



Metropolitan Transportation Authority

Capital Program Committee Meeting

June 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 Samuelson
Ed Valente
Neal Zuckerman

Capital Program Committee Meeting

Monday, 6/22/2026

12:00 - 1:00 PM ET

1. APPROVAL OF MINUTES - MAY 28, 2025

2026 May Joint Committee and Board Meeting Minutes - Page 3

2. 2025-2026 COMMITTEE WORK PLAN

C&D CPC Committee Work Plan - Page 22

3. PRESIDENT'S UPDATE

4. ROLLING STOCK UPDATE

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IEC New York City Transit Department of Buses New Bus Program Review - Page 28

5. DIVERSITY UPDATE

C&D Diversity & Small Business Update - Page 35

6. C&D SAFETY REPORT

C&D CPC Safety Report - Page 51

7. QUARTERLY TRAFFIC LIGHT REPORT

2026 Quarterly Traffic Light Report - Page 53

8. CAPITAL PROGRAM STATUS REPORT

CPC Commitments and Completions Report - Page 112

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

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

Meeting Minutes

Wednesday, May 20, 2026

9:00 AM

2 Broadway

New York, New York

The following Board Members were present:

Hon. Janno Lieber, Chair & CEO

Hon. Samuel Chu

Hon. Haeda B. Mihaltses

Hon. Melva M. Miller

Hon. Lisa Sorin

Hon. Dr. John-Ross Rizzo

Hon. Daniel Garodnick

Hon. David Jones

Hon. Marc Herbst

Hon. Blanca P. López

Hon. Neal Zuckerman

Hon. Michael Fleischer

Hon. James O'Donnell

The following alternate non-voting members were present:

Hon. Andrew Albert

Hon. Gerard Bringmann

Hon. Randolph Glucksman

Hon. Christopher Leathers

Hon. Edward Valente

The following Board Members were not present:

Hon. John Samuelsen

Hon. David Mack

Paige Graves, General Counsel, John McCarthy, Chief of External Relations & Policy, Jai Patel, Chief Financial Officer, Anita Miller, Chief Labor and Employee Relations Officer, Justin Vonashek, Metro-North President, Robert Free, LIRR President, Catherine Sheridan, TBTA President, Demetrius Crichlow, New York City Transit President, Jamie Torres-Springer, MTA C&D President, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff & Strategic Planning, Sergio Paneque, Chief Procurement Officer, Monica Murray, Auditor General, Jim McGovern, MTA Deputy Chief from the Comptroller's Office, Lamond Kearse, Chief Compliance Officer, Rafail Portnoy, Chief Technology Officer, and Michael Kemper, Chief Security Officer, also attended this meeting.

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

A safety announcement was made.

1. PUBLIC SPEAKERS

The following people spoke, either virtually or in-person. The moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The moderator advised that the public comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

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

Jason Anthony, LIRR ADA Task Force
Betsy Plum, Riders Alliance
Jeremiah Gonzalez, Riders Alliance
Christopher Greif*, NYCTRC & ACTA LIRR ADA Task Force
Oliver Chessler, private citizen
Jesse Figueroa*, ADA Accessibility
Miriam Fisher*, Independent
Abrahan Cruz*, Riders Alliance
Lisa Daglian, PCAC
Michael Acevedo, private citizen
Solomon Blecher, Riders Alliance
Alexis Foote, Riders Alliance
Iris Kelly, Disabled in Action
Mike Howard, private citizen
Andy Chen, private citizen
Renee Rizzo*, private citizen
Aleta Dupree*, Team Folds
Parker Singleton, private citizen

Robert Fouche, private citizen
Constance Lesold, Eastern Parkway Environmental Alliance
Michael Ring, Disabled in Action

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

2. CHAIR'S REMARKS

Chair Lieber thanked those participating in the meeting.

Chair Lieber reported that the MTA and the Long Island Rail Road (LIRR) reached a labor agreement that enabled the restoration of full LIRR service. He thanked Governor Hochul for leadership throughout the negotiations and recognized MTA staff, labor relations personnel, and employees across the agency who supported the negotiation process and implemented temporary transportation alternatives during the service disruption. He also acknowledged LIRR customers who experienced uncertainty and inconvenience during the labor disruption.

Chair Lieber discussed the recent electrical fire at Penn Station that temporarily affected rail operations and noted the importance of Grand Central Madison in maintaining service continuity during the incident.

Chair Lieber provided an update on federal funding matters, including the receipt of COVID-related reimbursements, progress on federal funding for the Second Avenue Subway Phase 2 project, and the release of previously delayed federal accessibility grant funding. He thanked federal partners, including Senator Gillibrand, for their support.

Chair Lieber highlighted recent accessibility milestones, including the opening of a new accessible ramp at Harlem–148 Street Station and the announcement of a public-private partnership with Columbia University to make the 116 Street–Columbia University station accessible.

Chair Lieber also discussed ongoing bus service improvements, including the expansion of Automated Camera Enforcement (ACE) technology and continued collaboration between the MTA and New York City Department of Transportation on initiatives to improve bus service and reliability throughout the city.

3. JOINT LONG ISLAND RAILROAD AND METRO-NORTH RAILROAD COMMITTEE

a. Long Island Rail Road

Long Island Rail Road President Rob Free thanked Governor Hochul, Chair Lieber, MTA leadership, labor representatives, and LIRR employees for their efforts to restore service following the recent work stoppage. He noted that service was restored in phases, with full

service resuming approximately 16 hours after employees returned to work. He also recognized employees who continued working throughout the stoppage to maintain the safety and readiness of the railroad.

Mr. Free provided an update on the May 14 electrical fire in an East River Tunnel that temporarily disrupted service into and out of Penn Station. He reported that service was diverted to Grand Central Madison and Atlantic Terminal, no trains were stranded, and the incident highlighted the operational flexibility and redundancy provided by Grand Central Madison.

Other topics Mr. Free discussed included monthly performance metrics, including ridership and on-time performance; expanded summer service to the East End; preparations for the U.S. Open at Shinnecock Hills; and ongoing station improvements through the Station Spruce Up Program, including recent work at Kew Gardens Station.

Chair Lieber then recognized Board Member Christopher M. Leathers for remarks.

Board Member Leathers recognized the professionalism, sacrifice, and commitment of SMART members and other railroad employees during the recent work stoppage. He stated that employees worked to support the resumption of service and emphasized the role union employees played in restoring railroad operations. Board Member Leathers further stated that many employees faced criticism and public scrutiny during the labor dispute despite not being responsible for it, while continuing to fulfill their professional responsibilities and uphold principles of labor solidarity.

Following the remarks, General Counsel Paige Graves confirmed that a quorum of Board members remained present. Chair Lieber then called upon Metro-North Railroad President Justin Vonashek to continue the agency presentations.

b. **Metro-North Railroad**

Metro-North President Justin Vonashek (“President Vonashek”) stated that April on-time-performance reached 98.1 percent, with year-to-date on-time-performance at 96.8 percent. Ridership for April totaled 6.4 million rides, 86.2 percent of April 2019 levels, a 3.6 percent increase from March, and a 6.2 percent increase over April of the previous year. Weekend discretionary ridership remained strong, 14% higher than March and 10% higher than April 2025, and on May 19 Metro-North achieved its highest single-day ridership since the pandemic at 260,000 riders.

President Vonashek reported that the rolling 12-month reportable customer injury rate improved to 1.41 per 1 million customers, down from 1.44 versus the previous month and 1.50 versus the previous 12-month rolling period. The rolling 12-month employee lost time injury rate was 1.95 per 200,000 working hours, down from 1.98.

President Vonashek reported that on May 1 he joined Connecticut Governor Ned Lamont, U.S. Senator Richard Blumenthal, U.S. Representative Rosa DeLauro, CT DOT Commissioner Garrett Eucalitto, and several local elected officials at the Derby-Shelton Station to announce the start of construction on four Waterbury Branch stations: Derby-Shelton, Ansonia, Beacon Falls, and Seymour. He noted that since 2019, ridership on the Waterbury Line has grown dramatically, with each station reaching nearly 150 percent of pre-pandemic levels and Derby-Shelton exceeding 200 percent. The upgrades will significantly transform the stations, including installation of new 350-foot platforms to allow full train boarding, along with covered canopies, enclosed wind screens, real-time arrival information, ticket vending machines, improved lighting, and clear wayfinding signage. All stations will be fully ADA accessible with enhanced pedestrian access and improved passenger flow. President Vonashek also reported that, to accommodate the construction work, Waterbury Branch train service will be replaced by bus service beginning July 20 and continuing for approximately ten months. Riders are advised to check the TrainTime app and mta.info for updated service information.

4. NEW YORK CITY TRANSIT COMMITTEE

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

President Crichlow commended the dedicated efforts of employees who worked behind the scenes to maintain service during the LIRR strike. He highlighted NYCT's analysis of operational data, which enabled teams to identify optimal connection points for riders and deploy shuttle buses in key Queens locations. He noted that extra staff and paratransit services helped ensure that a complex operation was successfully established in a short timeframe. President Crichlow reported that Paratransit set a new monthly record in March, completing over one million trips. He noted that Paratransit achieved an all-time high of 40,000 average completed weekday trips in April. President Crichlow reported that in 2026, there were 12 days with 50,000 scheduled trips, including a new record of 51,610 scheduled trips on Tuesday, May 5th. He said that current ridership levels are nearly 50% above pre-COVID peaks, reflecting increased confidence and reliance by riders. He commended the work of the Paratransit team.

President Crichlow reminded New Yorkers that public transit remains the best way to reach the beach on Memorial Day Weekend, including using the Rockaway Shuttle, the Q35 to Jacob Riis, and Bx12 to Orchard Beach. He also noted ongoing upgrades at Beach 105th Station and discussed the extensive preparations required for seasonal service enhancements. President Crichlow spoke about preparing for the challenges of summer. He stated that NYCT would be increasing the ability to fight flooding in tunnels by adding two new pump trains and continuing to rehab power Substations to ensure reliable power during high heat. President Crichlow described the agency's efforts to keep bus riders cool and comfortable during hot weather, highlighting systemwide improvements to maintenance practices like an enhanced quality control policy. He noted that, in response to customer feedback, Staten Island received particular focus: teams conducted winter A/C unit inspections and, beginning in June 2025, implemented strengthened preventative maintenance measures, realigned the fleet, increased accountability and advanced targeted seasonal preparation initiatives.

President Crichlow spoke about the service enhancements introduced in January to improve reliability for the 1.2 million daily riders on the 2, 3, 4, and 5 lines. He noted that these improvements will deliver more consistent service for riders, aligning schedules more closely with ridership patterns, improving reliability and providing more even headways. He said that these adjustments reflect NYCT’s ongoing use of detailed ridership and operational data to optimize service.

President Crichlow reported on subway performance metrics for April, highlighting gains in both weekday and weekend on-time performance and improvements in weekday customer journey time. He noted that overall performance had returned to levels last seen in the fourth quarter of 2025. He specifically highlighted the A line as one of the best performing and most improved lines, achieving 87.9 percentage points following the implementation of a more precise, data driven schedule last fall. He said that despite extensive weekend capital and construction work—which requires complex service changes—the system continues to deliver strong weekend on-time performance.

President Crichlow reported on Paratransit performance metrics, noting that April weekday 30 minute on-time pickup performance was 95.4%, up from 93.2% from last month, with weekend performance holding steady at 96.3%. He reminded riders that the Bus Time website has been updated to include features such as saved favorites and route customization options. President Crichlow talked about the Paratransit ridership trends and expressed pride in maintaining performance reliability as ridership continues to grow.

President Crichlow delivered the April ridership report, noting a modest year-over-year increase in paid ridership. He reported that average weekday subway ridership reached 4.16 million and that in May, the system achieved a post-pandemic milestone: for the first time, all three midday weeks surpassed 4.5 million riders. President Crichlow reported that weekend ridership also continued to show strong growth, reaching 2.9 million. He stated that on the bus system, weekday paid ridership totaled 1.33 million and Paratransit ridership likewise continued its post-pandemic climb.

i. **NYCT Procurement:**

Upon a motion duly made and seconded, the Board approved the following procurements:

- I. Expedited Change Order Procedure for the R268 Train Procurement The first procurement item requested Board authorization to use the expedited change order procedure developed pursuant to the All-Agency Contract Procurement Guidelines for all change orders under the R34268 Train Procurement with Kawasaki Rail Car, Inc.
- II. Clean Diesel Bus Procurement The second procurement item requested Board authorization of a contract award for the purchase of 92 over-the-road express clean diesel buses as well as related items such as spare parts, special tools and equipment, technical documentation and training, in the total estimated amount of \$120,821,133.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

ii. **Safety and Security Report:**

Steven Mauriello, Deputy Chief, Transit, NYPD, delivered the Safety and Security Report.

Deputy Chief Mauriello reported that there were 176 crimes last month, representing a 2.9% increase compared to the previous April. He said the increase was attributed primarily to a rise in grand larcenies and to a lesser extent felony assaults. He reported that overall crime levels remain approximately even with last year, which were at a historic low. Deputy Chief Mauriello emphasized the Transit Bureau's ongoing commitment to the safety and security of the system and noted that crime-reduction strategies will continue to be adjusted as needed.

Deputy Chief Mauriello highlighted the work of the Transit Bureau's Six-Wire Teams. He stated that the Transit Bureau has dedicated personnel to monitor 311 calls and MTA cameras associated with the six wires in order to identify live incidents in the field and dispatch resources more efficiently. He said that prior to this initiative, such calls were received and triaged centrally, a process that often required significant time. Deputy Chief Mauriello reported that over the past year, this dedicated monitoring has resulted in faster officer response and improved outcomes, including an approximately eight-minute reduction in response times to quality-of-life incidents. He emphasized that this improvement benefits both employees and riders.

5. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

Cathy Sheridan, President, TBTA, delivered the President's Report.

In 2025, the Hugh L. Carey Tunnel was designated as a Civil Engineering Landmark by the American Society of Civil Engineers (ASCE). In culmination of the 75th anniversary of the tunnel, officials from ASCE joined TBTA and MTA C&D recently for the official dedication of the landmark plaque at the Manhattan ventilation building.

Installed in 2017 as part of TBTA's long-term flood mitigation program, annual flood door testing at the Hugh L. Carey and Queens Midtown Tunnels started in April and continues through May during overnight low-volume traffic periods.

On May 7th at Grand Central Terminal's Vanderbilt Hall, TBTA leadership presented its annual Employee Recognition Awards for exemplary service. And in April, TBTA was one of 16 recipients nationwide of the Engineering Excellence Honor Award from the American Council of Engineering Companies for the Central Business District Tolling Program, which brings the total number of awards thus far to eight.

TBTA welcomed a new class of 40 Level One Maintainers who graduated on May 8th having completed a multi-disciplinary training regimen that includes safety protocols in roadway and electrical work; commercial vehicle driving; OSHA-30 hour training; forklift operations; firefighting, wrecker and aerial truck safety; incident command; and administrative duties.

TBTA recently marked the national observance of Police Week and Peace Officer Memorial Day by gathering at the Hugh L. Carey Tunnel to remember fallen officers and honor current Members of Service.

President Sheridan stated there are no procurements.

Responding to Commissioner Glucksman's question as to whether there was an increase in bridge traffic during the LIRR strike, President Sheridan stated that there was an insignificant increase at the Queens-Midtown Tunnel from the same time period of the prior week.

6. CAPITAL PROGRAM COMMITTEE

CPC Work Plan

There were no changes to the work plan.

President's Report

Jamie Torres-Springer, President, MTA Construction & Development (C&D) began by highlighting recent intensive construction activity on the Flushing Line in Queens, including a major weekend outage during which 30 crews and 13 work trains were deployed simultaneously. Mr. Torres-Springer emphasized that the work represents a coordinated effort to address long-standing infrastructure needs on one of the system's busiest lines. The project includes the reconstruction of six century-old, elevated stations suffering from significant structural deterioration while simultaneously advancing accessibility improvements at two additional stations. He noted that the MTA's coordinated approach allows multiple projects to be completed during the same service outage, avoiding the need for future disruptions that would have been required under previous project delivery practices. He also reported that New York City Transit forces took advantage of the outage to complete substantial track work in Manhattan.

Mr. Torres-Springer briefly referenced the recently announced accessibility improvements at the 148th Street station, noting that the project's ramp-based design would improve accessibility while avoiding the reliability issues associated with elevators. He stated that the approach generated approximately \$37 million in savings, which can now be redirected toward accessibility improvements at other stations. He further reported that the station platform is

currently in poor condition and that interim measures are being implemented to maintain safety while a broader platform rehabilitation project is advanced in conjunction with the accessibility work.

Turning to Mets-Willets Point, Mr. Torres-Springer advised the Board that a forthcoming action item would authorize funding for station improvement design work to be undertaken by Queens Future, the developer of the proposed gaming facility at the site. He reminded members that the developer has committed to making the Mets-Willets Point 7 Line station fully ADA accessible as part of its development proposal. In addition to accessibility improvements, the MTA is coordinating state-of-good-repair work at the station to ensure that future rehabilitation needs are addressed concurrently, thereby avoiding additional disruptions after accessibility work is completed. He explained that the design funding action represents the first step toward implementing those coordinated improvements.

Mr. Torres-Springer then highlighted recent investments benefiting LIRR riders. He noted that Grand Central Madison, which opened in 2023, has quickly become the destination for more than 40 percent of weekday Long Island Rail Road (LIRR) commuters. He observed that the facility proved particularly valuable during recent service disruptions affecting Penn Station, allowing riders to continue traveling into Manhattan despite the outage. He also cited the completion of the new 33rd Street Concourse at Penn Station, which doubled both the width and height of the passenger circulation space and established a model for delivering meaningful customer improvements while minimizing service disruptions. Additional accomplishments included completion of the LIRR Third Track project on time and on budget, enabling a 40 percent increase in service, as well as the completion of twelve ADA accessibility projects across the railroad since 2020. He also referenced ongoing investments to improve capacity through Jamaica Station and broader state-of-good-repair initiatives.

Mr. Torres-Springer reported that full reopening of the twelve-car platforms at Babylon Station had been achieved ahead of the summer travel season. The rehabilitation of the 62-year-old station was strategically phased to rebuild half of the platform during each winter construction season, allowing the work to be completed ahead of schedule and without significant impacts to peak summer ridership. Looking ahead, he noted that the 2025-2029 Capital Plan includes approximately \$6 billion in LIRR investments, including new railcars, bridge and viaduct rehabilitation projects, and additional state-of-good-repair initiatives. He also highlighted the Governor's commitment of \$50 million to support improvements at Jamaica Station, noting that outreach efforts have begun to gather customer feedback regarding station redesign concepts, including improvements to signage, wayfinding, vertical circulation, and connections among the LIRR, AirTrain, and subway services.

During Board discussion, Board Member Mihaltses sought clarification regarding the Mets-Willets Point station project and asked whether the action before the Board pertained only to the 7 Line station or also included the LIRR station. Mr. Torres-Springer confirmed that the current action addressed only the 7 Line station. In response to a follow-up question regarding accessibility improvements at the LIRR station, he stated that while the railroad maintains an ADA accessibility program, sufficient funding is not currently available to fully advance accessibility improvements at that location, although future partnership opportunities may emerge.

Board Member Zuckerman raised concerns regarding the condition of the pedestrian overpass, commonly known as the Passerelle, connecting the Mets-Willets Point station area to Flushing Meadows-Corona Park. Noting the large number of visitors who use the structure during events such as the Queens 10K, he asked if the ongoing station improvements would address the condition of the bridge. Chair Lieber clarified that the structure is not owned by the MTA. Mr. Torres-Springer explained that the Passerelle is owned and maintained by New York City and that discussions have begun with City Hall regarding its future reconstruction. He noted that the structure is functionally important because it connects Roosevelt Avenue, Citi Field, Flushing Meadows-Corona Park, and the LIRR station, and that it also contains MTA infrastructure, including critical utility cables. While acknowledging that funding constraints make it difficult to address every need simultaneously, he stated that the MTA is working closely with City Hall and remains open to pursuing coordinated improvements as opportunities arise.

Concluding the discussion, Chair Lieber referenced the recently completed Penn Station concourse improvements and noted that the facility's programmable lighting system has been used to support various civic and community initiatives. He noted that the concourse had recently been illuminated in orange and blue in support of the New York Knicks, joking that the team's success during that period might have benefited from some positive energy generated by the MTA's contribution.

Capital Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented four procurement items and one action item to the Capital Program Committee. The procurement items are:

1. Award of a publicly advertised and competitively solicited contract with RCC/GCCOM A Joint Venture LLC (Contract No. 6532) for design-build services for the replacement of three bridges on Long Island Rail Road's Montauk Branch;

2. Ratification of a modification to a contract with In House Group, Inc. (Contract No 1000197600) for the replacement of additional sidewalk and the construction of additional retaining wall at Metro North's Hastings-on-Hudson station;
3. Ratification of a modification to a contract with Turner & Townsend, Inc. (Contract No. CS00017C) to continue to support the development of processes, policies, procedures and manuals for the delivery of the MTA's Capital Program through February 26, 2027; and,
4. Ratification of a modification to a contract with S&P Construction Management, Inc. (Contract No. RKC-2302) for various civil, mechanical and electrical work at the RFK Fleet Garage and to extend the Substantial Completion date by 12 months to April 22, 2027;

The action item is:

5. Approval to enter into a Design Agreement with Queens Future, LLC to provide for state of good repair inspection and design services at the Mets-Willets Point Station on the IRT Flushing Line.

Chair Lieber asked for clarification on the agreement with Queens Future and Mr. Eisland explained that Queens Future would be retaining the engineering firm STV to prepare a coordinated design that will include the ADA work and station improvements that Queens Future has agreed to perform as well as the additional state of good repair work that the MTA requires with each entity paying for its own part of the design. Mr. Torres-Springer then explained that the processes, policies, procedures and manuals addressed in the third procurement item will help C&D to better monitor and control budget, schedules, and risk.

Board Member Garodnick presented the Capital Program Procurement and Action items:

Board member Mihaltses recused herself from the third procurement item with Turner & Townsend, Inc. and from the action item.

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.

7. COMMITTEE ON FINANCE AND ANNUAL FMTAC MEETING

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

Ms. Patel presented the 2026 Annual Report for First Mutual Transportation Assurance Company (FMTAC), MTA's wholly owned pure captive insurance company.

Ms. Patel gave a brief overview of the preliminary April 2026 year-to-date financial performance. Ms. Patel reported that:

- MTA's operating results were very favorable to the adopted budget by approximately \$196 million.
- Operating revenue was modestly unfavorable by \$27 million.
- Operating expenses were essentially on budget through April, as it was slightly favorable by about \$26 million.
- Debt service expenses were favorable by \$11 million.
- Capital subsidies were favorable by \$111 million.

Ms. Patel presented two action items. The first was the annual investment report and investment guidelines. The second was the Long Island Railroad tariff change seeking Board approval to issue a prorated refund to Long Island Railroad May 2026 monthly customer ticket holders for each of the days that service was suspended due to the strike and temporarily wave the standard \$10 administrative fee.

Ms. Patel presented four information items, which were: the annual billings to local governments for station maintenance costs; the annual pension and retirement report; the financial statements for the fourth quarter of 2025; and information for New York City Transit on the R68 subway cars.

Chair Lieber commented on the refunds to the Long Island Railroad customers.

i. Procurement

Sergio Paneque, Chief Procurement Officer, presented one MTA Headquarters item: to award a competitively negotiated personal services contract to ABC Engineering of New York for independent engineering assessments of MTA railway highway grade crossings. Refer to the staff summary and documentation filed with the records of this meeting for the details of this item, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records.

ii. Real Estate Actions

David Florio, Chief Real Estate Transactions and Operations Officer, presented three Real Estate action items.

The first was an Administrative item regarding Eminent Domain Procedure Law Determinations and Findings for the acquisition of property interests for the New York City Transit's Nostrand Avenue ADA Project in Brooklyn, NY.

The two other items were transactional items. The first was for New York City Transit, which was a lease with Mohamed Almerdaie for retail space at 1498 Sheepshead Bay Road in Brooklyn, NY. The second was for Metro North, which was for the acquisition of property from New York State Department of Transportation along Bruckner Boulevard in the Bronx, NY in support of the Penn Station Access Project.

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

8. CORPORATE GOVERNANCE COMMITTEE

- i. Review and Approval of the MTA All-Agency General Contract Procurement Guidelines and All-Agency Service Contract Procurement Guidelines

Mr. Kearsé informed the Committee that there is one action item, Section 2879 of the Public Authorities Law requires the Board to annually review and approve the MTA All-Agency General Contract Procurement Guidelines and All-Agency Service Contract Procurement Guidelines. Mr. Kearsé informed the Board that there are no recommended changes at this time.

- ii. Review of the MTA All-Agency Code of Ethics and Board Member Code of Ethics

Mr. Kearsé advised the Committee Public Authorities Law also requires that the Board annually reviews the Code of Ethics for Employees and Board Members to ensure that the MTA maintains the highest ethical standards. The Board Member Code of Ethics is celebrating its 20th anniversary which has been serving the MTA well for all those years. Mr. Kearsé advised the Committee that there were no recommended changes at this time to the MTA All-Agency or Board Member Code of Ethics.

- iii. Review and Approve Mission Statement, Measures and Performance Indicators Report

Mr. Kearsé advised the Committee that each year this Committee must review the MTA Mission Statement, Measures and Performance Report. Mr. Kearsé advised the Committee that the report

was reviewed by the Finance Committee back on March 23, 2026, therefore it does not need to be voted on at this time.

iv. Review of the MTA Whistleblower Policy

Mr. Kears advised the Committee that each year this Committee must review the MTA Whistleblower Policy. Mr. Kears advised the Committee that there were no recommended changes at this time.

v. Review and Approve MTA Policies in Connection with Provisions of Public Authorities Law

Mr. Kears informed the Committee that Public Authorities Law Section 2824 requires that the Board adopt certain policies. The Committee was advised that there are no policies requiring Board approval at this time.

9. AUDIT COMMITTEE

To see a summary of the meeting and the actions taken by the Audit Committee, please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records available on the MTA website.

Jim McGovern, MTA Deputy Chief from the Comptroller's Office, briefed the committee on management's review of the 2025 MTA consolidated financial statements. He began noting that the MTA is comprised of 10 reporting entities, eight of which undergo separate audits and therefore have their own distinct materiality thresholds. The MTA's Consolidated Financial Statements, are prepared in conformity with Generally Accepted Accounting Principles in the United States (referred to as GAAP) using accounting standards established by the Government Accounting Standards Board (referred to as GASB) and includes six sections: MD&A (Managements' Discussion & Analysis), the basic financial statements, the notes to the financial statements, required supplementary information, supplementary information and additional supplementary information. The Notes to the Financial Statements include an additional note this year for compensated absences. McGovern reviewed new GASB accounting standards effective in 2025 and beyond, including GASB Statement No. 102 (Certain Risk Disclosures), which enhances financial reporting through disclosures of risks related to concentrations (lack of diversity in resource inflows and outflows) and constraints affecting financial operations (limitations imposed by external parties or internal governance). He noted that, for the MTA, a primary concentration risk is its reliance on New York State subsidies to fund operating expenses. McGovern referenced a slide summarizing the Consolidated Statement of Net Position, noting it provides a higher-level view than the audited financial statements. For 2025, the MTA reported \$130 billion in total assets and deferred outflows, \$102 billion in liabilities and deferred inflows, and a net position of \$28 billion. Compared with the prior year, cash and investments increased by \$6.6 billion, primarily due to bond proceeds related to real estate transfer trust and payroll mobility tax bonds, federal preventive maintenance grants, the CRZ loan, and the one-time casino license fee. Capital assets

increased due to continued investment across asset classes, while deferred outflows changes are mainly from actuarial assumption changes, particularly higher interest rate assumptions. On the liability side, long-term debt increased primarily due to the issuance of real estate transfer tax revenue bonds, PMT bonds, and subordinated bond anticipation notes (BANs) in 2025. OPEB liabilities decreased mainly due to updated actuarial assumptions, including higher interest rate assumptions. Net pension liabilities also declined, driven by actuarial valuation changes and gains in plan asset fair values. Deferred inflows of resources increased primarily due to \$0.3 billion from leases and \$0.3 billion related to pensions and OPEB resulting from actuarial assumption changes. McGovern then referenced two informational slides with bar charts showing assets and liabilities by agency, as well as the percentage distribution of capital assets and liabilities. With respect to the MTA's Income Statement for 2025, there is a reported operating deficit of \$11.6 billion. Subsidies and tax revenues increased, driven primarily by higher payroll mobility tax revenues, the one-time casino license fee, and increased federal preventive maintenance grant reimbursements. McGovern referenced a slide listing all the footnotes accompanying the financial statements and highlighted new Footnote 16, related to GASB Statement No. 102, previously discussed. He concluded by thanking his department, including Lisa Tan, for their contributions to financial reporting, as well as Deloitte for their technical support and strong working relationship. MTA Chief Financial Officer Jia Patel reminded the Board/Committee that certain revenue increases, including PMT bonds and casino license fees, were already incorporated into the budget. The additional PMT revenues support the capital budget for the \$68 billion capital program, while casino license fees were included in the financial plan but were received in December 2025 rather than 2026.

Kostas Makrakis, Managing Director, Deloitte, briefed (remotely) the Committee on the results of their review of the 2025 MTA Consolidated Year End Financial Statements. In his opening remarks, he stated that they have prepared the following comments to assist the Audit Committee in fulfilling their obligation to oversee the financial reporting and disclosure process for which management of the MTA and each of the seven agencies are responsible. It is the responsibility of Deloitte to express an opinion on whether the MTA's and each of its agency's financial statements and the supplementary information are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the U.S. Deloitte is currently in the process of finalizing the audit of the MTA's consolidated financial statements, as well as the stand-alone financial statements of its seven agencies, 2025 and they expect to issue its audit opinions within the next couple of weeks. The audits are conducted in accordance with generally accepted auditing practices in the United States and in accordance with auditing standards issued by the Government Accountability Office. During the year, the MTA adopted GASB 102, which requires certain risk disclosures. In addition, the TBTA standalone financial statements included new disclosures related to the Congestion Relief Tolling Program, providing greater transparency into the program's financial position, performance, and operational implementation. This segment disclosure information was subject to audit procedures. With respect to significant accounting estimates, the MTA financial statements include pensions and other post-employment benefits, as well as estimated liabilities arising from personal injury claims. No errors, uncorrected misstatements, or disclosure items passed were identified during the audits at either the MTA group or agency level. There were no disagreements with management, and Deloitte had unrestricted access to MTA senior management throughout the audits. Consistent with prior years, Deloitte will include an emphasis-of-matter paragraph in the audit opinion. This does not constitute

a qualification, and a clean audit opinion will still be issued. The paragraph is intended to draw users' attention to MTA's continued reliance on significant subsidies and material transactions with the City of New York, the State of New York, the State of Connecticut, and economically sensitive tax revenues. As of this date, Deloitte has not identified any material weaknesses or significant deficiencies in internal control over financial reporting. Management Letter comments are expected to be issued within 30 days following issuance of the audit opinion. The Single Audit Report is expected to be issued during the second week of July, and the National Transit Database agreed-upon procedures report is expected by the end of June. Lastly, Makrakis expressed appreciation to the MTA management team for its exceptional cooperation, transparency, and understanding throughout the audit of the nation's largest transportation authority.

Kostas Makrakis, Managing Director, briefed the Committee on Deloitte's review of the MTA's compliance with investment guidelines. Deloitte reported that nothing came to its attention indicating noncompliance with the MTA's investment guidelines, the New York State Comptroller's investment guidelines, or the New York State Public Authorities Law. The report is intended solely for the use of the Authority's Board of Directors and management, and the Office of the New York State Comptroller.

Lamond Kears, MTA Chief Compliance Officer, briefed the Committee on the quarterly status of open and past-due audit recommendations previously accepted by the agencies. Kears noted that open recommendations are being continuously monitored and that the responsible agencies and departments have been contacted regarding outstanding items. He further stated that no critical issues have been identified at this time.

Rafail Portnoy, Chief Technology Officer, updated the Board/Committee on recent MTA IT activities and accomplishments. He highlighted the department's transformation to an operational model that aligns technology resources directly with business units and operating agencies, improving the speed, reliability, and efficiency of solution delivery while reducing reliance on external consultants. He also noted that the department reduced its vacancy rate from approximately 15–18% to 5–6%, strengthening operational stability and internal expertise. Portnoy highlighted several recent initiatives, including the in-house development of the fare evasion enforcement program (E-Citation) in partnership with NYC Transit and the MTA Police Department; successful implementation of recent railroad fare changes and new vending machine technology in coordination with both railroads; rollout of new onboard ticket validation devices at Metro-North Railroad; and continued development of the new MTA Transit app using in-house resources at a lower cost and with faster delivery timelines. Chair Janno Lieber commended the IT department's work, particularly the modernization of fare enforcement technology, noting its operational benefits and positive impact on efficiency and customer service.

Upon motion duly made and seconded, the Committee voted to convene an executive session to discuss proposed, pending, or current litigation in accordance with NYS Public Officers Law 105.1d. The MTA General Counsel along with select agency General Counsels attended the executive committee session.

Audit Committee Action Items

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

- (i) MTA Consolidated Year-End 2025 Financial Statements
- (ii) Investment Compliance Report

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

10. EXECUTIVE SESSION

Upon motion duly made and seconded, the Board voted to convene an executive session in accordance with Section 105(1)(d) of the New York State Public Officers Law to discuss proposed, pending, or current litigation. Thereafter, upon motion duly made and seconded, the Board voted to resume proceedings in public session.

11. BOARD ACTIONS

a. JOINT RAILROAD COMMITTEE

Board Member Blanca Lopez reported that the Joint Railroad Committee did not have any items for Board approval.

b. NEW YORK CITY TRANSIT COMMITTEE

Board Member Haeda B. Mihaltses reported that the Transit Committee has two items requiring Board approval.

- Expedited Change Order Procedure for the R268 Train Procurement
- Clean Diesel Bus Procurement

Upon motion duly made and seconded, the Board approved these items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

c. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

Board Member Sammy Chu reported that the Triborough Bridge and Tunnel Authority Committee did not have any items for Board approval.

d. **CAPITAL PROGRAM COMMITTEE**

Board Member Dan Garodnick reported that the Capital Program Committee has five items this month requiring Board approval.

1. Design-Build Services for Replacement of East End Bridges
2. Installation of Bike Racks at 14 Metro-North Stations and Sidewalk Reconstructions at Hastings-on-Hudson
3. Delivery Program & Project Controls Consultant
4. RFK Fleet Garage Exit Corridor Repairs on Randall's Island
5. Approval to Enter into a Design Agreement

Upon a motion duly made and seconded, the Board voted to approve all five items. Board Member Haeda Mihaltses recused herself and did not participate in the consideration or vote on item #3 - Delivery Program & Project Controls Consultant and item #5 - Approval to Enter into a Design Agreement.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

e. **COMMITTEE ON FINANCE / FMTAC**

Board Member Neal Zuckerman reported the following items for Board approval:

- MTA-HQ Personal Service Contracts
- Engineering Assessment of MTA Railway-Highway Grade Crossings
- Real Estate Matters
- Lease Agreement
- Acquisition of Property Along Bruckner Boulevard in Support of the Penn Station Access Project
- 2025 Annual Investment Report
- FMTAC Cybersecurity Certification of Materials
- Refund Policy for LIRR Monthly Tickets During the LIRR Strike

Upon motion duly made and seconded, the Board approved these items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

f. **CORPORATE GOVERNANCE COMMITTEE**

Board Member Marc Herbst reported that the Corporate Governance Committee has one item for approval.

- All Agency General Contract Procurement Guidelines and All Agency Service Contract Procurement Guidelines

Upon motion duly made and seconded, the Board approved this item.

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

g. **AUDIT COMMITTEE**

Board Member David Jones reported that the Audit Committee has two matters for Board approval.

- MTA Consolidated Year End 2025 Financial Statements
- Investment Compliance Report

Upon a motion duly made and seconded, the Board voted to approve both items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

12. MINUTES

Upon motion duly made and seconded, the Board approved the minutes of the regular Board meeting held on April 29, 2026, and the minutes of the Committees held on April 27, 2026, as distributed.

13. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at approximately 12:49 A.M.

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

June 2026

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2026

President's Update
Agency Initiatives

September 2026

President's Update
Stations
Quarterly Traffic Light Report

October 2026

President's Update
Railroads

November 2026

President's Update
Signals

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 2027

President's Update
Expansion

May 2027

President's Update
Agency Initiatives

MNR | Project budgets and timeline

Project	Vendor	Order size	Budget		Delivery date		Completion (%)
			At award	Forecast	At award	Forecast	
M-9A	Alstom	156 (up to 218)	\$1.56B	\$1.56B	Aug 2032	Aug 2032	0% – In Initial Design Review
SC42 – Base	Siemens	19	\$419M	\$419M	July 2027	Jul 2027	68% (13/19)
SC42 – Option 1	Siemens	8 (up to 40)			Nov 2027	Nov 2027	0% – In production
SC42 – Option 2	Siemens	6 (up to 20)	\$94M (CTDOT)	\$94M (CTDOT)	Feb 2028	Feb 2028	0% – In production
SC42 – Option 4	Siemens	13 (up to 19)	\$297M	\$297M	Jul 2030	Jul 2030	0% – Final Design Review complete
MNR SLC – Base	TBD	Up to 252	TBD	TBD	TBD	TBD	0% – RFP released
MNR SLC – Option	TBD	Up to 377	TBD	TBD	TBD	TBD	0% – RFP released

LIRR | Project budgets and timeline

Project	Vendor	Order size	Budget		Delivery date		Completion (%)
			At award	Forecast	At award	Forecast	
M-9A	Alstom	160 (up to 340)	\$1.61B	\$1.61B	Sep 2032	Sep 2032	0% – In Initial Design Review
SC-42 – Option 3	Siemens	22 (up to 66)	\$413M	\$413M	Feb 2030	Feb 2030	0% – Final Design Review completed

Subway | Project budgets and timeline

Project	Vendor	Order size	Budget		Delivery date		Completion (%)
			At award	Forecast	At award	Forecast	
R211 – Base	Kawasaki	535	\$1.75B	\$1.75B	Aug 2023	Aug 2025	100%
R211 – Option 1	Kawasaki	640	\$1.93B	\$1.93B	Dec 2026	Dec 2026	51% (325/640)
R211 – Option 2	Kawasaki	435	\$1.39B	\$1.39B	Aug 2028	Aug 2028	0% – In component production
R268	Kawasaki	378	\$1.63B	\$1.63B	May 2030	May 2030	0%
R262 – Base	TBD	1140	TBD	TBD	TBD	TBD	0% – RFP released
R262 – Option	TBD	1250	TBD	TBD	TBD	TBD	0% – RFP released

Buses | Contracts overview, 2020-24 capital plan

Equipment	Propulsion	Remaining	Anticipated	Awarded	Delivered	Total
Coaches	Diesel	0	92	143	107	342
	Electric	5	0	0	0	5
40-ft	Diesel/Hybrid	0	0	0	957	957
	CNG	110	0	0	0	110
60-ft	Electric	5	0	380	8	393
	Diesel	0	0	156	68	224
	Electric	0	0	90	0	90
Total		120	92	769	1140	2121

Buses | Contracts overview, 2025-29 capital plan

Equipment	Propulsion	Remaining	Anticipated	Awarded	Delivered	Total
Coaches	Diesel	199	20	0	131	350
	Electric	0	0	0	0	0
40-ft	Diesel/Hybrid	49	100	319	0	468
	CNG	540	0	0	0	540
	Electric	500	0	0	0	500
60-ft	Diesel	200	425	21	0	646
	Electric	0	0	0	0	0
Total		1488	545	340	131	2504

**Capital Programming Committee
Independent Engineering Consultant
Project Review
June 2026**

**Business Unit: New York City Transit Department of Buses
New Bus Program**

New York City Transit Department of Buses - New Bus Program

Scope:

NYCT Department of Buses procures buses for both NYCT and MTA service, in a variety of configurations, based on direction established in the MTA capital program and in support of the MTA Zero Emissions Transition plan.

Overall Bus Contract Status update since last report:

- The IEC is currently monitoring 12 bus purchase awards (see table on page 4).
 - 7 bus awards for a combined total of 944 buses were identified as active in last year's report. These seven contracts remain active.
 - Of these seven, two awards, 250 clean diesel express buses from Prevost, and 224 articulated clean diesel buses from New Flyer, have entered production.
 - The remaining five awards, for 470 battery electric buses from New Flyer, are currently all under a production hold due to performance issues.
 - 5 awards, for a combined total of 471 buses were approved between July 2025 and April 2026; of these, one award, for 131 clean diesel express buses from Prevost, has entered production.
 - Additionally, 8 potential contracts for a combined forecast total of 918 buses, in various configurations, with an estimated value of \$1 Billion are in procurement, in various stages of development.
 - IEC will actively monitor these forecast contracts upon award.
 - Total deliveries of buses of all types in 2025 were 161 vehicles. Total deliveries of buses for 2026, of all types, has been 150 through May 31.

New York City Transit Department of Buses - New Bus Program

Battery Electric Bus (BEB) Status

- ▣ The purchase of battery electric buses is mandated by the MTA's Zero Emissions Transition Plan.
- ▣ The 60 New Flyer BEBs delivered by the end of 2024, and noted on last year's report, have continued to experience performance issues that affect their serviceability.
- ▣ These problems have also affected the performance of the follow-on orders for 205 BEB that were expected to be delivered in 2025, and for the option order for 265 BEB expected for delivery in 2027.
- ▣ In September of 2025 delivery of these buses was suspended until battery issues were satisfactorily resolved. This suspension remains in effect; and only 4 buses have been delivered to date.
- ▣ DOB has exercised options for the purchase of standard clean diesel buses, and hybrid electric buses, from both New Flyer and Nova in order to continue to receive buses while the BEB issues are addressed. The IEC concurs with this decision.
- ▣ These changes have affected the substantial completion date for receipt of the BEB, with completion of the orders now scheduled for July 2029. This delay will not affect the schedule for the facilities electrification part of Zero Emissions Transition Plan, which remains on-schedule and is running ahead of the BEB deliveries. The IEC will continue to monitor the progress of both programs.
- ▣ The IEC concurs with the bus procurement team on cost and schedule for the current bus procurements as reported in the table on Page 4 and we will continue to monitor performance.

New York City Transit Department of Buses - New Bus Program

2026 Bus Contract Status

Mfg.	Qty	Bus Type	Award	Budget	EAC	Comments	
Completed Contracts since last report							
				None			
Active Contracts							
New Flyer	224	ADB	Dec-23	\$282M	\$282M	Deliveries began in October 2025	
New Flyer	21	ADB	Jul-25	\$31M	\$31M	Deliveries scheduled to begin March 2027	
Prevost	250	EXP	Dec-23	\$223M	\$223M	Deliveries began May 2025	
Prevost	131	EXP	Jul-25	\$131M	\$131M	Deliveries began September 2025	
New Flyer	162	BEB	Feb-24	\$232M	\$232M	Deliveries on hold	
New Flyer	25	BEB	Feb-24	\$35M	\$35M	Deliveries on hold	
New Flyer	18	AEB	Feb-24	\$44M	\$44M	Deliveries on hold	
New Flyer	193	BEB	Dec-24	\$267M	\$267M	Deliveries on hold	
New Flyer	72	AEB	Dec-24	\$143M	\$143M	Deliveries on hold	
Nova	100	SDB	Apr-26	\$106M	\$106M	Deliveries scheduled to begin October 2026	
New Flyer	58	SDB	Dec-25	\$58M	\$58M	Deliveries scheduled to begin October 2026	
New Flyer	161	HEB	Dec-25	\$266.6M	\$266.6M	Deliveries scheduled to begin October 2026	
Contracts awaiting award							
TBD	335	ADB	Jul-26	TBD	TBD	In solicitation	
TBD	90	ADB	Jul-26	TBD	TBD	In solicitation	
TBD	5	BEB	Nov-26	TBD	TBD	In solicitation	
TBD	92	DEB	Nov-26	TBD	TBD	In solicitation	
TBD	110	CNG	Nov-26	TBD	TBD	In pre-solicitation	
TBD	155	CNG	Nov-26	TBD	TBD	In pre-solicitation	
TBD	103	CNG	Nov-26	TBD	TBD	In pre-solicitation	
TBD	28	CNG	Nov-26	TBD	TBD	In pre-solicitation	
Key:	ADB	Articulated Clean Diesel Bus			SDB	Standard Clean Diesel Bus	
	BEB	Battery Electric Bus			DEB	Clean Diesel Express Bus	
	CNG	Compressed Natural Gas Bus			AEB	Articulated Electric Bus	
	HEB	Hybrid Electric Bus					

New York City Transit Department of Buses - New Bus Program

Observations

- The Department of Buses rigorously inspects and evaluates the performance of all vehicles delivered in order to ensure their conformance with technical specifications.
- Manufacturers and vendors continually work to identify root causes for technical and quality issues, and coordinate with DOB to develop and implement proper corrective fleetwide actions. These actions are implemented through a series of maintenance campaigns, and their findings are included in updates to DOB's technical specifications for future procurements.
 - The performance of the clean diesel express buses received this year have met requirements concerning MDBF and daily availability and deliveries are continuing.
 - The performance of the articulated clean diesel buses received since the last report have not met MDBF requirements so far, and have suffered from a variety of mechanical issues, most notably with the rear doors, although deliveries continue as DOB works with the vendor to rectify the issues.
 - The performance problems of the battery electric buses received from New Flyer to date have resulted in a halt to deliveries until New Flyer can demonstrate a solution to the battery and charging issues.
 - The Department of Buses is hopeful that New Flyer will have a remediation available in the next month, and that this can allow the resumption of deliveries.
 - These issues are not atypical and continue to be experienced throughout the transit industry.
 - The five BEB purchased from Nova, in 2024, are in service for testing and evaluation, but their suitability is limited by their need for plug-in charging only, rather than the overhead charging which is MTA's primary method.
 - The IEC concurs with the MTA strategy of not accepting buses until all technical and quality issues are resolved and meet contract requirements.

New York City Transit Department of Buses - New Bus Program

Observations (Continued)

- In concurrence with FTA guidance on the useful life of buses, NYCT bus procurements stipulate a 12-year bus service life. The IEC notes that the 161 total buses delivered in 2025 were below the level necessary to maintain a 12-year replacement cycle as established in the MTA bus needs assessment of approximately 490 buses per year, and that deliveries expected for 2026 may also fall short of this goal.
- Currently, IEC estimates 370 buses will be delivered in 2026. This number may increase, depending on the status of the BEB production hold, and the actual start of production for the new HEB and SDB procurements.
- The IEC concurs with the decision to shift production to conventionally powered buses as mitigation while the delays experienced due to BEB performance are rectified
- IEC will continue to monitor progress and adjustments through discussions with DOB.

New York City Transit Department of Buses - New Bus Program

Concerns

- Bus procurements are not keeping pace with the goal of replacing 1/12 of the fleet each year.
 - The effect is that average vehicle age will increase, with a potential decrease in vehicle reliability and increase in maintenance costs as buses age.
 - DOB is actively seeking to certify new vendors, but the testing and evaluation process is lengthy and may take up to two years.
 - As compensation, the DOB actively and systematically conducts a maintenance support program for age-expiring buses, to extend the useful service life of selected vehicles beyond the expected 12-year span through maintenance overhauls. This program is performed in-house and is funded by the operating budget. The IEC recommends that scope and budget for these overhauls be increased as necessary to ensure that total number of available buses does not decrease.
 - The IEC concurs with the DOB strategy and will continue to monitor.
- Battery-Electric buses received from the vendors to date are not meeting the technical specification requirements for MDBF, range, daily availability or battery life.
 - Unless significant improvement in performance can be demonstrated by the BEBs currently in service over the coming year, the IEC suggests MTA re-evaluate the option for 265 BEBs from New Flyer and consider converting some or all of those purchases to conventionally powered vehicles.
 - The IEC concurs with the DOB action of delaying production of the approved BEB procurements and substituting additional SDB and HEB purchases through the exercising of options with New Flyer and Nova, in order to increase the delivery of serviceable vehicles as soon as possible.
 - The IEC notes that the latest HEB purchased have been both marginally less reliable in terms of MDBF and more expensive, per bus, than comparable clean SDBs, but both types have performed significantly more reliably than the BEB purchased to date.



Diversity in Capital Program

June 2026

Capital Program Committee

Historically Underutilized Businesses (HUBs)* at MTA



*HUB businesses include those certified by New York State as Minority or Woman Owned Business Enterprise (MWBE) and/or Service-Disabled Veteran Owned Business (SDVOB)

Participation on MTA Capital Projects

	Payments	% of Total
NYS MBE (15% Goal)	\$363M	24%
NYS WBE (15% Goal)	\$210M	14%
MWBE Total	\$574M	38%
NYS SDVOB (6% Goal)	\$35M	3%

Scaling Historically Underutilized Business Participation




Enhanced
Utilization Credit
Initiative



Enhanced
Mentor-Protégé
Program



 | 
Small Business
Mentoring Program

Enhanced Utilized Credit Initiative (EUCI)

MTA-designed program to grow the pipeline by incentivizing engagement of new MWBEs

THE PROGRAM

- Incentivize engagement of MWBE firms that have limited or no MTA experience
- 1.5x MWBE utilization credit incentives for primes
- 5 contracts currently active with EUCI



Enhanced Mentor-Protégé Program (EMPP)

Help build skills and scale business

THE PROGRAM

- Match experienced primes with limited experience MWBEs
- Hands-on technical trainings and compliance support



MTA EDGE Small Business Mentoring

Prepares small businesses for larger and more independent contracting roles

THE PROGRAM

- Contracting opportunities up to \$5M
- Business and project mentorship
- Support with bonding and working capital



Reaching even more businesses

**June-July
2026**

- 6/24: MTA New Firm Orientation (NFO)
- 6/26: PSEG Procurement Fair
- 7/23: ESD Downstate MWBE Regional Opportunities Expo

**September
2026**

- 9/23: MTA New Firm Orientation (NFO)
- 9/24: MTA Meet the Primes Event

**October - December
2026**

- 10/8: Regional Infrastructure Opportunities Summit (RIOS)
- 11/16 – 11/17: Annual MWBE Forum
- TBD: VETCON
- 12/16: MTA New Firm Orientation (NFO)



Small Business Program

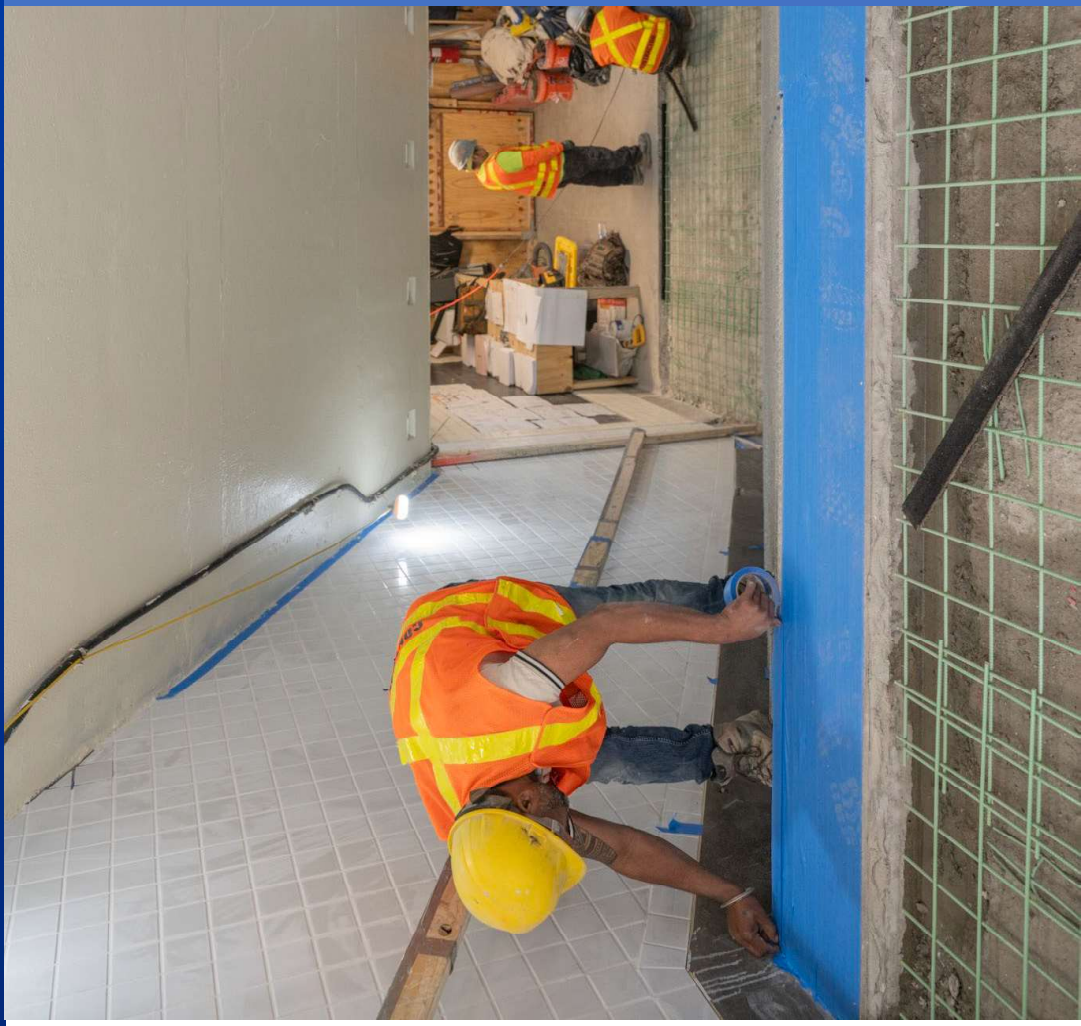
June 2026

Capital Program Committee

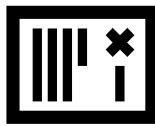
Small Business Program at C&D

Helps construction and design firms gain the knowledge, support, and access they need to perform MTA capital projects.

Since the inception, SBP has awarded \$700M+ in projects awards.

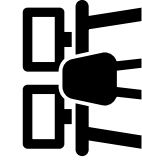


Small Business Program Services



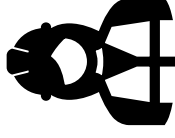
Mentoring

- Technical Assistance
- Safety support
- Quality Assurance
- Fast-track payments



Project Development

- Scope Development
- Design / Constructability Reviews
- Procurement Support



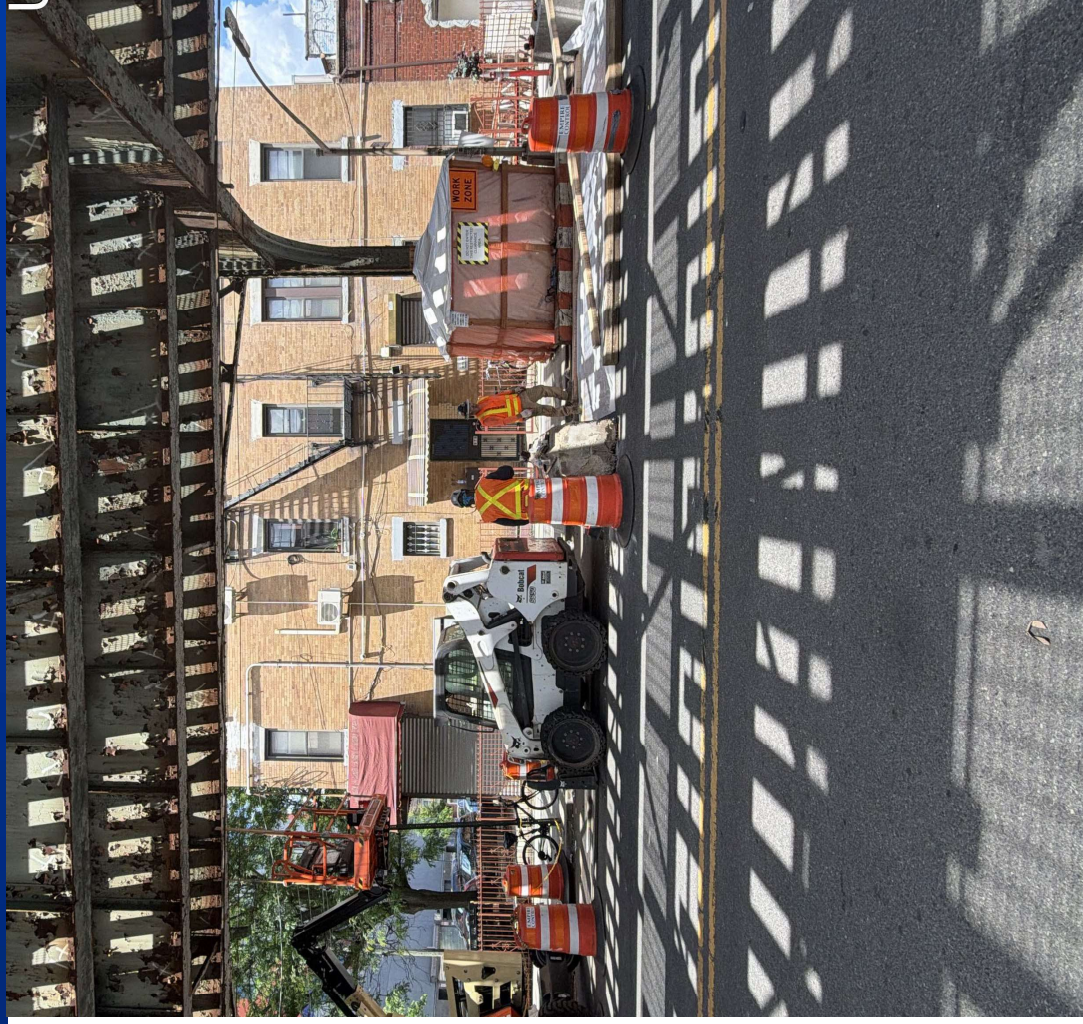
Project Delivery

- Construction Management
- Schedule management
- Quality reviews
- Safety compliance

Program Producing Results

Elevated Structure Repairs featuring two SBP graduates

- Steel: Falcon Builders
- Concrete: Kenwar Enterprises



Commitment in 2025 – 2029 Capital Plan

\$400 million
To be awarded by C&D Small
Business Program



2025 Performance

\$76.5 million

Project Commitments

\$41.8 million

Project Completions



2026 Goals

\$119.8 million

Project Commitments

\$50 million

Project Completions

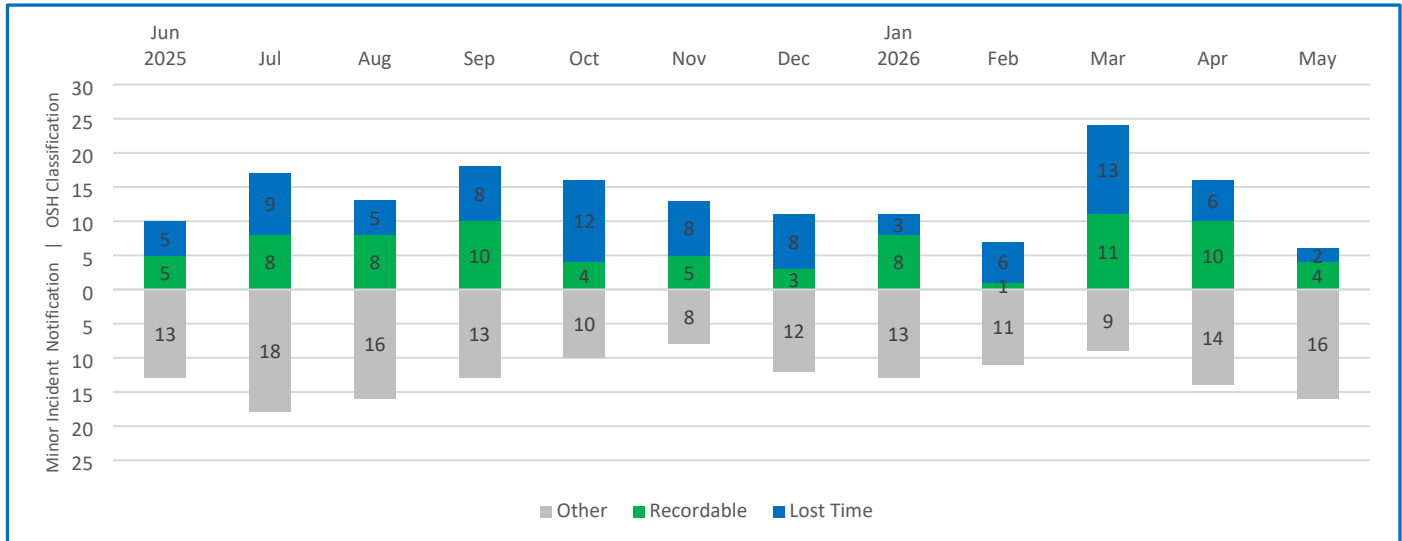


Expanding Project Types

Bringing on new scope items for SBP contractors, including:

- Platform repairs
- Canopy steel repairs
- Facility improvements
- Safety & comms upgrades





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

MAY UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 22 safety incidents were reported in May 2026, including:
 - Two (2) lost time incidents.
 - Four (4) recordable incidents.
- The reported lost time incidents in May 2026 decreased by four (4) incidents when compared to April 2026.
- The top lost-time and recordable incident types for May 2026 were Struck by/Against (18%), Strain and Sprain (5%), Slip, Trip, and Fall (5%).

SERIOUS INCIDENTS:

- No Serious Incidents

C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** A total of 30 Lost Time incidents were reported year-to-date through May 31, 2026. The injury types associated with lost-time incidents YTD are Struck by/Against (47%), Sprain/Strain (33%), Slip, Trip, and Fall (13%), and Caught in Between (7%). The number of reported lost time incidents decreased by four (4) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** A total of 34 recordable incidents were reported year-to-date through May 31, 2026. The injury types associated with recordable incidents YTD are Struck By/Against (59%), Caught Between (9%), Sprain/Strain (21%), Slip, Trip, and Fall (11%). There was a decrease of six (6) recordable incidents compared to the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for MAY - 184 Projects with 344 Sub-Projects

- **May INSPECTIONS:**
 - **INTERNAL – 407**
 - **EXTERNAL – 751** (78 Third-Party Safety Consultants; 673 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
 - **INTERNAL – 1949**
 - **EXTERNAL – 3834** (358 Third-Party Safety Consultants; 3476 OCIP Visits)

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

MTA C&D STRATEGIC INITIATIVES:

- **Emergency Management Everbridge Deployment**

The C&D Emergency Management division is deploying the Everbridge Site Check-In and Check-Out program to enhance visibility into active project operations across the Agency. This initiative will provide real-time information on which projects are actively working, their locations, and their current operational status. By improving workforce and project visibility, the program will strengthen situational awareness, support more effective emergency response and resource coordination, and provide actionable data to help leadership make informed operational and safety decisions. The deployment also aims to streamline site reporting processes and improve the accuracy and timeliness of information available during routine operations and emergency events.

- **Security Situational Awareness**

The C&D Security division continues to actively monitor current events and coordinate closely with its counterparts across the Operating Agencies to maintain awareness of emerging security concerns and operational impacts across the MTA system. Through ongoing collaboration, information sharing, and stakeholder engagement, the division has issued communications and awareness notifications related to major events, including preparations for the FIFA World Cup and the Sail4th 250th Anniversary celebrations, ensuring Business Units remain informed and prepared for potential impacts to project operations and workforce safety. The division remains focused on promoting vigilance, enhancing situational awareness, and reinforcing the importance of timely reporting, enabling leadership to make informed decisions and ensuring potential security concerns are identified, communicated, and addressed promptly.

- **OHS ISO45001 Surveillance Audit**

The C&D Occupational Health and Safety division continues to advance key initiatives that support the Agency's commitment to safety excellence and continual improvement. Current efforts include conducting and coordinating multiple audits to evaluate compliance with Division 1 Contract Safety Specifications across active capital projects, ensuring contractors and project teams adhere to established safety requirements and expectations. In parallel, the division is preparing for the upcoming ISO 45001 annual surveillance audit, focusing on maintaining the effectiveness of the Occupational Health and Safety Management System, verifying compliance with certification requirements, and identifying opportunities to further strengthen safety performance throughout the organization.

- **Safety Oversight**

C&D Safety is establishing the Training and Safety Design unit, which will be responsible for monitoring, developing, and delivering safety training programs across the organization to enhance workforce knowledge, competency, and compliance. The unit is reviewing the OSHA training and is laying the foundation for a comprehensive training program that supports C&D's safety objectives and operational needs. Simultaneously, the Safety Compliance and Strategy unit continues to work closely with MTA HQ on internal controls testing to evaluate the effectiveness of departmental processes, policies, and procedures. Through these efforts, the unit is helping ensure controls are functioning as intended, identifying opportunities for improvement, and updating policies and procedures where necessary to strengthen compliance, accountability, and the department's effectiveness.



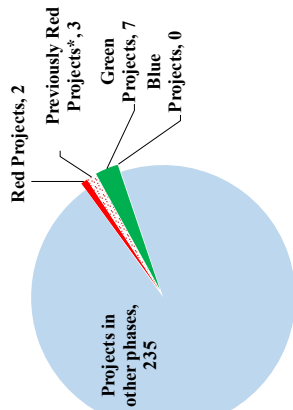
Metropolitan Transportation Authority

1st Quarter 2026 Traffic Light Report on the MTA Capital Program

A total of 247 Projects were Reviewed for the 1st Quarter 2026

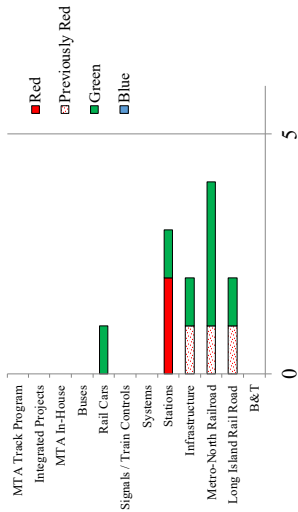
The 247 active projects include 12 projects in Design, 0 in Post-Design to Construction Award, 235 in Construction

12 of 247 Projects in Design



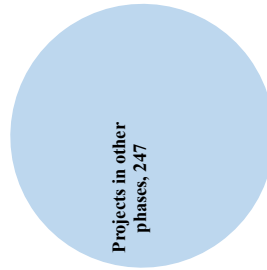
* see Terms and Definitions page

12 Projects in Design



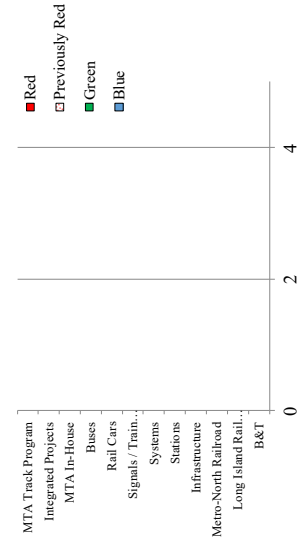
First Quarter 2026: 12 Projects were reviewed in this phase with 7 designated green, 3 as previously red, and 2 red. Both of the red projects had scope changes as the root cause.

0 of 247 Projects in Post-Design to Construction Award



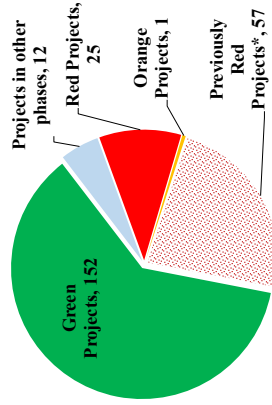
* see Terms and Definitions page

0 Projects in Post-Design to Construction Award



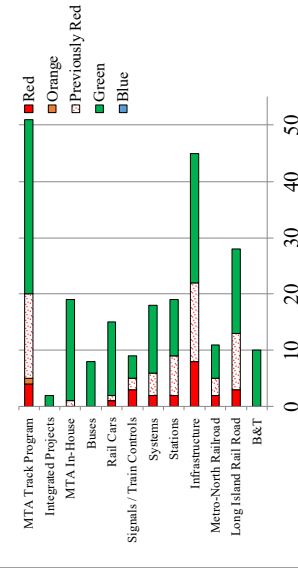
First Quarter 2026: No Projects were reviewed in this phase.

235 of 247 Projects in Construction



* see Terms and Definitions page

235 Projects in Construction



First Quarter 2026: 235 Projects were reviewed in this phase with 152 green, 57 previously red, 1 orange and 25 red. The 25 red projects had root causes of scope change, contractor performance, lack of general orders, coordination with other agencies, testing and commissioning, long lead items, track access, unforeseen site conditions, MTA resource support, and easement issues.

Project Terms and Definitions

1st Quarter 2026 Traffic Light Report




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








Project Terms and Definitions
Projects in Design: 12


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


Project Terms and Definitions

1st Quarter 2026 Traffic Light Report

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

Projects in Construction: 235	
	Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.
	Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.
	Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.
	Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.
	Red: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).
	Red: A cumulative increase to substantial completion over the past year of 3 months or more or since the last Traffic Light Report.
	Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for four consecutive quarters.

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

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

Project Terms and Definitions

1st Quarter 2026 Traffic Light Report

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

1st Quarter 2026 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

- ▲ = Index increase: Trending indicates condition worsening since last quarterly report
- ▼ = Index decrease: Trending indicates condition improving since last quarterly report
- ▬ = No Change since last quarterly report

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light	
										ACEPs which the MTA considers the primary element of the bundled contract
Stations - ADA Accessibility Program - Projects in Construction										
ADA Borough Hall Station Bundle Projects										
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$125,056,592	88	1.00	▬	2	▲		
T8041311	ADA: Borough Hall LEX	Construction	\$39,980,570	88	1.00	▬	2	▲	(R)	
Broadway Junction Bundle Projects										
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	4	1.00	▬	0	▬		
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$11,641,576	23	.97	▬	0	▬		
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$350,964,698	36	.99	▬	0	▬	(G)	
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,487,516	36	1.02	▬	0	▬		
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	47	1.00	▬	0	▬		
ADA 149th Street and Tremont Ave Bundle Projects										
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$123,874,708	91	1.00	▬	1	▲	(G)	
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$54,756,429	94	1.00	▬	1	▲		
ADA Package 4 Projects										
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	98	1.00	▬	0	▬	(R)	
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	81	1.00	▬	0	▬		
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,188,332	65	1.00	▲	0	▬		
T8041291	Customer Service Center at Parkchester	Construction	\$4,048,173	100	1.00	▬	0	▬		
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$110,550	100	1.00	▼	0	▬		
T8041331	ADA Parkchester E.177 St PEL	Construction	\$73,324,275	92	.99	▬	0	▬		
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,646,509	85	1.00	▬	0	▬		
T8041371	ADA: 137 St BW7	Construction	\$38,123,006	76	1.01	▬	0	▬		
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$14,157,321	98	1.01	▬	0	▬		

1st Quarter 2026 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	92	1.00	■	3	▲	
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,851,078	0	1.00	■	3	▲	
T8041312	ADA: Junius St / NLT	Construction	\$90,639,631	34	1.01	■	3	▲	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$50,087,496	95	1.01	■	3	▲	
T8041321	ADA: Kings Hwy / Culver	Construction	\$65,366,423	58	1.02	■	3	▲	R
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	96	1.00	■	3	▲	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	82	.99	■	3	▲	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	74	1.00	■	3	▲	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,318,132	60	1.00	■	3	▲	
T8041348	ADA: Church Avenue Brighton	Construction	\$52,748,623	95	1.00	■	3	▲	
T80413DD	ADA: Junius St / NLT - Design	Construction	\$1,658,405	34	.99	▲	3	▲	
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$32,324,823	45	1.00	■	0	■	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$584,481	45	.91	■	0	■	
T8041215	Platform Components: New Lots Ave/NLT - Design	Construction	\$173,079	32	.84	■	0	■	
T8041215	Station Components for 46th St- Bliss St/Flushing - Design	Construction	\$149,760	25	.99	■	0	■	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$14,664,774	32	1.00	■	0	■	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$31,402,844	30	1.00	■	0	■	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,078,795	25	1.00	■	0	■	
T80412DD	Station Renewal: 242 Street / BW7 - Design	Construction	\$882,027	30	.90	■	0	■	

1st Quarter 2026 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light	
										ACEPs which the MTA considers the primary element of the bundled contract
Stations - ADA Accessibility Program - Projects in Construction										
ADA Package 5 Projects										
T8041302	ADA: 96th St/8Av	Construction	\$47,553,062	54	1.00	■	0	■		
T8041306	ADA: 86th St / Lex	Construction	\$68,238,737	52	1.00	■	0	■		
T8041309	ADA: 81st St / 8 Av	Construction	\$59,480,524	58	1.00	■	0	■		
T8041322	ADA: Classon Ave XTN	Construction	\$56,786,503	62	.99	■	0	■		
T8041323	ADA: New Lots Ave/NLT	Construction	\$49,852,217	52	.99	■	0	■	R	
T8041326	ADA: 36th St / 4 Av	Construction	\$102,245,846	41	1.00	■	0	■		
T8041334	ADA: 242nd Street	Construction	\$45,563,648	56	.99	■	0	■		
T8041334	ADA: 242nd Street	Construction	\$121,680	52	1.00	■	0	■		
T8041341	ADA: Bway/Astoria	Construction	\$55,423,813	54	1.00	■	0	■		
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$85,303,287	49	1.00	■	0	■		
T8041352	46th St- Bliss St/Flushing	Construction	\$74,586,104	48	1.00	■	0	■		
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$27,160,953	83	1.00	■	0	■		
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$56,257,284	48	1.00	■	0	■		
T80413DD	ADA: 242nd Street - Design	Construction	\$7,445,190	52	1.42	■	0	■		
T80413DD	ADA: Harlem 148th Street / Lenox - Design	Construction	\$1,071,792	83	.91	■	0	■		
T80413DD	ADA: 36th St / 4 Av - Design	Construction	\$1,022,563	41	.88	■	0	■		
T80413DD	ADA: Classon Ave XTN - Design	Construction	\$1,034,785	62	.89	■	0	■		
T80413DD	ADA: 33rd St - Rawson St Station/Flushing - Design	Construction	\$936,818	49	.90	■	0	■		
T80413DD	46th St- Bliss St/Flushing - Design	Construction	\$881,365	48	.89	■	0	■		
T80413DD	ADA: 86th St / Lex - Design	Construction	\$866,499	52	1.00	■	0	■		

**1st Quarter 2026 Traffic Light Report
Projects in Design, Post-Design to Construction Award or Construction**

- ▲ = Index increase: Trending indicates condition worsening since last quarterly report
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- = No Change since last quarterly report

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light	
										ACEPs which the MTA considers the primary element of the bundled contract
Construction & Development Stations										
Stations - ADA Accessibility Program - Projects in Construction										
ADA Package 5 Projects										
T80413DD	ADA: 242nd Street - Design	Construction	\$713,535	56	.91	■	0	■		
T80413DD	ADA: 81st St / 8 Av - Design	Construction	\$703,959	58	.90	■	0	■		
T80413DD	ADA: 96th St/8Av - Design	Construction	\$716,394	54	.93	■	0	■		
T80413DD	ADA: Bway/Astoria - Design	Construction	\$547,324	54	.90	■	0	■		
T80413DD	ADA: Court Square 23 Street / Queens - Design	Construction	\$500,074	48	.97	■	0	■		
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$43,934,808	30	1.00	■	0	■		
ADA Package 6 Projects										
T7041342	ADA: Ave I CUL DES	Construction	\$225,039	23	1.00	■	0	■		
T8041265	Platform components at Burnside Av / JER	Construction	\$16,373,929	7	1.00	■	0	■		
T8041310	ADA: Myrtle Ave / JER	Construction	\$82,605,443	23	1.00	■	0	■		
T8041320	ADA: Ave I / CUL	Construction	\$74,011,512	23	1.00	■	0	■		
T8041376	ADA: Burnside Ave / JER	Construction	\$100,484,528	18	1.00	■	0	■	G	
T8041379	ADA: Norwood Avenue / Jamaica	Construction	\$68,553,711	22	1.00	■	0	■		
T8041380	ADA: Middletown Road / PEL	Construction	\$59,277,058	30	.99	■	0	■		
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	\$1,368,978	30	.72	■	0	■		
T80413DD	ADA: Burnside Ave/JER DES	Construction	\$1,642,529	18	.98	▼	0	■		
T80413DD	ADA: Norwood Ave / JAM DES	Construction	\$1,472,605	22	.99	■	0	■		
T80413DD	ADA: Ave I CUL DES	Construction	\$1,415,154	23	.95	■	0	■		
T80502A7	ML Track Replacement (4 stations)	Construction	\$24,851,264	23	1.00	■	0	■		
ADA Package 7 Projects										
T80412B1	Platform Components: Kingsbridge Rd/JER	Construction	\$2,267,601	0	1.00	■	0	■		

1st Quarter 2026 Traffic Light Report Projects in Design, Post-Design to Construction Award or Construction

- ▲ = Index increase: Trending indicates condition worsening since last quarterly report
- ▼ = Index decrease: Trending indicates condition improving since last quarterly report
- ▬ = No Change since last quarterly report

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light	
										ACEPs which the MTA considers the primary element of the bundled contract
Stations - ADA Accessibility Program - Projects in Construction										
ADA Package 7 Projects										
T8041381	ADA: 167 St / Concourse	Construction	\$83,628,488	2	1.00	▬	0	▬		G
T8041382	ADA: Kingsbridge Road / Jerome	Construction	\$90,955,801	2	1.00	▬	0	▬		
T80413DD	ADA: 167 St / Concourse - DES	Construction	\$2,194,450	2	1.10	▬	0	▬		
T80413DD	ADA: Kingsbridge Road / Jerome - DES	Construction	\$1,702,892	2	.97	▬	0	▬		
T80502B1	ML Track Replacement: Kingsbridge Rd / JER (3P)	Construction	\$2,771,101	0	1.00	▬	0	▬		
T80502C4	ML Track Rep Kingsbridge Rd/JER (ADA7) DES	Construction	\$50,382	0	1.00	▬	0	▬		
Commuter Railroads										
Long Island Rail Road										
Babylon Interlocking Projects										
L70502LH	Babylon Interlocking Renewal - Inhouse Portion	Construction	\$30,341,813	54	1.00	▬	0	▬		
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$90,880,030	54	.97	▬	0	▬		R
Babylon to Patchogue Signals Projects										
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,498,618	42	.99	▬	0	▬		
L8050203	Babylon to Patchogue	Construction	\$26,968,812	42	1.45	▬	0	▬		R
Queens Interlocking Bundle Projects										
L8030105	Queens Interlocking	Construction	\$174,155,771	100	.87	▬	6	▲		R
L8030107	2022- Annual Track Program	Construction	\$514,546	100	1.28	▬	6	▲		
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$48,250,000	100	2.01	▬	6	▲		
LIRR ADA Package 2 Projects										
L8020409	ADA Hollis Station	Construction	\$97,863,944	46	1.00	▬	0	▬		
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,436,086	42	.99	▬	0	▬		
L8020426	Babylon Station Platforms	Construction	\$127,774,548	72	1.00	▬	0	▬		R

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Construction	\$182,099,357	0	1.01	▬	0	▬	G
L70204UO	Brookhaven National Lab Station	Construction	\$20,140,975	70	.99	▬	0	▬	G
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	67	1.00	▬	0	▬	R
L8020701	GCT Facility Needs	Construction	\$11,042,301	86	1.00	▬	0	▬	G
L8030101	Construction Equipment	Construction	\$43,409,713	60	.97	▬	11	▲	G
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,565,418	80	.99	▬	0	▬	G
L8040115	South Shore Bridge Painting	Construction	\$16,016,300	0	.97	▬	0	▬	G
L8050102	Communication Component Replacement	Construction	\$8,000,000	88	1.00	▬	0	▬	R
L8050103	Fiber Optic Network	Construction	\$16,508,000	83	1.00	▬	0	▬	G
L8050106	Radio Head-End Replacement	Construction	\$9,219,804	90	.76	▬	0	▬	R
L8050204	Centralized Train Control	Construction	\$18,378,217	77	.99	▬	0	▬	R
L8050205	Positive Train Control	Construction	\$58,275,536	62	.94	▬	-24	▼	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	▬	0	▬	R
L8060105	Mid Suffolk Yard Phase 2	Construction	\$49,615,615	85	.99	▼	0	▬	R
L8060403	Fire Protection Improvements	Construction	\$25,000,000	81	1.01	▬	0	▬	R
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	66	1.00	▬	0	▬	G
L8070102	Yard Lighting & Amenities	Construction	\$8,008,469	0	.84	▼	0	▬	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$16,720,644	55	1.00	▬	0	▬	G
L8070106	Substation Component Renewal	Construction	\$19,999,029	65	.94	▬	0	▬	G
L8070107	Jamaica Substation	Construction	\$77,402,454	58	1.00	▬	7	▲	R

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L9030112	2026 Annual Track Program	Construction	\$115,000,000	0	1.00	▲	0	▬	G
L9030116	2025 Concrete Tie Program	Construction	\$27,488,971	91	1.00	▬	0	▬	G
L9030121	Purchase 40 Ballast Cars	Construction	\$72,880,543	0	5.54	▬	0	▬	R
L9050211	Signal Normal Replacement - 2025	Construction	\$11,009,709	76	1.22	▲	0	▬	G
L80204DD	ADA Accessibility and Components 24 Stations DES	Design	\$19,750,350	86	1.00	▬	0	▬	R
L8040103	Systemwide Bridge Assessment Study	Design	\$25,081,555	40	1.03	▬	0	▬	G
Metro-North Railroad									
Park Avenue Viaduct Replacement Projects									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$542,305,873	70	.95	▬	0	▬	G
M8030215	Park Avenue Viaduct Replacement - Phase 1 - North Segment	Construction	\$258,508,055	70	.99	▬	0	▬	
Grand Central Terminal Trainshed Projects									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	95	1.00	▬	3	▲	
M7030217	270 Park Avenue GCT Trainshed	Construction	\$6,000,000	95	1.00	▬	3	▲	
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	95	1.00	▬	3	▲	
M8020101	GCT Trainshed - Sector 1	Construction	\$181,943,518	95	.90	▬	3	▲	G
Brewster Yard Improvements Projects									
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$176,682,291	13	.90	▼	0	▬	R
M7060103	Brewster YD Improvements - Design	Design	\$6,145,787	80	.81	▬	0	▬	
MNR Bronx Stations Bundle Projects									
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdln, and Williams Br.	Construction	\$5,805,262	45	.99	▬	0	▬	
M8020209	3 Bronx Stations [Woodlawn_BG_WB]	Construction	\$154,519,005	45	.96	▬	0	▬	G

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Construction & Development										
Commuter Railroads										
Metro-North Railroad										
All Other Commuter Railroads Projects										
EM050208	Power Infrastructure Restoration-Substations	Construction	\$50,387,964	0	1.01	▬	2	▲	R	
M7050101	Replace MA's in Signal Substations	Construction	\$32,561,310	81	1.07	▬	0	▬	R	
M8040104	Network Infrastructure	Construction	\$14,375,188	45	1.03	▬	0	▬	G	
M8040106	Radio System	Construction	\$23,970,604	33	.95	▬	6	▲	R	
M8050109	NHL Pelham Substation Replacement	Construction	\$43,369,102	74	.96	▬	3	▲	R	
M8050110	Rebuild 2 NHL AC Substations	Construction	\$64,520,579	70	.96	▬	0	▬	G	
M8020101	GCT Trainshed - Priority Repairs 7	Design	\$73,268,097	30	1.03	▼	-7	▼	G	
M8020102	Park Avenue Tunnel Improvements	Design	\$13,202,275	75	1.05	▬	0	▬	R	
M8020213	Harlem Line 5 Stations DES	Design	\$8,474,264	45	1.00	▬	0	▬	G	
M8030113	Slope Stabilization - Yonkers	Design	\$9,249,076	50	.97	▬	0	▬	G	
Stations										
All Other Stations Projects										
Station Renewal - Flushing Line - Bundle 1 Projects										
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	68	1.00	▬	0	▬		
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	1.00	▬	0	▬		
T8040705	Replace Escalators - FLS - Design	Construction	\$710,920	73	1.00	▬	0	▬		
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$41,790,875	73	1.00	▬	0	▬		
T8041258	Station Renewal: Woodside 61st Station	Construction	\$78,639,836	68	1.00	▬	0	▬	R	
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,257,156	37	1.00	▬	0	▬		
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$175,681,686	30	1.04	▼	0	▬		

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Construction & Development Stations										
All Other Stations Projects										
Replacement of 37 Elevators at 17 Stations Projects										
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$4,742,400	67	1.00	▬	0	▬		
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,400,107	67	1.00	▬	0	▬		
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	67	1.00	▬	0	▬	G	
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	67	1.00	▬	0	▬		
Station Renewal - Flushing Line - Bundle 2 Projects										
T7041210	Renewal: 111 St FLS	Construction	\$51,256,744	95	1.00	▬	4	▲		
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	27	.99	▬	4	▲		
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,576,316	95	1.00	▬	4	▲		
T7041217	Renewal: 69 St FLS	Construction	\$42,976,515	41	1.00	▬	4	▲		
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	40	1.00	▬	4	▲		
T8041243	Station Renewal: 111 St / FLS	Construction	\$19,833,621	95	1.04	▼	4	▲	R	
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$38,168,444	27	1.03	▲	4	▲		
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$25,387,389	95	1.11	▲	4	▲		
T8041246	Station Renewal: 69 St / FLS	Construction	\$24,925,686	41	1.10	▲	4	▲		
T8041247	Station Renewal: 52 St / FLS	Construction	\$22,513,267	40	1.01	▲	4	▲		
T8041262	Platform Components: 111 St / FLS	Construction	\$6,725,035	95	1.08	▲	4	▲		
T8070381	Demo 2 Abandoned CBHs / FLS	Construction	\$2,281,098	0	1.00	▼	0	▬		
Station SOGR Work - Package 1 Projects										
T8041288	Station Renewal: 7th Avenue / 6th Ave (Brooklyn)	Construction	\$49,902,131	10	1.00	▬	0	▬	G	
T8041289	Station Renewal: East 149 St / Pelham	Construction	\$50,471,429	10	1.00	▬	0	▬		
T8041290	Station Renewal: 179 St / Queens Blvd	Construction	\$62,639,021	10	1.00	▬	0	▬		

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										ACEPs which the MTA considers the primary element of the bundled contract
Construction & Development Stations										
All Other Stations Projects										
Station SOGR Work - Package 1 Projects										
T80412DD	Station Renewal: 7th Ave / 6th Ave (Brooklyn) - DES	Construction	\$2,829,354	10	1.00	▲	0	▬		
T80412DD	Station Renewal at 179th St - Queens Blvd Line - DES	Construction	\$2,262,614	10	.99	▲	0	▬		
T80412DD	Station Renewal at E 149 St / Pelham - DES	Construction	\$1,786,587	10	1.00	▲	0	▬		
T80502A9	ML Track Replacement: East 149 St / Pelham	Construction	\$8,548,310	10	1.00	▬	0	▬		
Replacement of 19 Elevators - Various Locations Projects										
T7040716	Replace 1 Elevator: Lexington Av 53 St QBL DES	Construction	\$168,777	100	1.00	▬	0	▬		
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	83	1.00	▬	0	▬	(R)	
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$160,850	50	1.00	▬	0	▬		
ADA Package 9 Projects										
T8041294	Station Renewal: Briarwood	Construction	\$17,784,695	3	1.00	▬	0	▬		
T8041299	Station Components: Parsons Blvd/QBL	Construction	\$7,451,940	3	1.00	▬	0	▬		
T80412DD	Station Renewals: Briarwood / QBL - DES	Construction	\$1,031,919	3	.93	▼	0	▬		
T8041340	Station Renewals: Briarwood / QBL	Construction	\$77,805,410	3	1.00	▬	0	▬	(G)	
T8041383	ADA: Gates / Jamaica	Construction	\$84,426,627	3	1.00	▬	0	▬		
T8041384	ADA: Parsons Blvd / QBL	Construction	\$86,078,976	3	1.00	▬	0	▬		
T80413DD	ADA: Briarwood / QBL - DES	Construction	\$2,435,033	3	.92	▼	0	▬		
T80413DD	ADA: Parsons Blvd / QBL - DES	Construction	\$1,881,164	3	1.00	▼	0	▬		
T80413DD	ADA: Gates Ave / JAM - DES	Construction	\$1,726,872	3	1.00	▼	0	▬		
Bryant Park Bundle Projects										
T8041215	Platform Components: 5th Ave - FLS - DES	Construction	\$291,519	7	1.00	▬	0	▬		
T80412A3	Platform Components: 5 Av / FLS	Construction	\$6,974,816	7	1.00	▼	0	▬		

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Construction & Development Stations									
All Other Stations Projects									
Bryant Park Bundle Projects									
T8041301	ADA: 42nd St/Bryant 5th Ave	Construction	\$127,381,422	7	1.00	▬	0	▬	G
T80413DD	ADA: 42nd St/Bryant 5th Ave - Design	Construction	\$9,683,568	7	1.00	▬	0	▬	
All Other Stations Projects									
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,688,460	65	1.00	▬	0	▬	R
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	62	1.00	▬	0	▬	G
T8041255	Station Condition Survey (Group 1)	Design	\$13,101,924	55	1.13	▼	3	▲	R
T8041255	Station Condition Survey (Group 2)	Design	\$8,715,949	75	1.00	▬	3	▲	R
T8041255	Station Condition Survey (Group 3)	Design	\$8,510,691	30	1.00	▬	0	▬	G
MTA Track Program									
LIRR and MNR Track Projects									
L8030112	Track Rehab- West Side Storage Yard	Construction	\$7,231,441	56	1.00	▬	0	▬	R
Stations									
All Other									
Stormwater Mitigation & Platform Barrier Installation Projects									
T8041270	Stormwater Mitigation, Package 2	Construction	\$10,919,900	80	1.00	▬	2	▲	R
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$499,000	0	1.61	▼	2	▲	
All Other Stations Projects									
T8041269	Water Condition Remedy - 2023	Construction	\$7,861,122	58	1.05	▼	0	▬	G
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	93	1.00	▬	0	▬	
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$74,690,571	93	1.06	▬	0	▬	R
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$63,583,446	93	.99	▬	0	▬	

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Infrastructure & Development										
All Other										
Structural Rehab and Overcoat Painting at 180th St Projects										
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	93	1.00	▬	0	▬		
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	93	1.00	▬	0	▬		
T8070369	Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	Construction	\$2,929,325	93	1.00	▲	0	▬		
T8070370	East 180 St Flyover / Dyre Ave Additional Costs	Construction	\$15,958	93	1.00	▬	0	▬		
Overcoat Painting - Jamaica Line Projects										
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,887	70	1.00	▬	3	▲		
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,500	70	1.00	▬	3	▲		
T8070313	Line Structures Overcoat Painting Design	Construction	\$93,696	70	1.00	▬	3	▲		
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$74,661,949	70	.90	▼	3	▲		
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$67,042,413	70	.90	▼	3	▲	Ⓜ	
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$58,911,912	70	.98	▼	3	▲		
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	70	1.00	▬	3	▲		
Steinway Tunnel Portal Resiliency Projects										
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,306,940	98	1.00	▬	0	▬		
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$22,751,198	99	1.00	▬	0	▬	Ⓜ	
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	97	1.00	▬	0	▬		
T6080336	Catholic Protection, Steinway Tube	Construction	\$1,475,829	98	1.00	▬	0	▬		
T7080644	Police Radio System: Enhance Coverage-Steinway Tube - DES	Construction	\$42,876	98	.62	▬	0	▬		
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	98	1.00	▬	0	▬		
Line Structure Component Repair Program - BW7 & 8AV Projects										
T7070333	LSCR: Uptown Manhattan (BW7, 8AV) Grouting Survey & Design	Construction	\$1,807,885	100	1.00	▬	0	▬		

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Infrastructure & Development										
Infrastructure										
All Other										
Line Structure Component Repair Program - BW7 & 8AV Projects										
T8070309	LSCR: Uptown Manhattan - BW7 - Design	Construction	\$2,587,846	14	1.01	▲	0	▬		
T8070309	LSCR: Uptown Manhattan - 8AV - Design	Construction	\$2,039,096	14	1.30	▬	0	▬		
T8070309	Subway Structure Repairs Design	Construction	\$274,479	100	1.00	▬	0	▬		
T8070340	81st St & Broadway Sewer Connection - BW7	Construction	\$996,528	14	1.32	▬	0	▬		
T8070360	LSCR: Uptown Manhattan - 7AV	Construction	\$92,080,542	14	.99	▬	0	▬		
T8070361	LSCR: Uptown Manhattan - BW7	Construction	\$66,258,473	14	.97	▬	0	▬	G	
T8070362	Exp Joints Repair 133 St & Lasalle - BW7	Construction	\$17,384,977	14	.99	▬	0	▬		
T8070363	Stormwater Mitigation: 81 St & Broadway - BW7	Construction	\$9,938,218	14	1.00	▬	0	▬		
T8070364	Demolition of Abandoned Structures CBH 125 St	Construction	\$1,770,096	14	1.00	▬	0	▬		
Washington Heights Substation Renewal Projects										
T7090225	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$610,579	20	1.00	▲	0	▬		
T8090210	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$5,464,475	20	1.10	▬	0	▬		
T8090232	Washington Heights Substation Renewal / 8AV	Construction	\$71,108,006	20	1.00	▬	0	▬	G	
Hardening of 26 Substations Projects										
ET090307	Hardening of Substations at 24 Locations	Construction	\$92,652,041	92	.99	▲	3	▲	R	
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,307,420	92	.94	▲	3	▲		
ET090314	Hardening Substations: Tudor City	Construction	\$5,939,193	92	1.04	▲	3	▲		
T60412J3	Sandy Mitigation: 26 Substations - Core 1	Construction	\$23,971,377	92	1.27	▲	3	▲		
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	92	1.00	▬	3	▲		
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	92	1.00	▬	3	▲		
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$19,000,000	92	1.00	▲	3	▲		

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Infrastructure										
Construction & Development										
All Other										
Hardening of 26 Substations Projects										
T8070377	Demolish Old Rock Park Yard Substation/Roc	Construction	\$656,520	92	1.00	▬	3	▲		
Jamaica Bus Depot Reconstruction Projects										
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$5,257,226	88	.72	▬	0	▬		
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,204,286	0	.98	▬	0	▬		
T8120303	Jamaica Depot Reconstruction	Construction	\$576,509,470	56	1.00	▬	0	▬	R	
T8120303	Jamaica Depot Replacement Property Acquisition - 8 Program	Construction	\$20,976,032	88	1.00	▬	0	▬		
T8120307	Bus Parking Lot at York College	Construction	\$27,021,586	99	1.00	▬	0	▬		
Substation Renewal - 3 Locations Projects										
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,207,727	82	.88	▬	4	▲		
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,320,245	82	.99	▬	4	▲		
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$181,496	82	.51	▬	4	▲		
T8090221	Substation Renewal: 13 St / CUL	Construction	\$29,350,357	82	1.01	▬	4	▲		
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$27,830,767	82	1.06	▬	4	▲	R	
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$11,036,275	82	1.17	▲	4	▲		
Concourse Yard Substation Projects										
T8090210	Substation Renewals: Various Locations	Construction	\$5,697,889	30	.99	▬	0	▬		
T8090210	Replace Control Cable - Zone 25	Construction	\$818,584	30	1.00	▲	0	▬		
T8090233	Concourse Yard Substation	Construction	\$65,788,923	30	1.00	▬	0	▬	G	
T8090234	Replace Control Cable, Zone 25	Construction	\$5,224,180	30	1.00	▬	0	▬		
T8090407	Rehabilitation of 1 CBH at Concourse Yard - Design	Construction	\$1,635,430	30	.97	▬	0	▬		
T8090414	Rehabilitation of 1 CBH at Concourse Yard	Construction	\$5,931,355	30	1.00	▬	0	▬		

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Construction & Development										
Infrastructure										
All Other										
SIRTOA Rehabilitation of Various Stations and Structures Projects										
S8070101	Station Components: Various Locations - Design	Construction	\$4,424,726	0	1.00	▲	0	■		
S8070103	Rehabilitate: Stapleton Viaduct - Design	Construction	\$1,998,035	0	1.00	▲	0	■		
S8070103	Rehabilitate Garretson Ave. Bridge - Design	Construction	\$1,855,451	0	1.08	▲	0	■		
S8070103	Overcoat 6 SIR Bridges - Design	Construction	\$2,029,913	0	1.19	▲	0	■		
S8070113	Rehabilitate Garretson Ave Bridge	Construction	\$7,866,169	0	1.50	▲	0	■		
S8070114	Overcoat 6 SIR Bridges	Construction	\$16,877,373	0	1.10	▲	0	■	G	
S8070115	Rehabilitate Stapleton Viaduct	Construction	\$58,654,202	0	.97	▲	0	■		
S8070117	Station Components: 7 Locs	Construction	\$45,263,371	0	.97	▲	0	■		
Substation Renewals at 2 Locations Projects										
T7090226	Village Substation Renewal DES	Construction	\$933,376	15	1.08	■	0	■		
T8090210	Replace High Tension Switchgear at 5 Substations	Construction	\$4,583,217	15	1.38	■	0	■		
T8090210	Village Substation Renewal - Design	Construction	\$2,435,561	15	1.49	■	0	■		
T8090225	Hester St Substation Renewal / 6 Av	Construction	\$48,175,068	15	1.00	■	0	■	G	
T8090226	Village Substation Renewal	Construction	\$36,199,964	15	1.00	■	0	■		
Rehabilitation of 4 Pump Rooms Bundle Projects										
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,222,745	18	1.06	■	0	■		
T8060530	Rehab Pump Room 4 Locs/Various	Construction	\$54,684,932	18	1.00	■	0	■	G	
Drainage Improvements at Westchester Yard Projects										
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$75,027,511	91	.96	■	2	▲	R	
T8100423	Westchester Yard Drainage Improvements	Design	\$161,157,993	91	1.00	■	2	▲		

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Infrastructure										
Construction & Development										
All Other										
Substation Roof and Enclosures PKG 1 Projects										
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	\$3,985,953	52	1.03	▬	0	▬		
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	\$19,803,915	52	.98	▬	0	▬	G	
Substation Roof and Enclosures Rehab PKG 2 Projects										
T8090210	Rehab Substation Roofs & Enclosures - 3 Locations - DES	Construction	\$1,498,846	85	1.02	▬	2	▲		
T8090210	Rehab Substation Roof & Enclosure - B'way/W 143 St - DES	Construction	\$1,278,635	80	1.00	▬	2	▲		
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	\$6,513,527	80	.99	▬	2	▲		
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	\$5,698,830	85	.97	▬	2	▲	R	
Portable Bus Lift Replacement Bundle Projects										
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	73	1.00	▬	18	▲	G	
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	43	1.00	▬	18	▲		
Substation Component Replacement - Multiple Locations Projects										
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,238,144	60	1.00	▬	0	▬		
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	70	1.00	▬	0	▬		
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$25,197,121	60	1.08	▬	0	▬	R	
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,874,796	70	1.00	▬	0	▬		
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$26,436,607	45	1.02	▬	0	▬		
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	9	1.00	▬	0	▬		
T8090230	Repair Components 62 Rd Substation QBL	Construction	\$4,372,787	7	1.07	▬	0	▬		
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$2,294,031	95	1.38	▲	0	▬		
Pump Room Rehabilitation Projects										
T7060508	Construct Pump Room: Rockwell Place 4AV	Construction	\$2,643,692	84	.98	▬	5	▲		

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Infrastructure										
Construction & Development										
All Other										
Pump Room Rehabilitation Projects										
T8060508	Pump Rooms & Deep Wells Design	Construction	\$6,501,938	84	.99	▬	5	▲		
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$28,413,356	84	1.00	▲	5	▲	R	
BL01-9499 Projects										
T8120308	HVAC & Air Curtains: Kingsbridge Depot - DES	Construction	\$2,586,557	5	1.00	▼	-5	▼		
T8120308	Drainage & Fire Protection : Charleston Depot - DES	Construction	\$2,337,147	0	1.00	▼	-5	▼		
T8120308	HVAC/Misc: Flatbush Depot - DES	Construction	\$1,516,306	0	1.00	▼	-5	▼		
T8120309	Drainage and Fire Protection: Charleston Depot	Construction	\$17,345,425	0	1.00	▬	-5	▼		
T8120310	HVAC & Air Curtains: Kingsbridge Depot	Construction	\$42,626,826	5	1.00	▬	-5	▼	G	
T8120311	HVAC/Misc.: Flatbush Depot	Construction	\$38,350,163	0	1.00	▬	-5	▼		
Car Washer Component Repairs Bundle Projects										
T7100443	DCE Car Washer Comp Repair: Canarsie & Jamaica DES	Construction	\$2,840,959	0	.97	▼	0	▬		
T8100409	DCE Car Washer Comp Repair: Canarsie & Jamaica DES	Construction	\$2,903,640	0	1.00	▬	0	▬		
T8100409	Shop Components Design	Construction	\$2,574,694	0	1.00	▼	0	▬		
T8100433	DCE Car Washer Components Canarsie and Jamaica Depots	Construction	\$64,492,795	0	1.00	▬	0	▬	G	
T8100434	DCE Car Washer Components 207th Street	Construction	\$45,598,324	0	1.00	▬	0	▬		
Rockaway Line Resiliency and Viaduct Rehabilitation Projects										
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,021,661	94	.98	▬	10	▲		
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$81,963,417	53	.98	▬	10	▲		
ET070312	Rockaway Line Long Term Protection	Construction	\$75,753,586	73	1.03	▬	10	▲	R	
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	41	1.00	▬	10	▲		
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,498,583	18	.99	▬	10	▲		

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Infrastructure & Development									
All Other									
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	▬	10	▲	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$120,361,181	54	1.00	▬	10	▲	
T8070310	Repl of Electr/Equip: S. Channel Bridge - DES	Construction	\$3,587,572	96	1.00	▬	10	▲	
T8070310	Rehab Hammels Wye - DES	Construction	\$2,716,750	99	1.18	▬	10	▲	
T8070323	Repl of Electr/Equip: S. Channel Bridge	Construction	\$60,275,039	96	1.00	▬	10	▲	
T8070324	Rehab Hammels Wye	Construction	\$106,394,382	99	1.00	▬	10	▲	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	45	1.00	▬	10	▲	
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$10,642,290	81	.99	▲	5	▲	R
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	81	1.00	▬	5	▲	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$16,623,604	81	.96	▬	5	▲	
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	\$33,114,768	45	.82	▼	0	▬	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,715,777	45	.99	▬	0	▬	
Wayside Power Tranche 1 - Design Only Projects									
T90902DD	Wayside Power Tranche 1 - Substations - Design	Design	\$21,978,271	0	1.00	▬	0	▬	G
T90904DD	Wayside Power Tranche 1 - CBHs - Design	Design	\$12,106,945	0	1.00	▬	0	▬	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	\$317,922	100	1.00	▬	0	▬	
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,684,051	35	.97	▬	0	▬	R
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	35	.98	▬	0	▬	

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Construction & Development									
Infrastructure									
All Other									
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	35	1.00	▬	0	▬	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	35	1.00	▬	0	▬	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	\$265,543	5	.68	▬	0	▬	
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,573,606	5	.98	▬	0	▬	
ET090244	Traction Power Repairs: Various Locations	Construction	\$93,851,356	52	.99	▬	0	▬	G
T6160212	Storm Mitigation Studies	Construction	\$56,300	0	1.00	▬	0	▬	
Rehabilitation of 5 CBHs Projects									
T8090407	Rehabilitation of 5 CBHs; Various Locs - Design	Construction	\$3,875,867	4	1.21	▬	0	▬	
T8090415	Rehabilitation of 5 CBHs - Various Locs	Construction	\$55,958,246	4	1.00	▬	0	▬	G
Overcoat Painting and Structure Repair - Bwy-7th Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$2,202,752	15	1.00	▬	0	▬	
T8070359	Structure Painting: 225 St - 240 St BW7	Construction	\$132,263,045	15	1.00	▬	0	▬	G
T8070374	Demolish of Abandoned Structures / BW7	Construction	\$1,043,530	15	1.00	▬	0	▬	
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	75	1.00	▬	2	▲	
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	78	1.00	▬	2	▲	R
All Other Infrastructure Projects									
S8070112	SIR Track and Switch Replacement	Construction	\$83,390,303	86	.95	▬	0	▬	R
T7060506	Rehab Forsyth St Vent Plant	Construction	\$93,461,654	99	1.00	▬	3	▲	R
T7090219	New Substation: Canal St 8AV	Construction	\$86,949,700	67	1.03	▬	0	▬	R
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$185,784,549	28	1.00	▬	9	▲	R

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Construction & Development									
Infrastructure									
All Other									
All Other Infrastructure Projects									
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$98,472,422	71	.97	▬	7	▲	R
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	55	1.00	▬	5	▲	R
T8070352	Structure Painting: 9th Ave/WST	Construction	\$45,019,776	0	1.00	▬	0	▬	G
T8070354	LSCRIP Lexington / Jerome	Construction	\$86,818,534	77	.99	▬	2	▲	R
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	\$138,291,419	15	.97	▬	0	▬	G
T8070375	Column Repair / WST	Construction	\$65,334,382	22	1.00	▬	0	▬	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	\$22,454,706	43	1.00	▬	0	▬	G
T8090411	Rehabilitation of 5 CBHs: Various Locs	Construction	\$59,124,327	94	1.01	▬	1	▲	R
T8100425	Coney Island Overhaul Shop Roof	Construction	\$70,768,048	14	.96	▬	0	▬	G
T8100431	DOS Facility Heating and Boiler CI and Concourse	Construction	\$30,498,035	22	1.00	▬	0	▬	G
T8100435	Component Repairs: Coney Island Overhaul Facility	Construction	\$40,801,060	1	1.00	▬	1	▲	G
T8120314	ENY Depot Fire Suppression System Rehabilitation	Construction	\$9,612,600	28	.92	▬	0	▬	G
T8160718	2020-24 Facility Elevators	Construction	\$35,269,591	14	1.00	▬	0	▬	G
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	\$17,818,079	92	1.00	▬	0	▬	R
Systems									
Modernization of Fire Alarm Systems - DOS Projects									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,122,728	60	.99	▬	0	▬	
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$79,714,797	60	.96	▬	0	▬	G
Modern Fare Gates Projects									
T8040404	Secure, Accessible, and Modern Fare Gates	Construction	\$7,073,156	10	1.07	▼	0	▬	
T9040402	Secure, Accessible, & Modern Fare Gates (2025)	Construction	\$19,912,709	10	1.00	▬	0	▬	G

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			Total Project EAC	% Phase Complete	Cost Index	Cost Trend		Schedule Variance (Months)	Schedule Trend
Construction & Development									
Systems									
All Other									
HVAC and Power Upgrades at the RCC Projects									
T8160727	Upgrade of HVAC at RCC	Construction	\$20,400,946	0	.97	▬	0	▬	G
T8160732	Power Upgrade at RCC	Construction	\$20,400,946	0	.97	▬	0	▬	G
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$88,162,303	99	1.04	▬	9	▲	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$50,653,125	75	1.06	▬	8	▲	R
T8080602	Upgrade/Replace PBX-2 at Jay St	Construction	\$17,522,822	3	.97	▬	0	▬	G
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,330,167	55	1.00	▬	0	▬	G
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$24,905,604	90	.75	▬	0	▬	R
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,311,429	56	.98	▬	3	▲	R
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,270,579	15	1.00	▬	3	▲	G
T8080670	Fiber Optic Part 10 (In House)	Construction	\$7,962,152	9	1.00	▬	0	▬	G
T8080671	VHF Portable Radio Replacement	Construction	\$11,736,075	0	1.00	▬	0	▬	G
T8080672	PA/CIS B-Division: Upgrade Power Plants, Ph 0	Construction	\$48,300,074	1	1.00	▬	0	▬	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	32	1.00	▬	0	▬	R
U8030238	Eastchester Soil Remediation	Construction	\$7,704,656	15	1.00	▬	0	▬	G
Signals / Train Controls									
CBTC - QBL East Projects									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	77	1.00	▬	13	▲	
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$433,330,010	78	.98	▼	13	▲	R
CBTC - Crosstown Line Projects									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$634,468	67	.97	▬	0	▬	

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Construction & Development									
Signals / Train Controls									
All Other									
CBTC - Crosstown Line Projects									
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$593,561,984	67	.99	▬	0	▬	G
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	67	1.00	▬	0	▬	
T80803DD	Signal Modernization Design	Construction	\$5,286,917	67	1.00	▬	0	▬	
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$218,384,359	90	1.01	▼	9	▲	R
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	90	1.00	▬	9	▲	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$258,291,844	90	1.00	▬	9	▲	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	90	1.00	▬	9	▲	
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	\$29,893,675	90	1.04	▼	9	▲	
CBTC Equipment Installation on R211 Cars Projects									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$34,030,267	65	.92	▬	0	▬	R
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$20,653,616	51	1.00	▬	0	▬	
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	30	1.00	▬	0	▬	
T8080331	CBTC: Carbone Equipment Purchase	Construction	\$19,330,497	65	5.45	▬	0	▬	
T8080334	Equip B Div w/ 2nd CBTC Radio; Phase A Thales	Construction	\$85,323,949	0	1.00	▬	0	▬	
T80803DD	CBTC: 8AV Equip 460 R211 Cars - Design	Construction	\$512,371	0	1.00	▬	0	▬	
CBTC Equipment Installation on R179 Cars Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$41,068,364	81	1.11	▼	0	▬	R
T8080333	Equip B Div w/ 2nd CBTC Radio; Phase A Siemens	Construction	\$44,934,856	0	1.00	▬	0	▬	
T80803DD	CBTC: 8AV Equip 316 R179 Cars - Design	Construction	\$512,371	0	1.00	▬	0	▬	

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										ACEPs which the MTA considers the primary element of the bundled contract
Construction & Development										
Signals / Train Controls										
All Other										
CBTC - Fulton Line Projects										
T8050330	CBTC: Fulton Line Switch Replacement	Construction	\$30,465,997	3	1.00	■	0	■		
T8080325	CBTC: Fulton & 5 Interlockings	Construction	\$1,295,986,430	3	1.00	■	0	■		G
T8080325	CBTC: Fulton & 5 Interlockings	Construction	\$65,670,171	3	1.00	■	0	■		
T80803DD	CBTC: Fulton & 5 Interlockings - DES	Construction	\$14,500,574	3	.92	▼	0	■		
T9050306	Liberty Switch Replacement	Construction	\$24,753,622	3	1.00	■	0	■		
T9060512	Tunnel Lighting: Jay St - Liberty Av Portal/FUL-LIB	Construction	\$124,429,200	3	1.00	■	0	■		
T9080311	CBTC: Liberty	Construction	\$373,632,816	3	1.00	■	0	■		
T90803DD	Signal Modernization Design	Construction	\$574,769	3	1.00	■	0	■		
Culver Yard Flood Mitigation Projects										
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$116,334,923	45	.99	■	0	■		G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	24	1.00	■	0	■		
All Other Signals / Train Controls Projects										
T8080316	CBTC: GEC Services	Construction	\$22,576,440	73	1.00	■	0	■		G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$109,165,207	72	1.09	■	17	▲		R
B&T										
TN Bridge Structural Steel Rehab and Painting Projects										
D901TN9A	TNB Miscellaneous Structural Rehabilitation	Construction	\$111,923,111	0	.53	▼	0	■		G
D907TN9P	TN FACILITY-WIDE PAINTING PROGRAM	Construction	\$28,563,730	0	.88	■	0	■		
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects										
D701TN87	Design for Anchorage & Tower Protection	Construction	\$5,537,000	100	.83	▲	0	■		
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	87	.86	■	0	■		
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	83	.92	▲	0	■		G

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
All Other									
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$17,076,648	31	.88	▲	0	▬	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$47,752,571	92	.87	▬	0	▬	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$27,068,783	70	.88	▬	0	▬	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$114,961,147	91	.82	▬	0	▬	G
Reconstruction and Painting of the Upper Level Approach VNB Projects									
D802VN84	Reconstruction of Upper Level Approach at VN Bridge - Ph 2	Construction	\$454,640,005	10	.86	▬	0	▬	G
D807VN84	Painting of Upper Level Approach at VN Bridge - Ph 2	Construction	\$9,619,779	10	.86	▬	0	▬	
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	10	.81	▬	0	▬	
D801RK19	RFK Suspended Span Retrofit	Construction	\$402,117,947	41	.87	▬	0	▬	G
D807RK19	Painting of RFK Suspended Span	Construction	\$44,972,747	41	.88	▬	0	▬	
Install of Fire Suppression and Rehab at HC/QM Tunnels Projects									
D901HC9A	Hugh Carey Tunnel Rehabilitation	Construction	\$13,564,809	4	.80	▬	0	▬	
D901QM9A	Queens Midtown Tunnel Rehabilitation	Construction	\$27,169,206	6	.97	▬	0	▬	
D904HC9R	INSTALLATION OF FIRE SUPPRESSION SYSTEM	Construction	\$64,560,709	4	.56	▬	0	▬	
D904QM9R	INSTALLATION OF FIRE SUPPRESSION SYSTEM	Construction	\$89,759,459	6	.78	▼	0	▬	G
Verrazzano Main Cable Dehumidification Projects									
D701VN8Q	VNB Cable Dehumidification	Construction	\$28,672,464	1	.68	▬	0	▬	
D801VN8Q	VNB Cable Dehumidification-Phase 1	Construction	\$241,969,744	1	.86	▬	0	▬	G
D806AW29	Blow Test at VNB	Construction	\$2,870,913	1	.93	▬	0	▬	

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ACEPs which the MTA considers the primary element of the bundled contract									
Construction & Development									
B&T									
All Other									
All Other B&T Projects									
D801HC48	Rehabilitation of Tunnel Entrance/Exit - Manhattan	Construction	\$34,373,768	40	.83	▬	0	▬	G
D802RK90	Widening of S/B FDR Drive - 125 St to 116 St.	Construction	\$30,987,687	27	.87	▬	0	▬	G
Cross Agency									
Rolling Stock									
Rail Cars									
Purchase of R268 B-Division Cars Projects									
T8010105	Purchase R268 B-Division Cars	Construction	\$3,534,480	5	1.00	▬	0	▬	
T9010101	Purchase 378 B-Division Cars - R268	Construction	\$1,629,384,801	5	1.00	▲	0	▬	G
M42 Dual-Mode Locomotives Projects									
M7010101	Locomotive Purchase	Construction	\$248,421,223	40	.97	▬	0	▬	G
M8010102	Locomotive Replacement	Construction	\$135,783,598	40	.56	▬	0	▬	
Purchase of R262 A-Division Cars Projects									
T7010105	Purchase 1178 A-Division Cars DES	Design	\$1,050,000	14	1.00	▬	11	▲	
T8010101	A-Division Car Purchases	Design	\$13,133,046	14	1.00	▬	11	▲	G
All Other Rolling Stock Projects									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$33,440,145	52	1.08	▬	4	▲	R
T7130211	Purchase 25 Hybrid Locomotives	Construction	\$256,092,473	83	1.00	▬	2	▲	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$37,772,847	85	1.10	▲	0	▬	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	46	1.00	▬	0	▬	G
T8010103	Purchase 437 B-Division Cars (R211 Option 2)	Construction	\$1,389,664,203	9	1.00	▬	0	▬	G
T9130201	Purchase 45 Locomotives	Construction	\$416,326,665	5	1.00	▲	0	▬	G
L70101MN	M-9A Procurement	Construction	\$243,000,001	0	1.00	▬	0	▬	G

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Rolling Stock									
Rail Cars									
All Other Rolling Stock Projects									
L8010102	Purchase 22 Dual-Mode Locomotives	Construction	\$156,104,996	84	.99	■	0	■	G
L8030101	New Track Geometry Car	Construction	\$27,090,105	41	1.00	■	2	▲	G
L9010103	M9A	Construction	\$375,579,238	0	1.04	■	0	■	G
M8010101	M-9A Procurement	Construction	\$435,338,362	0	.89	■	0	■	G
M8030107	MoW Equipment	Construction	\$13,944,924	26	.99	■	-24	▼	G
M9010101	M9A Fleet	Construction	\$1,037,688,873	0	.96	■	0	■	G
Buses									
Purchase of 205 Battery Electric Buses Projects									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	4	1.00	■	24	▲	G
T8030214	Bus Purchase Design	Construction	\$673,151	4	1.92	■	24	▲	
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	■	2	▲	
Purchase of 193 Standard and 72 Articulated BEB Buses Projects									
T8030220	72 Articulated Buses (BEB)	Construction	\$142,632,641	0	1.00	■	24	▲	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	\$266,643,357	0	1.00	■	0	■	
BL01-10727 Projects									
T9030212	Purchase 58 Standard Diesel Buses	Construction	\$58,382,633	0	1.00	■	0	■	
T9030213	Purchase 161 Standard Hybrid Buses	Construction	\$222,307,491	0	1.00	■	0	■	G
All Other Rolling Stock Projects									
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	2	1.00	■	39	▲	G
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	10	1.00	■	0	■	G
T9030209	Purchase 21 Articulated Buses	Construction	\$31,013,625	0	1.00	■	-4	▼	G
T9030210	Purchase 131 Express Buses	Construction	\$128,837,746	62	1.00	■	0	■	G

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Cross Agency									
Rolling Stock									
Buses									
All Other Rolling Stock Projects									
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	26	1.00	▬	0	▬	G
MTA Track Program									
NYCT Department of Subways Track Projects									
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$58,427,291	93	1.04	▬	5	▲	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$22,323,502	92	.94	▬	5	▲	R
T8050268	Mainline Track Replacement 2023 / 6th Av-Culver	Construction	\$89,636,053	100	1.02	▬	1	▲	R
T8050274	Mainline Track Replacement 2023 / Astoria Line	Construction	\$16,839,567	100	1.00	▬	1	▲	G
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$36,385,122	100	1.04	▬	0	▬	G
T8050277	Mainline Track - 2023 / CNR	Construction	\$56,144,604	74	1.00	▬	0	▬	R
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$39,246,307	75	1.19	▼	0	▬	R
T8050290	Mainline Track Replacement 2023 / Broadway (Canal St)	Construction	\$19,997,902	91	1.04	▼	2	▲	R
T8050293	Mainline Track Replacement 2024 / Pelham	Construction	\$21,971,509	65	1.33	▲	8	▲	R
T8050294	Mainline Track Replacement 2024 / White Plains Road	Construction	\$27,924,597	70	1.18	▲	12	▲	R
T8050295	Mainline Track Replacement 2024 / Jamaica	Construction	\$47,487,918	91	1.28	▬	0	▬	R
T8050296	Mainline Track Replacement 2024 / Eastern Parkway	Construction	\$13,391,923	78	.85	▬	0	▬	R
T80502A2	Mainline Track Replacement 2024 / Brighton	Construction	\$7,526,581	40	1.00	▬	0	▬	R
T80502A5	Mainline Track Replacement 2024 / Dyre	Construction	\$13,147,674	90	1.18	▼	9	▲	R
T80502B3	Mainline Track Replacement 2024 / E.Pkwy (SO Gr Army Plz)	Construction	\$19,348,429	66	1.00	▬	0	▬	R
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$22,171,211	89	1.03	▲	0	▬	G
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	84	1.00	▬	0	▬	R
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	85	1.00	▬	2	▲	R

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T9050352	Mainline Track Switches 2024 / Jerome	Construction	\$7,650,182	89	1.03	▼	2	▲	G
T9050206	Mainline Track Replacement 2025 / Broadway	Construction	\$18,925,638	87	1.12	▲	0	▬	R
T9050208	Mainline Track Replacement 2025 / Canarsie	Construction	\$17,991,801	100	1.63	▲	-3	▼	R
T9050209	Mainline Track Replacement 2025 / Eastern Parkway	Construction	\$26,190,641	63	1.00	▬	0	▬	G
T9050210	Mainline Track Replacement 2025 / 8th Avenue	Construction	\$31,652,236	100	1.00	▬	-1	▼	G
T9050211	Mainline Track Replacement 2025 / 6th Avenue	Construction	\$19,258,226	100	1.00	▬	0	▬	G
T9050215	Mainline Track Replacement 2025 / Flushing	Construction	\$19,814,908	80	1.00	▬	12	▲	T
T9050217	Mainline Track Replacement 2025 / Rockaway	Construction	\$46,887,952	75	1.00	▬	7	▲	R
T9050219	Mainline Track Replacement 2026 / 8th Avenue	Construction	\$65,188,856	0	1.00	▬	0	▬	G
T9050220	Mainline Track Replacement 2026 / Culver	Construction	\$41,086,952	2	1.00	▬	0	▬	G
T9050221	Mainline Track Replacement 2026 / Brighton	Construction	\$26,690,635	16	1.00	▬	0	▬	G
T9050222	Mainline Track Replacement 2026 / Concourse	Construction	\$23,251,444	1	1.00	▬	0	▬	G
T9050231	ML Track Replacement 2026 / Lenox- WPR	Construction	\$11,634,438	0	1.00	▲	0	▬	G
T9050232	ML Track Replacement 2026 / Astoria	Construction	\$12,381,329	0	1.00	▲	0	▬	G
T9050234	ML Track Replacement 2026 / Flushing	Construction	\$34,374,976	0	1.00	▲	0	▬	G
T9050235	ML Track Replacement 2026 / Pelham	Construction	\$18,598,330	0	1.00	▲	0	▬	G
T9050236	ML Track Replacement 2026 / Jerome	Construction	\$25,703,980	0	1.00	▲	0	▬	G
T9050237	ML Track Replacement 2026 / Jamaica	Construction	\$69,053,878	4	1.00	▲	0	▬	G
T9050238	ML Track Replacement 2026 / Liberty	Construction	\$33,803,621	0	1.00	▲	0	▬	G
T9050304	Mainline Track Switches 2025 / Eastern Parkway	Construction	\$13,832,836	0	1.00	▬	-2	▼	G

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T9050305	Mainline Track Switches 2025 / Lexington	Construction	\$14,946,194	82	1.00	▬	0	▬	G
T9050310	Mainline Track Switches 2025 / Lenox WPR	Construction	\$9,383,173	84	1.00	▬	2	▲	G
T9050312	Mainline Track Switches 2025 / Flushing	Construction	\$14,306,230	84	1.00	▬	0	▬	G
T9050313	Mainline Track Switches 2025 / Pelham	Construction	\$13,354,717	0	1.00	▬	0	▬	G
T9050315	Mainline Track Switches 2025 / West End	Construction	\$7,599,781	0	.96	▬	-1	▼	G
T9050316	Mainline Track Switches - 2025 Des / EFA	Construction	\$20,034,786	50	1.00	▬	0	▬	G
T9050318	Mainline Track Switches 2026 / Support Costs	Construction	\$32,500,000	0	1.00	▲	0	▬	G
T9050324	ML Track Switches 2026/ Lexington	Construction	\$8,974,396	0	1.00	▲	0	▬	G
T9100411	Yard Track 2025	Construction	\$7,483,727	66	1.00	▬	0	▬	G
LIRR and MNR Track Projects									
M9030111	2026 Cyclical Track Program	Construction	\$60,676,914	0	1.00	▬	0	▬	G
M9030112	2026 Mainline Turnouts	Construction	\$37,830,735	0	1.00	▬	0	▬	G
M9030113	2026 GCT Turnouts	Construction	\$13,974,644	0	1.00	▬	0	▬	G
Integrated Projects									
All Other									
Penn Station Access Projects									
G7110104	Penn Station Access Track & Structures	Construction	\$1,400,000	99	1.00	▬	0	▬	
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$280,332,150	45	1.00	▬	0	▬	
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$280,332,150	45	1.00	▬	0	▬	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	45	1.00	▬	0	▬	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	45	1.00	▬	0	▬	

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Cross Agency										
Integrated Projects										
All Other										
Penn Station Access Projects										
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	45	1.00	■	0	■		
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Systems	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Trackwork	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Catenary	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Catenary (Design)	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$1,500,899,420	45	1.00	■	0	■		
G8110114	Penn Station Access Other Design and Indirects	Construction	\$1,500,899,420	45	1.00	■	0	■	G	
Second Ave Subway - Phase 2 Projects										
G7100107	SAS 2 Prelim Const/Utilities	Construction	\$176,267,505	37	1.00	■	-9	▼	G	
G7100114	SAS 2 Heavy Civil at 125th, TBM Tunnel	Construction	\$1,033,952,306	12	1.00	■	0	■		
MTA In-House										
ABLE Phase 2B Bundle Projects										
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	76	1.00	■	0	■	G	
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	65	1.00	■	0	■		
All Other MTA In-House Projects										
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,582,624	93	1.00	■	0	■	G	
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	15	1.00	■	0	■	G	

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Cross Agency										
MTA In-House										
All Other										
All Other MTA In-House Projects										
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	50	1.00	▬	0	▬	G	
T8041296	Platform Barriers 2025	Construction	\$23,557,884	100	1.69	▲	0	▬	G	
T80412B3	EDR and EPR Improvements: 11 Stations	Construction	\$14,207,628	33	1.00	▬	0	▬	G	
T8070371	Vent Reconstruction - Halsey St CNR 10 Station	Construction	\$10,223,368	42	1.00	▬	0	▬	G	
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	\$23,064,083	24	1.00	▲	7	▲	G	
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	20	1.00	▬	0	▬	G	
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$26,507,624	24	1.00	▬	0	▬	G	
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	▬	0	▬	G	
T8130208	Non-Revenue Vehicles 2023	Construction	\$18,137,204	16	1.24	▬	0	▬	G	
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$19,570,252	49	1.00	▬	0	▬	R	
T8160722	EFR at ADA Locations	Construction	\$7,187,427	72	1.00	▬	0	▬	G	
T8160723	EFR: 5 Locations ICC	Construction	\$12,324,161	56	1.00	▬	0	▬	G	
T9041247	Remediation post OMNY Install and CVM Removals	Construction	\$11,341,870	0	1.00	▬	0	▬	G	
T9041248	Station Track Wall Panel Brackets (Z-clips) 13locs	Construction	\$13,000,000	0	1.00	▬	0	▬	G	
T9070335	LSCRP Bergen Street Lower Level (In house)	Construction	\$12,606,024	50	1.00	▬	0	▬	G	
T9070336	Rehab of Emergency Exits: ICC (2026) 5 Locations	Construction	\$12,566,815	19	1.00	▬	0	▬	G	
MTA Security Program										
Commuter Railroads										
Metro-North Railroad										
M8080108	Systemwide Security Initiatives	Construction	\$9,842,617	1	1.00	▬	0	▬	G	

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MTA Security Program									
Systems									
All Other									
All Other Systems Projects									
T8080614	Under River Tubes - Phase 3	Construction	\$108,425,671	67	1.00	▲	0	▬	R
T8080650	Passenger ID CCTV	Construction	\$79,444,632	60	.96	▬	0	▬	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$135,463,143	45	.97	▬	0	▬	G
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$48,070,605	73	.90	▬	0	▬	G

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 334 active projects, including 86 projects in construction, with a budget of \$18.8B. In addition to ADA Package 3 bundle, C&D’s first Public-Private Partnership that includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at six stations on the Flushing Line, ADA Package 5 which includes ADA work at 13 stations; the replacement of 54 elevators and 71 Escalators at various locations/lines; Installation of three new elevators and Station Renewal work at Borough Hall; ADA Package 6 which includes ADA work at 5 stations; ADA Package 7 which includes ADA work at 2 Stations, Renewal work at three stations (SOGR – Package 1); ADA Package 9 (GEC) covering work at 3 Stations; and ADA work at 42 St. – Bryant Park Sta. Complex.

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

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – ADA: 149 St and Tremont Av		
Project Budget at award: \$170.4M	Current Budget: \$177.4M	EAC: \$178.6M
Substantial Completion at Award: July 2023	Current Substantial Completion: June 2026	
Trigger: Cumulative Schedule	Phase: Construction	Phase Complete: 93%

This bundled contract includes the following ACEPs:

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

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

The approximately 32-month delay is primarily attributable to the contractor’s inability to effectively manage, plan, resource, coordinate, and recover the work. The contractor did not demonstrate adequate control over the schedule, subcontractors, field coordination, or recovery efforts needed to mitigate impacts and protect the completion path.

As a result, design issues, access constraints, field-condition challenges, and commissioning requirements were allowed to carry forward and compound over time. By the time the project reached the final testing and turnover phase, unresolved water leaks, HVAC issues, fire alarm readiness concerns, elevator inspection failures, punch-list work, and insufficient manpower created a cascading effect that continued to delay completion.

During the fourth quarter of 2025 and the first quarter of 2026, the forecasted Substantial Completion date was further delayed three months to May 2026, due to poor electrical subcontractor performance which despite mitigation efforts to procure new reserve EDR electrical equipment to meet schedule, the electrical subcontractors’ poor production and project management delayed completion of the new reserve EDR and subsequent Con Edison service into the second quarter 2026. Additionally, despite support from the CCM and

Design Builder, the electrical subcontractor failed to mitigate delays in the fire alarm testing. The schedule has been further impacted by unforeseen work, requiring the replacement of existing deteriorated cables to the signal relay room. The completion of the communication systems was impacted by breaks in the existing communication network which required repairs by the NYCT third-party vendor. Challenges in finalizing communication bulletins have delayed the commissioning of intercom and CCTV systems. Additional issues include delayed remobilization of the elevator subcontractor which impacted the replacement of water-damaged elevator equipment and ASME pre-testing. Modification of the street elevator landing has further impacted the elevator commissioning schedule. Despite multiple interventions by the water remediation contractor, water intrusion continues to occur in the elevator shafts. Stakeholders observed multiple quality and safety deficiencies during recent pre-final walkthroughs.

To Mitigate Further Delays:

- With general contractor support, the PMT is closely monitoring electrical subcontractor performance and employing extended shifts to complete electrical bulletins, address punch list items and schedule fire alarm expert support to complete fire alarm site acceptance testing. The project team is also providing technical support to the DB team when necessary to expedite execution of electrical and fire alarm work.
- To mitigate further elevator delays, C&D is meeting with the design builder and elevator subcontractor, and working users, to identify and proactively address potential risks related to the installation and commissioning of elevators, The goal is to ensure proper procedures are in place to address potential problems that may arise during commissioning.

The project team has been continuously following up in the field and during meetings to ensure that all quality and safety observations are addressed and closed out prior to the final inspection.

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

Bundled Contract – Flushing Contract 2		
Project Budget at award: \$302.5M	Current Budget: \$358.5M	EAC: \$361.9M
Substantial Completion at Award: January 2026	Current Substantial Completion: February 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 66%

This bundled contract includes the following ACEPs:

- T7041210: Station Renewal at 111 Street / Flushing
- T7041211: Station Renewal at 103 St-Corona Plaza / Flushing
- T7041212: Station Renewal at 82 Street – Jackson Heights / Flushing
- T7041217: Station Renewal at 69 Street / Flushing
- T7041219: Station Renewal at 52 Street / Flushing
- T8041262: Platform Components at 111 Street / Flushing
- T8070381: Demolish Abandoned Structures – Phase 2 – CBHs Flushing Line

This is a bundled design-bid-build contract for the Repairs at Five Stations on the Flushing Line. The work includes station renewal repair work at 52 St, 69 St, 82 St-Jackson Heights, 103 St-Corona Plaza, and 111 St and the Station components platform work at 111 St to bring them to ADA compliance, eliminate all defects and to improve the overall structural condition and appearance of these 5 Stations. The repair work will also rehabilitate or enhance the lighting to improve security and safety, while the repair or replacement of platform edges, stairways replacement, repairs to structural beams, columns and beams, and windscreens replacement, etc. will address

existing conditions. In addition, the demolition of 2 abandoned CBHs was added to the project to improve safety of employees and public safety since these locations are prime candidates for fire, vandalism, and falling debris.

During the first quarter of 2026, the Substantial Completion date was extended again by four months to February 2027. This is mainly due to unforeseen site conditions on this project as well as unavailability of GOs on C2 Track as indicated below:

GOs on C2 track are necessary to start the construction work for Milestone 1 of this contract. Due to additional structural steel repair work on Flushing Contract 1, GOs on C2 were not available until May 23, 2026. This and additional work for 52 and 69 St stations on the C2 track Flushing-Bound, delayed the start of Milestone 2 work by just over one month. Furthermore, the SC date is projected to extend an additional 3 months to February 2027 due to additional steel repairs and replacements and finishing up temperature dependent work (concrete, painting, etc.).

The PCEO’s Office has been able to mitigate a more extensive delay by descoping some work at 103 St on the C1 Track (Manhattan-bound) and adding it to an upcoming award.

T8041255 – Station Condition Survey (Group 1)		
Project Budget at Design Start: \$8.2M	Current Budget: \$11.6M	EAC: \$13.1M
Design Completion at Design Start: November 2024	Current Design Completion: July 2026	
Trigger: Schedule	Phase: Design	Phase Complete: 55%

NYCT has 493 stations (including SIRTOA), which are in varying degrees of deterioration. In 2007, 2012 and 2017, NYCT conducted three comprehensive station condition surveys of all station elements, performed by three engineering consulting firms. The survey effort was guided by an inspection and rating methodology manual developed in agreement with NYCT capital and operating departments.

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

During the first quarter of 2026, the design completion date was extended three months to June 2026, due to the Project Management Consultant (PMC) being directed to submit the enhanced/ upgraded RFP/Bridging Documents for the following:

- Delay in funding approval resulted in late commencement to enhance the RFP/Bridging from conceptual to preliminary design and de-coupling the eight stations from the 30 stations. The limited NTP was issued on April 22, 2026.
- Coordination with MTA Stakeholders required the enhancement/upgrade to the RFP documents prepared, resulting in the increased level of detail of the design from conceptual to preliminary.
- Repackaging the original RFP of 30 stations into one RFP package of 22 stations.
- Coordination with Stakeholders/User Groups to relocate eight stations to other packages.
- Discussions with MTA User Groups on the extent of work to be included in the enhanced scope of the two renewal stations. Including an additional scope of work to provide Historic Preservation Services to comply with the New York State Historic Preservation Office (SHPO) requirements which include but are not

limited to retaining a qualified Historic Preservationist to complete the historical findings. This scope was not included in the original Task Order.

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

T8041255 – Station Condition Survey (Group 2)		
Project Budget at Design Start: \$8.7M	Current Budget: \$8.7M	EAC: \$8.7M
Design Completion at Design Start: June 2025	Current Design Completion: June 2026	
Trigger: Schedule	Phase: Design	Phase Complete: 80%

In order to continually plan, prioritize and effectively budget investment in the stations program, NYCT will regularly require (per 5-year capital program) a station condition survey update. This project will be the fourth condition survey that NYCT has conducted.

During the first quarter of 2026, Design Completion date was extended by three months to April 2026. This is due to the following expanded scope of work:

- Agreeing on the level of enhancement/upgrade for the RFP documents prepared, which is expanding the level of detail from conceptual to preliminary.
- Repackaging the thirty stations package that was originally required into two separate packages.
- Including an additional scope of work to provide Historic Preservation Services to comply with the New York State Historic Preservation Office requirements which include but are not limited to retaining a qualified Historic Preservationist to complete the historical findings.
- Agreeing on the extent of Track and platform replacement to comply with MOU between C&D and Track, which requires additional design effort.
- Revising the design of Track and platform replacements and affected elements, to use 115 lb. rail which requires additional design effort, due to unavailability of original 100 lb. rail.
- Performing additional analysis to comply with requirements of ADA 20% progressive rule.
- Additional coordination with concurrent Contracts for ADA Package 8 and Infrastructure Line structure Repairs needed to assure adequate sharing of GO resources.

PCEO office is closely working with Project Management Consultant and is expected to complete the enhanced/upgraded RFP/Bridging Documents by the end of June 2026, an additional two month slip subsequent to the reporting period.

Bundled Contract – ADA Package 3		
Project Budget at award: \$692.9M	Current Budget: \$691.0M	EAC: \$690.5M
Substantial Completion at Award: September 2026	Current Substantial Completion: December 2026	
Trigger: Cumulative Schedule	Phase: Construction	Phase Complete: 70%

This bundled contract includes the following ACEPs:

- T8041312: ADA: Junius St/New Lots
- T8041209: Livonia – Junius Connection
- T8041338: ADA: Woodhaven Boulevard/Queens
- T8041339: ADA: Steinway St/Queens
- T8041314: ADA: Sheepshead Bay/ Brighton

- T8041321: ADA: Kings Highway/Culver
- T8040715: 14 Elevators Repl. at 5 Locations
- T8041336: ADA: Rockway Boulevard/Liberty Av
- T8041333: ADA: Mosholu Parkway/Jerome
- T8041348: ADA: Church Av /Brighton

This is one of a series of ADA projects in support of the MTA's commitment to make stations accessible. The contract includes designing and constructing the improvements for ADA compliance, including installation of twenty new elevators, path-of-travel improvements, and associated state of good repair work at the following eight stations and fourteen elevator replacements five Stations (34 St – Penn Station / 8 Av Line, Euclid Av / Fulton Line, 161 St-Yankee Stadium (B/D lines), 161 Street-Yankee Stadium Station, and 3 Av-149 St / WPR Line. The contract also includes intermodal/Transfer Facility work at Livonia – Junius connection. The contract is the first of the ADA elevator projects to be awarded using the P3 (Public Private Partnership) project delivery model which, among other things, incorporates into the contract, the requirement that developer maintain the new elevators, and finance a portion of the project.

The contract has a fifteen-year maintenance period, commencing with achievement of substantial completion of the project; and two additional 5-year option periods, exercisable at MTA's discretion at fixed prices included in the contract.

During the first quarter of 2026, the Substantial Completion date was extended by another three months to December 2026, due to issues with other agencies. Specifically, at the following two stations:

Junius Street – Structural work to begin the station began late due to extended comments and coordination needed with DOT to obtain the street permits. Columns reduced the sidewalk and road clearance, and steel could not be ordered until DOT had approved the layout and subsequent Master Lease.

Woodhaven Blvd – A 60-inch DEP watermain, approximately 20 feet below the surface, was incorrectly identified on the as-built drawing. This required verification via additional deep test pits and ultimately required the redesign and relocation of the elevator and related control area.

The contractor, PMC and MTA C&D team are working together to mitigate a further delay by working multiple shifts during weekdays and working on weekends.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 180 active projects comprised of 438 sub-projects, with a budget of \$19B, including 47 projects comprised of 107 sub-projects in construction (\$5B).

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

The IEC’s Traffic Light Report currently tracks 47 projects in the Infrastructure BU, spanning three Capital Programs. Of those, eight (17%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate, if anything.

Infrastructure BU Response to the IEC Traffic Light Report

Individual project descriptions

T8030230: BEB Charging Infrastructure - Phase 2 (6 Depots)		
Project Budget at Award: \$208.0M	Current Budget: \$185.3M	EAC: \$185.8M
Substantial Completion at Award: December 2025	Current Substantial Completion: March 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 82%

Under this project, the New York Power Authority (NYPA) will install charging equipment for 205 buses that will be placed into service at Gun Hill and Queens Village Depots. This project also entails infrastructure improvements and construction of necessary Con Edison service upgrades.

During the first quarter of 2026, the Substantial Completion date was delayed 11 months to March 2027, due to the late execution and receipt of the developer agreement between MTA and NYPA, which designates NYPA as the lead developer for the electric bus charging infrastructure. Additional delays resulted from Code Compliance permit review and periods of inclement weather.

Overall project completion remains contingent upon the completion of required infrastructure and the subsequent system energization at Queens Village by Con Edison. Queens Village Contractors are steadily moving forward with building the underground Con Edison Vault. Commissioning at Gun Hill is pending final coordination and energization with Con Edison.

T8070344: Paint and Steel Repair, Culver Line South		
Project Budget at Award: \$102.4M	Current Budget: \$100.6M	EAC: \$98.5M
Substantial Completion at Award: April 2025	Current Substantial Completion: July 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 71%

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

During the first quarter of 2026, the Substantial Completion date was delayed another seven months to July 2027, due to delayed contractor mobilization now anticipated in July 2026, which also extends painting activities through the painting moratorium. The surety procured a replacement general contractor; the takeover agreement is being finalized.

T8070348: Structure Painting: Myrtle Line Outstanding Work		
Project Budget at Award: \$133.0M	Current Budget: \$133.1M	EAC: \$133.1M
Substantial Completion at Award: May 2026	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 59%

The project involves overcoating and steel repairs along approximately 2.6 miles of the Myrtle Avenue Line in Brooklyn and Queens, including work on an abandoned structure. The scope includes surface preparation, blasting, steel repairs, and application of a protective coating across the elevated structure, with overcoat painting on the abandoned structure. All the work being performed is on elevated structures and requires track access and weekend General Orders.

During the first quarter of 2026, the Substantial Completion date was delayed five months to October 2026, due to contractor performance issues. The contractor’s failure to perform required surveys delayed shop drawings, fabrication, and steel delivery along the critical path. The contractor’s low production rates in steel repairs remain the controlling schedule driver, and delays in this work are directly impacting the succeeding blasting and painting operations. The October 2026 Substantial Completion date remains achievable if the contractor sustains the accelerated steel repair production.

Bundled Contract: Sandy Mitigation - Hardening of 26 Substations (Core)		
Project Budget at Award: \$168.7M	Current Budget: \$169.2M	EAC: \$162.9M
Substantial Completion at Award: May 2025	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 92%

This bundled contract includes the following ACEPs:

- ET090307: Hardening of Substations at 24 Locations
- ET090313: Hardening Substations: West Broadway & Murray Street
- ET090314: Hardening Substations: Tudor City
- T6041213: Sandy Mitigation: 26 Substations - Core 1
- T6090219: Sandy Mitigation: 26 Substations - Core 2
- T6090417: Sandy Mitigation: 26 Substations - Core 3
- T6160730: Sandy Mitigation: 26 Substations - Core 4
- T8070377: Demolish Old Rock Park Yard Substation

This project will make 26 above or below ground substations in flood-prone areas in Brooklyn, Manhattan and Queens more resilient against coastal flooding from storm surges. These substations vary in age, elevation, and building type, requiring unique resiliency solutions, including the replacement of existing conventional and roll-up doors with flood doors and hydraulic flood gates or erectable logs; the installation of mechanical closure devices in street level ventilators; and the reinforcement of existing walls or the construction of new flood walls.

During the first quarter of 2026, the Substantial Completion date was delayed an additional three months to July 2026, due to the discovery of existing utilities associated with Brooklyn Bridge Park that conflict with the planned

sheet piling wall installation within the newly acquired permanent easement area. These utilities must be relocated, requiring amended permits, additional engineering, and agency review and coordination.

Subsequent to the reporting period, the substantial completion date was further extended three months to October 2026 due to the relocation requirements, which extended the duration of related activities and affected the overall project schedule.

Bundled Contract: Rockaway Line Resiliency and Viaduct Rehabilitation		
Project Budget at Award: \$608.8M	Current Budget: \$603.2M	EAC: \$599.0M
Substantial Completion at Award: August 2026	Current Substantial Completion: June 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 72%

This bundled contract includes the following ACEPs:

- ET070310: Rockaway ROW Debris Shielding
- ET070311: Sandy Mitigation: New Crossover at Beach 105 St / RKY
- ET070312: Rockaway Line Long Term Protection
- ET070312: Sandy Mitigation: South Channel Bridge Generator
- ET070313: Rockaway Park Yard Compressor Room (ROW)
- ET070314: Rockaway ROW Debris Shielding: Hammels Wye
- T6080338: Rockaway Bundle Shield and Interlocking
- T8070310: Replacement of Elect/Equip: South Channel Bridge - DES
- T8070310: Rehab Hammels Wye - DES
- T8070323: Replacement of Elect/Equip: South Channel Bridge
- T8070324: Rehab Hammels Wye
- T8070325: Elevated Structure Repairs: Over-Land Sections

This bundled contract is a comprehensive modernization and upgrade of critical infrastructure along the Rockaway Line, including track, signals, communications, power, and related structures. The work addresses system resiliency and state of good repair, with targeted improvements at key facilities.

During the first quarter of 2026, the Substantial Completion date was delayed ten months to June 2027, due to necessary scope changes to signaling and communications at multiple locations, including Beach 105 St Signal Tower. Multiple stop-work orders were issued for design changes beginning in December 2024 and were not fully lifted until October 2025. An extension of time associated with the scope changes is under review and will determine the final contractual adjustment to the project schedule.

Bundled Contract: Sandy Mitigation for Street Openings and Vent Bays		
Project Budget at Award: \$28.5M	Current Budget: \$29.6M	EAC: \$28.9M
Substantial Completion at Award: January 2026	Current Substantial Completion: August 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 85%

This bundled contract includes the following ACEPs:

- ET040341: Sandy Mitigation: Additional Work at Selected Vent Bays
- ET040342: Sandy Mitigation: Cortlandt Street
- T8041280: Stormwater Mitigation: Cortlandt Street

This project provides flood mitigation at selected bays and stair entrances in Manhattan, Brooklyn and Queens by furnishing and installing Mechanical Closure Devices (MCDs) in ventilation bays, installing Stairwell Protection Devices (SPDs) at subway stair entrances, performing structural repairs to vent batteries, replacing gratings and vent-grate support frames, and relocating identified utilities.

During the first quarter of 2026, the Substantial Completion date was delayed eight months August 2026, due to a long lead item. A field investigation at the Cortlandt Street stairs revealed significant discrepancies in the as-built drawings, including incorrect dimensions of the flex gate. The flex gate is a custom-fabricated and patented unit with a 6-month lead time which was first identified when the project was 80% complete. Delays in the delivery and installation have extended the Substantial Completion date.

Bundled Contract: Substation Renewal - 3 Locations		
Project Budget at Award: \$72.8M	Current Budget: \$72.0M	EAC: \$74.9M
Substantial Completion at Award: May 2025	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 83%

This bundled contract includes the following ACEPs:

- T8090210: Replace High Tension Switchgear at 1 Location - Design
- T8090210: Substation Renewal: 13 St / CUL - Design
- T8090210: Substation Renewal: 82 Rd / QBL - Design
- T8090221: Substation Renewal: 13 St / CUL
- T8090222: Substation Renewal: 82 Rd / QBL
- T8090223: Replace High Tension Switchgear at 1 Location

This renewal of the Seeley Street, 82 Rd and 13 St substations will improve the reliability of train service by furnishing adequate electrical power along their rights-of-way (IND, QBL, and CUL, respectively).

During the first quarter of 2026, the Substantial Completion date was delayed four months to August 2026, due to General Order cancellations. Three weekend GOs for the 82 Road substation, cancelled in the winter, are approved in June. An additional weeknight GO at the 13 St substation is required. Con Edison must install new cable feeds to the PLB at 13 St substation, repair a collapsed conduit at Seeley Street that caused water infiltration and complete the remaining duct and conduit work needed for energization.

Subsequent to the reporting period, the Substantial Completion date was delayed an additional two months, to October 2026, due to the Con Edison summer embargo. The prior Substantial Completion forecast was attainable only if Con Edison had adhered to the planned energization sequence.

Bundled Contract: Substation Roof and Enclosures Rehab PKG 2		
Project Budget at Award: \$15.2M	Current Budget: \$15.2M	EAC: \$15.0M
Substantial Completion at Award: March 2026	Current Substantial Completion: June 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 92%

This bundled contract includes the following ACEPs:

- T8090210: Rehab Substation Roof & Enclosure - BWY/W 143 St - DES
- T8090210: Rehab Substation Roofs & Enclosures - 3 Locations - DES
- T8090227: Rehab Substation Roof & Enclosure - BWY/W 143 St
- T8090228: Rehab Substation Roofs & Enclosures - 3 Locations

The scope of work, at all three substations, includes structural and water mitigation repairs to the ceiling slab, sealing conduit penetrations, restoring steel elements, and upgrading lighting. At Substation #133 (BWY/W 143 St), additional work includes refurbishing the steel windows, restoring the façade, replacing the basement lintel beam, constructing a new sump pit and discharge system, and refurbishing the bathrooms.

During the first quarter of 2026, the Substantial Completion date was delayed three months to June 2026, due to the late execution of the change order for the full replacement of the terracotta modillion at Substation #133. The change order was initially structured as an expedited unilateral modification but subsequently required BUCC approval for the time impact. The BUCC and NTP processes spanned approximately two months. This administrative delay affected fabrication sequencing, procurement, and installation activities. This work is directly related to the project's critical path.

The EAC remains below the Current Budget, although the additional work at Substation #133 contributed to higher costs. The primary driver of the budget increase was the additional consultant services during the design phase.

Systems Business Unit Program Overview

The Systems Business Unit (SBU) is responsible for the delivery of all C&D Systems. Currently, the BU oversees a robust portfolio consisting of 95 projects that include pending and active capital and operating projects, with a value of approximately \$7.5 B.

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

The One Metro New York (OMNY) project is also part of the Systems BU portfolio. The MTA OMNY card is a modern contactless fare payment card, which replaced the legacy MetroCard. OMNY enables seamless fare payment across New York City’s public transportation network, including subways, buses, and the Roosevelt Island Tram.

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

Systems Response to the IEC Traffic Light Report

Individual project descriptions

ET040317: Upgrade Emergency Booth Communication System (EBCS)		
Project Budget at award: \$78.4M	Current Budget: \$84.3M	EAC: \$88.1M
Substantial Completion at Award: December 2020	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

This project will upgrade the EBCS and Mass Call in all Station Agent Booths. EBCS is the life safety communication system that provides emergency and security communications between the Operations Control Center (OCC) and personnel in all 464 Station Agent Booths. In addition, all Help Point intercoms and analog intercoms will be interfaced with the EBCS headend at the OCC.

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

In addition, MTA issued Change Order #15 to upgrade the EBCS headend to be ADA text compatible versus issuing a new project to upgrade the current ADA intercom headend. This was a strategic change order to unify the intercom headend under one system versus the existing two systems. This resulted in an improvement in Rail Control Center operations, and created competition with the ADA intercom headend vendors, thereby saving money for the MTA.

During the first quarter of 2026, the Substantial Completion date was extended another nine months to December 2026 due to contractor performance issues which included false alarms related to foot pedal switch malfunction and an analog intercom identification issue. The Contractor and the project team, along with the user departments are working to identify the root causes and attempt to propose a solution.

Additional change orders are currently in development, including the scope associated with fare gates, intercom connections, and the replacement of obsolete intercom systems at stations. A budget modification will be required once the total need is confirmed.

S7070104: UHF T-Band Radio System Replacement		
Project Budget at Award: \$44.2M	Current Budget: \$47.7M	EAC: \$50.7M
Substantial Completion at Award: August 2024	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 76%

This project will replace the existing inadequate Staten Island Railway (SIR) Ultra High Frequency T-band analog radio system, with a new 800 MHz (megahertz) digital radio system. The upgraded 800MHz radio system will expand coverage and enhance reliable communication along the SIR right-of-way, improving public safety and overall customer experience.

During the first quarter of 2026, the Substantial Completion date was extended eight months to October 2026, due to unforeseen site conditions. During pile installation, subsurface obstructions were identified, requiring design changes which led to a delay in fabrication. In addition to the unforeseen conditions, the project encountered challenges with steel procurement and Con Edison coordination.

Mitigation efforts include increasing the manpower, working at multiple locations, longer work hours, and weekend work to accelerate the schedule. The project team came to an agreement with the user department to minimize locations that require access and protection support. A budget modification will be circulated in the coming months to fund the budgetary shortfall.

Signals / Train Controls Business Unit Program Overview

The Signal’s Business Unit currently oversees 13 active projects, including 9 projects in construction, with a budget of \$8.2B. Notable projects under construction include CBTC QBL East, CBTC 8 Av, CBTC Crosstown Line, CBTC Fulton / Liberty Lines, and Culver Yard.

The IEC’s Traffic Light Report currently tracks 9 projects in the Signal program. Of those, 3 (33%) were flagged red. The table below describes why these projects were flagged, and what C&D is doing to remediate, if anything.

Signals / Train Controls Response to the IEC Traffic Light Report

Individual project descriptions

Project Name: CBTC – 8 Av Line		
Project Budget at award: \$649.0M	Current Budget: \$660.4M	EAC: \$632.9M
Substantial Completion at Award: January 2025	Current Substantial Completion: June 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 70%

This bundled contract includes the following ACEPs that appeared on the 4th Quarter Traffic Light Report:

- T7080304: CBTC: 8 Av (59 St to High Street)
- T7080335: Signal Systems 2 Interlockings: 30 St & 42 North/8 Av
- T7080344: Mainline Track Switches 8 Av Switch Replacement
- T8080304: Signal Mod: 8 Av and 2 Interlockings (Add support costs)

This project provides a Communication Based Train Control (CBTC) system on the 8 Av Line in Manhattan. The scope of work consists of furnishing and installing signal equipment such as signal heads, automatic stops, switch layouts, track circuits, redundant Programable Logic Controller (PLC) and a CBTC communication-based control overlay control which provides for a moving block system in lieu of a fixed block system associated with the conventional approach. Automatic Train Supervision (ATS) functions and track work are also included.

During the first quarter of 2026, the forecasted Substantial Completion date was further extended by nine months to June 2027 due to axle counter issues. After installation, several axle counter units were damaged by railcars as a result of workmanship errors and installations not being performed in accordance with the manufacturer’s specifications. The contractor subsequently repositioned them to the maximum allowable limit per manufacturer specifications. In January, a Stop Work Order was issued to investigate and correct an issue discovered after a GO weekend.

In addition to the above, the contractor encountered significant technical difficulties developing the required PLC updates, which repeatedly failed during pre-testing. These challenges were due to the older PLC models being more difficult to update and troubleshoot. As a result, multiple GOs were canceled and had to be rescheduled once the PLC issues were resolved. To mitigate further schedule impacts, the project team, in coordination with the contractor, OSR, and OP, is resequencing upcoming GOs.

Project Name: CBTC - Queens Boulevard Line East		
Project Budget at award: \$471.1M	Current Budget: \$471.1M	EAC: \$463.2M
Substantial Completion at Award: July 2026	Current Substantial Completion: August 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 81%

This bundled contract includes the following ACEPs:

- T8080318: CBTC: Queens Boulevard Line East and 3 Interlockings - Install
- T8050321: CBTC: QBL East – Switch Replacement

This project provides Communication-Based Train Control (CBTC) system on the Queens Boulevard Line East, replacing existing fixed block relay-based signal system from the interlocking at Union Turnpike Station to the interlocking at the Jamaica-179th Street Station on the Queens Blvd “F” Line. The scope includes modernization of four interlockings: Briarwood/Van Wyck, Parsons Boulevard, 169 Street, and 179 Street. The work includes installation of signal equipment such as signal heads, automatic stops, switch layouts, track circuits, redundant PLCs, and a CBTC communication-based overlay to support moving-block operations in place of the conventional fixed-block approach. The project is being delivered through three separate contracts: Contract S48010 for installation of CBTC equipment; Contract S48017 for furnishing of CBTC equipment ; and Contract S87055 for the Data Communication System (DCS).

During the first quarter of 2026, the forecasted Substantial Completion date was extended by 13 months to August 2027 due to unforeseen site conditions. Prior to the start of in-service activities, power fluctuations were discovered at Briarwood Station, caused by insufficient capacity in the existing Con Edison feeder, along with significant delays in the design and buildout of the Briarwood Train Control Room (TCR). The in-service date, at Briarwood, is now proposed for July 2026.

In addition, the project experienced parallel issues affecting Substantial Completion. The Book of Plan designs for Parsons Boulevard, 169th Street, and 179th Street were delayed, and operational restrictions required resequencing of SSI in-service activities between Parsons Boulevard and 169th Street. These activities are now forecasted for completion in Q2 and Q3 of 2027. Because the SSI in-service work must precede the CBTC in-service activities, these delays have directly extended the overall project schedule.

To mitigate a further impact to Substantial Completion, the project team is accelerating load tests at other Train Control Rooms to confirm the capacity of existing Con Edison feeders.

T8080318: CBTC: Queens Boulevard Line East and 3 Interlockings - Furnish		
Project Budget at award: \$96.5M	Current Budget: \$99.7M	EAC: \$109.2M
Substantial Completion at Award: June 2026	Current Substantial Completion: December 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 72%

This project provides Communication-Based Train Control (CBTC) system on the Queens Boulevard Line East, replacing existing fixed block relay-based signal system from the interlocking at Union Turnpike Station to the interlocking at the Jamaica-179th Street Station on the Queens Blvd “F” Line. Under Contract S-48017, the scope includes design and development of Zone Controllers for the QBL-E CBTC system and their interface with the new SSI equipment installed under Contract S-48010. The scope further includes the design of an I2S-compliant system and the ATS, as well as all required testing, safety verification, validation, and system monitoring to ensure compliance with applicable CBTC and system safety requirements.

During the first quarter of 2026, the forecasted Substantial Completion date was extended by 17 months to December 2027, due to coordination with the above project.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 61 active projects, including 43 projects in construction, with a budget of \$1.4B. Notable projects under construction include the Hall Interlocking Expansion, ADA Stations Package 2, New Yaphank Station, Jamaica Substation, Queens Interlocking and Babylon Interlocking.

Non-C&D LIRR projects tracked by the LIRR BU comprise 57 active projects, including 54 projects in construction, with a budget of \$1.3B.

The IEC’s Traffic Light Report currently tracks 30 projects in the C&D Long Island program. Of those, two (7%) were flagged red. The description below describes why these projects were flagged, and what C&D is doing to remediate.

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

L8070107: Jamaica Substation		
Project Budget at award: \$57.5M*	Current Budget: \$77.4M	EAC: \$77.4M
Substantial Completion at Award: September 2025	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 62%

*EAC for the project was always anticipated to be \$77.4M. At award, Third Party tasks were fully funded and LIRR tasks were partially funded to \$57.5M. The additional tasks were funded to the full EAC amount at a later date.

This project provides for the replacement of the Jamaica Substation located in Richmond Hill. This substation is operating beyond its useful life and needs to be replaced to accommodate technological upgrades. A design-build contractor will construct a new substation that meets/exceeds LIRR specifications and standards. The project includes the rebuilding of a new large retaining wall within the yard, installation of a new three story prefabricated modular substation building which will house pre-installed AC switchgear, DC switchgear, rectifiers, control cabinets and associated equipment and demolition of the old substation.

In February 2024, shortly after contract award, the project team was advised of a new regulatory requirement governing the Storm Water Pollution Prevention Plan (“SWPPP”) permitting process. Specifically, a Department of Environmental Protection (NYCDEP) permit was required before any SWPPP related work could begin. The contractor submitted the permit application immediately; however, significant delays occurred due to processing inefficiencies at NYCDEP. The permit was ultimately issued in April 2025.

With Substantial Completion soon approaching, a partial extension of time (to May 2026) was issued to keep the contract active while the full-time impact analysis was negotiated.

In parallel, the project team initiated the change order process to formally adjust the Substantial Completion date. Multiple coordination meetings were held over several months with the Design-Builder, and internal MTA C&D Project Management/ scheduling teams to review and update all Design-Builder and LIRR activities in the project schedule. After reaching agreement on the revised schedule, negotiations concluded with a new proposed Substantial Completion date of December 2026, a delay of seven months.

This extension was driven primarily by the revised permitting process, remobilization requirements, and the associated change order negotiations. Following this agreement, the Design-Builder submitted additional impact costs associated with the change order. The project team undertook a detailed review to validate, estimate, and negotiate these costs. This effort is now complete, and the change order is being finalized.

The project has adequate contingency funds within its budget to address the identified impact costs and to support completion of the remaining project scope.

L8030105: Queens Interlocking		
Project Budget at award: \$70.0M	Current Budget: \$225.0M	EAC: \$222.9M
Substantial Completion at Award: January 2025	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 75%

This project will modify and improve the track geometry and track layout within the three Queens Interlockings. This modification is necessary to support the expanded service resulting from the opening of Grand Central Madison Terminal and the new Elmont Station. The LIRR had to reassess the operational intent of the Queens Interlocking and a reconfiguration was necessary to support the updated service requirements. The project scope includes: the replacement/relocation of four high speed crossovers, third rail modifications to support the new track and switch layout, realignment of Lead tracks to improve functionality into Belmont Yard, and a new microprocessor-controlled signal system with Reduced Aspect Signaling.

During the first quarter of 2026, the forecasted Substantial Completion date was extended six months to December 2026, due to an updated schedule of service through Queens Interlocking. The configuration changes required an updated schedule of service disruptions to complete the project, which increased the labor required and the duration of on-track work activities.

After extensive coordination with Transportation, Service Planning, and Engineering, an outage plan has been finalized for the 11 remaining outages required to complete the work. The project is currently in the pre-testing phase in preparation for cutover, with the Signal System Cutover scheduled for July 11, 2026. From August through December 2026, work will focus on removing obsolete crossovers, signal huts, and signal bridges. If all outages proceed as scheduled Substantial Completion will be achieved by December 2026.

The project budget for construction at award was \$70M. In September 2022, the budget increased to \$155M due to scope changes to advance the opening of Elmont Station. In January 2026, the budget increased to \$225M to support extra switches requested by LIRR.

Metro-North Railroad Business Unit Program Overview

The MNR Business Unit currently oversees 50 active projects, including 16 projects in construction, with a budget of \$4B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at 3 Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

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

Metro-North Railroad BU Response to the IEC Traffic Light Report

Individual project descriptions

M8040106: Radio System		
Project Budget at award: \$22.3M	Current Budget: \$25.2M	EAC: \$24.0M
Substantial Completion at Award: February 2027	Current Substantial Completion: November 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 33%

This project provides design-build services to upgrade Metro-North Railroad’s existing dispatch console system. This upgrade includes new communications room server equipment, dispatch console workstations and cabling in MNR’s primary and backup control centers. Additionally, the project aims to migrate MNR’s fixed radio stations from the end-of-life Synchronous Optical Network (SONET) backbone network system to MNR’s Dense Wave Division Multiplexing (DWDM) backbone network system.

During the first quarter of 2026, the forecasted Substantial Completion date was extended by six months to August 2027, due to a scope change. An owner-initiated equipment substitution was the main driver for the delay. MNR determined that a piece of equipment specified in the 30% design no longer met the railroad’s needs. MNR identified this substitution late, causing fabrication delays. The Contractor has now received all equipment.

Delay claims submitted by the Contractor are currently under review by Project Controls. However, to mitigate some of the project delays, the Project Team is accelerating Force Account work in the GCT Server room. The Contractor has also been directed to identify mitigation measures, primarily by expediting equipment deliveries to maximize MNR installations.

Subsequent to the reporting period, SC has slipped an additional two months to November 2027.

M8050109: New Haven Line Pelham Substation Replacement		
Project Budget at award: \$45.0M	Current Budget: \$45.0M	EAC: \$43.4M
Substantial Completion at Award: October 2026	Current Substantial Completion: January 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 81%

The purpose of this project is to replace the modular substation located at Pelham with a permanent fixed substation. The Pelham modular substation was originally installed as a temporary stop-gap measure to extend the range of third rail/catenary switchover territory between Woodlawn (CP212) and SHELL (CP216) in Westchester to protect the reliability of New Haven Line service in both New York and Connecticut. This temporary

modular unit must be replaced with a permanent fixed substation. The project work will include advancing the 30% Preliminary Design to 100% final constructible level design, and construction of the Pelham Substation. The existing Pelham modular substation will be demolished after the new permanent fixed substation is constructed, tested, and commissioned.

During the first quarter of 2026, the forecasted Substantial Completion date was extended by three months to January 2027, due to contractor performance issues. The substation Factory Acceptance Test (FAT) was canceled twice, January and March 2026, because of manufacturer delays, damaged components, missing materials, and incomplete pre-FAT testing documentation. The FAT was rescheduled to the week of April 6, 2026, and was completed successfully. The substation was delivered and installed on site on May 1, 2026. Since the substation was installed on site, the contractor has been performing the interconnections inside the substation and completing all the cable and bus duct terminations between the substation and the cable vault below. Once this work is completed, site acceptance testing will be conducted, followed by Con Edison feeder energization, substation cutover and commissioning, demolition of the existing substation, and construction of the permanent access road.

To mitigate additional schedule impacts, the contractor was directed to accelerate successor activities, including equipment delivery, installation, and testing and commissioning.

NYCT Department of Subways Program Overview

NYCT Department of Subways (DOS) conducts a range of in-house capital work, including tracks and switches, as well as employee facilities.

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

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

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

The IEC's Traffic Light Report currently tracks 47 projects in the NYCT Department of Subways program. Of those, four projects (9%) were flagged red and one project (2%) orange. The description below describes why these project tasks were flagged, and what DOS is doing to mitigate, if anything.

Individual project descriptions

T8050293: Mainline Track Replacement 2024 - Pelham Line		
Project Budget at award: \$15.3M	Current Budget: \$16.5M	EAC: \$22.0M
Substantial Completion at Award: May 2025	Current Substantial Completion: January 2027	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 65%

During the first quarter of 2026, there was a budgetary shortfall of approximately \$5.5 million, and the substantial completion date was extended for another eight months to January 2027, due to unforeseen site conditions. When the work crew started the project, it became apparent a different installation method would be required. Taper ties and half panels were required, which increased the material cost and decreased the production rate.

T8050294: Mainline Track Replacement 2024 - White Plains Road Line		
Project Budget at award: \$23.6M	Current Budget: \$23.6M	EAC: \$27.9M
Substantial Completion at Award: June 2025	Current Substantial Completion: March 2027	
Trigger: Cost and Schedule	Phase: Construction	Phase Complete: 70%

During the first quarter of 2026, there was a budgetary shortfall of approximately \$4.3 million, and the substantial completion date was extended for another 12 months to March 2027, due to continued delays in the procurement of the revised design. Because of the existing conditions at this location, the design needed to be revised and now requires timber ties and large throws, specifically design for this location.

T9050206: Mainline Track Replacement 2025 - Broadway Line		
Project Budget at award: \$16.8M	Current Budget: \$16.8M	EAC: \$19.6M
Substantial Completion at Award: June 2026	Current Substantial Completion: May 2026 (A)	
Trigger: Cost	Phase: Construction	Phase Complete: 100%

During the first quarter of 2026, there was a budgetary shortfall of approximately \$2.1 million, due to increased material costs. The project is working on completion work and is expecting final expenditures of material and labor charges for close out.

Subsequent to the reporting period, the project EAC increased an additional \$700K and achieved SC May 2026.

T9050208: Mainline Track Replacement 2025 - Canarsie Line		
Project Budget at award: \$10.9M	Current Budget: \$10.9M	EAC: \$17.9M
Substantial Completion at Award: January 2026	Current Substantial Completion: March 2026 (A)	
Trigger: Cost	Phase: Construction	Phase Complete: 100%

During the first quarter of 2026, there was a budgetary shortfall of approximately \$7 million, due to unforeseen site conditions. When the project began, it was determined embedding the track in concrete versus Ekki Hilti track tie blocks was required and the concrete would need to be chipped out and repoured.

T9050215: Mainline Track Replacement 2025 - Flushing Line - ORANGE		
Project Budget at award: \$19.8M	Current Budget: \$19.8M	EAC: \$19.8M
Substantial Completion at Award: August 2025	Current Substantial Completion: April 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 80%

During the first quarter of 2026, the substantial completion date was extended for another 12 months to April 2027, due to track access. There are numerous capital projects on the Flushing line, which take priority. In addition, it is difficult to get General Orders (GOs) for this line due to world cup, concerts, and baseball season. Currently this project has two weekend GOs scheduled in the fourth quarter of 2026. An additional GO might be needed in 2027 in case of inclement weather.

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

ET060317: Sandy Resiliency: Conversion of 2 Pump Trains		
Project Budget at award: \$27.2M	Current Budget: \$30.9M	EAC: \$33.4M
Substantial Completion at Award: December 2024	Current Substantial Completion: January 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 54%

The purpose of this contract is to convert existing NYCT R110A passenger railcars into Pump and Generator Cars. Each Pump Car and Generator Car will be paired with three Hose & Reach (H&R) Cars, that were previously converted under Contract R32442, to form one Pump Train set. Two Pump Train sets will be constructed. The Pump Trains are intended to remove floodwater from the subway system and are designed for a minimum service life of 15 years.

The contractor is responsible for designing, manufacturing, testing, furnishing, and delivering two Ready-to-Run Pump Cars and two Ready-to-Run Generator Cars. This includes new freight trucks, all required accessories and appurtenances, and all incidental work defined in the Contract Documents. The contractor must also design the retrofit kit for the H&R Cars, enabling electrical power distribution across each full Pump Train consist.

During the first quarter of 2026, the project’s substantial completion date was delayed another four months to January 2027, due to challenges during the testing of the first set of Pump and Generator Cars.

The first set of Pump and Generator Cars (Cars P8001 and P8005) was delivered on December 22, 2025, and while it was in the process of acceptance testing, H&R Car P8004, procured via a previous contract, encountered issues that halted the testing process. P8004, along with H&R Cars P8002 and P8003, are Phase 1 H&R cars and are positioned between Cars P8001 and P8005, forming the complete five-car Pump Train consist.

The second set (Cars P8006 and P8010) is undergoing a combination of fabrication and pre shipment testing, with shipment forecasted for September 2026. Contract requirements prohibit delivery of the second set before acceptance of the first. NYCT continues to work with the contractor and internal Maintenance Shops to reduce potential delays.

Projects in CPC’s Risk-Based Monitoring Program (1st Quarter 2026 Traffic Light Report – Period Ending March 31, 2026)

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

Projects in CPC's Risk-Based Monitoring Program			
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Capital Programs			Project
2015-19	2020-24	2025-29	
Integrated Capital Projects			
X	X		Second Avenue Subway - Phase 2
X	X		Penn Station Access
Systems Business Unit			
	X		Emergency Alarm Roll Out - Phase I
X	X		OMNY New Fare Payment System – Phase 2
	X		Connection over Ethernet (COE) - Phase 3C
Signals and Controls Business Unit			
	X		Communications Based Train Control – Queens Blvd East
X			Communications Based Train Control – 8th Ave Line
	X		Communications Based Train Control – Crosstown Line
	X		Communications Based Train Control – Fulton Line
Sandy Program			Culver Yard Flood Mitigation
Subway Car, Bus, and Rolling Stock Procurement			
X	X	X	New Subway Car Procurement
X	X	X	New Bus Procurement
X	X	X	Commuter Rail Road Rolling Stock Procurement
Stations Business Unit			
X			ADA 149 St / Tremont Av Stations
	X		ADA Accessibility Packages 2, 3, 4, 5, 6 and 7
	X		ADA 68 St / Hunter College
	X		ADA Borough Hall / Water Condition Remediation



Projects in CPC’s Risk-Based Monitoring Program
(1st Quarter 2026 Traffic Light Report – Period Ending March 31, 2026)

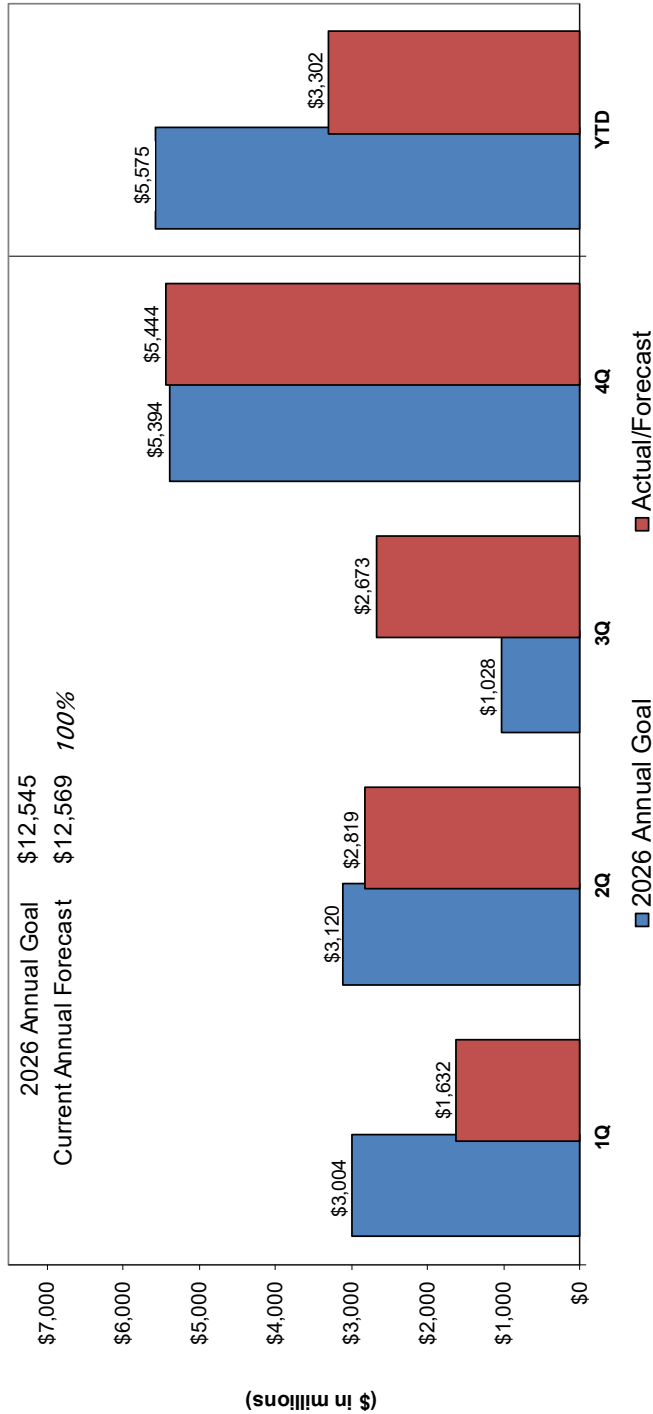
Capital Program			Project
2015-19	2020-24	2025-29	
Passenger Stations Program – cont’d			
	X		ADA Broadway Junction Complex
	X		21 Escalator Replacements at 6 stations
	X		61 St / Woodside Station Renewals
	X		Flushing Line Station Renewals
	X		27 Elevator Replacements at 17 stations
Infrastructure Business Unit			
	X		Jamaica Bus Depot
	X		Rockaway SGR-Hammels Wye / ROW / Elevated Structure
	X		Structural Repairs and Overcoat Painting - Jamaica Line
	X		Structural Rehab and Overcoat Painting at 180 St
	X		Line Structure Component Repair - BW7 and 8 AV Lines
Commuter Railroads Business Unit			
	X		LIRR – ADA Package #2
	X		MNR – GCT Trainshed Rehabilitation
	X		MNR – Park Avenue Viaduct Replacement
	X		MNR – Brewster Yard Improvements
	X		MNR – 3 Bronx Stations
	X		Jamaica Capacity Improvements Phase 2 – Hall Interlocking
Bridges and Tunnels Business Unit			
	X		RFK Bridge - Structural Rehabilitation of the East River Suspended Spans and Anchorage Retrofit
	X		Throgs Neck Bridge - Anchorage and Tower Protection
		X	Throgs Neck Bridge – Miscellaneous Structural Rehabilitation
	X		Verrazzano Bridge - Main Cable Dehumidification
	X		Verrazzano Bridge - Rehabilitation & Construction of the Brooklyn Approach Ramps
		X	Queens Midtown and Hugh Carey Tunnels - Installation of Fire Suppression Systems

MTA Capital Program Commitments & Completions

**through
May 31, 2026**

Capital Projects – Construction Commitments – May 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

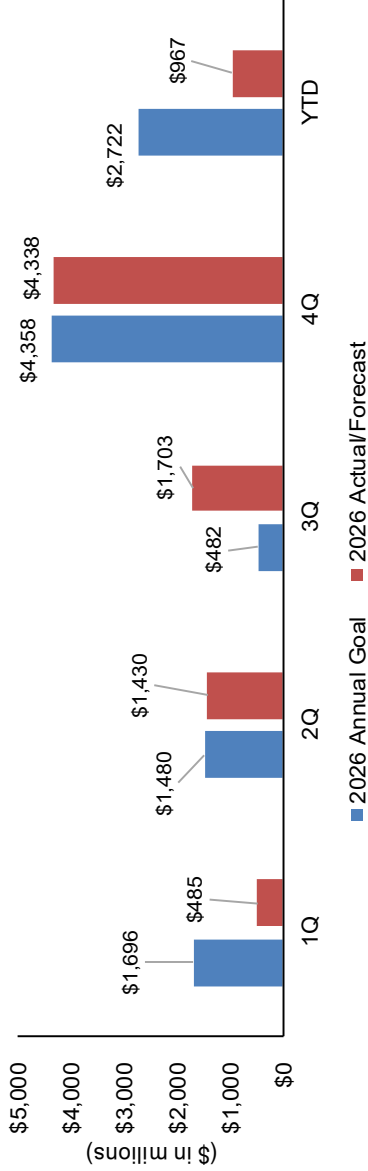
In 2026, the MTA plans to make \$12.545 billion worth of new construction commitments. Through May, the MTA has committed approximately \$3.3 billion versus a goal of \$5.6 billion. Commitments made to date included roughly, \$1.1 billion for SAS2 Contract 3, \$889 million as part of the GCT Trained Sector 2 project, \$127 million worth of Structure and Station work on Staten Island, \$115 million of track work for the LIRR, \$528 million of track work advanced by the NYCT Department of Subways and \$61 million for Metro-North's Cyclical Track Program. The \$2.3 billion shortfall is largely attributable to project delays, with several projects now expected to be awarded later in the year, such as the Purchase 425 Articulated Buses and 92 Express Buses projects, as well as the LIRR's West Side Yard Flood Wall and Mitigation project. Other non-major projects slipped out of the current year. The MTA expects to achieve approximately 100% of its \$12.545 billion plan by year-end.

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 future quarters.

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

NYCT and MTA Bus Budget Analysis

NYCT and MTA Bus Agency: Commitments					
Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$1,696	\$1,480	\$482	\$4,358	\$2,722
2026 Actual/Forecast	\$485	\$1,430	\$1,703	\$4,338	\$967



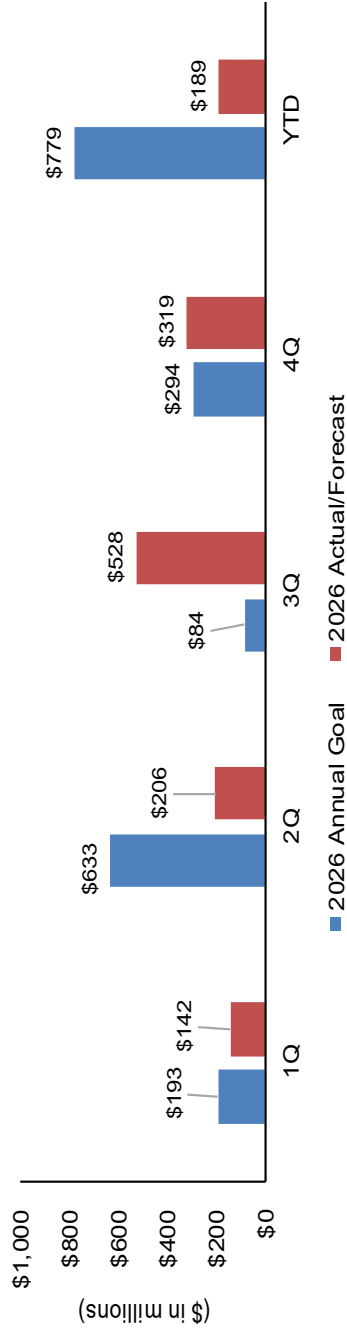
Schedule Variances

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Actual(A)			
2 NYCT/MTA Bus Amber Commitments										
Amber delays are within 2 months of goal.										
<i>Line Structure</i>										
SIR Stations and Structures (2020-24)	Construction	Mar-26	Apr-26 (A)	Structural Repairs and Painting, 9th Ave Portal to Stillwell	Construction	Mar-26	Jun-26			
Change in award date due to extended bidder qualification process. Project awarded 4/3/26.				Change in award date due to ongoing bidder qualification process						
				<table border="1"> <tr> <td>Mar-26</td> <td>\$ 127.06</td> <td>\$ 128.41</td> </tr> </table>				Mar-26	\$ 127.06	\$ 128.41
Mar-26	\$ 127.06	\$ 128.41								
<i>Buses</i>										
Purchase 100 Standard Buses	Construction	Mar-26	Apr-26 (A)	Column Repairs: Rockaway, New Lots, and Liberty	Construction	Mar-26	Jul-26			
Change in award date due to ongoing finalization of contract terms an conditions.				Change in award date reflects revised bid opening date due to bidder questions.						
				<table border="1"> <tr> <td>Mar-26</td> <td>\$ 97.64</td> <td>\$ 106.27</td> </tr> </table>				Mar-26	\$ 97.64	\$ 106.27
Mar-26	\$ 97.64	\$ 106.27								
<i>Signals & Communication</i>										
ATS-B Complement & Siemens 5G DCS										
Radio Production Phase										
Contract approved by March Board but the it's still pending approval with the Office of the State Comptroller.										
				<table border="1"> <tr> <td>Mar-26</td> <td>\$ 193.90</td> <td>\$ 187.07</td> </tr> </table>				Mar-26	\$ 193.90	\$ 187.07
Mar-26	\$ 193.90	\$ 187.07								

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

LIRR Budget Analysis

LIRR Agency: Commitments						
Summary Chart Data	1Q	2Q	3Q	4Q	YTD	
2026 Annual Goal	\$193	\$633	\$84	\$294	\$779	
2026 Actual/Forecast	\$142	\$206	\$528	\$319	\$189	



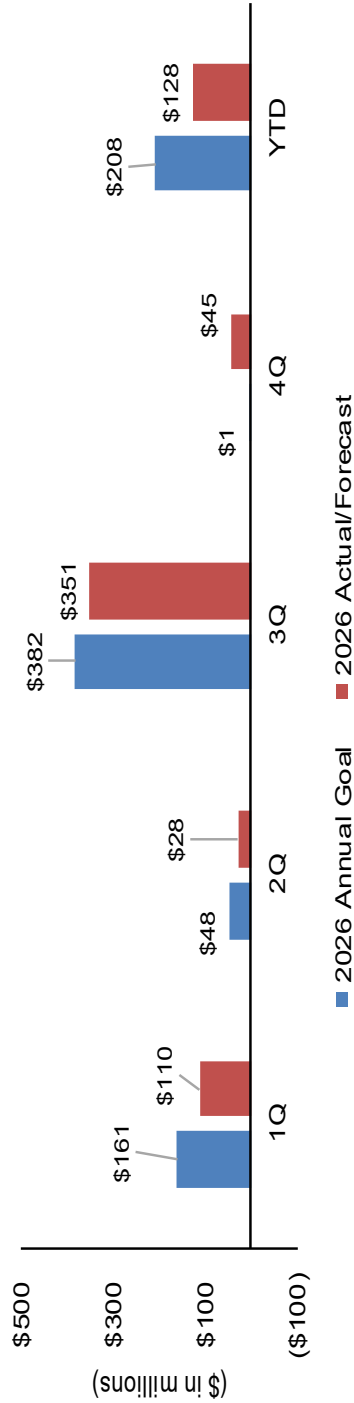
Schedule Variances

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

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

MNR Budget Analysis

MNR Agency: Commitments						
Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2026 Annual Goal	\$161	\$48	\$382	\$1	\$208	
2026 Actual/Forecast	\$110	\$28	\$351	\$45	\$128	



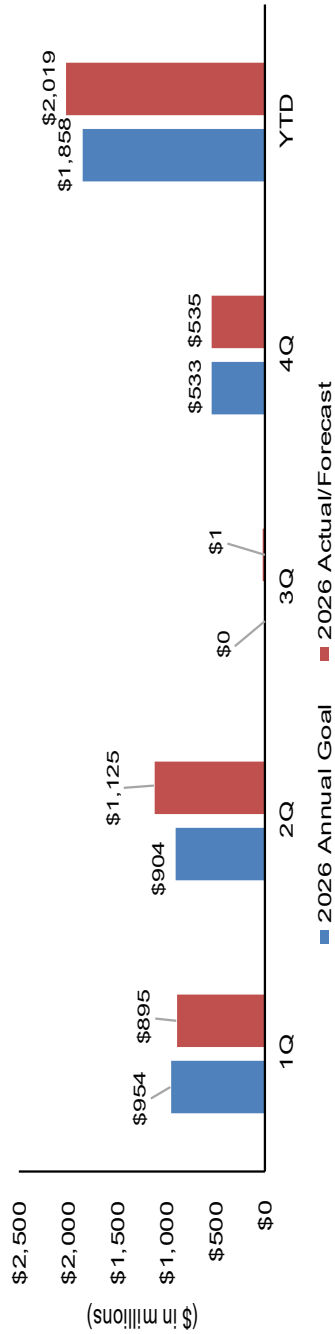
Schedule Variances

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

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

MTA Major Projects & Expansion Budget Analysis

Expansion Agency: Commitments						
Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2026 Annual Goal	\$954	\$904	\$0	\$533	\$1,858	
2026 Actual/Forecast	\$895	\$1,125	\$1	\$535	\$2,019	



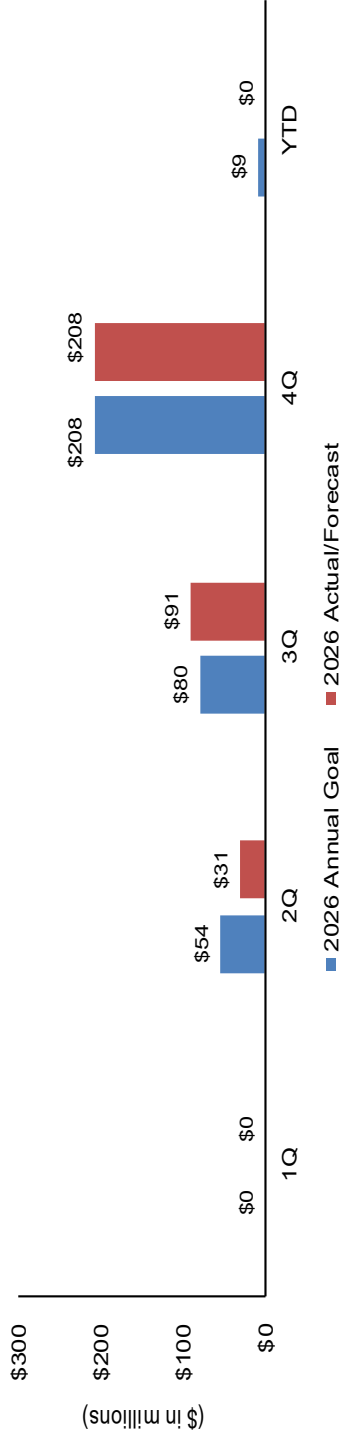
Schedule Variances

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

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

B&T Budget Analysis

B&T Agency: Commitments						
Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2026 Annual Goal	\$0	\$54	\$80	\$208	\$9	\$9
2026 Actual/Forecast	\$0	\$31	\$91	\$208	\$0	\$0



Schedule Variances

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

Capital Projects – Construction Completions – May 2026

Goal	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	
Total	0	0	1	1	1	3	2	1	5	6	0	14	2
Jan-26	0												
Feb-26		0											
Mar-26			1			1						1	
Apr-26				1									
May-26					1	1			1				
Jun-26						1	1		1				
Jul-26							1		1				
Aug-26													
Sep-26									3				
Oct-26										4		2	
Nov-26													1
Dec-26												10	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

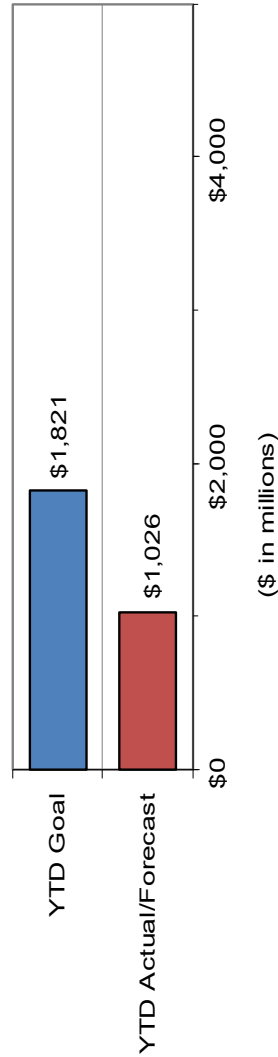
Construction Completions Summary

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 May, the MTA completed \$1 billion of its YTD goal of \$1.8 billion. The YTD variance of ~\$800 million is mostly due to NYCT projects that are largely made up of NYCT Track Work, Purchase 25 Hybrid Locomotives, and ADA and Renewal: Borough Hall. All these projects are expected to be completed later in 2026. Two NYCT projects - Paint/Structure Repair: King's Highway – West 8th St. and Sandy – totaling \$273 million slipped into 2027, while five unplanned projects worth \$351 million were added to the 2026 annual forecast.

In 2026, the MTA is tracking 36 major completions. Of these, 12 major NYCT project completion have slipped, and 1 major MNR project completion has 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 \$7,328 103%

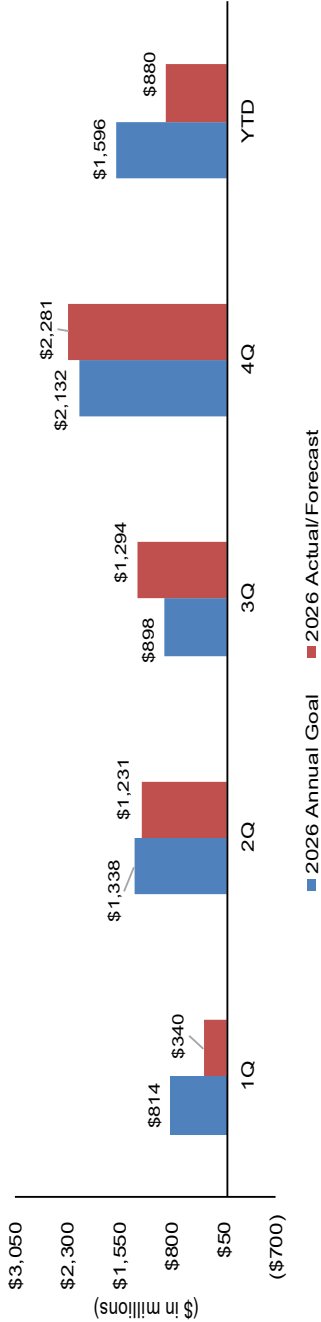


NYCT/MTA Bus Capital Projects – Completions – May 2026 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$814	\$1,338	\$898	\$2,132	\$1,596
2026 Actual/Forecast	\$340	\$1,231	\$1,294	\$2,281	\$880

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.	Project	Completion	Goal	Actual(A)
3 NYCT/MTA Bus Amber Completions (2 new this month)							
Amber delays are within 2 months of goal.							
Depots							
Replace Escalators Systemwide (New)	Construction	Oct-26	Dec-26	Line Structure Component	Construction	Oct-26	Dec-26
		\$ 212.5	\$ 212.5	Repair Program: LEX & JER		\$ 82.1	\$ 81.6
Change in schedule reflects delay in placing select escalators in service due to an out of scope main circuit breaker condition.							
Stations							
ADA: 149 St Complex & Tremont Av (New)	Construction	May-26	Jun-26				
		\$ 165.3	\$ 170.0				
Change in schedule reflects current contractor productivity.							

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

Schedule Variances

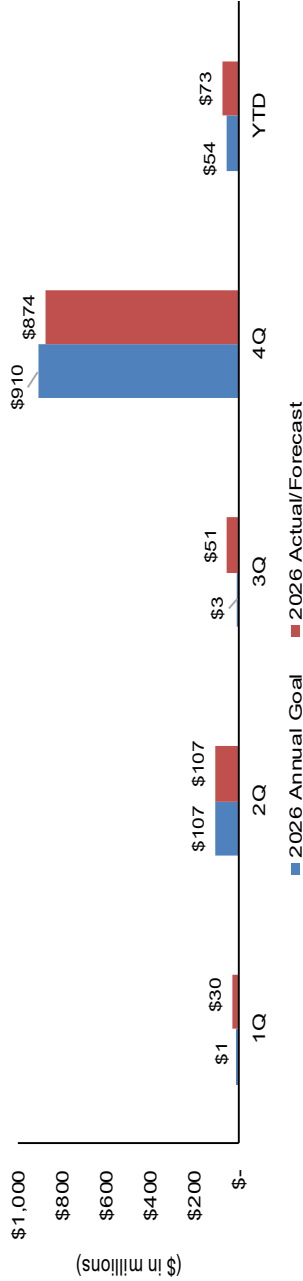
Project	Completion	Goal	Actual(A)
9 NYCT/MTA Bus Red Completions (3 new this month)			
Red delays are delayed more than 2 months of goal.			
<i>Stations</i>			
ADA: Package 4 (New)	Construction	Jun-26	Sep-26
		\$ 216.6	\$ 219.2
Change in schedule reflects delay in completion of scope by third party utility owners.			
<i>Sandy</i>			
Sandy: Power Repairs and Fan Plant	Construction	Nov-26	Feb-27
Wrap-up (New)		\$ 91.0	\$ 91.0
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts			
<i>Depots</i>			
HVAC/CNG, Phase 2: Spring Creek & College Point (New)	Construction	Mar-26	Dec-26
		\$ 34.4	\$ 34.4
Change in schedule is due to ongoing fire alarm work to integrate existing devices with the new system.			
<i>Line Structure</i>			
Paint/Structure Repair: King's Hwy - West 8th St / Culver	Construction	Dec-26	Jul-27
		\$ 98.5	\$ 98.5
Change in schedule due to pending Surety takeover agreement and Notice to Proceed to the completion contractor.			
Rehabilitate Forsyth St. Fan Plant	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>New Revenue Vehicles</i>			
Purchase 25 Hybrid Locomotives	Purchase	Mar-26	Jun-26
		\$ 257.8	\$ 253.8
The delay is partly attributable to prior fleet defect issues which required corrective actions from the vendor. Corrective actions have extended well into 2026.			
<i>Sandy</i>			
Sandy Mitigation: Upgrade Emergency Booth Comm System	Construction	Jul-26	Dec-26
		\$ 84.9	\$ 85.0
Change in schedule due to additional work orders and limited availability of in-house workforce for station surveys.			
Sandy Mitigation: Substation Hardening	Construction	Jul-26	Oct-26
		\$ 130.1	\$ 154.2
Change in schedule due to unplanned utility relocation in the easement area at Pierrepont substation.			
<i>Stations</i>			
ADA Borough Hall and Renewal	Construction	Mar-26	Jul-26
		\$ 161.0	\$ 161.0
The change in schedule is due to impacts stemming from a gas line connection which delayed street level work.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$	\$107	\$3	\$910	\$54
2026 Actual/Forecast	\$30	\$107	\$51	\$874	\$73

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



Schedule Variances

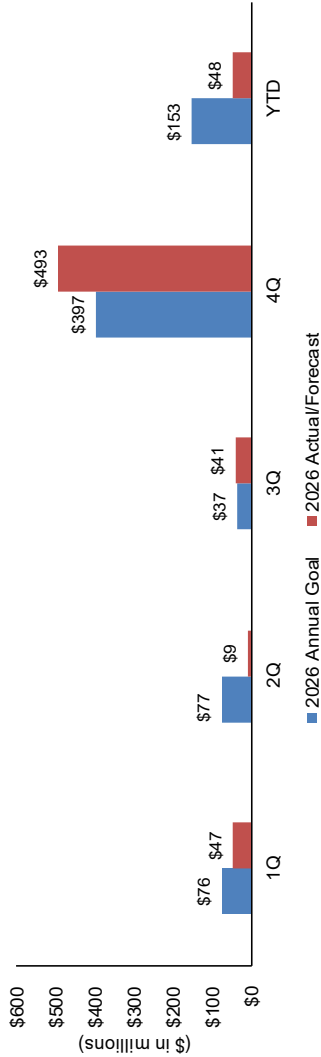
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$76	\$77	\$37	\$397	\$153
2026 Actual/Forecast	\$47	\$9	\$41	\$493	\$48

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



Schedule Variances

Project	Completion	Goal	Act./Forec.
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1 Metro-North Red Completions

Red delays are delayed more than 2 months of goal.

Stations

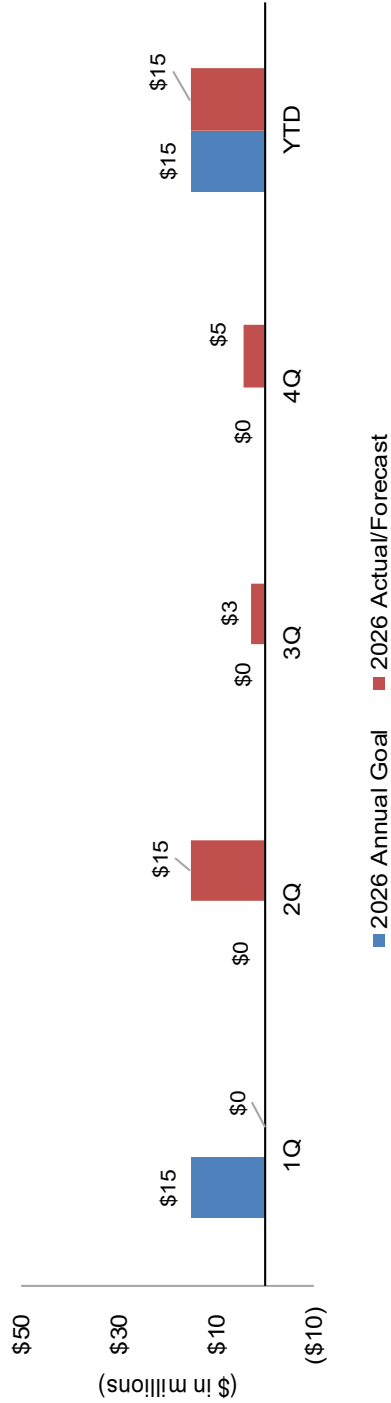
New Fare Payment Equipment	Construction	May-26	Oct-26
		\$ 72.0	\$ 72.0

A recent additional work order to the contract has impacted the delivery schedule, including a temporary pause for the development of functionality.

MTA Major Projects & Expansion – Completions – May 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	\$0	\$15	\$3	\$5	\$15



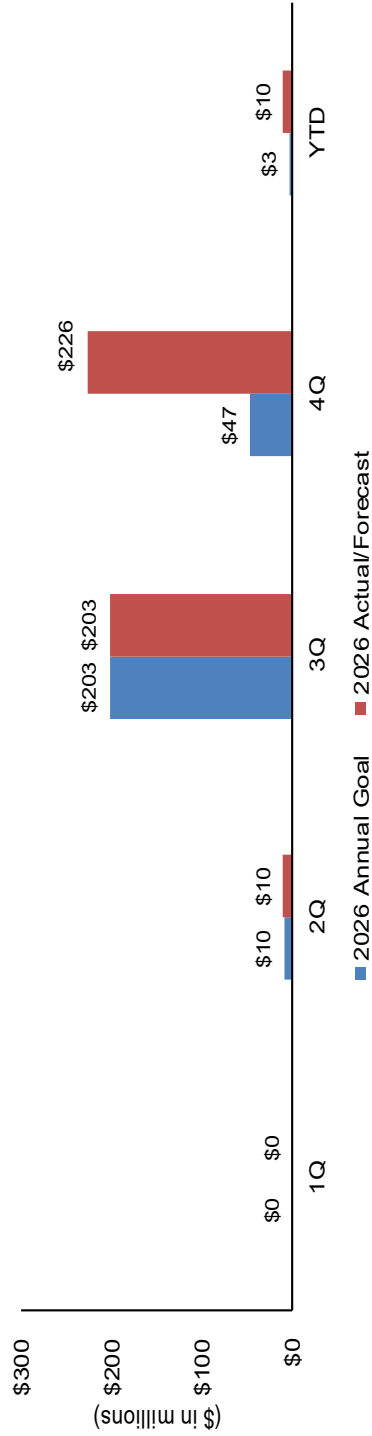
Schedule Variances

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

B&T Capital Projects – Completions – May 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	\$3
2026 Actual/Forecast	\$0	\$10	\$203	\$226	\$10

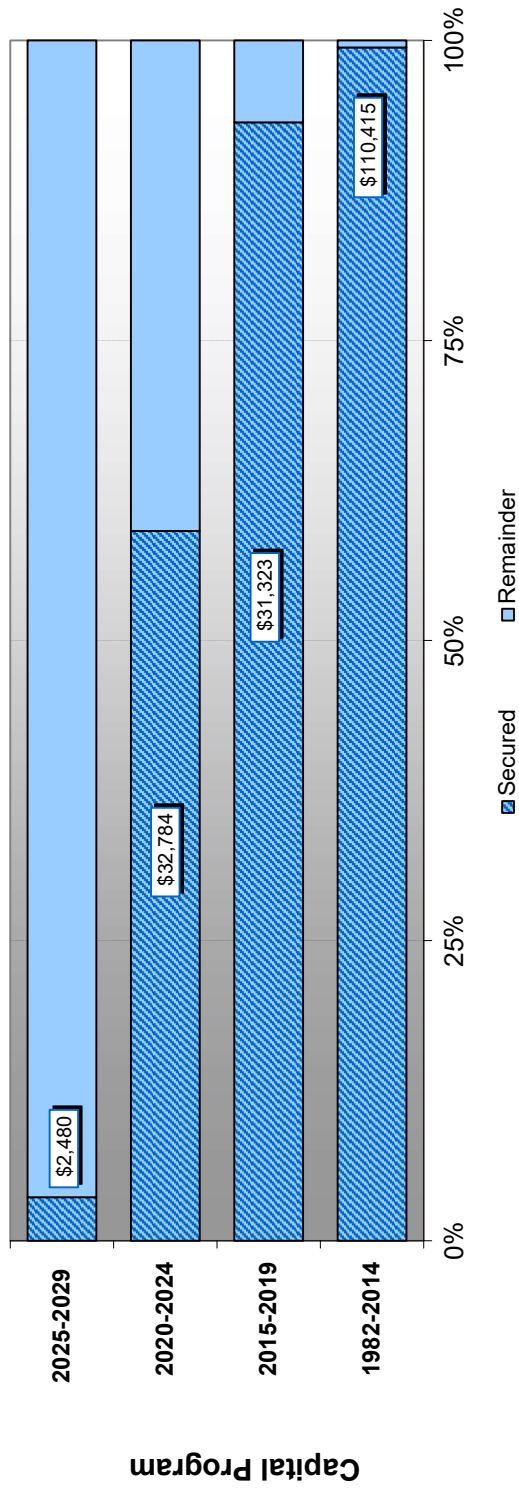


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (May 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 (May 2026)

\$ in millions

	Funding Plan		Secured		Secured to date	Remainder
	Current	Thru April	May	May		
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		Secured to date	Remainder
	Current	Thru April	May	May		
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	10,644	-	-	10,644	(660)
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	2,675	157	-	2,832	(71) a
B&T Bonds & CBDT Infrastructure	3,253	1,560	558	-	2,118	1,135 b
Total	55,432	32,070	714	-	32,784	22,648

	Funding Plan		Secured		Secured to date	Remainder
	Current	Thru April	May	May		
2025-2029 Program						
MTA Capital Lockbox [^]	\$31,500	\$ -	\$ -	\$ -	\$ -	\$31,500
Federal Formula, Flexible and Competitive Grants and Loans	\$14,000	1,907	393	-	2,300	11,700 c
MTA Bonds and PAYGO	\$9,700	-	-	-	-	9,700
State of New York	\$4,200	100	-	-	100	4,100
City of New York	\$3,000	80	-	-	80	2,920
Additional MTA Self-Funding	\$3,000	-	-	-	-	3,000
B&T Bond & PAYGO	\$3,000	-	-	-	-	3,000
Total	68,400	2,087	393	-	2,480	65,920

a) Receipt of \$157m in federal ASAP funds for NYCT ADA projects in the 2020-2024 Capital Program.

b) Receipt of \$558m in TBTA General Revenue Bond 2026A for B&T capital projects

c) Receipt of \$393m in federal sections 5337 and 5307 funds for NYCT and commuter rail projects in the 2025-2029 Capital Program.

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.