Metropolitan Transportation Authority

Capital Program Committee Meeting

July 2026

Committee Members

Capital Program Committee Meeting

Monday, 7/27/2026
12:00 - 1:00 PM ET

CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for JULY 2026

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	TBD	$TBD	Authorization of a resolution declaring competitive bidding impractical or inappropriate, pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines, and that it is in the public interest to authorize C&D to issue a competitive Request for Proposals in lieu of sealed bids for the award of the contract for the systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2.
Contracts	Skanska USA Civil Northeast, Inc.	$147,930,000	Approval to award a publicly advertised and competitively solicited contract for design-build services to implement flood mitigation measures at the Long Island Rail Road West Side Yard in Manhattan.
Contracts	Scalamandre-Gramercy JV II	$145,407,713	Approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act and state of good repair improvements at two Long Island Rail Road stations on the Main Line in Nassau County: Floral Park Station and Bellerose Station.
Contracts	ECCO III Enterprises, Inc. Atta Elevators New York, Inc.	$170,389,000 $7,918,043	Approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades and station renewal work at 3rd Ave – 138th Street and Brook Avenue Stations on New York City Transit’s Pelham (6) Line. Board approval is also requested to award a long-term elevator maintenance contract.
Contracts	American Bridge / Commodore JV	$16,200,000	Approval of a modification for additional structural work to replace the tower stringers and to extend the Substantial Completion date by 56 days to November 25, 2027.
Contracts	Parsons Transportation Group of New York	$1,389,301	Ratification of a task order revision for continued CCM support and oversight of three contracts associated with the implementation of Communications Based Train Control on New York City Transit’s Queens Boulevard Line West.
Contracts	Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated	$5,033,152	Ratification of a modification to provide the preliminary design and technical requirements for a Communications Based Train Control system for both Phase 1 and Phase 2 of the Second Avenue Subway and to incorporate it into the signals, systems and fit out contract for Phase 2.
Contracts	Atkins-HNTV JV	$3,386,209	Ratification of a modification for additional design services to update the contract documents for CBTC implementation on the Sixth Avenue/63rd Street Line to incorporate, among other things, CBTC system upgrades at the DeKalb Interlocking and a new tunnel lighting system and wireless cellular network infrastructure throughout the line. This modification will extend the term of the Contract by 15 months, to March 31, 2027.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
June 22, 2026
New York, New York
12:00 PM

MTA Board Members present:

Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Samuel Chu
Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. Melanie Hartzog
Hon. David Jones
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. Haeda B. Mihaltses
Hon. Melva M. Miller
Hon. Lisa Sorin
Hon. Neal Zuckerman

MTA Board Members not present:

Hon. Gerard Bringmann
Hon. David Mack
Hon. James O'Donnell
Hon. Dr. John-Ross Rizzo
Hon. John Samuelsen
Hon. Midori Valdivia
Hon. Edward Valente

MTA staff present:

Jessie Lazarus
Nan Ng
James Splendore
Jamie Torres-Springer
Lourdes Zapata

IEC Present:

Sirish Peyyeti

* * *

Chairman Lieber called the June 22, 2025, Capital Program Committee Meeting to order at 12:01 PM.

Public Comments Period

There were five public speakers during the hybrid public comment period: Christopher Greif, Jason Anthony, Kara Gurl, *Jesse Figueroa, *Aleta Dupree
*Provided comment virtually.

CPC Work Plan

The Agency Initiatives update to be moved to July.

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

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on May 20, 2026.

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

President's Report

Mr. Jamie Torres-Springer, President of MTA Construction & Development ("C&D"), began his report by highlighting continued progress on major accessibility, expansion, and public-private partnership initiatives. He noted significant advancements on the LIRR accessibility program, including work at Hollis Station in Queens, where demolition of the old platform has been completed and the first section of new platform and a pedestrian tunnel leading to a new elevator opened in early June. Hollis, together with Forest Hills and Babylon, is part of the second LIRR accessibility package, which will bring the railroad to approximately 91 percent station accessibility. At Babylon Station, both reconstructed 12-car platforms reopened ahead of the peak summer ridership season, completing a phased rehabilitation of the 62-year-old station.

Next, Mr. Torres-Springer provided updates on the Second Avenue Subway Phase 2 program reporting that after the Board authorized Contract 3 in May, the Governor joined MTA officials to break ground on the tunnel boring machine launch box. Work is underway to construct the shaft that will accommodate the tunnel boring machines, which are scheduled to begin tunneling toward 125th Street in early 2027. He further reported that controlled blasting for construction of the future 125th Street Station had commenced following successful test blasts conducted in coordination with the Fire Department and other city agencies. Finally, he highlighted the Governor's and Legislature's approval of $25 million to advance environmental review and preliminary design for a possible future westward extension of the Q line to Broadway.

Turning to additional Capital Initiatives, Mr. Torres-Springer reported that the Governor and Legislature had allocated $50 million to support planning for a major renovation of Jamaica Station in partnership with the Port Authority. Public outreach, surveys, and early design work are underway to develop improvements for the station, the fourth busiest rail hub in North America. He also highlighted the completion of accessibility improvements at Rockaway Boulevard Station, where two new elevators and an accessible fare control area eliminated a longstanding accessibility gap while reducing project costs through an innovative two-elevator configuration. In addition, the elevator at Church Avenue entered service, representing the thirteenth elevator replacement completed during the year, with seventeen more scheduled for completion before year-end. He noted that the agency has effectively restored its existing elevator and escalator network to a state-of-good repair while continuing to expand accessibility across the system.

Mr. Torres-Springer also reviewed several public-private partnership initiatives that leverage private investment to reduce demands on the MTA Capital Program. He celebrated the opening of a new entrance to Grand Central Madison at 45th Street and Madison Avenue, constructed by BXP as part of the redevelopment of the former MTA headquarters site. The $64 million entrance provides a fully accessible connection to Grand Central Madison, Metro-North Railroad, the subway system, and future retail spaces. He also reported progress on the rehabilitation of the Grand Central Trainshed Sector 2 being undertaken in partnership with JPMorgan Chase, Vornado, and Citadel. The private partners are contributing approximately $75 million while reconstructing critical infrastructure beneath Park Avenue. Finally, he noted that the City Planning Commission had approved a Zoning for Accessibility project at Nevins Street Station in Brooklyn. Rather than constructing elevators, the development will fund replacement of four mezzanine-to-platform stairways with ADA-compliant stairs, installation of tactile platform edging, and accessibility improvements for transfers between the 2, 3, 4, and 5 lines. He added that fifteen additional Zoning for Accessibility projects are currently in development.

Mr. Torres-Springer recognized the retirement of Sam Schaffner after 38 years of MTA service. He credited Mr. Schaffner with developing the agency's modern risk-sharing contract framework, which has contributed significantly to improved project delivery performance, and with advancing numerous legislative initiatives supporting C&D's work.

During Board discussion, Mr. Jones asked whether the new elevators would include security cameras, and Mr. Torres-Springer confirmed that they would. Mr. Albert inquired about the anticipated schedule and service impacts associated with the planned improvements at Nevins Street Station. Mr. Torres-Springer responded that a construction schedule has not yet been finalized, noting that the station also requires significant state-of-good-repair work, including structural rehabilitation of its lower level. He stated that the agency is developing an approach to sequence the accessibility and structural improvements while minimizing impacts to customers, and that additional information would be provided once project scheduling has been finalized.

Rolling Stock Report

Ms. Jessie Lazarus, Chief of the MTA Rolling Stock Program, presented an overview of the organization created to oversee the MTA's rolling stock strategy across subway, bus, and commuter rail operations. She explained that the centralized program was established to coordinate the acquisition and long-term management of the agency's fleets, emphasizing that rolling stock represents one of the MTA's most significant capital assets and is where customers spend the majority of their time while using the transit system. Ms. Lazarus noted that the MTA carries approximately 6.5 million riders daily - more than three times the combined daily passenger volume of the four largest U.S. airlines - and maintains nearly 6,900 subway cars, 6,000 buses, and 2,500 commuter rail vehicles. She observed that many fleet assets are approaching or exceeding the midpoint of their useful lives while operating under exceptionally demanding conditions including high ridership, intensive service schedules, aging infrastructure, and limited maintenance windows.

Ms. Lazarus outlined challenges facing the North American rolling stock market, explaining that the domestic market is significantly smaller than those in Europe and Asia, resulting in fewer manufacturers, limited production capacity, reduced competition, and higher costs. She further noted that historically inconsistent procurement funding, reliance on smaller vehicle orders, customized specifications, tariff uncertainty, and risk allocation practices have constrained manufacturing investment and innovation. She stated that, with dedicated capital funding now available, the MTA is pursuing a new procurement strategy that leverages its purchasing scale. The program's priorities include procuring the highest-quality vehicles, evaluating total lifecycle costs, encouraging innovation, and expanding domestic- particularly New York State- manufacturing capacity to increase competition and create jobs.

Ms. Lazarus provided updates on active fleet replacement programs. She reported that delivery of the R211 subway fleet continues on schedule and within budget, with nearly 2,000 new cars replacing fleets more than 50 years old. The vehicles are now operating on multiple subway lines, including the Staten Island Railway, and feature significant reliability improvements, modern passenger amenities, and the MTA's first open gangway trainsets, which will be evaluated for future procurements. She also reported that the Siemens dual-mode Charger locomotive program remains on schedule and on budget, with new locomotives now entering Metro-North service. The locomotives operate extensively in electric mode while producing substantially lower emissions in diesel territory and are expected to reduce annual carbon emissions by approximately 25,000 tons. In addition, she noted that production of the Alstom M9A commuter rail fleet remains on schedule and on budget, replacing aging M3 electric multiple-unit cars with vehicles offering significantly improved reliability and modern passenger amenities.

Turning to bus procurements, Ms. Lazarus emphasized that replacing aging buses remains critical to improving reliability and reducing maintenance costs. She showed that buses under five years old are more than twice as reliable as buses over 13 years old and stated that the current Capital Program calls for replacing approximately 45 percent of the bus fleet over the next five years to capture this reliability. She acknowledged, however, that the MTA continues to face challenges associated with limited North American manufacturing capacity and the current maturity of zero-emission bus technology. Battery-electric buses, she explained, remain significantly less reliable than conventional clean diesel buses and are in service far less. She stated that the MTA intends to continue supporting the advancement of zero-emission technology through pilot programs and close collaboration with manufacturers while maintaining purchases of clean diesel and hybrid vehicles to ensure reliable service. She also described ongoing investments in charging infrastructure at bus depots, including hydrogen bus pilot programs supported through NYSERDA.

Ms. Lazarus reviewed the MTA's bus procurement strategy, noting that the agency has already received more than 130 new express buses, awarded contracts for an additional 340 buses, and anticipates awarding contracts for more than 600 additional vehicles in the near term. She explained that the agency is actively engaging both domestic and international manufacturers to expand production capacity and attract additional competition, using the MTA's large procurement volume to encourage new suppliers to enter the North American market.

Ms. Lazarus highlighted several initiatives: Metro-North's planned deployment of battery-electric locomotives utilizing battery power and overhead catenary, representing the first application of this technology in North America; and the recently issued R262 procurement, the largest subway car solicitation in MTA history, which will replace approximately one-third of the subway fleet; and plans to replace Metro-North's Shoreliner coach fleet using modernized procurement methods intended to reduce customization, improve lifecycle value, and maximize competition. Ms. Lazarus concluded by stating that the MTA now possesses the funding, organizational structure, and expertise to undertake the largest modernization of its subway, bus, and commuter rail fleets in a generation.

During discussion, Chair Lieber stated that the presentation illustrated the rationale for establishing a dedicated rolling stock organization to strengthen commercial strategy, support domestic manufacturing, and accelerate delivery of improved service for customers. Ms. Hartzog asked about the anticipated timeline for expansion of manufacturing capacity. Ms.

Lazarus responded that the bus industry would require additional manufacturing capacity over a longer timeframe, while the rail car industry has made progress by qualifying additional suppliers, although continued industry consolidation remains a challenge requiring ongoing supplier development efforts.

Mr. Glucksman commented on the need to replace aging locomotive equipment used in West of Hudson service. Ms. Lazarus responded that her immediate responsibility is to deliver the investments included in the current $12 billion rolling stock program. Chair Lieber noted that West of Hudson rolling stock is primarily operated by New Jersey Transit, which limits the MTA's direct authority over those procurements.

Ms. Lopez asked how the $12 billion rolling stock investment is prioritized across subway, bus, and commuter rail fleets. Ms. Lazarus explained that the Capital Program establishes those priorities, with major investments including the R262 subway fleet, Metro-North coach replacement, LIRR coach replacement planning, continued delivery of M9A railcars, and bus procurements. In response to a follow-up question regarding funding sources, she stated that individual projects utilize different funding strategies, including state and, where appropriate, federal funding opportunities. Chair Lieber added that larger base vehicle orders produce better value than the smaller base orders with numerous options historically used by the agency, although procurement size continues to be influenced by available funding. Concluding the discussion, Chair Lieber commended Ms. Lazarus and her team for the breadth of work accomplished in a relatively short period and stated that the presentation demonstrated the strategic importance of the newly created rolling stock organization.

IEC Report

Mr. Sirish Peyyeti, Program Director of the IEC, presented the IEC's monthly report, providing an update on its oversight of the MTA's Rolling Stock Program, including railcar and bus procurements, as well as the results of the Capital Program Traffic Light Report. He reported that the IEC concurs with the current budget and estimated completion date for the R211 subway car program. The base order of R211A cars has been completed, and production continues at a rate of approximately 30 cars per month. Mr. Peyyeti noted that recurring door system defects have affected the contract over the past two years and could result in rework and in-service reliability concerns. He stated that the project team has implemented IEC recommendations to strengthen quality control and workmanship, and that resolution of the issue appears to be nearing completion. He further noted that the fleet's mean distance between failures continues to significantly exceed contractual performance requirements, reflecting the project team's continued emphasis on contractor accountability and product quality.

Mr. Peyyeti reported that the 378-car R268 subway car contract was awarded in December to replace the aging R68 and R68A fleets operating on the B Division. He also noted that contracts for 160 Long Island Rail Road M9A railcars and 156 Metro-North M9A railcars had been awarded since the previous report. The IEC will continue monitoring both programs and provide future updates to the Committee.

Regarding Metro-North's SC-42 dual-mode locomotive procurement, Mr. Peyyeti stated that the project remains on schedule, with acceptance of all locomotives forecast for April 2027. Since the previous report, the project budget has been adjusted to accommodate all exercised procurement options. He noted that the project team continues to evaluate methods of maximizing battery efficiency, including adapting battery technologies already in use overseas and relocating manufacturing of battery compartment equipment to the United States. The IEC acknowledged that implementation of this new battery technology presents technical challenges requiring extensive testing and commissioning and concurred with the proactive mitigation measures being undertaken by the MTA.

Mr. Peyyeti also reviewed the MTA's bus procurement program, reporting that seven active contracts remain from the prior year and that five additional contracts have been awarded since June 2025. Deliveries of one contract for 131 clean diesel express buses were completed in May 2026, while two additional contracts remain on schedule and within budget. He stated that battery-electric bus deliveries continue to be suspended because manufacturers have not yet met contractual reliability and performance requirements. To maintain fleet replacement schedules while these issues are addressed, the MTA has exercised options for additional clean diesel and hybrid-electric buses, with deliveries expected later in the year. The IEC identified two primary concerns: continued reliability and performance issues affecting battery-electric buses already delivered, and the possibility that delayed acceptance of new vehicles could require older buses to remain in service longer, increasing maintenance costs. He noted that the Department of Buses will not accept vehicles until all technical and quality issues have been resolved and continues to operate a structured program to extend the useful life of aging buses while replacement vehicles become available.

Mr. Peyyeti concluded by summarizing the first quarter 2026 Capital Program Traffic Light Report. The IEC reviewed 24 rolling stock procurement projects, identifying one variance associated with acceptance testing of New York City Transit's pump and generator cars. Across all MTA agencies, 247 capital projects were evaluated, with 219 projects, or 89 percent, reporting no cost or schedule variance. Twenty-eight projects, or 11 percent, experienced variances, primarily related to schedule impacts caused by contractor performance, unforeseen site conditions, limited track access, material availability, and coordination with external stakeholders. He also noted that, following numerous implementation challenges, the elevators at the 149th Street-Grand Concourse station were expected to open within the coming weeks. During discussion, Chair Lieber highlighted the IEC's observations regarding battery-electric buses and reiterated that the MTA has deliberately slowed acceptance of those vehicles until manufacturers can demonstrate acceptable reliability and performance. He stated that while the agency remains committed to transitioning toward zero-emission buses, its foremost responsibility is maintaining reliable service to encourage public transit use, emphasizing that dependable service is essential to advancing broader climate goals. He noted that the MTA will continue working with manufacturers to improve battery-electric bus performance without compromising customer service.

Mr. Jones asked whether the MTA had examined transit systems in other cities around the world that have achieved success with battery-electric buses. Ms. Lazarus responded that the agency is actively studying successful European and Asian markets and is exploring opportunities to attract international manufacturers and technologies to New York State.

Mr. Leathers asked whether fare evasion is considered during procurement of new buses. Ms. Lazarus responded that as the MTA moves toward more performance-based procurement specifications, it is increasingly encouraging manufacturers to propose innovative solutions to operational challenges, including fare collection. Mr. Torres-Springer added that new bus procurements incorporate the latest fare payment technologies, including onboard validation systems.

Mr. Leathers also inquired whether the lower reliability of articulated 60-foot buses is related to higher levels of fare evasion. Chair Lieber acknowledged that articulated buses present greater opportunities for rear-door boarding without fare payment but stated that no direct relationship had been established between fare evasion and vehicle reliability. He noted that the Rolling Stock Program is evaluating whether portions of the articulated bus fleet should instead be replaced with additional 40-foot buses while maintaining service capacity in high-demand corridors. Board Member Jones observed that articulated buses also experience operational challenges during heavy snow events. Chair Lieber noted that such buses are generally removed from service during severe winter weather. Ms. Lazarus added that the agency is currently evaluating alternative fleet scenarios, including replacing a portion of the approximately 200 planned articulated bus procurements with additional 40-foot buses, to ensure the overall fleet mix best meets operational needs considering evolving market conditions.

Business Mentoring Program Report

Ms. Lourdes Zapata, MTA Chief Diversity & Inclusion Officer, presented an update on the MTA's historically underutilized business engagement efforts, reporting record participation by Minority- and Women-Owned Business Enterprises (MWBEs) and Service-Disabled Veteran-Owned Businesses (SDVOBs) during fiscal year 2025-2026. The MTA paid more than $1 billion to certified firms, including $947 million to MWBEs and more than $70 million to SDVOBs, representing the highest level of spending since fiscal year 2020-2021. MWBE firms received 33 percent of the agency's total spending, surpassing the State's 30 percent utilization goal for the fifth consecutive year, while SDVOB spending also increased compared with the prior fiscal year despite falling slightly short of percentage goals because of the relatively small pool of certified firms available in construction-related industries. Ms. Zapata noted that approximately 60 percent of MWBE spending was associated with Capital Program work and stated that the agency would continue targeted outreach to expand participation among SDVOB firms.

Ms. Zapata also outlined several new initiatives intended to broaden participation among firms that have historically had limited opportunities to work with the MTA. Following an analysis of contracting activity that identified many qualified certified firms with little or no previous MTA work, the agency launched the Enhanced Utilization Credit Initiative (EUCI) and the Enhanced Mentor-Protege Program (EMPP). The EUCI provides additional participation credit to prime contractors that engage eligible MWBE firms with limited prior MTA contracting experience, while establishing limits on contract values and participation to ensure opportunities are distributed broadly. Five initial contracts, including the Marble Hill retaining wall reconstruction and CBTC installation projects, have been designated as eligible under the program. The EMPP complements this effort by encouraging experienced prime contractors to establish substantive mentoring relationships with eligible certified firms, emphasizing knowledge transfer, business development, and meaningful participation in contract performance. Ms. Zapata stated that the first contracts incorporating the mentor-protégé model are expected to be released before the end of the year.

Ms. Zapata further reported on the agency's rebranded Small Business Mentoring Program, now known as MTA Edge. The revised program includes in-house assessments of participants' construction capacity, financial capability, and business planning, expanded technical assistance, mandatory training on MTA contracting procedures, and a refined admissions process aligned with available contracting opportunities. During the past year, the program delivered more than 50 hours of training across 14 courses, resulting in measurable improvements in participant knowledge retention. She stated that the program is intended to strengthen the pipeline of qualified small businesses capable of successfully competing for and performing MTA work while supporting the agency's broader supplier diversity goals. Ms. Zapata concluded by highlighting upcoming outreach efforts, including the MTA's third annual Meet the Primes event scheduled for September 24.

Chair Lieber emphasized the significance of the Enhanced Utilization Credit Initiative, explaining that although many firms become MWBE certified, they often struggle to secure work because prime contractors tend to rely on established subcontractors with proven performance records.

He noted that the new incentive program is designed to encourage contractors to provide first-time opportunities to qualified firms, enabling them to build experience and establish relationships that will position them for future work.

During the discussion, Mr. Jones raised broader concerns regarding the diversity of the unionized construction workforce, referencing longstanding challenges in increasing Black and Latino participation in certain skilled trades. Chair Lieber observed that the issue extended beyond the scope of the Diversity Office and invited Mr. Torres-Springer to respond. Mr. Torres-Springer described ongoing efforts to expand opportunities by strengthening the capacity of small firms owned by underrepresented groups, recalibrating small business procurements to improve participation, and incorporating local hiring requirements into selected contracts. He noted that these initiatives support the development of pre-apprenticeship and apprenticeship pipelines into the skilled trades. Mr. Chu added that while MWBE contracting programs promote business ownership and wealth creation, workforce diversity within unionized construction is influenced by hiring hall practices and apprenticeship systems. He emphasized that the unprecedented size and continuity of the MTA's Capital Program provides unions with confidence to invest in expanding apprenticeship opportunities. Mr. Torres-Springer credited the Building and Construction Trades Council and affiliated unions for their collaboration in developing workforce pipelines. Mr. Herbst acknowledged that although workforce development initiatives are making progress, seniority systems and the economic realities facing apprentices continue to present long-term challenges for attracting and retaining new workers. Ms. Miller observed that, in addition to skilled trades, significant opportunities exist to diversify the workforce through professional services such as architecture and engineering.

Ms. Nan Ng, Vice President, Small Business Mentoring Program, then presented that the program, now in its sixteenth year, has become the largest transportation-focused small business mentoring program in North America, having awarded more than $700 million in contracts to small businesses. The program currently supports more than 250 projects annually while providing participating contractors with mentoring in construction management, quality, safety, and scheduling to prepare them for larger MTA contracts. Under the current Capital Program, the agency plans to diversify project opportunities ranging from $500,000 to $5 million across disciplines including HVAC, roofing, interior restoration, painting, substations, and right-of-way steel repairs, enabling participants to develop experience across a broader range of construction activities.

Ms. Ng highlighted successful program outcomes, noting that graduates Falcon and Kanwar are currently performing elevated structure repairs on the West End Line with a combined contract value exceeding $20 million. She also cited Shining Star, a contractor with only residential construction experience prior to entering the program, which successfully completed its first MTA project ahead of schedule and within budget. She reported that the program completed $41 million in projects, including construction of 30 new stairways, installation of security cameras at five locations, and upgrades to communication room cooling systems. The agency is on track to award an additional $119 million in contracts this year, positioning the program to exceed its five-year $400 million commitment. Ms. Ng also described a pilot right-of-way project on the Sea Beach and Brighton Lines that will provide participating contractors with experience in additional construction disciplines through a structured process of outreach, feasibility review, design, procurement, mentoring, and construction oversight.

In response to a question from Ms. Miller regarding eligibility, Ms. Ng explained that the program uses three financial tiers based on participants' business capacity, with initial eligibility requiring that personal assets not exceed $3 million and higher tiers supporting firms as they grow. Ms. Zapata clarified that the mentoring program is open to all qualifying small businesses regardless of MWBE, SDVOB, or DBE certification status, with certification affecting only access to certain state or federally funded opportunities rather than participation in the program itself.

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the June 22, 2026, Capital Program Committee Meeting at 01:37 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

Metropolitan Transportation Authority

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

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

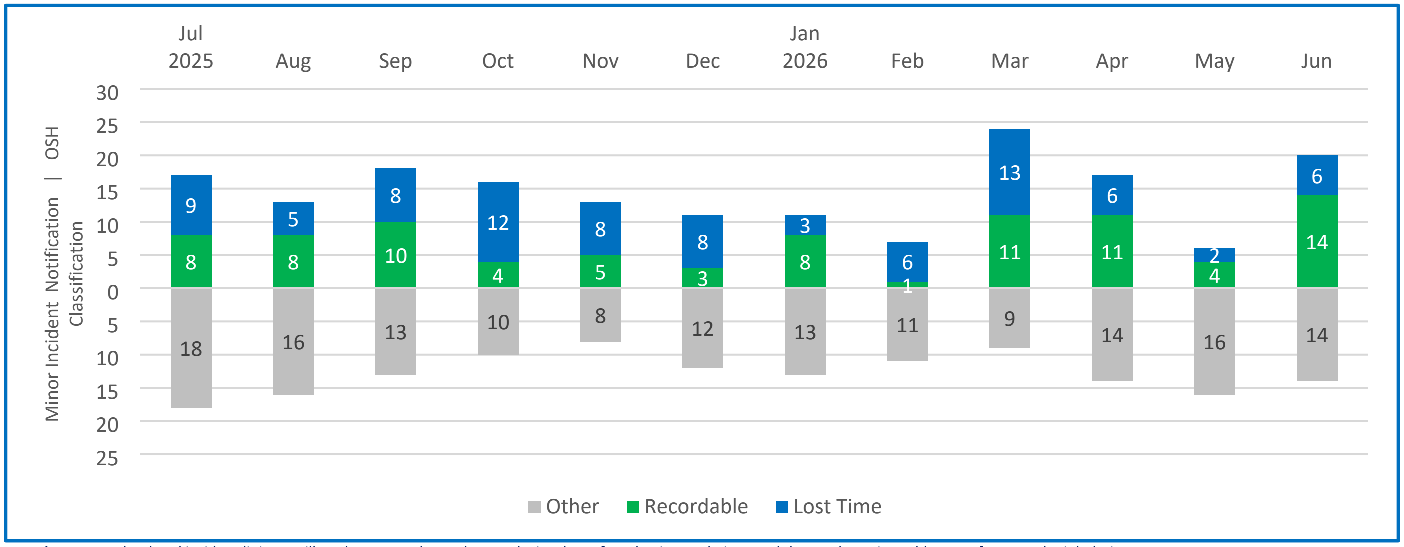
March 2027
President's Update
Systems & OMNY
Quarterly Traffic Light Report

April 2027
President's Update
Expansion

May 2027
President's Update
Agency Initiatives

June 2027
President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

SAFETY SUMMARY



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

JUNE UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 34 safety incidents were reported in June 2026, including:
  - Six (6) lost time incidents.
  - Fourteen (14) recordable incidents.
- The reported lost time incidents in June 2026 increased by four (4) incidents when compared to May 2026.
- The top lost time and recordable incident types for June 2026 were Struck By/Against (47%), Slip, Trip, and Fall (17%), Sprain and Strain (17%), and Caught In Between (13%).

SERIOUS INCIDENTS:

- No Serious Incidents

C&D EMPLOYEE INCIDENTS:

- No Reported Incidents

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** A total of 36 Lost Time incidents were reported year-to-date through June 30, 2026. The injury types associated with lost-time incidents YTD are Struck by/Against (50%), Sprain/Strain (31%), Slip, Trip, and Fall (14%), and Caught in Between (6%). The number of reported lost time incidents increased by four (4) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** A total of 49 recordable incidents were reported year-to-date through June 30, 2026. The injury types associated with recordable incidents YTD are Struck By/Against (51%), Caught Between (18%), Sprain/Strain (18%), Slip, Trip, and Fall (10%). There was an increase of ten (10) recordable incidents compared to the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for June - **178 Projects with 328 Sub-Projects**

- **JUNE INSPECTIONS:**
  - **INTERNAL – 471**
  - **EXTERNAL – 786** (83 Third-Party Safety Consultants; 703 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
  - **INTERNAL – 2421**
  - **EXTERNAL – 4620** (441 Third-Party Safety Consultants; 4179 OCIP Visits)

- **JUNE 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.
- **JUNE 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 continues to design the Everbridge Site Check-In and Check-Out program for the Agency. We have worked with the vendor to implement platform updates, develop user guidance, improve the reporting process, and increase adoption across Business Units. As we move into implementation, the program will enhance visibility into active project sites, support emergency response, and provide leadership with timely information to improve operational decision-making.
- **Security Situational Awareness**
  C&D Security has been supporting agency-wide coordination efforts during the FIFA World Cup and Sail4th 250th Anniversary celebrations by monitoring evolving conditions, sharing timely intelligence, and communicating potential impacts to Business Units. Building on these efforts, the division continues to enhance situational awareness, improve coordination with MTA security partners, and refine processes that support informed decision-making and operational resilience during future special events.
- **Safety Oversight**
  C&D Safety has restructured key areas within the department to better align resources with ongoing commitments, strategic priorities, and operational needs. We regularly meet with Safety Directors to provide program updates, address challenges, and collect feedback aimed at enhancing consistency and collaboration across Business Units. Additionally, the department has expanded its support for Integrated Projects by improving coordination with PMC Safety, bolstering oversight, facilitating better communication, and ensuring safety standards are uniformly enforced across all projects. These updates contributed to the successful completion of the recent Surveillance Audit of ISO 45001:2018, which maintains C&D for another year.
- **Safety ESS Program**
  Enterprise Safety Software (ESS) is part of the current MTA software RFP. It will serve as a unified platform to manage C&D's corporate safety programs, BU project activities, and third-party inspections, with the potential to expand across all MTA agencies once established. ESS will automate safety tasks, streamline project operations, enhance contractor performance monitoring, and allow for individual worker oversight, crucial for compliance, security, and workforce management. This system will help us better meet federal, state, and MTA requirements, improve KPIs, and replace multiple existing software systems. We are also working with Procurement and the vendor to explore further cost-saving opportunities.

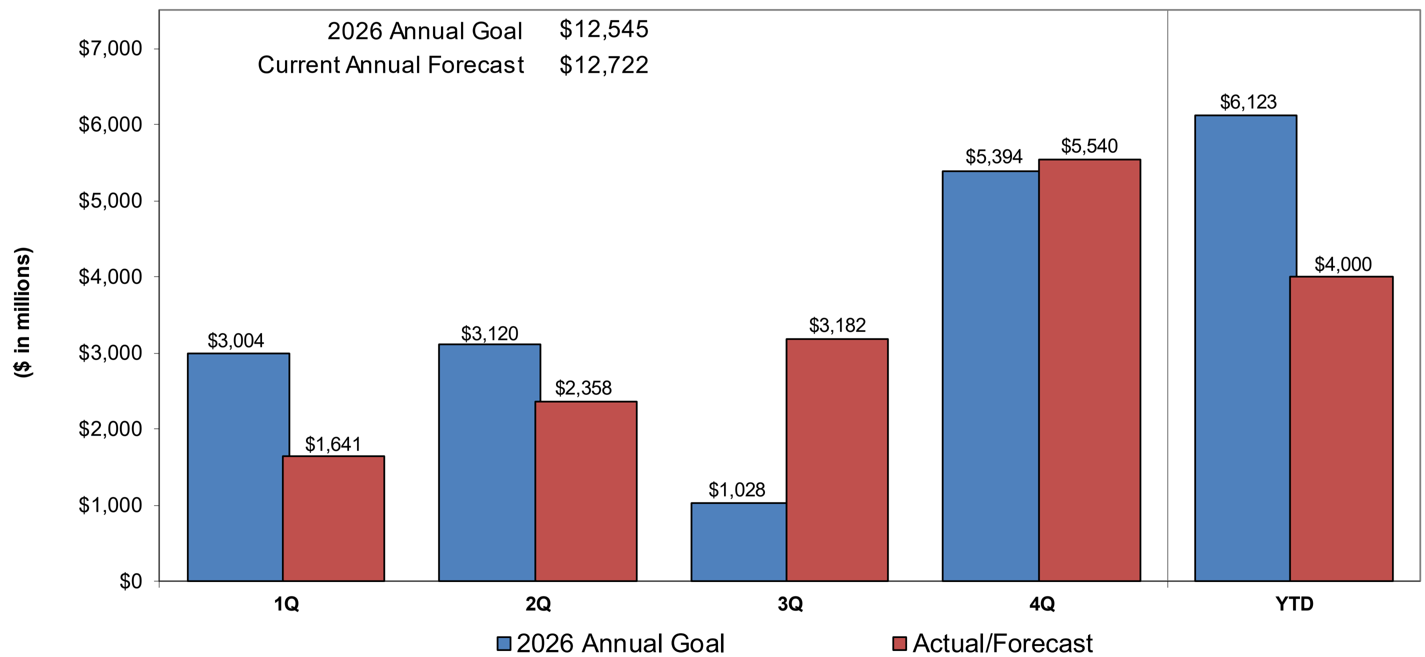
MTA Capital Program Commitments & Completions

through June 30, 2026

Metropolitan Transportation Authority

Capital Projects – Construction Commitments – June 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 June, the MTA has committed approximately $4 billion versus a goal of $6.1 billion. Commitments made to date included roughly, $1.1 billion for SAS2 Contract 3, $889 million as part of the GCT Trainshed Sector 2 project, $376 million of Paint and Structure Repair work by NYCT, $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 $2.1 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.

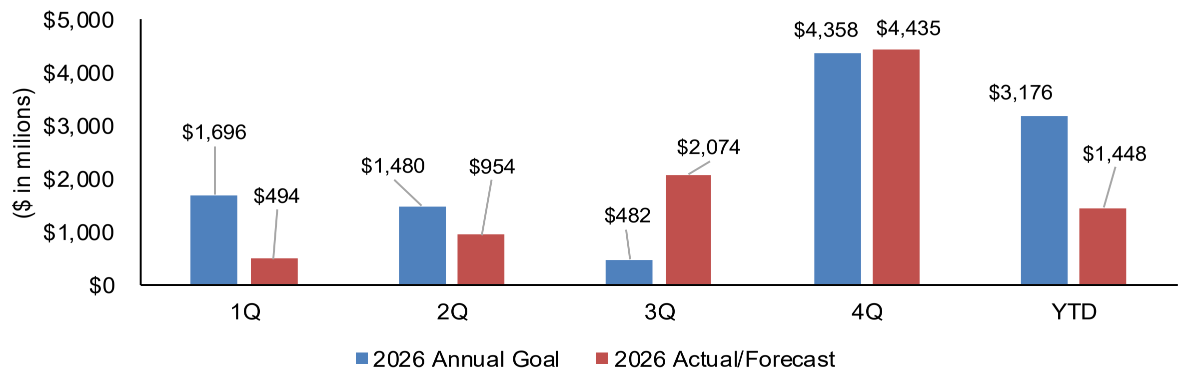
The MTA is tracking 35 major commitments in 2026. Any first and second quarter delays to major commitments are reported on the following pages. Any additional delays to major commitments will be reported in future quarters.

Metropolitan Transportation Authority

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

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$1,696	$1,480	$482	$4,358	$3,176
2026 Actual/Forecast	$494	$954	$2,074	$4,435	$1,448



Schedule Variances

Project	Commitment	Goal	Actual(A)
4 NYCT/MTA Bus Amber Commitments (2 new)			
Amber delays are within 2 months of goal.			
Line Structure			
SIR Stations and Structures (2020-24)	Construction	Mar-26 $ 127.06	Apr-26 (A) $ 128.41
The change in the award date is due to extended bidder qualification process. Project awarded 4/3/26.			
Buses			
Purchase 100 Standard Buses	Construction	Mar-26 $ 97.64	Apr-26 (A) $ 106.27
The change in award date is due to a longer than expected process for the finalization of contract terms and conditions.			

Project	Commitment	Goal	Actual(A)
Stations			
ADA / Station Renewals: Brook Av & 3 Av-138 St / PEL (New)	Construction	Jun-26 $ 325.50	Jul-26 $ 325.50
Change in award date reflects revised proposal due date based on proposer questions.			
Buses			
92 Express Coaches (New)	Construction	May-26 $ 151.08	Jul-26 $ 137.01
Change in award date reflects latest procurement schedule. Office of the State Comptroller approval is pending. Project is now for 92 Express Coaches. Awarded on July 10, 2026. The lower cost is due to a reduction of purchased buses from 97 to 92.			

Metropolitan Transportation Authority

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

Schedule Variances

4 NYCT/MTA Bus Red Commitments (1 new)

Red delays are delayed more than 2 months of goal.

Project	Commitment	Goal	Actual(A)
Line Structure			
Structural Repairs and Painting, 9th Ave Portal to Stillwell	Construction	Mar-26 $ 375.12	Jun-26 (A) $ 376.26
Change in award date due to a longer than expected bidder qualification process. Project was awarded 06/18/2026.			
Column Repairs: Rockaway, New Lots, and Liberty	Construction	Mar-26 $ 147.87	Aug-26 $ 147.87
Change in award date reflects a revised bid opening date due to bidder questions and results of environmental survey.			
Signals & Communication			
ATS-B Complement & Siemens 5G DCS Radio Production Phase	Construction	Mar-26 $ 193.90	Jul-26 $ 187.07
Contract approved by March Board but final clearance requires approval with the Office of the State Comptroller which is still pending.			

Project	Commitment	Goal	Actual(A)
Buses			
Purchase 425 Articulated Buses (New)	Construction	May-26 $ 637.01	Aug-26 $ 637.01
Change in award date reflects ongoing negotiations.			

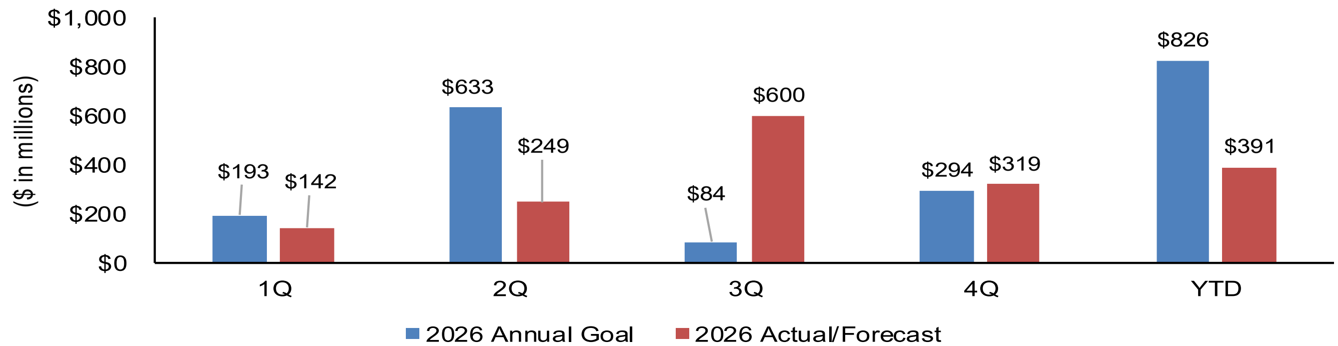
#

Metropolitan Transportation Authority

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$193	$633	$84	$294	$826
2026 Actual/Forecast	$142	$249	$600	$319	$391



Schedule Variances

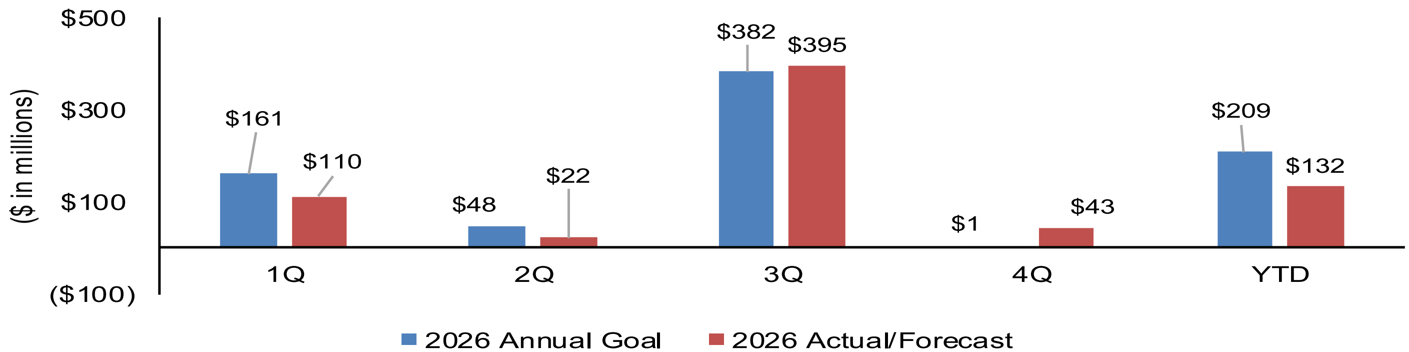
Project	Commitment	Goal	Actual(A)
1 LIRR Amber Commitments (1 New)			
Amber delays are within 2 months of goal.			
Line Structure			
East End Bridge Replacement (New)	Construction	May-26 $ 71.28	Jun-26 (A) $ 70.40
The award date was extended after receiving multiple requests for extenstions from proposers. The contract was awarded on June 8, 2026.			

Project	Commitment	Goal	Act./Forec.
2 LIRR Red Commitments (2 New)			
Red delays are delayed more than 2 months of goal.			
Stations			
ADA Station Improvements - Package 3 (New)	Construction	Apr-26 $ 246.63	Aug-26 $ 246.63
The Request for Proposals was released on 12/30/2025 with a 12 week procurement period, and the due date was later extended by an additional 6 weeks in response to proposer requests.			
Yards and Shops			
West Side Yard Mitigation (New)	Construction	May-26 $ 201.31	Aug-26 $ 201.31
Delay due to the extended Request for Information (RFI) review and Request for Proposals (RFP) process.			

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$161	$48	$382	$1	$209
2026 Actual/Forecast	$110	$22	$395	$43	$132



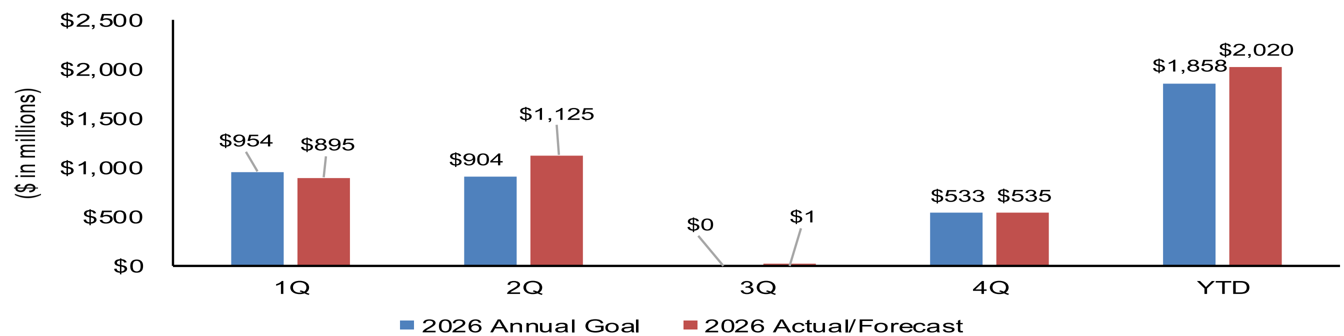
Schedule Variances

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

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

MTA Major Projects & Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$954	$904	$0	$533	$1,858
2026 Actual/Forecast	$895	$1,125	$1	$535	$2,020



Schedule Variances

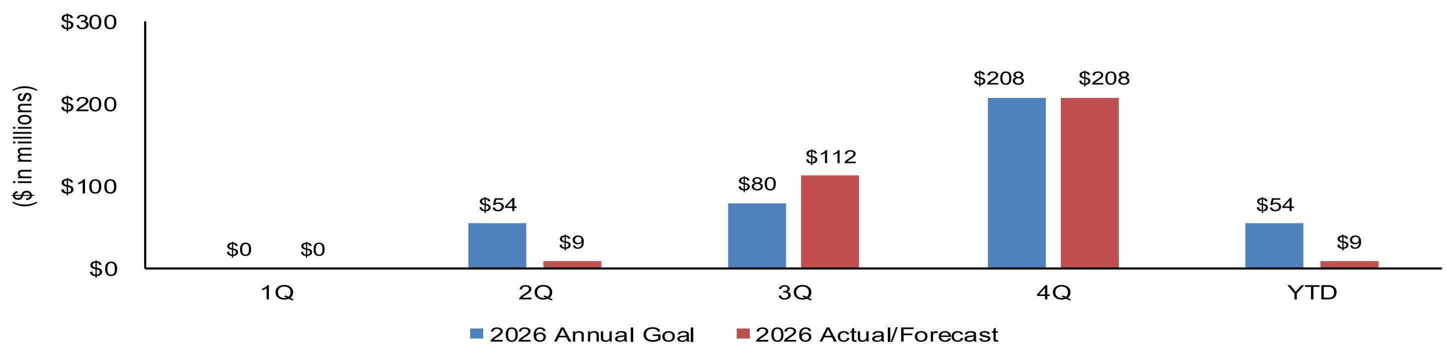
There are no major schedule slippages to report for Major Projects & Expansion.

Metropolitan Transportation Authority

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$0	$54	$80	$208	$54
2026 Actual/Forecast	$0	$9	$112	$208	$9



Schedule Variances

Project	Commitment	Goal	Actual(A)
1 B&T Amber Commitments (1 New)			
Amber delays are within 2 months of goal.			
Systems			
Adv. Traveler Info. Systems (ATIS) & VMS (Video Messaging Signs) Upgrade (New)	Construction	Jun-26 $ 23.70	Aug-26 $ 23.60
Change in aw ard date reflects revised bid opening date due to bidder questions.			

Metropolitan Transportation Authority

Capital Projects – Construction Completions – June 2026

Goal	Forecast	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Post 2026
		MTA-wide 2026 Major Completions												
Total	36	0	0	1	1	1	1	3	2	5	6	0	14	2
Jan-26	0													
Feb-26	0													
Mar-26	4			1			1		1				1	
Apr-26	1				1									
May-26	4					1		1	1		1			
Jun-26	2							1		1				
Jul-26	3							1			1		1	
Aug-26	0													
Sep-26	3									3				
Oct-26	6										4		2	
Nov-26	1													1
Dec-26	12									1			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

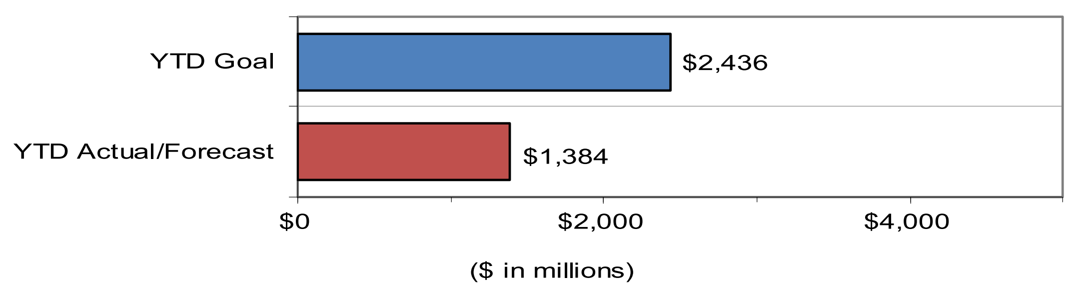
Construction Completions Summary

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 June, the MTA completed $1.4 billion of its YTD goal of $2.4 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 (this was awarded; take this out), 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, 13 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	$7,281	*102%*



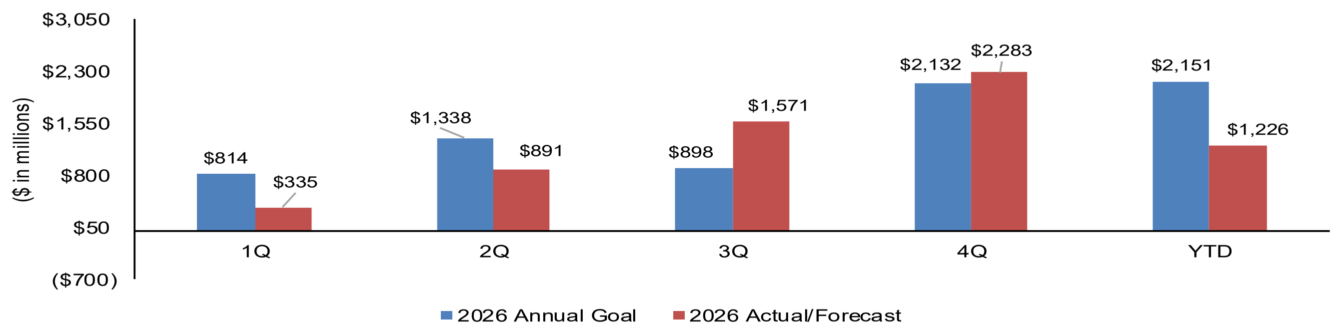
Metropolitan Transportation Authority

NYCT/MTA Bus Capital Projects – Completions – June 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	$2,151
2026 Actual/Forecast	$335	$891	$1,571	$2,283	$1,226

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.
4 NYCT/MTA Bus Amber Completions (1 new this month)			
Amber delays are within 2 months of goal.			
Staten Islnd Railway			
Track and Switch Rehabilitation: SIR Mainline (Switches) (New)	Construction	Jun-26 $ 83.4	Jul-26 $ 84.4
Change in schedule reflects project re-sequencing due to adverse w eather conditions as w ell as scope changes related to emergency repairs executed by SIR.			

Project	Completion	Goal	Actual(A)
Line Structure			
Line Structure Component Repair Program: LEX & JER	Construction	Oct-26 $ 82.1	Dec-26 $ 81.6
Change in schedule due to an increase in repair locations and coordination of track access to complete the additional w ork.			
Stations			
Replace Escalators Systemwide	Construction	Oct-26 $ 212.5	Dec-26 $ 211.0
Change in schedule reflects delay in placing select escalators in service due to an out of scope main circuit breaker condition.			
ADA: 149 St Complex & Tremont Av	Construction	May-26 $ 165.3	Jul-26 $ 170.0
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing w ater intrusion in elevator shafts.			

Metropolitan Transportation Authority

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

Schedule Variances

Project	Completion	Goal	Actual(A)
9 NYCT/MTA Bus Red Completions			
Red delays are delayed more than 2 months of goal.			
Stations			
ADA: Package 4	Construction	Jun-26 $ 216.6	Sep-26 $ 233.3
Change in schedule reflects delay in completion of scope by third party utility providers.			
Sandy			
Sandy: Power Repairs and Fan Plant Wrap-up	Construction	Nov-26 $ 91.0	Mar-27 $ 91.0
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts			
Depots			
HVAC/CNG, Phase 2: Spring Creek & College Point	Construction	Mar-26 $ 34.4	Dec-26 $ 34.4
Change in schedule is due to ongoing fire alarm work to integrate existing devices with the new system.			

Project	Completion	Goal	Actual(A)
Line Structure			
Paint/Structure Repair: King's Hwy - West 8th St / Culver	Construction	Dec-26 $ 98.5	Jul-27 $ 98.5
Change in schedule due to pending Surety takeover agreement and a necessary Notice to Proceed to the completion contractor.			
Rehabilitate Forsyth St. Fan Plant	Construction	May-26 $ 87.6	Aug-26 $ 87.8
Change in schedule due to equipment supply constraints impacting installation and testing of specialized systems.			
New Revenue Vehicles			
Purchase 25 Hybrid Locomotives	Purchase	Mar-26 $ 257.8	Jun-26 (A) $ 253.8
The delay was partly attributable to prior fleet defect issues which required corrective actions from the vendor. Corrective actions extended well into 2026.			
Sandy			
Sandy Mitigation: Upgrade Emergency Booth Comm System	Construction	Jul-26 $ 84.9	Dec-26 $ 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 $ 130.1	Oct-26 $ 154.0
Change in schedule due to unplanned utility relocation in the easement area at the Pierrepont substation.			
Stations			
ADA Borough Hall and Renewal	Construction	Mar-26 $ 161.0	Aug-26 $ 161.0
The change in schedule is due to impacts stemming from a gas line connection which delayed street level work.			

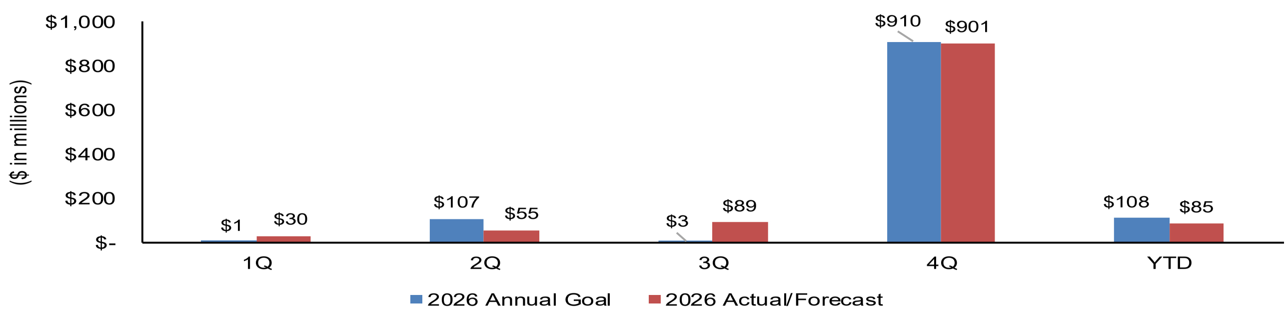
Metropolitan Transportation Authority

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$ 1	$107	$3	$910	$108
2026 Actual/Forecast	$30	$55	$89	$901	$85

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



Schedule Variances

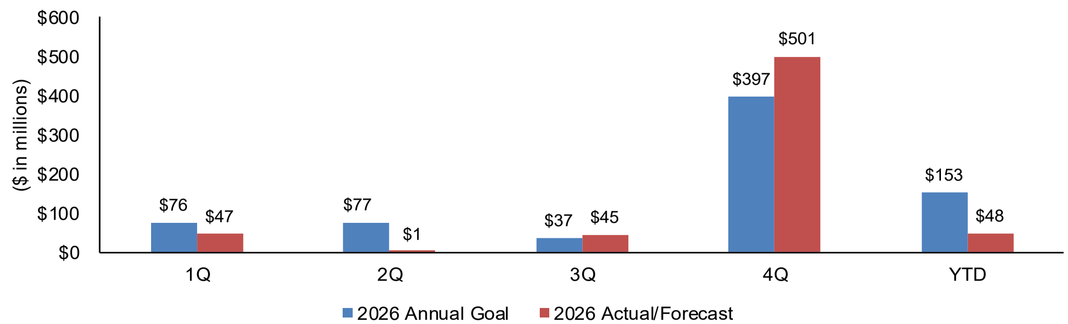
There are no major schedule slippages to report for the Long Island Rail Road.

MNR Capital Projects – Completions – June 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	$1	$45	$501	$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.
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

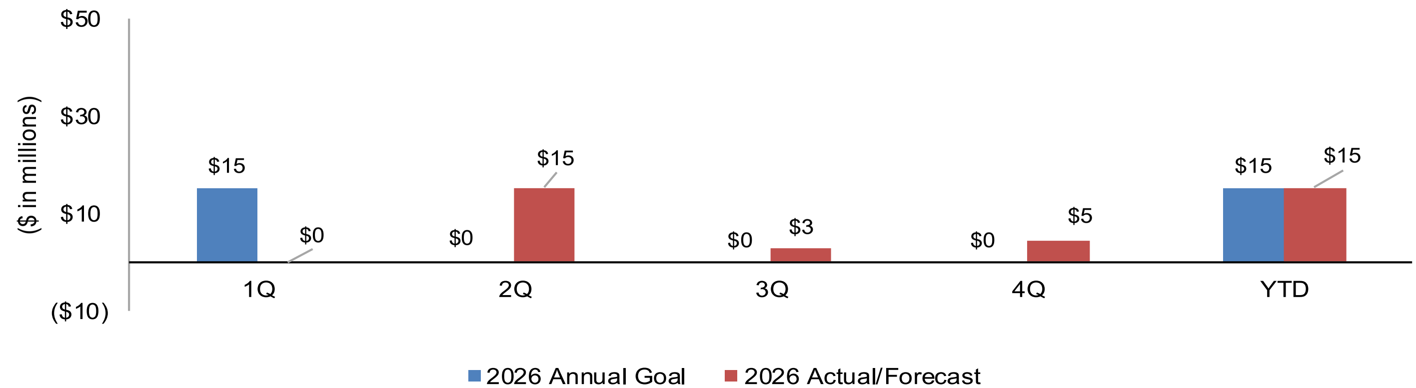
A recent additional work order to the contract has impacted the delivery schedule, including a temporary pause for the development of functionality.

Metropolitan Transportation Authority

MTA Major Projects & Expansion – Completions – June 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

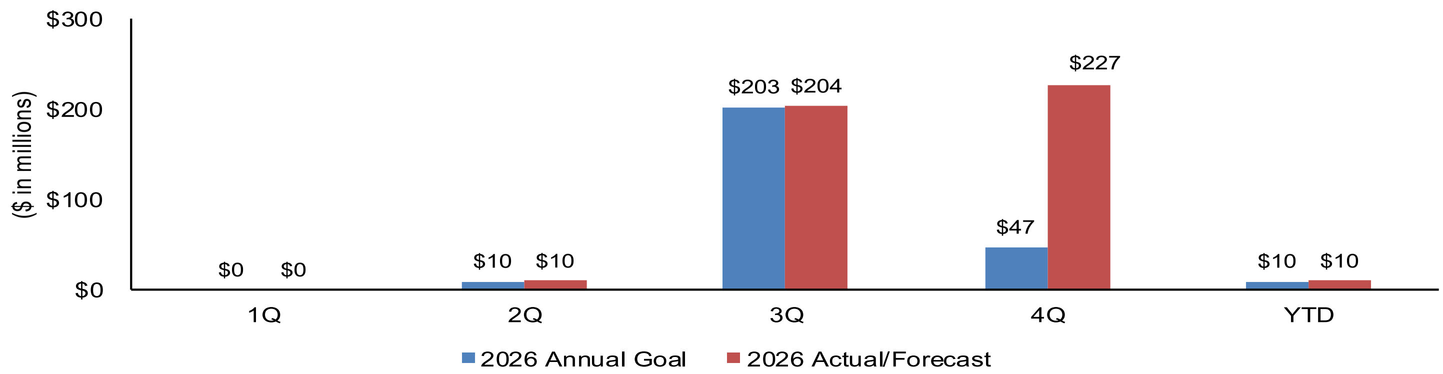
There are no major schedule slippages to report for Major Projects & Expansion.

Metropolitan Transportation Authority

B&T Capital Projects – Completions – June 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	$10
2026 Actual/Forecast	$0	$10	$204	$227	$10



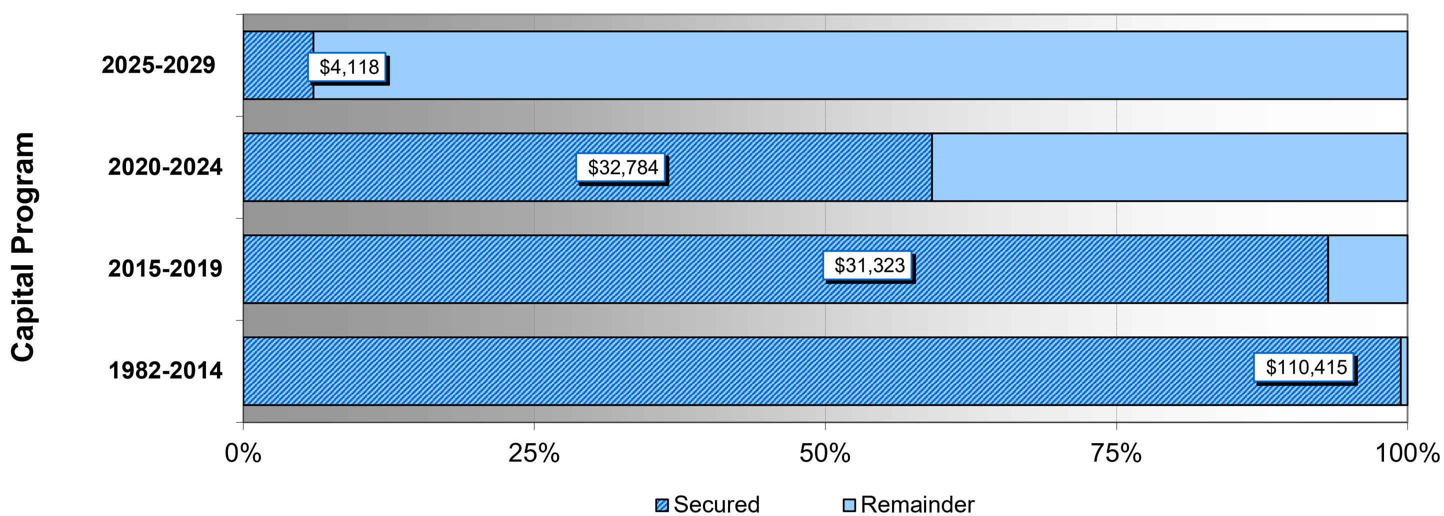
Schedule Variances

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

Status of MTA Capital Program Funding

Metropolitan Transportation Authority

Capital Funding (June 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 (June 2026)

$ in millions

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

2020-2024 Program	Funding Plan	Secured				
	Current	Thru May	June	Secured to date	Remainder	
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	2,832	-	2,832	(71)	
B&T Bonds & CBDT Infrastructure	3,253	2,118	-	2,118	1,135	
Total	**55,432**	**32,784**	**-**	**32,784**	**22,648**	**41%**

2025-2029 Program	Funding Plan	Secured				
	Current	Thru May	June	Secured to date	Remainder	
MTA Capital Lockbox^	$31,500	$ -	$ -	$ -	$31,500	
Federal Formula, Flexible and Competitive Grants and Loans	$14,000	2,300	1,138	3,438	10,562	a
MTA Bonds and PAYGO	$9,700	-	-	-	9,700	
State of New York	$4,200	100	150	250	3,950	b
City of New York	$3,000	80	351	431	2,569	c
Additional MTA Self-Funding	$3,000	-	-	-	3,000	
B&T Bond & PAYGO	$3,000	-	-	-	3,000	
Total	**68,400**	**2,480**	**1,639**	**4,118**	**64,282**	**94%**

a) Receipt of $1.1 billion in federal Section 5337 formula funds for projects in the 2025-2029 Capital Program.
b) Receipt of $150m in State capital funds for projects in the 2025-2029 Capital Program.
c) Receipt of $351 million in City Capital Funds for Transit projects in NYCT's 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.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE
JULY 2026

PROCUREMENTS

The Procurement Agenda this month includes 9 actions for a proposed expenditure of $ 498.2 M.

Staff Summary

Subject Request Authorization for Several Procurement Actions	**Date:** July 22, 2026
Contracts Department Evan Eisland, Executive Vice President and General Counsel	

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Capital Program Committee	7/27/26	X		
2	Board	7/29/26	X		

Internal Approvals			
	Approval		**Approval**
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

Schedules Requiring Two-Thirds Vote	# of Actions	$	Amount
B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	$	TBD
C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	4	$	471,644,756
SUBTOTAL	5	$	471,644,756

Schedules Requiring Majority Vote	# of Actions	$	Amount
I. Modifications to Purchase and Public Works Contracts	1	$	16,200,000
SUBTOTAL	1	$	16,200,000

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

Schedules Requiring Majority Vote	# of Actions	$	Amount
K. Ratification of Completed Procurement Actions	3	$	10,383,416
SUBTOTAL	3	$	10,383,416
TOTAL	**9**	**$**	**498,228,172**

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for all items estimated to be greater than $1M.)

1. TBD **$TBD** ***Staff Summary Attached***
Contract No. C26204

MTA Construction and Development requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines and that it is in the public interest to authorize C&D to issue a competitive Request for Proposals in lieu of sealed bids for the award of the contract for the systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2.

Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for all items requiring Board approval.)

2. Skanska USA Civil Northeast, Inc. **$147,930,000** ***Staff Summary Attached***
Contract No. 6401

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to implement flood mitigation measures at the Long Island Railroad West Side Yard in Manhattan.

3. Scalamandre-Gramercy JV II **$145,407,713** ***Staff Summary Attached***
Contract No. 6534

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act and state of good repair improvements at two Long Island Rail Road stations on the Main Line in Nassau County: Floral Park Station and Bellerose Station.

4-5. ECCO III Enterprises, Inc. **$170,389,000** ***Staff Summary Attached***
Contract No. A46040

Atta Elevators New York, Inc. **$7,918,043** ***Staff Summary Attached***
Contract No. TBD

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades and station renewal work at 3rd Ave – 138th Street and Brook Avenue Stations on New York City Transit’s Pelham (6) Line. Board approval is also requested to award a long-term elevator maintenance contract.

Procurements Requiring Majority Vote

Schedule I. **Modifications to Purchase and Public Work Contracts**
(Staff Summaries required for individual change orders greater than $1M. Approval required for change orders greater than 10% of the original contract amount or duration.)

6. **American Bridge/Commodore JV** **$16,200,000** ***Staff Summary Attached***
Contract No. RK-19A

MTA Construction and Development requests Board approval of a modification for additional structural work to replace the tower stringers. The modification will also extend the Substantial Completion date by 56 days to November 25, 2027.

Construction & Development

Staff Summary

Schedule B: Request to Use RFP for Procurement of Purchase and Public Works in lieu of Sealed Bids

Item Number 1					
Department, Department Head Name: Delivery, Matthew Zettwoch, Program Executive, Stations					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	07/27/26	X		
2	**Board**	07/29/26	X		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
X	Deputy Chief, Development	X	Executive Vice President & General Counsel
X	Deputy Chief, Delivery	X	President

SUMMARY INFORMATION	
Vendor Name	**Contract Number**
RFP Authorizing Resolution	C26204
Description	
Systems, Finishes, Entrances and Ancillary Buildings for Second Avenue Subway - Phase 2	
Total Amount	
To Be Determined	
Contract Term (including Options, if any)	
To Be Determined	
Option(s) included in Total Amount?	☐ Yes ☐ No
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development ("C&D") requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate, pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines, and that it is in the public interest to authorize C&D to issue a competitive Request for Proposals ("RFP") in lieu of sealed bids for the award of the contract for the systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2 ("Contract 4").

DISCUSSION

Phase 2 of the Second Avenue Subway Program will extend Q Line subway service from 96th Street and Second Avenue to 125th Street and Lexington Avenue. Contract 4 will provide the systems (including Communications Based Train Control ("CBTC"), mechanical, electrical and plumbing work (including substations and tunnel ventilation), track and signals, and communication and security systems), the construction of six ancillary buildings and six station entrances, and finishes for Phase 2 which will need to be consistent with and able to seamlessly connect to the existing subway system. Moreover, the work to be completed under Contract 4 will require detailed and complex coordination with the work being performed under Contracts 2 and 3 of Phase 2. Additionally, the CBTC system to be installed as part of Contract 4 will include both the Phase 1 and Phase 2 territories and will be designed and installed based on performance requirements in the RFP. In order to ensure that the selected contractor can address the complex technical and integration issues associated with this Contract and coordination requirements with Contracts 2 and 3, C&D must be able to evaluate, along with price, proposers' technical qualifications, approaches and proposed project schedules to ensure the MTA receives the best value for this work and that the Phase 2 program schedule can be maintained, which cannot be done through a sealed bid process. Rather a competitive RFP is the appropriate procurement process for this work.

M/W/DBE INFORMATION

MTA's Department of Diversity and Civil Rights will assign applicable goals prior to issuance of the Request for Proposals.

IMPACT ON FUNDING

Funding for the Contract will be from a Federal grant agreement and the MTA's 2015-2019 and 2020-2024 Capital Programs.

ALTERNATIVES

The use of a sealed bid process, in which factors other than cost and project duration cannot be considered, is not recommended as it does not provide the flexibility to assess proposers' technical approaches and project schedules for accomplishing this project in a complex environment. An RFP is a better means to evaluate and consider alternative proposals or creative solutions. A negotiated procurement in this situation would better serve the public interest and offer C&D the best overall value.

RECOMMENDATION

That the Board adopt a resolution declaring competitive bidding impractical or inappropriate and that it is in the public interest to authorize C&D to issue competitive Requests for Proposals in lieu of sealed bids for the award of the contract for systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2.

Construction & Development

Staff Summary

Schedule C: Competitive Requests for Proposals
(Award of Public Works Contract)

Item Number 2					
Department, Department Head Name: Delivery, Anthony Tufano, Senior Vice President, Railroads Business Unit					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	7/27/26	X		
2	**Board**	7/29/26	X		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
X	Deputy Chief, Development	X	Executive Vice President & General Counsel
X	Deputy Chief, Delivery	X	President

SUMMARY INFORMATION	
Vendor Name	**Contract Number**
Skanska USA Civil Northeast, Inc.	6401
Description	
Design-Build Services for LIRR West Side Yard Flood Mitigation Measures	
Total Amount	
1. Design Build Contract	$145,430,000
2. Option	$2,500,000
3. Stipend	$300,000
Contract Term (including Options, if any)	
1,187 calendar days	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐N/A
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Skanska USA Civil Northeast, Inc., ("Skanska") a publicly advertised and competitively solicited contract (the "Contract") for design-build services to implement flood mitigation measures at the Long Island Railroad ("LIRR") West Side Yard ("WSY") in Manhattan. The Contract is in the amount of $145,430,000 and has a duration of 1,187 calendar days. The Contract includes an option for the construction of a portion of the north perimeter concrete flood wall within NYCDOT right-of-way along 33rd Street. MTA C&D may exercise this option, at its sole discretion, on or before March 2027. If exercised, the Contract Price will increase by $2,500,000 (the "Option Price"), with no change to the Contract duration. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $150,000 to be paid to each of the two unsuccessful proposers for a total amount of $300,000.

DISCUSSION

During Superstorm Sandy, a tidal storm surge flooded the WSY and East River Tunnels, inundating them with salt water. This Project will implement flood protection solutions for the WSY in order to prevent and mitigate flooding of the yard and tunnels during future extreme weather events. This Contract includes the construction of flood walls along the WSY perimeter, installation of flood gates, sump pumps and a tide gate chamber, drainage system improvements, back-up power equipment and communication systems. In addition, existing equipment such as emergency generators, switchgear, DC batteries and a SCADA control cabinet will be elevated to protect them from future floods events.

The Contract also includes an option for the Design-Builder to construct a permanent flood wall within the NYCDOT Right of Way along West 33rd Street, extending for a distance of approximately 201 feet. The option also includes a below-grade seepage cutoff wall extending approximately 246 feet within the right of way. The option was included primarily to address potential development above the WSY, but that issue has now been accounted for and MTA C&D expects that it will be exercising the option.

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

- Skanska
- Gramercy Scalamandre, A Joint Venture (“GSJV”)
- Michels Corporation (“Michels”)
- Posillico Civil, Inc. (“Posillico”)

Following receipt of the RFP, Michels informed C&D that it would not submit a proposal.

During Step 2 of the procurement process, C&D representatives met separately with representatives from Skanska, GSJV and Posillico on multiple occasions to address questions and concerns about the Contract requirements and to monitor the Proposers’ progress in developing their proposals. In addition, C&D solicited from each of the proposers suggested changes to the Contract, referred to as Alternative Technical Concepts (“ATCs”), that might reduce costs, shorten the project schedule, and/or mitigate risks. To encourage creativity, ATCs are kept confidential between the MTA and the submitting proposer. All three proposers submitted multiple ATCs suggesting revisions to both the technical requirements and commercial terms of the Contract and meetings were held with each proposer to discuss their respective ATCs. Thereafter, C&D evaluated the ATCs, considering the cost and/or schedule savings and the added or reduced risks involved, and either approved, conditionally approved, or rejected each ATC. In all, ten ATCs were approved or conditionally approved. Skanska and GSJV submitted technical and price proposals incorporating their conditionally approved ATCs. Posillico did not incorporate any ATCs in its Proposal.

The selection committee, consisting of representatives from MTA C&D Delivery, Development and Contracts, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, proposer qualifications and experience, management plan, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: Skanska: $149,970,000 (Base: $147,970,000, Option: $1,800,000); GSJV: $153,676,000 (Base: $149,486,000, Option: $4,190,000), and Posillico: $148,153,252 (Base: $141,981,602, Option: $6,171,650).

The Selection Committee unanimously recommended that Skanska be invited to participate in negotiations as its proposal was determined to offer the best potential value to the MTA. Skanska’s Technical Proposal demonstrates a comprehensive understanding of the Project’s objectives, scope, and complex construction environment, including active rail operations, the High Line, Amtrak tunnels, and significant subsurface utility congestion. Skanska’s proposed ATC effectively mitigates overhead conflicts with the High Line, reduces utility impacts, and addresses construction challenges along the West Service Road. The proposed Skanska and Thornton Tomasetti design team, together with its key subcontractors, has extensive experience delivering projects within the West Side Yard and Hudson Yards environments. In contrast to the other proposals, Skanska was the only proposer that did not require a continuous Track 30 outage of three months or more, aligning with MTA C&D’s objective of minimizing service disruptions, as identified in the RFP’s Railroad Supplied Services requirements. While Posillico offered the lowest price, its proposal demonstrated limited consideration of LIRR operational requirements, included a continuous 6-month Track 30 outage to construct work outside of LIRR property, and proposed a project schedule that did not comply with the RFP requirements.

Negotiations were held with Skanska and focused on the firm’s price assumptions and scope clarifications. Skanska’s cost for the option increased to reflect NYCDOT’s requirement that all Work within its property occur at night. Following negotiations, Skanska submitted a Best and Final Offer (“BAFO”) in the amount of $145,430,000 for the base and a duration of 1,187 days, and $2,500,000 for the Option. Skanska’s’ BAFO of $147,930,000 (inclusive of the option) was deemed to be fair and reasonable.

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

DBE INFORMATION

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

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposers are included in the MTA 2010-2014 and 2020-2024 Capital Programs and by an FTA-administered grant.

ALTERNATIVES

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

Staff Summary

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

Item Number 3					
Department, Department Head Name:					
Delivery, Anthony Tufano, Senior Vice President, Railroads Business Unit					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	7/27/26	X		
2	**Board**	7/29/26	X		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
X	Deputy Chief, Development	X	Executive Vice President & General Counsel
X	Deputy Chief, Delivery	X	President

SUMMARY INFORMATION	
Vendor Name	**Contract Number**
Scalamandre-Gramercy JV II	6534
Description	
Design-Build Services for LIRR ADA Improvements Package III – Floral Park and Bellerose Stations	
Total Amount	
1. Contract	$145,407,713
2. Stipends	$840,000
Contract Term (including Options, if any)	
1,156 Calendar Days	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development (" MTA C&D") requests Board approval to award to Scalamandre-Gramercy JV II, a joint venture consisting of Peter Scalamandre and Sons Inc. and Gramercy Group, Inc. ("SGJV"), a publicly advertised and competitively solicited Contract No. 6534 (the "Contract") for design-build services for Americans with Disabilities Act ("ADA") and state of good repair improvements at two Long Island Rail Road ("LIRR") stations on the Main Line in Nassau County: Floral Park Station and Bellerose Station. The Contract is in the amount of $145,407,713 and for a duration of 1,156 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $280,000 to be paid to each of the three unsuccessful proposers for a total amount of $840,000.

DISCUSSION

This Contract is one of a series of projects in support of the MTA's commitment to make stations accessible and will also provide for state of good repair work at the stations and general improvements to station operations. At Bellerose Station, the work includes modification of an existing tunnel to accommodate a new elevator tower, construction of a new hydraulic elevator, installation of new ADA ramps and accessible paths of travel, and installation of platform replacements and extensions. The work at Floral Park includes the replacement and extension of station platforms, the installation of a new escalator, repairs to three railway bridges, the viaduct and other station components as well as improvements providing code complaint egress and ADA compliant path of travel. The Contract also provides at both stations for sidewalk improvements, electrical and mechanical upgrades, upgrades to fire alarm systems, new structural foundations and superstructure elements, installation of Automated Snow and Ice Melt Systems, lighting, and signage.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of ten Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation

Criteria (addressing team, key personnel and organization, project approach, prior experience, past performance and diversity compliance). Based on these criteria, the following four firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- Scalamandre-Gramercy JV II ("SGJV")
- Citnalta-Railroad Joint Venture ("CRJV")
- Forte Construction Corp ("Forte")
- Posillico Civil, Inc. ("Posillico")

In response to the RFP, all four proposers submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts and LIRR Engineering, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals, which were as follows: SGJV: $143,777,713; CRJV: $162,972,000; Forte: $184,688,000; and Posillico: $169,810,106.90.

The selection committee invited SGJV, CRJV, and Posillico to participate in negotiations. Forte was not invited to participate in negotiations because their price proposal was outside of the competitive range. Negotiations with CRJV, Posillico, and SGJV included detailed scope discussions focusing on schedule; general requirements; design and BIM modeling software; and the various elements of the project work. Following negotiations, the three proposers were asked to submit revised proposals and subsequently Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: SGJV: $145,407,713; CRJV: $161,972,000; and Posillico: $167,919,400.

The selection committee unanimously recommended SGJV for award of the Contract. The selection committee determined that SGJV's proposal offered the best value to the MTA. SGJV provided the lowest price and a technical approach that demonstrates an ability to complete the work safely, on time, and within budget. SGJV's technical proposal, includes a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. SGJV's BAFO of $145,407,713 is deemed to be fair and reasonable.

In connection with the review of SGJV's and its member partners Peter Scalamandre and Sons Inc.'s and Gramercy Group, Inc.'s responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered, and SGJV is found to be a responsible vendor.

MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for the Contract. SGJV is committed to meeting the required goal requirements. SGJV has not completed any MTA contracts with MWDBE goals; therefore, no assessment of their MWDBE performance is available at this time.

IMPACT ON FUNDING

Funding for the Contract, and for the stipends for the three unsuccessful proposers, is included in the LIRR portion of MTA's 2025-2029 Capital Program.

ALTERNATIVES

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

Staff Summary

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

Items Numbers 4-5					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	7/27/26	X		
2	**Board**	7/29/26	X		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
X	Deputy Chief, Development	X	Executive Vice President & General Counsel
X	Deputy Chief, Delivery	X	President

SUMMARY INFORMATION	
Vendor Name	**Contract Number**
1. ECCO III Enterprises, Inc. 2. Atta Elevators New York, Inc.	1. A46040 2. TBD
Description	
Design-Build Services for ADA Upgrades and Station Renewals at 3rd Ave – 138th Street and Brook Avenue Stations – Pelham (6) Line	
Total Amount	
1. Design Build Contract $170,389,000 2. Long Term Elevator Maintenance Contract $7,918,043 3. Stipend $585,000	
Contract Term (including Options, if any)	
1. A46040 1,065 Calendar Days 2. Maintenance Contract 15 years	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ N/A
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☒ Operating** ☒ Capital* ☒ Federal* ☐ Other:	

***Design-Build Contract** ****Maintenance Contract**

ACTION REQUESTED

MTA Construction and Development (“C&D”) requests Board approval to award to ECCO III Enterprises, Inc. (“ECCO”), a publicly advertised and competitively solicited contract (the “Contract”) for design-build services for Americans with Disabilities Act (“ADA”) upgrades and station renewal work at the 3rd Ave – 138th Street and Brook Avenue Stations on New York City Transit’s Pelham (6) Line. The Contract is in the amount of $170,389,000 and for a duration of 1,065 calendar days. Board approval is also requested to award a long-term elevator maintenance contract to Atta Elevators New York, Inc. (“Atta”), formerly Modern Elevator Installations, Inc., in the amount of $7,918,043 and for a duration of 15 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $195,000 to be paid to each of the three unsuccessful proposers for a total amount of $585,000.

DISCUSSION

This Contract is one of a series of ADA projects in support of the MTA's commitment to make stations accessible. The Contract work consists of the rehabilitation of the stations at 3rd Ave – 138th Street and Brooke Avenue on the IRT Pelham Line – including the design and construction of five new street-to-mezzanine elevators (three elevators at the 3rd Ave-138th Street Station and two elevators at the Brooke Avenue Station) and other ADA improvements, as well as providing water infiltration prevention elements, comprehensive station painting, removing and replacing damaged stations finishes, repairing select back-of-house rooms, and designing, replacing, or modifying existing station elements such as stairs and doors. Additionally, the scope of work at 3rd Ave – 138th Street Station includes replacing one active track, replacing and upgrading a series of street-level ventilators, associated drain assemblies and sewer connections to prevent flooding, and providing additional flood resiliency upgrades.

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

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

- ECCO
- Citnalta-Railroad Joint Venture, a Joint Venture between Citnalta Construction Corp. and Railroad Construction Company, Inc. (“CRJV”),
- Forte Construction Corp. (“Forte”), and
- Judlau Contracting, Inc. (“Judlau”)

In response to the RFP, all four proposers submitted technical and price proposals. Forte proposed Mid-American Elevator Co., Inc. as the elevator installer and for the maintenance contract, while ECCO, CRJV and Judlau proposed Atta Elevators New York Inc. The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: ECCO: $170,389,000 (maintenance - $7,918,042.32); CRJV: $198,345,000 (maintenance - $7,558,267.87); Forte: $183,818,000 (maintenance - $9,735,400); and Judlau: $234,472,945 (maintenance - $7,918,053.72).

After reviewing the price proposals, the selection committee invited ECCO and Forte to participate in negotiations. CRJV and Judlau were not invited as their proposals were outside of the competitive range. Negotiations focused on contract scope, schedule, costs associated with administration, design, and mobilization. Following negotiations, ECCO confirmed its price proposal of $170,389,000 and Atta’s price proposal of $7,918,042.32, while Forte submitted a Best and Final Offer (“BAFO”) in the amount of $178,618,008 (with a maintenance contract cost of $7,918,053.72).

The selection committee unanimously recommended ECCO for award. In addition to providing the lowest price, the selection committee determined that ECCO’s proposal offered the best value to the MTA because it offers a practical, well-organized approach that supports timely delivery while maintaining safe operations and minimizing public impact. Their design strategy uses phased, station-based packages with a strong quality control process, and their management plan clearly defines roles, responsibilities, and coordination across all major activities. ECCO’s elevator installer Atta has extensive experience installing and maintenance high-capacity elevators, having performed similar work on several MTA stations under its previous name Modern Elevator Installations, Inc. ECCOs BAFO of $170,389,000 and Atta’s proposal of $7,918,042.32 are deemed to be fair and reasonable.

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

<u>DBE/MBE/WBE/SDVOB/Local Hiring Information</u>

Pursuant to the United States Department of Transportation (“U.S. DOT”) Interim Final Rule (“IFR”) issued on October 3, 2025, implementing changes to its Disadvantaged Business Enterprise (“DBE”) Program regulations, MTA is updating its DBE program. Specifically, in accordance with the IFR, Unified Certification Programs (“UCP”) are required to be updated and each U.S. DOT federal financial recipient is required to re-certify all firms that apply for DBE status, re-assess the federal financial recipient’s overall DBE goal based on the re-certified pool of DBEs, and, based on the re-assessment of its overall

DBE goal, set any contract-specific goals. Until completion of these steps, the MTA will pause enforcement of the DBE participation provisions in the Contract and the DBE participation goal for the Contract is 0%.

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

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Atta Elevators New York Inc. has not recently completed any MWDBE contracts with goals; therefore, no assessment of the firm's performance is available at this time.

IMPACT ON FUNDING

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

ALTERNATIVES

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

MTA Construction & Development

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 6

Vendor Name (& Location) American Bridge / Commodore JV (Fort Lee NJ)	
Description Structural Rehabilitation of the East River Suspended Spans and Anchorages at the RFK Bridge	
Contract Term (including Options, if any) December 30, 2023 – September 30, 2027	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number		**AWO/Modification #**
RK-19A		06
Original Amount:	$	409,912,888
Prior Modifications:	$	5,149,996
Prior Budgetary Increases:	$	0
Current Amount:	$	415,062,884
This Request:	**$**	**16,200,000**
% of This Request to Current Amount:		3.90%
% of Modifications (including This Request) to Original Amount:		5.21%

DISCUSSION:

The Contract provides for rehabilitation of the East River suspended spans at the Robert F. Kennedy ("RFK") Bridge and includes structural strengthening of the bridge decks and roadways. MTA Construction and Development ("C&D") requests Board approval of a modification for additional structural work to replace the tower stringers. The modification will also extend the Substantial Completion date by 56 days to November 25, 2027.

The original contract work includes design, fabrication and installation of 40 new tower stringer pin assemblies fabricated to match the existing pin assemblies which are 90 years old. These pin assemblies connect the tower stringers (which support the roadway) to the adjacent floor beams. Following award of the Contract, an under-deck work platform was installed that provided close-up access to the underside of the bridge roadway and allowed a detailed inspection of the conditions of the structure. This inspection revealed unanticipated deterioration, including extensive corrosion in the pin assemblies, deformation of the keeper plates, misalignment of the tower stringers, and loss of bearing surfaces for the tower stringers. The deterioration has restricted the movement of the stringers, causing locked or binding conditions that increase stress on adjacent structural framing members, resulting in loss of structural integrity and functionality of the original pin connections. The deterioration, coupled with the misalignment of the stringers, necessitates replacement of the entire structural unit which includes the stringers, their bearings and the pin assemblies. This Modification provides for the replacement of all 40 tower stringers and their associated components. This Modification also includes a non-compensable extension of the date of Substantial Completion by 56 days from September 30, 2027 to November 25, 2027.

The Contractor submitted a cost proposal totaling a net $18,456,177.52. Negotiations resulted in agreement on a net lump sum price of $16,200,000, including a credit of $3,500,000 for the deletion of the in-scope pin assembly replacement. The final negotiated cost of $16,200,000 is considered fair and reasonable.

JULY 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)
(Staff Summaries required for all items requiring Board approval)

7. Parsons Transportation Group of New York, Inc. Contract No. CM1120 — **$1,964,055** — ***Staff Summary Attached***

MTA Construction and Development requests that the Board ratify a task order revision for continued CCM support and oversight of three contracts associated with the implementation of Communications Based Train Control on New York City Transit's Queens Boulevard Line West.

8. Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated Contract No. CM1190 — **$5,033,152** — ***Staff Summary Attached***

MTA Construction and Development requests that the Board ratify a modification to provide the preliminary design and technical requirements for a Communications Based Train Control system for both Phase 1 and Phase 2 of the Second Avenue Subway and to incorporate it into the signals, systems and fit out contract package for Phase 2.

9. Atkins-HNTB, JV Contract No. PS21002 — **$3,386,209** — ***Staff Summary Attached***

MTA Construction and Development requests that the Board ratify a modification for additional design services to update the contract documents for CBTC implementation on the Sixth Avenue/63rd Street Line to incorporate, among other things, CBTC system upgrades at the DeKalb Interlocking and a new tunnel lighting system and wireless cellular network infrastructure throughout the line. This modification will extend the term of the Contract by 15 months, to March 31, 2027

Construction & Development

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 7

Vendor Name (& Location) Parsons Transportation Group of New York (New York NY)	
Description Consultant Construction Management and Inspection Services for CBTC West Phase I Signal System Modernization on the QBL Line	
Contract Term (including Options, if any) May 23, 2017 – December 31, 2026	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Contracts, Evan Eisland, EVP and General Counsel	

Contract Number	**AWO/Modification #**	
CM1120	Task Order No. 2 Revision No. 7	
Original Amount:	$	21,985,637
Prior Modifications:	$	10,814,000
Prior Budgetary Increases:	$	0
Current Amount:	$	32,799,637
This Request:	$	**1,964,055**
% of This Request to Current Amount:		4.24%
% of Modifications (including This Request) to Original Amount:		55.51%

DISCUSSION:

This task order was competitively awarded from a Board approved panel of professional service providers with indefinite quantity contracts for construction management and inspection services for signals and train control. MTA Construction and Development ("C&D") requests that the Board ratify a revision to the task order to continue to provide construction management and inspection services for three contracts associated with the implementation of Communications Based Train Control ("CBTC") on New York City Transit's Queens Boulevard Line West ("QBL-West"). The revision increases the not-to-exceed amount of the task order by $1,964,055. Board ratification is sought for this revision because it will bring the total allocated amount for task orders issued to this panel over the $50 Million previously approved by the Board for the panel.

This revision is required to support several modifications to the implementation contracts, including implementation of new functionalities for the Automatic Train Supervision system, services to support new MTA-IT cybersecurity mandates, unanticipated troubleshooting of track switch inconsistencies, compliance with new MTA-initiated platform barrier installations, and enhancements to the CBTC software to improve real-time identification of root causes behind emergency events.

Parsons submitted a cost proposal for the not-to-exceed amount of $1,918,957. Negotiations identified a discrepancy in the hours proposed for on-site project oversight and yielded a final cost not-to-exceed $1,964,055, which is considered fair and reasonable. This is the only active task order in the contract pool. The total allocated amount for task orders issued to this panel to date is $49,425,246.

Construction & Development

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 8

Vendor Name (& Location)	
Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated (New York NY)	
Description	
Design Consultant for Phase 2 of the Second Avenue Subway	
Contract Term (including Options, if any)	
December 30, 2016 – January 30, 2028	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	☐ Operating ☐ Capital ☒ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**	
CM1190	15	
Original Amount:	$	120,453,095
Prior Modifications:	$	74,823,306
Prior Budgetary Increases:	$	0
Current Amount:	$	295,428,570
This Request:	**$**	**5,033,152**
% of This Request to Current Amount:		1.7%
% of Modifications (including This Request) to Original Amount:		66.3%

DISCUSSION:

Contract CM1190 (the "Contract") provides for Phase 2 Partnership ("P2P"), a joint venture consisting of WSP USA Inc. and STV Incorporated, to provide design services for Phase 2 of the Second Avenue Subway ("SAS") Project. MTA Construction and Development ("C&D") requests that the Board ratify a modification to provide the preliminary design and technical requirements for a Communications Based Train Control ("CBTC") system for both Phase 1 and Phase 2 of the SAS and to incorporate it into the signals, systems and fit out contract for SAS Phase 2 (the "C-4 Contract") which is expected to be issued in the fourth quarter of 2026. The modification is in the not-to-exceed amount of $5,033,152.

Phase 1 of SAS (extending Q Line service from 57th Street to 96th Street) was designed and constructed with the standard, at that time, fixed block signaling system. Phase 2 (which will extend that service to 125th Street) will be designed and constructed with modern CBTC signaling and the grant agreement providing federal funding for SAS mandates that Phase 1 be retrofitted with CBTC as part of Phase 2.

At the time that the Contract was issued, the exact model for implementation of future CBTC systems at the MTA had not been fully developed and for that reason, the Contract did not provide for P2P to provide CBTC design services. Since that time, C&D has updated and refined its approach to the delivery of CBTC projects, and requires that P2P prepare the preliminary design and technical requirements based on that updated approach and incorporate those documents into the contract documents for the C-4 contract. The C-4 contractor will then be responsible for the installation and commissioning of CBTC on both Phase 1 and Phase 2 of SAS. In order to mitigate schedule delays to the procurement and award of the C-4 contract, authorization was obtained from the President of C&D on May 11, 2026, to commence work under this Modification.

P2P submitted its cost proposal in the amount of $7,925,947. Following negotiations, the consultant submitted a final price of $5,033,152, which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 9

Vendor Name (& Location)	
Atkins-HNTB JV (New York NY)	
Description	
General Engineering Services for NYC Transit Communications Based Train Control	
Contract Term (including Options, if any)	
April 1, 2022 – December 30, 2025	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	☐ Operating ☒ Capital ☐ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**	
PS21002	9	
Original Amount:	$	18,154,956
Prior Modifications:	$	12,512,015
Prior Budgetary Increases:	$	0
Current Amount:	$	30,666,971
This Request:	**$**	**3,386,209**
% of This Request to Current Amount:		11%
% of Modifications (including This Request) to Original Amount:		87.5%

DISCUSSION:

The Contract provides for general engineering consultant services to assist the MTA in the implementation of its Communications Based Train Control ("CBTC") program for New York City Transit subway service. More specifically, the Contract work includes design, engineering, preparation of bridging documents and procurement support for the expansion of CBTC to the Fulton Street Line, the Sixth Avenue/63rd Street Line, and the Crosstown Line. MTA Construction and Development ("C&D") requests that the Board ratify a modification, in the amount of $3,386,208.76, for additional services to update the contract documents for CBTC implementation on the Sixth Avenue/63rd Street Line to incorporate, among other things, CBTC system upgrades at the DeKalb Interlocking and a new tunnel lighting system and wireless cellular network infrastructure throughout the line. This modification will also extend the term of the Contract by 15 months, to March 31, 2027.

In order to take full advantage of the diversions, flaggers and other NYCT services that will be required for CBTC implementation on the Sixth Avenue/63rd Street Line, and to minimize impacts to the public, C&D has concluded that the work to include a new tunnel lighting system and wireless cellular network infrastructure throughout the line should be bundled with the CBTC work. In addition, it is prudent to include CBTC upgrades at the DeKalb Interlocking with this project. This modification incorporates these items into the design and the bridging documents for the Sixth Avenue/63rd Street Line contract. The modification also includes updates to the design with the latest C&D design-build requirements and CBTC Interoperability Interface Specifications. In order to mitigate schedule delays, authorization was obtained from the President of C&D on January 7, 2026, to commence work under this Modification.

The designer, Atkins-HNTB JV, submitted its cost proposal in the amount of $4,705,632.84. Following negotiations, Atkins-HNTB JV submitted a final price of $3,386,208.76, which is considered fair and reasonable. The cost of the cellular network infrastructure design will be reimbursed by Boldyn Networks, Inc.