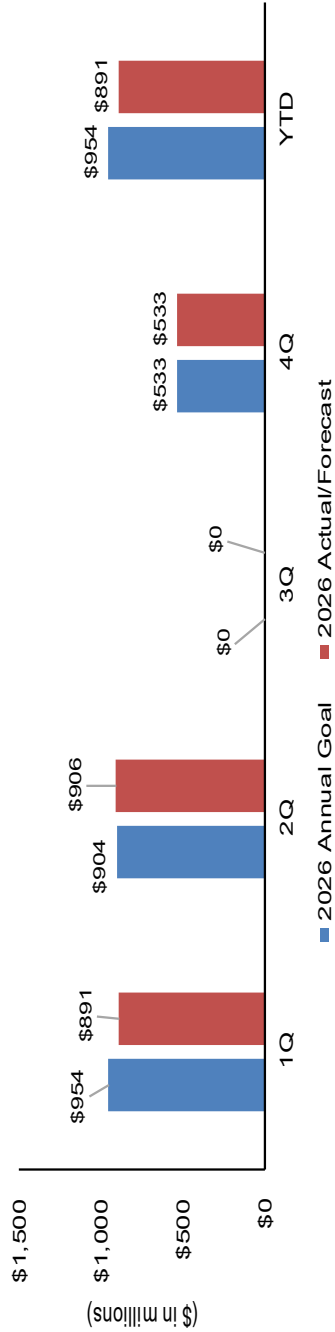
Schedule Variances

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

MTA Major Projects & Expansion – Commitments – March 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	\$954
2026 Actual/Forecast	\$891	\$906	\$0	\$533	\$891



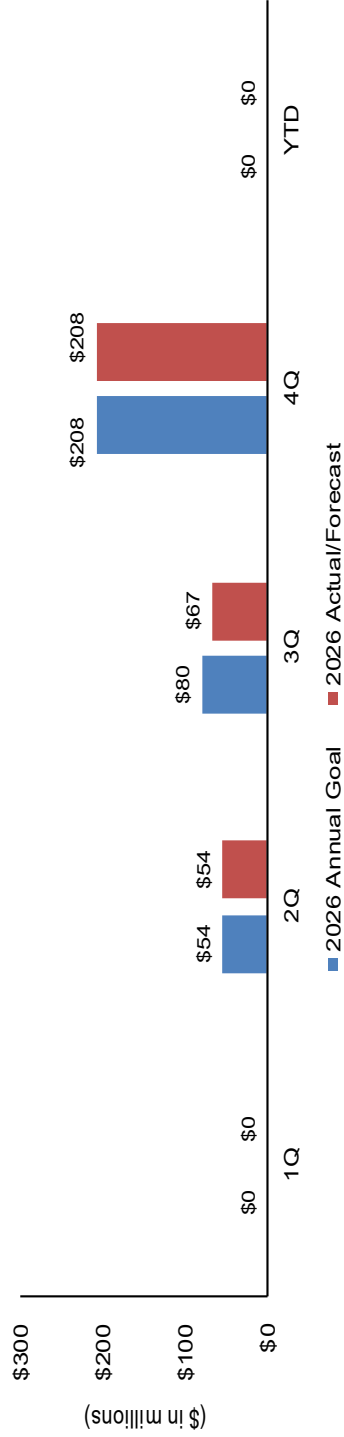
Schedule Variances

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

B&T Capital Projects – Commitments – March 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 – March 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	1	1	5	3	2	1	3	5	1	13	1
Total	36	0	0	4	1	4	2	3	2	3	5	11	1
Jan-26	0												
Feb-26	0												
Mar-26	4		1		2	1							
Apr-26	1		1	1	3	2							
May-26	4				3	2	1						
Jun-26	2				2	2							
Jul-26	3					2							
Aug-26	0											1	
Sep-26	3								3				
Oct-26	6								5				
Nov-26	1									1			
Dec-26	12											11	1

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

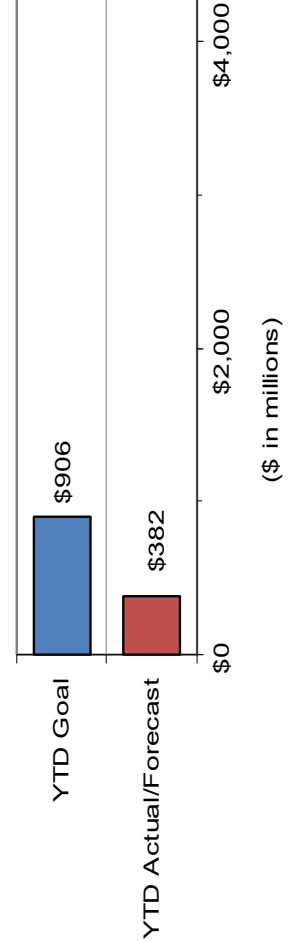
Construction Completions Summary

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 March, the MTA completed \$382 million of its YTD goal of \$906 million. Completions include several projects managed by NYCT's Department of Subways totaling \$212.5 million. The shortfall is primarily due to 3 projects that were initially planned for March which are now delayed: ADA and Renewal: Borough Hall, HVAC/CNG, Phase 2; Spring Creek & College Point, and Purchase 25 Hybrid Locomotives. The year-end shortfall is impacted by the Paint/Structure Repair: King's Highway – West 8th St. project that slipped into 2027.

In 2026, the MTA is tracking 36 major completions. Of these, 7 "major" NYCT project completion date have slipped. The delays are explained on the following pages. 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 \$7,032 99%

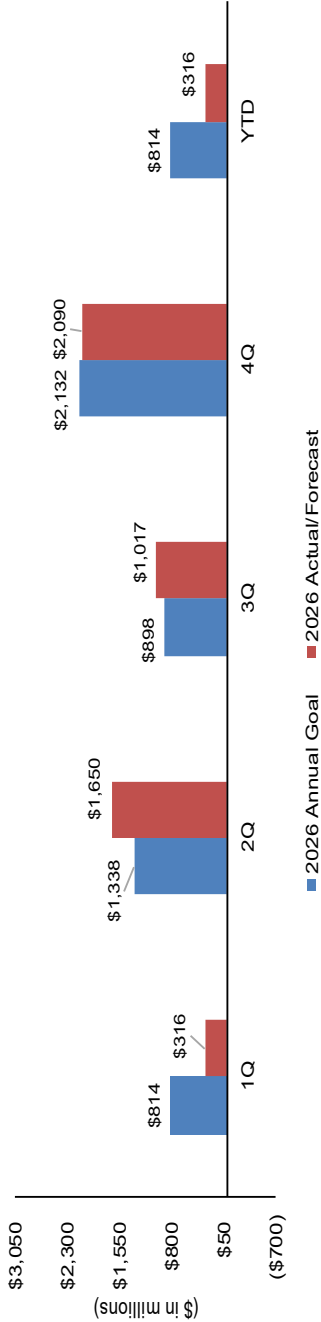


NYCT/MTA Bus Capital Projects – Completions – March 2026 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$814	\$1,338	\$898	\$2,132	\$814
2026 Actual/Forecast	\$316	\$1,650	\$1,017	\$2,090	\$316

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



Schedule Variances

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

3 NYCT/MTA Bus Amber Completions (2 new this month)

Amber delays are within 2 months of goal.

Stations	Completion	Mar-26	May-26
ADA Borough Hall and Renewal	Construction	161.0	161.0

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

Depots	Completion	Mar-26	May-26
HVAC/CNG, Phase 2: Spring Creek & College Point (New)	Construction	34.4	34.4

Change in schedule is due to ongoing fire alarm work to integrate existing devices with new system.

Line Structure	Completion	Oct-26	Dec-26
LSCR: Lexington & Jerome (New)	Construction	82.1	81.7

Change in schedule due to an increase in repair locations and coordination of track access to complete the additional work.

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

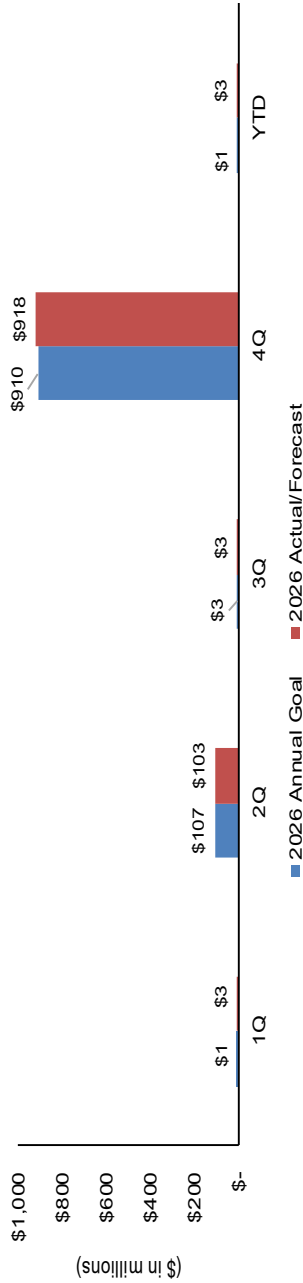
Project		Schedule Variances		Actual(A)	
Project	Completion	Goal	Actual(A)	Completion	Actual(A)
4 NYCT/MTA Bus Red Completions (4 new this month)					
Red delays are delayed more than 2 months of goal.					
<i>Line Structure</i>					
Paint/Structure Repair: King's Hwy - West 8th St / Culver (New)	Construction	Dec-26	Jul-27	Purchase	Jun-26
		\$ 98.5	\$ 98.5	\$ 257.8	\$ 253.8
Change in schedule due to pending Surety takeover agreement and Notice to Proceed to the completion contractor.					
<i>Line Equipment</i>					
Rehabilitate Forsyth St. Fan Plant (New)	Construction	May-26	Aug-26		
		\$ 87.6	\$ 87.6		
Change in schedule due to equipment supply constraints impacting installation and testing of specialized systems.					
<i>Sandy</i>					
Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS) (New)	Construction	Jul-26	Dec-26		
		\$ 84.9	\$ 85.1		
Change in schedule due to additional work orders and limited availability of in-house workforce for station surveys.					

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$	\$107	\$3	\$910	\$1
2026 Actual/Forecast	\$3	\$103	\$3	\$918	\$3

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



Schedule Variances

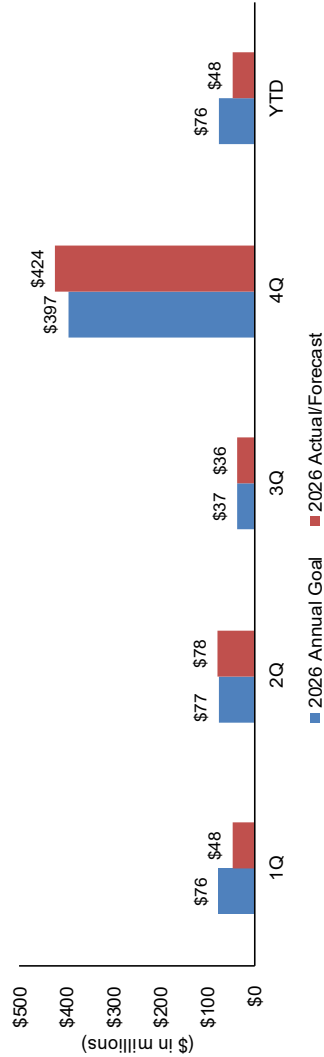
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$76	\$77	\$37	\$397	\$76
2026 Actual/Forecast	\$48	\$78	\$36	\$424	\$48

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



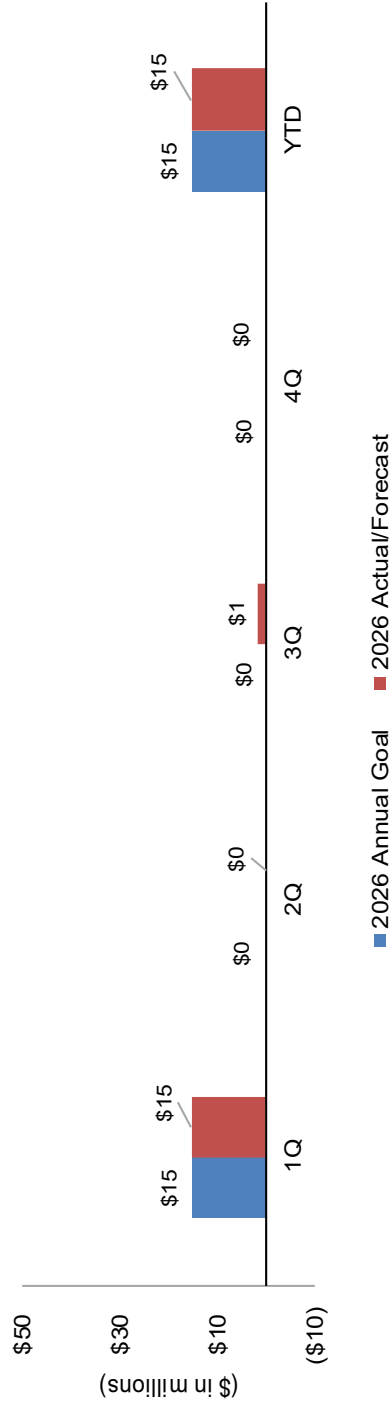
Schedule Variances

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

MTA Major Projects & Expansion – Completions – March 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	\$15
2026 Actual/Forecast	\$15	\$0	\$1	\$0	\$15



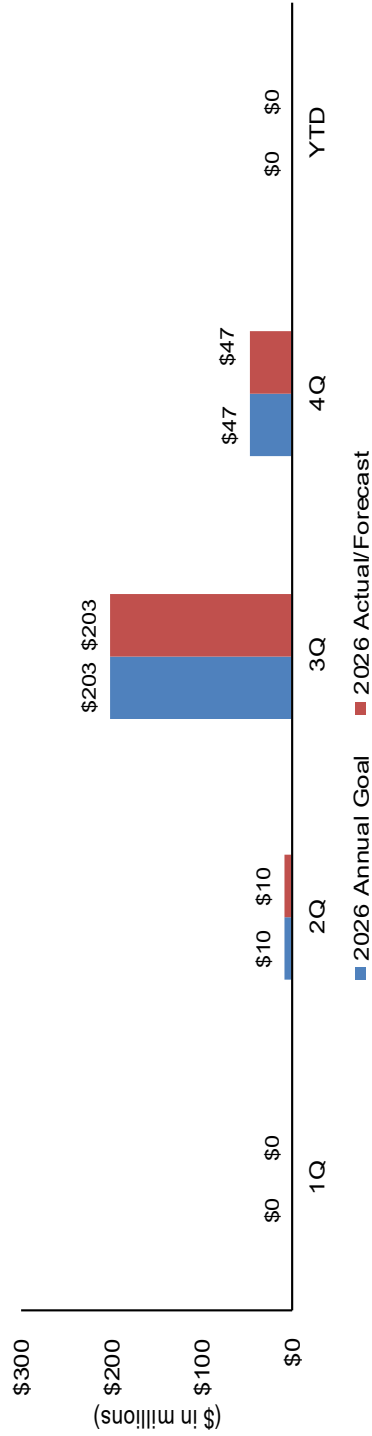
Schedule Variances

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

B&T Capital Projects – Completions – March 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.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
APRIL 2026**

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed expenditure of \$ 25.6 M.

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	4/27/26	X		
2	Board	4/29/26	X		

Date: April 21, 2026			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
F. Personal Service Contracts	1	\$	21,502,283
SUBTOTAL	1	\$	21,502,283

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	2	\$	4,099,281
SUBTOTAL	2	\$	4,099,281
TOTAL	3	\$	25,601,564

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

APRIL 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts

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

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 1. | EXP-Urbahn Joint Venture
Contract No. D81760 | \$21,502,283 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design and engineering services to support the development of three Design-Build contracts for accessibility improvements and miscellaneous rehabilitation work on New York City Transit's Queens Boulevard, Grand Concourse and Nostrand Avenue Lines

Staff Summary

Schedule F: Personal Service Contracts

Item Number 1					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	04/27/26	X		
2	Board	04/29/26	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
EXP-Urbahn Joint Venture	D81760
Description	
Design Services for Three Line Bundles: Queens Boulevard, Grand Concourse and Nostrand Avenue Lines	
Total Amount	
\$21,502,283	
Contract Term (including Options, if any)	
23 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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 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”) for preliminary design and engineering services to support the development of three Design-Build contracts for accessibility improvements and miscellaneous rehabilitation work on New York City Transit’s (“NYCT”) Queens Boulevard, Grand Concourse and Nostrand Avenue Lines to EXP-Urbahn Joint Venture, a joint venture consisting of EXP Services PC and Urbahn Architects PLLC (“EXP-Urbahn”). The Contract is in the not-to-exceed amount of \$21,502,283 and for a duration of 23 months.

DISCUSSION

In furtherance of C&D’s objective to bundle projects in order to accelerate accessibility and state of good repair work and minimize public impacts from these projects, EXP-Urbahn will provide preliminary design and engineering services in support of three design-build contracts, one for each of the three lines. Each contract will include ADA upgrades, structural repairs along the line; and station rehabilitation work. The contract for the Nostrand Avenue Line will also include escalator replacement. Under the Contract, EXP-Urbahn will conduct site surveys to establish the existing site conditions; prepare preliminary design and bridging documents and support C&D in establishing design-builder performance requirements and preparing Request for Qualifications and Request for Proposals (“RFP”) packages.

A one-step procurement process was conducted for this Contract. An RFP was publicly advertised and seven firms submitted proposals in response to the RFP:

- EXP-Urbahn
- Arup-GF Design JV, a joint venture of Arup US Inc. and Gannett Fleming Engineers and Architects, P.C. (“Arup-GF”)
- Henningson, Durham & Richardson Architecture and Engineering, P.C. (“HDR”)
- Parsons Transportation Group of New York, Inc. (“Parsons”)
- STV Incorporated (“STV”)
- Transit Design Alliance, a joint venture of Naik Consulting Group, P.C. and KS Engineers, P.C. (“Naik-KS”)
- WSP USA Inc (“WSP”)

The selection committee consisting of representatives from C&D Delivery, Development, and Contracts evaluated the proposals utilizing the following pre-established selection criteria: experience in relevant disciplines; proposed staffing plan and availability of resources; proposed management approach and schedule; program understanding and proposed technical approach; diversity practices; and other relevant matters. The selection committee reviewed each technical proposal and ranked them as follows:

1	Arup-GF
2	EXP-Urbahn
3	HDR
4	Parsons
5	STV
6	Naik-KS
7	WSP

The selection committee then reviewed price proposals, and after considering both technical and pricing factors, invited Arup GF, EXP-Urbahn and STV for oral presentations. The selection committee determined that Arup-GF (\$32,845,472) presented the best technical proposal which provided a comprehensive approach to the projects, presenting an experienced team and providing well thought out solutions for anticipated problems. The selection committee determined that, although its proposal fell outside the competitive price range, it was beneficial to retain Arup-GF in the process to determine if through further discussion and refinement of its proposal, it might be revised with respect to price. EXP-Urbahn (\$29,591,300), likewise presented a comprehensive proposal showing its capacity and technical ability to perform the work. STV (\$22,810,171) provided a low cost proposal that, although deficient in certain respects, demonstrated sufficient relevant experience and presented a viable staffing plan which the selection committee felt warranted providing STV with an opportunity to clarify and expand upon its proposal during oral presentations.

HDR (\$30,045,749) presented a proposal that was outside the competitive range and did not demonstrate a technical or managerial approach that seemed likely to be of best value. Parsons (\$21,918,550), Naik-KS (\$29,346,705) and WSP (\$29,889,300), although all within or below the competitive range, provided proposals that contained various technical deficiencies and/or demonstrated a lack of availability of proposed staff. Consequently, HDR, Parsons, Naik-KS and WSP were not invited for oral presentations.

Following oral presentations, the selection committee recommended Arup-GF and EXP-Urbahn for negotiations. Both firms proposed teams that are readily available, demonstrated a clear understanding of the three projects, presented practical solutions to perceived project challenges, including limited space conditions at the work sites and also articulated initiatives to aid or improve project milestones, such as advancing design elements on stations concurrently with field condition surveys at other stations and proactively managing the stakeholders in order to achieve established milestones. STV was not selected for negotiations because, notwithstanding its low-price proposal, in the oral presentations it remained unable to clarify how the generalized principles contained in its proposal could be applied to this particular project and did not address the specific challenges or requirements associated with the projects.

Two post-proposal addenda were issued to Arup-GF and EXP-Urbahn, which included station component repair work for the 63rd Drive-Rego Park Station on the Queens Boulevard Line; and station component repair work for the Newkirk Station on the Nostrand Avenue Line. Both consultants were required to submit revised proposals before negotiations. Negotiations were conducted focusing on the staffing and hours for providing the deliverables outlined in the scope of work. Revised proposals were subsequently received from each participant. Arup-GF's revised proposal was considerably above EXP-Urbahn's revised price and, as both teams were deemed to be technically comparable, C&D decided to eliminate Arup-GF from consideration because its revised proposal remained beyond the competitive range.

Additional negotiations were held with EXP-Urbahn, confirming the team's ability to complete the scope of work and provide all deliverables for the three construction contracts. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. After negotiations concluded, EXP-Urbahn submitted a Best and Final Offer ("BAFO") in the not-to-exceed amount of \$21,502,282.54. EXP-Urbahn was determined to offer the best overall value to the MTA. The team was able to clearly convey their understanding of the three projects by describing with specificity activities meant to minimize delays, describe project challenges associated with the work being performed, and illustrate their role in managing stakeholder requirements and expectations, EXP-Urbahn's BAFO of \$21,502,282.54 is deemed fair and reasonable, and the selection committee unanimously voted to award the Contract to EXP-Urbahn.

In connection with the review of EXP-Urbahn and its joint venture partners', EXP Services PC and Urbahn Architects PLLC, responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and EXP-Urbahn and its joint venture partners are determined to be responsible vendors.

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights has established a 15% Minority-owned Business Enterprise, 15% Women-owned Business Enterprise and 6% Service-Disabled Veteran Owned Business goals for this Contract. EXP-Urbahn is committed to meeting the goals requirements. EXP-Urbahn has not recently completed any MTA contracts with goals; therefore, no assessment of performance is available at this time.

IMPACT ON FUNDING

Funding for the Contract is included in the NYCT portion of MTA's 2025-2029 Capital Program.

ALTERNATIVES

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

APRIL 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for all items requiring Board approval)

2. **East Harlem Community Collaborators JV** **\$2,399,281** **Staff Summary Attached**
Contract No. 16457-0100

MTA Construction and Development requests Board ratification of a modification to provide continued community outreach services in support of Second Avenue Subway Phase 2.

3. **Hitachi Rail GTS USA Inc.** **\$1,700,000** **Staff Summary Attached**
Contract No. S48013-2

MTA Construction and Development requests Board ratification of a modification to implement several software upgrades to the carborne CBTC equipment for the R211 fleet so that it complies with MTA's updated CBTC Interoperability Interface Specification.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **2**

Vendor Name (& Location) East Harlem Community Collaborators JV	
Description Community Outreach Services for Phase II of the Second Avenue Subway Project	
Contract Term (including Options, if any) March 28, 2017 – August 31, 2025	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number 16457-0100	AWO/Modification # 5
Original Amount:	\$ 7,268,759.38
Prior Modifications:	\$ (358,814.76)
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 6,909,944.62
This Request:	\$ 2,399,281
% of This Request to Current Amount:	34.7%
% of Modifications (including This Request) to Original Amount:	28%

Discussion:

This Contract, which was awarded on March 22, 2017, provides for community outreach services in support of the Second Avenue Subway (“SAS”) Phase II Project. MTA Construction & Development (“C&D”) requests Board ratification of a modification, in the not-to-exceed amount of \$2,399,281, to extend the Contract term by 14 months to October 31, 2026.

Pursuant to this Modification, the consultant will continue to staff, manage and maintain the SAS Community Information Center (“CIC”) which serves as an information hub for the SAS Phase II project in Harlem for community engagement. The consultant will continue to develop informational materials to advise the community and officials of the project schedule and any associated disruptions to services and access; and provide graphic support for CIC exhibits, promotional materials, wayfinding signage, public workshops and other printed materials. Additionally, the consultant will continue to support MTA’s community outreach activities under the supervision of MTA Public Affairs. These services include coordinating and assisting in the development of programming activities and events at the CIC; conducting tours, educational events and meetings with local community leaders and groups; assisting in the preparation of materials for presentations to Community Boards and elected officials. MTA is extending this Contract through October 2026 in order to competitively solicit a new contract to continue to provide these services for the remainder of Phase 2 instead of extending this Contract further.

The consultant submitted its cost proposal in the amount of \$2,399,281. The project team prepared a cost estimate for the extension of the Contract term based on the actual hours and expenditures incurred over the duration of the Contract and the forecasted use over the extension period. The consultant’s proposal is consistent with this analysis and C&D deems the proposal to be fair and reasonable. In order to prevent interruption of CIC operations, authorization was obtained from the President of C&D for the consultant to continue providing services under the Contract while this modification was being processed.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **3**

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

Contract Number	AWO/Modification #	
S48013-2	11	
Original Amount: (including options)	\$	47,174,567
Prior Modifications:	\$	51,338,000
Prior Budgetary Increases:	\$	0
Current Amount:	\$	98,512,567
This Request:	\$	1,700,000
% of This Request to Current Amount:	1.2%	
% of Modifications (including This Request) to Original Amount:	3.6%	

DISCUSSION:

Contract S48013-2 (the “Contract”) requires Hitachi Rail GTS USA Inc. (“Hitachi”) to provide carborne Communication-Based Train Control (“CBTC”) equipment for the MTA’s R211 subway car fleet. MTA Construction & Development (“C&D”) requests Board ratification of a modification to implement several software upgrades to the carborne CBTC equipment for the R211 fleet so that it complies with MTA’s updated CBTC Interoperability Interface Specification (“I2S”).

Since award of this Contract in 2019, C&D, in coordination with its CBTC vendors, has updated the I2S to resolve ambiguities, address operational needs, and add functions required for enhanced system-wide safety and compatibility. This modification requires Hitachi to implement software changes addressing four updates to the I2S that were issued after Contract award and that will improve train speed adjustments and location monitoring, train door and platform monitoring, and will prevent unnecessary emergency braking during train operation. In order to ensure coordination of this work with the contractor’s software release schedule, authorization was obtained from the President of C&D on March 30, 2026. for the contractor to proceed with the updates to the carborne equipment necessary to implement the changes made to the I2S.

The Contractor submitted a proposal of \$2,373,077.38 for the added work. Negotiations yielded a final lump sum cost of \$1,700,000, which is considered fair and reasonable. This modification will not affect the Contract schedule.