



Metropolitan Transportation Authority

Capital Program Committee Meeting

September 2026

Committee Members

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

Capital Program Committee Meeting

Monday, 9/28/2026

12:00 - 1:00 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

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CPC Committee Work Plan September 2026 - Page 9

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Siemens Mobility, Inc.	\$0	Approval of an extension to the contract term of 275 days to facilitate equipping the R160 and R179 subway fleets with 5G DCS equipment. There is no change in price associated with this extension.
Contracts	TBD	TBD	Adoption 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 issue a competitive Request for Proposals in lieu of sealed bids for the award of the contract for the rehabilitation of essential structures and systems at the Michael J. Quill Bus Depot in Manhattan.
Contracts	Various	\$20,000,000 (aggregate)	Approval of an increase of the total aggregate budget for a series of indefinite quantity contracts for asbestos and lead disturbance management and air monitoring services.
Contracts	Various	\$14,350,000 (aggregate)	Approval of an increase in the total aggregate budget for a series of indefinite quantity contracts with New York State-certified Minority and Women-Owned Business Enterprises and Service-Disabled Veteran-Owned Businesses for architectural and engineering design, project management and inspection services.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
July 27, 2026
New York, New York
12:00 PM

MTA Board Members present:

Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. David Jones
Hon. Janette Sadik-Khan
Hon. Blanca Lopez
Hon. Haeda B. Mihaltses
Hon. Edward Valente

MTA Board Members not present:

Hon. Gerard Bringmann
Hon. Michael Fleischer
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. Christopher Leathers
Hon. David Mack
Hon. Melva M. Miller
Hon. Lisa Sorin
Hon. James O'Donnell
Hon. Dr. John-Ross Rizzo
Hon. John Samuelsen
Hon. Midori Valdivia
Hon. Neal Zuckerman

MTA staff present:

Alyssa Cobb-Konan
Jamie Torres-Springer

* * *

Chairman Lieber called the July 27, 2025, Capital Program Committee Meeting to order at 12:17PM.

Public Comments Period

There were five public speakers during the hybrid public comment period: Christopher Greif, Mr. X, Kara Gurl, Matthew Buchys Hyland*, and Charlton D'souza*.

*Provided comment virtually

CPC Work Plan

There were no updates to the Work Plan.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on June 22nd, 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"), opened his report by presenting progress on major accessibility initiatives across the system.

He began with updates from Myrtle Avenue Station on the JMZ Line, where the installation of four new elevators is underway as part of a major ADA project serving over 10,000 daily riders. He noted the particular complexity of upgrading the 1888-era station and highlighted the significance of advancing accessibility during Disability Pride Month, noting that 2026 is the 36th anniversary of the Americans with Disabilities Act.

Next, Mr. Torres-Springer reviewed systemwide accessibility milestones. In 1990, only 15 of 472 stations were fully accessible; today, that figure stands at 160, with 60 stations delivered since the inception of MTA Construction & Development six years ago. Thirty-eight additional stations are currently in active construction, along with a dozen ADA projects progressing on Metro-North Railroad and the Long Island Rail Road. Six ADA stations have already opened this year.

He highlighted recently completed station openings including: 57th Street (M/F), the first fully accessible station delivered under the Zoning for Accessibility program, which enabled the installation of two elevators and generated \$43 million in savings by avoiding the need for capital funding; Borough Hall (2/3/4/5), now fully restored with three new elevators, 88 platform edges, extensive structural rehabilitation, and the preservation and reinstallation of approximately 1,000 square feet of original 1908 mosaic tile; and Locust Manor on the Long Island Rail Road, a fully accessible and modernized station, delivered on time and on budget.

Looking ahead, Mr. Torres-Springer noted that three ADA station construction awards were being presented to the Board this month, including Brook Avenue, Third Avenue–138th Street, and accessibility improvements at Belrose and Floral Park Stations. He added that 11 additional ADA stations are currently in procurement, supported by Congestion Pricing.

Mr. Torres-Springer provided a detailed update on integrated ADA and state-of-good-repair work at 86th Street Station (4/5/6), where crews are replacing 540 feet of express track using an

innovative inter-track barrier system that allows service to continue on adjacent tracks during construction. He then confirmed for the Board that this barrier method is new and is now being used on a number of capital projects.

Board Member Albert asked whether the project would add a free crossover between directions at 86th Street, the only express station lacking one. Mr. Torres-Springer stated that he would follow up after reviewing the station design.

Mr. Torres-Springer continued with elevator and escalator modernization, noting that 17 replacements have been completed this year and that the system is nearing full state-of-good-repair for vertical transportation assets.

Turning to the G Line, he noted that seven ADA stations are complete or underway, including Classon Avenue. Five G Line stations have also been added to the 2025–2029 Capital Plan following the recent inclusion of Nassau Avenue. Accessibility upgrades are being coordinated with major signal modernization and structural improvements, including the rehabilitation of the Newtown Creek tunnel.

Next Mr. Torres-Springer noted the work of the Transit-Oriented Development (TOD) team. Announcing that the City Council recently approved the Monitor Point Project in Greenpoint, which will get the MTA's Mobile Wash Unit rebuilt and also deliver lease revenue, create 662 affordable housing units, complete waterfront improvements, and fund accessibility improvements at Nassau Avenue Station.

Mr. Torres-Springer then detailed progress on the Park Avenue Viaduct program, where 28 consecutive bridge replacement weekends were completed without any passenger disruption. Over two miles of track have now been replaced using the inter-track barrier method.

He continued with updates on Second Avenue Subway Phase 2, where controlled blasting has begun at 125th Street and Lexington Avenue, with more than 5,700 cubic yards of rock already safely removed. Additionally, he announced a \$148 million Design-Build contract for a structural flood wall at the LIRR West Side Yard advancing to protect infrastructure impacted during Superstorm Sandy with federal government funding in place.

Mr. Torres-Springer concluded by celebrating the opening of the relocated Yaphank Station, now situated at Brookhaven National Laboratory. The station is fully accessible, provides improved regional access, and is expected to support economic growth. He added that with the station open, planning is underway to evaluate service improvements east of Ronkonkoma, including possible second track and electrification options.

Planning Report

Ms. Alyssa Cobb-Konon, Deputy Chief Development Officer, Planning, MTA C&D, started by providing an overview of ongoing planning efforts and the next 20-Year Needs Assessment. She summarized the accomplishments of the previous 20-Year Needs Assessment, including a bottom-up systemwide asset evaluation, transparent cross-agency scoring, and the development of a comparative evaluation process for expansion projects. The assessment provided the data for more than 6 million assets in an open, transparent, and easily understood

format instead of as a compilation of reports from different agencies. It also analyzed two dozen proposals for system expansion across a suite of metrics so that stakeholders and decision makers could make consistent decisions.

Ms. Cobb-Konon explained that the next 20-Year Needs Assessment will cover 2029–2049. Key priorities include integrating state-of-good-repair work with system enhancements, evaluating how effectively the system meets rider needs, modernizing shops and yards, advancing major station improvements at Grand Central and Jamaica station, and deepening climate adaptation strategies.

Additionally, Ms. Cobb-Konon noted the expanding ways in which C&D innovates to improve the customer journey, including a public private partnership to bring cellular service in the subway tunnels at no cost to the MTA, noting that the tunnel between Fulton in Manhattan and Borough Hall in Brooklyn is now fully connected as is most of the G-line. Finally, she highlighted an RFI for improving and modernizing customer communication technology inside stations. She also noted significant coordination with the City of New York on a citywide TOD initiative, as well as a study that is considering leveraging tunnel boring machines from Second Avenue Subway Phase 2 to create a connection to the west side of Manhattan.

Board Member Chu emphasized the need to incorporate climate adaptation, land-use policy, and municipal partnerships into long-term planning. Ms. Cobb-Konon confirmed that climate vulnerability data is already integrated into project design. Chairman Lieber underscored the importance of expanding coordination with municipalities beyond New York City, noting recent productive engagement with regional elected officials.

Procurement Actions

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

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

1. Adoption 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;
2. Award of a publicly advertised and competitively solicited contract with Skanska USA Civil Northeast, Inc. (Contract No. 6401) for design-build services to implement flood mitigation measures at the Long Island Railroad West Side Yard in Manhattan;
3. Award of a publicly advertised and competitively solicited contract with Scalamandre-Gramercy JV II (Contract No. 6534) 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. Award of a publicly advertised and competitively solicited contract with ECCO III Enterprises, Inc. (Contract No. A46040) 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;
5. Award of a modification to a contract with American Bridge/Commodore JV (Contract No. RK-19A) 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;
6. Ratification of a task order revision to a contract with Parsons Transportation Group of New York, Inc (Contract No. CM1120) 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;
7. Ratification of a modification to a contract with Phase 2 Partnership, a joint venture of WSP USA Inc. and STV Incorporated (Contract No. CM1190) 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; and,
8. Ratification of a modification to a contract with Atkins-HNTB, JV (Contract No. PS21002) 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.

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

Adjournment

Upon a motion duly made and seconded, Chairman Lieber adjourned the meeting at 1:37 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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

July 2027

President's Update
Agency Initiatives

MTA Board & Capital Program Committee Update: Stations Projects

September 2026

MTA Construction & Development last presented an update on Stations projects to the Capital Program Committee in October 2025. Since then, we have made significant progress in advancing accessibility, enhancing system reliability, and improving the overall customer experience across the network.

Notably, we have placed ten additional ADA-compliant stations into service – 8 stations in 2026 alone—further advancing our commitment to making the transit system accessible to all New Yorkers. These newly accessible stations include the two-station complex at 149 Street–Hostos in the Bronx; Borough Hall in Brooklyn; four stations from ADA Package 3 (Kings Hwy, Sheepshead Bay, Church Av in Brooklyn and Rockaway Blvd in Queens); one station from ADA Package 4 (Parkchester in the Bronx); one station from ADA Package 5 (Harlem–148 St in Manhattan); and one station delivered in coordination with the External Partners Program and paid for by a private developer(57 St in Manhattan). These completions mark a substantial portion of our accessibility commitments and highlight the effectiveness of our bundling strategy and design-build delivery approach.

In parallel with accessibility improvements, we have also made major investments in replacing existing elevators and escalators that have reached the end of their useful life. Since our last report, we have successfully replaced 32 elevators in 19 stations and 20 escalators in 11 stations. These upgrades not only enhance customer experience but also contribute to greater system reliability.

Since our last meeting, the Stations Business Unit has made significant progress in both awarding new contracts and delivering completed projects that enhance system accessibility and resilience. Five major contracts, totaling \$1.0B, have been awarded: ADA Package 7 and ADA Package 9 will collectively make five stations fully ADA-accessible, ADA at 42 Street Bryant Park will make the two-station complex, with 5 Avenue, accessible; ADA and Station Renewals at Brook Avenue and 3 Avenue-138 Steet will make both stations accessible along with extensive state of good repair work. Finally, a separate project has been awarded to perform state-of-good-repair work at three additional stations.

In addition, the Business Unit has successfully completed three projects valued at \$316M. Among these were substantial accessibility upgrades at ten stations, including our second ADA project bundle, which made six stations fully accessible.

As we look ahead, we are applying lessons learned from both completed and active projects to further strengthen our planning and execution. One key improvement is organizing work by geographic area and project elements. This line-segment approach allows us to bundle station, track, signal, and infrastructure work more efficiently, creating coordinated packages that reduce disruptions and accelerate delivery. Another major refinement involves expanding the use of advanced technology to detect underground utilities and structures, helping to minimize

the risk of encountering unknown conditions during street elevator excavations and improving overall construction reliability.

This document summarizes the progress on six of our most significant ongoing projects:

1. Replace 37 elevators at 17 stations
2. ADA Upgrades at the Broadway Junction Complex
3. ADA Package 3 (8 new ADA stations and replacement of elevators at 5 stations)
4. ADA Package 5 (13 new ADA stations)
5. ADA Upgrades at Borough Hall
6. ADA Upgrades at 149 St–Hostos and Tremont Av

Project budgets below have been updated to reflect construction tasks only. This may result in discrepancies with prior years' reports.

**Replace 37
elevators at 17
Stations**
E34054
E34055

This project is a design-build contract to provide elevator replacements at 17 stations.

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2026	October 2026
Budget	\$302 M	\$302 M
The project is approximately 90% complete.		

This design-build project will replace thirty-seven existing elevators at 17 stations. The design-builder is a Forte-Gramercy Joint Venture.

This project is on budget and projected to be completed in October 2026. 31 of the 37 elevators have been placed in service with an average out of service duration of less than 10 months.

Elevators placed in service:

- Five elevators at Atlantic Av-Barclays Center (D, N, R, 2, 3, 4, 5)
- Two elevators at 14 St/8 Avenue (A, C, E)
- Two elevators at 66 St-Lincoln Center (1)
- Three elevators at Queens Plaza (E, F, R)
- Two elevators at Canal St (6)
- Three elevators at Fordham Rd (4)
- One elevator at Coney Island Stillwell Av (D,F,N,Q)
- One elevator at Church Av (2, 5)
- Three elevators at Dekalb Av (B, Q, R)
- Two elevators at Jackson Heights Roosevelt Av (E, F, M, R)
- Two elevators at Utica Av (3,4)
- Three elevators at Jamaica 179 St (F)
- Two elevators at Prospect Park (B, Q, S)

Current activities:

- Cab and elevator jack installation at Atlantic Av-Barclays Center
- Machine room equipment installation at 72 St and Main St
- Fire alarm testing and pre-site acceptance testing at Stillwell Ave

**ADA Broadway
Junction Complex**

A37130

A37365

E30629

M44244

This design-build project provides ADA accessibility and circulation improvements at the Broadway Junction station complex (A, C, J, L, Z).

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2027	January 2028
Budget	\$381 M	\$388 M
The project is approximately 49% complete.		

This project will add seven new elevators to make the station fully accessible and replace three escalators to improve customer access to the A/C, J/Z, and L lines. The project also includes constructing a new entrance for the L station and expanding the existing circulation for the A/C station, including a new pedestrian bridge that will span Van Sinderen Ave to connect the A/C control area to the L station. The elevators will be maintained by a third party under a separate contract.

In addition to accessibility and circulation, the project will perform structural repairs at the station and add public realm benefits at the street level. The project budget was increased due to an additional 41 tons of steel repair and additional property easements required for street level improvements.

The project team is working with DB/DOR team to mitigate further schedule impacts and developing a recovery schedule including additional shifts, re-phasing of construction activities and expediting support from various stakeholders.

Current activities:

- Installation of new elevators, reconstructed escalators, platform upgrades and structural steel work continues
- New control houses for L station and A/C station advancing
- Pedestrian bridge steel over Van Sinderen Ave successfully installed under full street shutdown
- A/C station north wall foundations, grillage beams, concrete encasement and structural steel erection ongoing

**ADA Pkg 3:
Accessibility
Upgrade, Station
Improvement and
Elevator
Replacement at 13
Stations**

A37140
A37147
A37173
A37174
A37175
A37176
A37177
A37178
A35323
E34048

This project will provide ADA accessibility, including new elevators, replacement elevators, and other improvements, at thirteen stations in four of the five New York City boroughs. The project covers work at Church Av (B,Q), Sheepshead Bay (B,Q), Rockaway Blvd (A), Kings Hwy (F), Woodhaven Blvd (M,R), Steinway St (M,R), Junius St (3), and Mosholu Pkwy (4). This Bundle also includes the Livonia – Junius transfer connection project and 14 elevator replacements at five stations: 3 Ave – 149th St (2,5), 161 St-Yankee Stadium (4,B,D), 34 St Penn Station (A,C,E), and Euclid Ave (A,C).

PROJECT STATUS	Original	Forecast
Substantial Completion	September 2026	January 2027
Budget	\$665.6 M	\$664.4 M
The project is approximately 78% complete.		

This project uses a Public-Private Partnership (P3) model to deliver design, construction, financing and maintenance for ADA accessibility upgrades across 13 subway stations. The scope includes installing 20 new elevators at eight stations, along with platform edge reconstruction, path-of-travel improvements and other essential state-of-good-repair work. Five additional stations will receive replacement elevators and a new in-system transfer will be built between Livonia Av and Junius St stations.

This project is on budget. This P3 is being executed with Elevated Accessibility Enhancements (EAE) as the Developer.

Although key milestones are progressing, the schedule has been extended due to coordination challenges with third-party utilities and steel fabrication. Additionally, the Developer introduced a new elevator installer, which increases competition in the overall market but also brought some initial installation challenges as the company learned MTA requirements.

The Developer and Project Team are mitigating schedule risks by working extended and multiple shifts, including weekends.

Current activities:

- Utility relocation is 95% complete, with ongoing relocations at Steinway St, Junius St, and Woodhaven Blvd.
- Remaining six (6) elevators at Woodhaven Blvd, Steinway St, and Junius St Station are forecast to be placed in service in Q1 2027 including Junius Street Station Pedestrian Bridge

**ADA Pkg 5:
Accessibility
Upgrades, Station
Renewal,
Component
Repairs, and Track
Replacement at
Thirteen (13)
Stations**

A37753
A35754
A37755
A37756
A37757
A37758
A37759
A37760
A37761
A37762
A37763
A37764
A37765
A37766
A46041
A80290
M44246

This project bundle will provide ADA accessibility work at thirteen (13) stations - Van Cortlandt Park-242 St (1), 81 St-Museum of Natural History (B,C), Broadway (N,W), 36 St (D,N,R), Harlem-148 St (3), 33 St-Rawson St (7), 46 St-Bliss St (7), 96 St (B,C), Court Sq-23 St (E,F), Classon Av (G), New Lots Av (3), 86 St (4,5,6) and Huguenot (SIR). This Bundle also includes station renewal work at Van Cortlandt Park-242 St; station component work at New Lots Av and 46 St-Bliss St and mainline track work at three stations.

PROJECT STATUS	Original	Forecast
Substantial Completion	Dec. 2026	Dec. 2027
Budget	\$854 M	\$854 M
The project is approximately 62% complete.		

The design-build project will make thirteen (13) stations fully accessible via installation of ramps or elevators. A total of eighteen (18) new elevators and four new (4) ramps will be installed. Other ADA features, including reconstruction of the platform edge, installation of platform edge warning strips, modification of entry/exit gates and signage are included. The design-builder is Judlau Contracting. Modern Elevator, Inc., is the elevator installer and has a separate fifteen (15) year elevator maintenance contract.

The project is approximately 62% complete and remains on budget. The project duration has been extended due to track outage constraints and utility coordination at multiple stations.

The design-builder and C&D project team are actively developing mitigation strategies including adding additional shifts and working weekends to maintain the schedule. Throughout this year, the project team has worked with all third-party entities and local stakeholders and other ongoing C&D project teams to mitigate schedule delays.

Current activities:

- Elevator commissioning at Broadway, New Lots Av
- Elevator foundation waterproofing and installation at Broadway, 96 St, Van Cortlandt Park-242 St, and Classon Av
- Electrical and communications installation and commissioning at 86 St, Broadway, New Lots Av, Huguenot, 33 St-Rawson St, and 46 St-Bliss St, Court Sq-23 St
- Utility relocation at 36 St, 96 St Broadway, and Huguenot

**ADA Upgrades and
Sta. Renewal at
Borough Hall/Lex.**
A37145
A46024

This is a design-build project to provide ADA accessibility and a station renewal at Borough Hall Station (4,5). In addition to making the station fully accessible, the project scope includes waterproofing the station envelope, replacing and rehabilitating the station vent structure over, performing significant structural steel repairs, and replacing a 44-inch girder that spans the station.

PROJECT STATUS	Original	Forecast
Substantial Completion	April 2025	October 2026
Budget	\$167.2 M	\$165 M
The project is approximately 93% complete.		

This station was made accessible in July 2026 and the project is on budget. Additional punch list items are outstanding and will be completed in October 2026.

This design-build project will provide three new elevators to make the station ADA-accessible. The elevators will be maintained by third-party under a separate contract. The design-build contractor is Judlau Contracting, Inc.

The project also delivers significant station renewal work including platform edge replacement, wall tile replacement, control area re-configuration, steel beams/girders repairs/replacement, associated cable/conduit and utility relocations, and waterproofing of the station envelope.

Current activities:

- Continued PA/CIS system preparation, including coordination for third-party heat testing of the PA/CIS Cabinet serving the 2/3 and R Lines.
- Continued station finish restoration activities, including mosaic finish installation at platform and stair areas.
- Continued waterproofing and leak remediation activities

**ADA Upgrades at
149 St-Hostos and
Tremont Av**
A37131
A37134

The project will provide ADA accessibility to three underground subway stations in the Bronx: the 149 St-Hostos two-station complex (2, 4, 5) and Tremont Av (B, D). The project will also provide free accessible transfers between subway lines at 149 St-Hostos.

PROJECT STATUS	Original	Forecast
Substantial Completion	July 2023	November 2026
Budget	\$163 M	\$168.8 M
The project is approximately 94% complete.		

This project is a design-build contract for the installation of six new elevators, three new stairs, four new elevator machine rooms, and ADA boarding areas. In addition, this project includes the restoration and re-opening of the historic headhouse at 149 St-Hostos, including decorative terracotta, brick, and iron features. The design-build contractor is Tully Construction.

The overall project is approximately 94% complete. The project budget was increased to support Construction Manager services due to the extended construction duration. The project schedule was extended to accommodate the addition of an Area of Refuge (AOR) in the station, utility coordination delays, and underperformance by the design-builder and subcontractors.

Work at the Tremont Av station was completed in February 2024 with the addition of three elevators, in addition to platform column repairs and circulation improvements.

The project has experienced challenges that impacted the project schedule, including the addition of an Area of Refuge (AOR) at 149 Street-Hostos required by a change in code requirements and poor performance by the design-builder and subcontractors. Further delays were caused by the addition of a subpanel and signal disconnects and a new electrical panel in the reserve electrical distribution room.

The Design-BUILDER will be held accountable for delays, with liquidated damages applied as permitted under the contract.

Current activities:

- Three elevators, two new transfer stairs and new control area were placed in service on September 11, 2026, making the complex accessible
- The remaining work to transfer the temporary EDR loads to the new permanent reserve EDR is ongoing.

**September 2026
Capital Program Committee
Independent Engineering Consultant (IEC)
Programmatic Review**

**Business Unit: Stations
New York City Transit (NYCT) – Stations Program**

NYCT – Stations Program

Program Summary

The MTA's 2025-2029 Capital Plan includes the delivery of 67 additional accessible stations by 2029, supporting its commitment to make the majority of transit stations ADA accessible by 2055.

The IEC monitors Construction & Development's (C&D) Stations Business Unit (BU) through the quarterly Traffic Light Report (TLR) and provides additional risk-based monitoring of both individual and bundled station projects, which combined, represent approximately 95% of all active Stations projects in design and construction.

This programmatic report provides an update on the stations program since last year's October 2025 CPC in October 2024. It focuses on 12 individual risk-based monitoring projects representing a total combined budget of \$4.4B, which account for the majority of the BU's accessibility-related construction work.

These projects cover the following key areas:

- Americans with Disabilities Act (ADA) Accessibility Improvements
 - Elevators, ramps, tactile warning strips, boarding platform modifications, signage, etc.
- Renewals, Infrastructure and Structural Upgrades
 - Station component replacements, mezzanine extensions, structural and electrical repairs, utility relocations, painting, finishes, etc.
- Elevator and Escalator Replacements
 - Existing elevator and escalator equipment that has reached the limit of their useful life expectancy.
- System, Technology, and Communication Upgrades
 - Communication and information systems, life safety, technology improvements, etc.

Cost and schedule metrics have been used to assess project performance, identify key issues and potential risks, and generate program-level observations on common challenges and opportunities. These findings informed a set of programmatic recommendations to support effectiveness in project delivery.

The IEC closely monitors progress on the Station Accessibility program and is expanding its oversight to include additional station renewals, and State of Good Repair (SOGR) projects in the current Capital Plan.

NYCT – Stations Program

Program Scope

The table below outlines the scope of 12 station projects, comprising of ADA accessibility upgrades, and station renewals. Collectively, the projects include the installation of 128 elevators and the replacement of 28 escalators at 73 of MTA's 493 existing transit stations.

Since our last report in October 2025, one project was added to our monitoring responsibilities.**

Project	# of Stations	Scope	Contractor/ Designer
ADA 149 St-Grand Concourse and Tremont Av	2	Six new elevators, historic 1905 headhouse renovation and free station transfer at 149 St.	Tully Construction/STV
ADA Package 3	13	34 elevators (20 new, 14 replacement), and stairs (13 new, 11 replacement)	EAE (Developer)
ADA Package 4	4	Eight new elevators, one replacement escalator	JTTC/AECOM
ADA Package 5	13	18 new elevators, four new ramps, track replacement, SOGR and station renewal work at three stations.	Judlau/WSP
ADA Package 6	5	11 new elevators and eight new stairs, track replacement, and SOGR work	MLJTC2/ AECOM
ADA Package 7 **	2	Four new elevators, two new stairs, and track replacement.	Forte Constr./ Stantec
ADA/Renewal: Borough Hall	1	Three new elevators, waterproofing of entire station ceiling.	Judlau/WSP
ADA Broadway Junction	3	Seven new elevators, three replacement escalators; new station entrance, track replacement, and two new transfer bridges.	ECCO III/ Atkins Realis
61 St – Woodside	2	Structural component renewals, overcoat painting from 48 th St to East of 74 St Station, four replacement escalators, and track replacement.	Skanska Railroad (JV) / AECOM
Flushing 5 Station Renewals	5	New platforms and ADA compliant edges, stairs, structural repairs, updated windscreens, and track replacement.	Judlau / MTA In House
Replacement of 21 Escalators	6	20 replacement escalators, remove one escalator and modify existing stair.	Skanska/ Parsons
Replacement of 37 Elevators	17	37 replacement elevators.	Forte-Gramercy (JV)/ AECOM

NYCT – Stations Program

Project Locations

Throughout the five boroughs, the following projects are part of the IEC risk-based monitoring.



NYCT – Stations Program

Program Status

Since our last report to the Board, the Stations Program has continued the commitment to providing more ADA accessible stations.

Achievements:

- The following 20 stations provide accessibility, with 42 elevators placed in service.

Project	Station	# Elevators	In Service
ADA 149 St-Grand Concourse and Tremont Av	149 St – Grand Concourse	3	09/2026
ADA Package 3	Church Av – Brighton	2	11/2025
	34 St – Penn Station	2	12/2025
	Sheepshead Bay	2	02/2026
	Yankee Stadium – Concourse	3	04/2026
	Rockaway Blvd	2	06/2026
	Kings Highway – Culver	3	08/2026
ADA Package 4	Parkchester/E 177 St	2	01/2026
	137 St/CCNY	1	05/2026
ADA/Renewal: Borough Hall	Borough Hall	3	12/2025
Replace 37 Elevators	Fordham Rd – Jerome Av	3	10/2025
	Atlantic Av – Eastern Pkwy	2	11/2025
	Stillwell Av	1	12/2025
	14 St – 8 Av	1	12/2025
	Canal St – Lexington	1	03/2026
	DeKalb Av – Fourth Av/Brighton	3	04/2026
	Church Av – Flatbush	1	05/2026
	Roosevelt Av	2	06/2026
	Utica Av – Eastern Pkwy	2	07/2026
	179 St – Queens Blvd	3	08/2026

NYCT – Stations Program

Program Status (continued)

Achievements (continued):

- Expanded accessibility to one additional station through a newly installed ramp.

Project	Station	# of Ramps	In Service
ADA Package 5	Harlem – 148 St	1	05/2026

- Placed 15 escalators into service at six stations.

Project	Station	# of Escalators	In Service
ADA Package 4	Parkchester/E 177 St	1	04/2026
Replacement of 21 Escalators	Franklin Av	1	12/2025
	63 St / Lexington Av	4	04/2026
	High St	1	07/2026
	Park Place (Chambers St/WTC/Cortlandt St)	2	07/2026
	21 St / Queensbridge	6	08/2026

- Eight new elevators are projected to be in service by the end of 2026:
 - ADA Package 3: five new elevators.
 - ADA Package 4: one new elevator.
 - ADA Package 5: two new elevators.
- Additionally, eight replacement elevators and six replacement escalators are forecasted to be in service before the end of 2026.
 - Replacement of 37 Elevators: eight replaced elevators.
 - Replacement of 21 Escalators: six replaced escalators.

NYCT – Stations Program

Challenges

The Stations program continues to make progress, while several challenges identified in last year's report remain relevant.

- New projects across the MTA continue to increase resource demands, with limited capacity across both external and MTA project teams.
 - External resources: The limited local pool of qualified contractors and specialty subcontractors continues to support a growing number of MTA projects, increasing demand for skilled labor. The ADA program remains heavily reliant on two elevator subcontractors. Both have exhibited challenges providing additional support when needed, while maintaining current MTA project commitments.
 - MTA resources: MTA continues to expand its critical in-house project support capacity through ongoing hiring efforts; however, overall resources remain a challenge as new hires become familiar with MTA protocols, and the impact of employee turnover continues.
- Unforeseen site conditions remains an ongoing challenge across the Stations program, particularly where existing utilities and infrastructure conditions are not fully identified or accurately documented during design. This leads to unplanned scope during construction and affects both cost and schedule.
 - Utilities: Last report, IEC noted C&D had begun implementing additional utility and existing-condition surveys and introduced risk-sharing provisions in contracts to reduce change orders and better manage added scope. The IEC will continue evaluating this effort as projects are completed.
 - In addition to this, C&D is reviewing technology options that will be utilized in the design development phase of select projects and findings included in pre-bid documents to reduce unforeseen conditions and improve outcomes during construction. This has the potential to locate and identify previously hidden utilities without additional destructive testing.
 - State of Good Repair (SOGR): Unforeseen infrastructure conditions identified during construction, can necessitate the addition of unplanned SOGR work. While these repairs are vital to maintain long-term asset integrity, these scope additions during active construction can result in schedule delays and cost overruns. These challenges highlight the importance of thorough condition assessments and early planning for future projects. This should include consideration of available market capacity and associated lead times to minimize potential impacts.

NYCT – Stations Program

Challenges (continued)

- Availability of General Orders (GOs) / Diversions remains a challenge due to competing projects and agency supplied resources such as work trains and flaggers. This can constrain planned work and impact the project schedule.
 - C&D is addressing these challenges where possible by procuring additional work trains and utilizing piggyback opportunities when available.
- C&D Delivery Service Office (DSO) has continued its efforts to address the third-party coordination and support challenges that arise throughout project construction and often put pressure on project schedules.
 - Utility Coordination: The DSO implemented two of its three-part Con Edison Initiative in February 2026. The initiative has been shared with MTA Bus, DBs and other stakeholders to improve Con Edison support. Currently, lessons learned are being developed, service request processes standardized, and benefits such as shorter durations in service requests, are noticeable even from the small data set that is available. The IEC will continue monitoring the results of the initiative with further analysis of the data as its generated.

C&D DSO has also initiated efforts to strengthen coordination with other utility and communication providers.
 - Easements/Access Agreements/Permits: MTA collaborates with third party stakeholders early in the project lifecycle to obtain concurrence for the conceptual design; however, approvals often require more advanced design information that is not available until after contract award, resulting in a prolonged approval process. This remains an ongoing challenge of the third-party stakeholder agreements.
- The in-service review and approval process, has been challenging due to the coordination required across multiple teams and competing priorities.
 - Under ADA Package 3, a pilot program was launched last year to manage the review cycle for electrical in-service drawings, procedures and correspondence. The project team has provided positive feedback on the software for streamlining the submission and approval process while also reducing turnaround times.
 - Plans are underway to expand the use of this software to additional projects over the coming months.

NYCT – Stations Program

Challenges (continued)

- Challenges encountered during Testing and Commissioning (T&C) continue to impact the timeliness of placing elevators and escalators in service.
 - Increased delays in construction activities have created unplanned schedule constraints for subcontractors and in-house support staff alike, compressing the planned T&C window and requiring reallocation of limited resources.
 - Incomplete and/or non-compliant work identified during scheduled inspections often drives a substantial punch-list work or rework, and re-inspections. This further strains the already-limited capacity of MTA user groups and prolongs the T&C cycle.
 - The IEC acknowledges C&D DSO efforts to improve the T&C process through structured planning tools, including elevator and escalator activity checklists and a standardized commissioning kickoff procedure.
 - The IEC also notes that the weekly internal Elevator Place-in Service meeting led by C&D DSO continues to effectively support the project prioritization despite staffing constraints and has yielded improved communication and coordination amongst project team members, MTA support staff and user groups, providing real-time solutions, results, and actionable items to address.

NYCT – Stations Program

Program Schedule

The table below outlines the IEC-monitored Station projects, followed by observations on schedule variances, and the IEC's assessment of progress, issues, and potential delays. Where applicable, the IEC also highlights actions under consideration by project teams to mitigate schedule delays and risks and improve delivery timelines.

Project	Contractual		Forecast	
	Award	Substantial Completion (SC)	Project SC	IEC SC
ADA 149 St–Grand Concourse and Tremont Av	08/2020	12/2025	11/2026	11/2026
ADA Package 3	12/2022	09/2026	12/2026	12/2026
ADA Package 4	12/2022	06/2025	09/2026	09/2026
ADA Package 5	12/2023	12/2026	12/2027	12/2027
ADA Package 6	12/2024	10/2028	10/2028	10/2028
ADA Package 7	11/2025	08/2028	08/2028	08/2028
ADA/Renewal: Borough Hall	12/2022	04/2025	10/2026	10/2026
ADA Broadway Junction	12/2023	09/2027	03/2028	03/2028
61 St – Woodside	09/2022	05/2025	05/2027	05/2027
Flushing 5 Station Renewals	01/2023	01/2026	02/2027	02/2027
Replace 21 Escalators	12/2023	10/2026	12/2026	12/2026
Replace 37 Elevators	12/2023	09/2026	10/2026	10/2026

Overall, 10 of the 12 projects monitored by the IEC are shown as tracking beyond their contractual SC dates.

Since last report, the following nine projects have encountered delays to their forecast substantial completion dates:

- ADA 149 St-Grand Concourse, ADA Package 3, ADA Package 4, ADA Package 5, ADA/Renewal: Borough Hall, ADA Broadway Junction, Flushing 5 Station Renewals, Replacement of 37 Elevators and the Replacement of 21 Escalators.

NYCT – Stations Program

Program Schedule (continued)

The schedule updates since our last CPC report for projects monitored by the IEC are outlined below:

- ADA 149 St-Grand Concourse and Tremont Av – Beneficial use of the three new 149 St elevators was achieved in September 2026, with SC now forecast for November 2026, over three years later than the original SC date at award of July 2023.
 - Recent difficulties have included remediating water infiltration in the elevator shaft, limited GO availability, unforeseen utility deficiencies, insufficient DB support and poor contractor performance. SC slipped from December 2025 to November 2026.
 - Based upon the extensive testing, commissioning and inspections to place the last elevators in service in September, minimal work remains and the IEC opinion is November SC is achievable. Of note, the multiple problems encountered, resultant scope changes and time extensions over the past years, need to be reviewed and added to C&D's lesson learned to improve contractor responsiveness, accountability and performance to avoid future reoccurrence.
- ADA Package 3 – Six additional stations have been completed since last reporting, bringing the total to nine. Three stations remain to be completed.

As such, the developer's latest schedule forecasts a three-month delay to SC to December 2026. Unforeseen conditions, as well as inconsistencies in project execution and resource coordination have contributed to this delay.

 - Timely support from MTA Operations/ User Groups remains essential to this effort.
 - Based on the rate of station completions to date, the IEC forecasts an additional three-month delay to March 2027.
- ADA Package 4 – One of eight elevators remains to be placed in service. The earlier utilities and glazing subcontractor challenges have been resolved; however, their time impact has added three months to SC, now forecast for September 2026.
 - The work is progressing satisfactorily after the underperforming glazier was successfully replaced and the utilities completed their scopes of work.
 - Achieving the current September 2026 SC date seems favorable.

NYCT – Stations Program

Program Schedule (continued)

- ADA Package 5 – Work at one of 13 stations has been completed, delivering station accessibility at Harlem-148 St. Early progress on the remaining stations was constrained by external NYC-DOT permitting delays, private property boundary interferences, limited track outage availability, and access conflicts with adjacent projects, pushing the SC forecast out by 12 months to December 2027.
 - The project team executed mitigation measures, highlighted by an extended track outage in May 2026 coordinated alongside 61 St - Woodside. This outage cleared track and platform work at 33 St and 46 St stations on the Flushing Line, removing both from the project’s critical path.
 - With one station completed and key line-access bottlenecks resolved, SC is now driven by work at 36 St and 86 St Stations. In the IEC’s assessment, the forecasted December 2027 SC is achievable based on current site progress and outage support.
- ADA Package 6 – Construction activities have commenced across all five stations. Overall progress remains on schedule, supported by an executed Value Engineering (VE) modification at Burnside Av Station that delivered a \$3M cost reduction and a 28-day improvement to the station schedule. The remaining four stations maintain their original baseline completion forecasts.
 - The project team is currently evaluating the schedule and cost impacts for the integration of SOGR scope additions at Avenue I, Norwood Av and Burnside Av stations. In the IEC’s assessment, the original project SC target remains achievable given current construction progress and outage support.
- ADA Package 7 – The project is progressing on schedule through design and preconstruction activities following approval of the baseline schedule.
 - After review of the latest schedule update, the IEC notes the project needs to focus on upcoming coordination and scheduling efforts involving Con Edison to avoid potential issues that could impact the project schedule as well as completing review of the panel replacement change order submittal to evaluate what if any impact it may have to the schedule.
- ADA /Renewal: Borough Hall – Placing all three elevators into service in December 2025 achieved full ADA accessibility for the station. Earlier schedule setbacks stemmed from late design and underpinning activities, followed by critical field work delays, unexpected structural conditions, additional change-orders, limited GO access, and subsequent NYC DOT and utility coordination challenges.
 - With the elevators now in service, the remaining schedule is driven by street-level NYC-DOT and utility restoration, agency acceptance, testing and turnover documentation. In the IEC’s view, achieving SC in late 2026 is still feasible.

NYCT – Stations Program

Program Schedule (continued)

- ADA Broadway Junction – Significant progress to date includes two new stairs and two modified stairs placed in service and placement of the pedestrian bridge steel (August 2026). Activities are progressing for each of the new elevators and installation of structural steel for the new L Station Control House. Notable schedule issues include: acceptance of the Code Compliance Plan by MTA suspending procurement of long-lead structural steel for the L Station Control House and the Pedestrian Bridge; disputed scope delaying design and abatement of unforeseen asbestos-containing materials.
 - The current critical path includes installation of long-lead structural steel, energization of new electrical service, L Station platform leveling and elevator/escalator commissioning.
 - In the opinion of the IEC, while achievement of SC in March 2028 is possible, it is highly dependent upon third-party coordination and availability of MTA support service for inspection and commissioning activities.
- 61 St-Woodside – Contractual SC was missed, (May 2025), but the date has not slipped further since the last report. These delays are primarily due to required repairs to address excessive unforeseen steel deterioration and scope changes, including additional steel repair/replacement of station platform girders.
 - While the project team has been working diligently to mitigate the initial delay, it will not be possible due to lack of available Gos on the Flushing Line, limited MTA in-house support resources, and steel fabricator capacity.
 - IEC notes the delays on this project are also negatively impacting the Flushing 5 Station Renewal project due to the need for extending the station bypasses on the Flushing Line.
- Flushing 5 Station Renewals – Contractual SC has been missed and is forecast to be over a year delayed primarily due to required repairs to the excessive steel deterioration on the other Flushing line contract (61 St-Woodside).
 - The contractor attempted to mitigate further delays by working at three stations concurrently, instead of two at a time; however, they have had difficulty staffing the project.
 - The current steel fabricator is at capacity, and the project is attempting to mitigate a further delay to SC by finding another steel fabricator to complement the current one.

NYCT – Stations Program

Program Schedule (continued)

- Replacement of 21 Escalators – Since our last report, to date, 14 more escalators have been placed in service, and all construction work has been completed at one station. Inspections, T&C activities continue to challenge the team.
 - The PMC has been closely tracking work progress to ensure that MTA support staff are requested timely. Where appropriate, the PMC has escalated requests to MTA upper management. GOs and work trains for moving materials and equipment are required.
 - Critical activities are noted at escalators ES407 and ES408 at the 63 St / Lexington Av station. Completion of installation and SOGR, along with T&C are key items. GOs and work trains for moving materials and equipment are required.
 - In the opinion of the IEC, in consideration of outstanding work, attaining SC in December 2026 is possible with critical GOs/work trains and timely inspections, T&C activities in coordination with MTA support staff.
- Replacement of 37 Elevators – Nineteen more replacement elevators have been placed in service since the last report, bringing the total to 29 elevators at 13 of the 17 contracted stations. The placing in service of the last of the remaining eight elevators is forecast for October 2026.
 - The MTA project team is aggressively pushing to achieve the October 2026 SC. It is the IEC's opinion that the October SC is achievable.

NYCT – Stations Program

Program Budget

The 12 projects monitored by the IEC account for approximately \$4.4B of the Stations program.

Based on an analysis of project expenditures to date, available contingency, and potential risks, the IEC concludes that the current budgets for 11 of the 12 projects are sufficient to complete the work.

Project	Budget at Award	Current Budget	Project EAC ⁽¹⁾	IEC EAC within Budget
ADA 149 St-Grand Concourse and Tremont Av	\$170M	\$178M	\$178M	Yes
ADA Package 3	\$692M	\$691M	\$691M	Yes
ADA Package 4	\$237M	\$230M	\$230M	Yes
ADA Package 5	\$871M	\$871M	\$871M	Yes
ADA Package 6	\$435M	\$447M	\$447M	Yes
ADA Package 7	\$183M	\$183M	\$183M	Yes
ADA/Renewal: Borough Hall	\$175M	\$173M	\$173M	Yes
ADA Broadway Junction	\$393M	\$399M	\$390M	Yes
61 St – Woodside	\$322M	\$366M	\$366M	Yes
Flushing 5 Station Renewals	\$303M	\$358M	\$362M	No
Replace 21 Escalators	\$222M	\$220M	\$213M	Yes
Replace 37 Elevators	\$311M	\$311M	\$311M	Yes

(1) EAC: Estimate at Completion

Since our last report, budget changes have been identified for eight projects, including five with increased budgets.

- ADA 149 St-Grand Concourse and Tremont Av – The budget increased due to significant scope additions and change orders, including the Area of Refuge's, structural steel repairs, and costs associated with additional MTA resources, CCM support and assistance from project consultants to maintain project support to closeout.
- ADA Package 6 – The project is 30% complete. The IEC forecasts the project will complete within budget, taking into account the cost reduction due to Burnside Av station VE modification, and the added budget for SOGR scope referral at Avenue I station.
- ADA Broadway Junction – The budget increased due to property acquisition (NYC Parks Easement) and additional abatement (AC Station Control House).

NYCT – Stations Program

Program Budget (continued)

- 61 St – Woodside – The forecasted cost has increased since the last report due to the additional extent of steel deterioration identified.
- Flushing Station Renewals – Similarly to the other Flushing line project (61 St-Woodside), the project's EAC increased by \$28M since our last report due to unforeseen steel deterioration. The IEC forecasts complete depletion of the existing project contingency and reserves, along with additional funding as the project progresses.

NYCT – Stations Program

Project Risks and Mitigations

The IEC participates in risk assessments and recurring risk review meetings while monitoring risks, mitigations and outcomes throughout the project lifecycle. The IEC has identified key risks associated with the projects currently being monitored.

ADA Package 3

- Risk: Low productivity, construction quality, and/or limited MTA resources including GOs and user groups availability, may further delay the project's SC.

- Mitigation: Increase contractor and subcontractor staffing and extended shifts.

- Mitigation: Continued project team and MTA cross-departmental coordination.

The IEC considers the identified mitigations appropriate; however, continued focus on contractor and subcontractor productivity is warranted to minimize further schedule impacts.

ADA Package 4

- Risk: Underperformance by the elevator subcontractor as well as delays in final testing and commissioning are the largest risks to achieving current SC.

- Mitigation: The elevator subcontractor has established a northeast regional office to closely manage operations and hire more technical staff to meet the increasing demand of the elevator installations.

- Mitigation: The C&D team has developed and utilized lessons learned from the testing and commissioning challenges it experienced and resolved to minimize possible recurrence.

The IEC notes that testing and commissioning activities are now progressing satisfactorily.

ADA Package 5

- Risk: Schedule delays stemming from constrained agency track access resources

- Mitigation: The project team is piggybacking track access windows on adjacent capital projects and implementing strategies to maximize productivity during GOs.

The IEC notes that these mitigation strategies have yielded measurable results:

- Flushing Line: Coordinated extended outage with the 61 Woodside project reduced critical path delays at 33 St and 46 St Stations.

- 242 St Station: Productivity in precast platform panels installation at 242 St Station was improved by optimization of work sequencing and equipment used.

NYCT – Stations Program

Project Risks and Mitigations (continued)

ADA Package 6

- Risk: After construction started, additional State of Good Repair (SOGR) scope has been identified. Integration of additional scope may impact the project budget and schedule.
 - Burnside Ave Station: SOGR scope identified for platforms support, Track access to perform the work is being coordinated.
 - Avenue I Station: SOGR scope added via new referral and include budget addition.
 - Norwood Ave Station: SOGR scope identified for platforms support.
 - Mitigation: Change Management procedures are being followed across all locations to expedite processing and minimize cost and schedule impacts.

The IEC recognizes that Integrating the proposed SOGR work is necessary to complete the ADA scope.

ADA Package 7

- Risk: SOGR scope growth at Kingsbridge Road, the change order requiring additional precast panel replacement is-under evaluation, and the additional work may impact both cost and schedule.
 - Mitigation: Additional existing-condition surveys and design reviews were undertaken to confirm the required panel replacement scope. The change order is under negotiation and user groups/stakeholder comments are being reviewed so the final scope including cost and schedule impacts can be resolved.

The IEC considers the precast panel change order is the primary risk for ADA Package 7 and finds the mitigations appropriate.

ADA/Renewal: Borough Hall

- Risk: Street-level NYC DOT and utility work remain the primary critical path risk driving the October 2026 Substantial Completion forecast.
 - Mitigation: Continue phased street reconstruction while concurrently advancing inspections, testing, and closeout activities.

The IEC finds this mitigation to be appropriate to achieve the October 2026 SC forecast, provided continued NYC DOT and third-party support and no further utility work and approval delays.

NYCT – Stations Program

Project Risks and Mitigations (continued)

ADA Broadway Junction

- Risk: New electrical service required for T&C activities is dependent upon both DB having the new Electrical Distribution Rooms (EDRs) ready, and the timely energization by Con Edison. Advanced design surveys identified that existing power capacity is insufficient to energize the new elevators and escalators.
 - Mitigation: DB is regularly updating EDR activities based on field progress.
 - Mitigation: MTA Energy Management is tracking utility submittals to ensure energization of the new service aligns with the contractor's commissioning schedule.

The IEC recognizes that a forecast delay will soon be realized if additional power is not available timely for the testing of the new elevators and escalators.

61 St – Woodside and Flushing Station Renewals

- Risk: Persistent track outage constraints on the Flushing Line driven by high passenger ridership, public events, and competing multi-contract demands.
 - Mitigation: The project teams are communicating with Support Services to schedule GOs as far in advance as possible and working to piggyback on the adjacent project's GOs to complete their adjacent track work.

While the IEC finds this mitigation to be appropriate, it is critical for the projects to receive their required GOs to complete the work. This is due to the significant added scope and potential to push weather sensitive activities (track bed concrete work and structural painting) into the winter months. If this occurs, SC is likely to slip out further.

Replacement of 21 Escalators

- Risk: Schedule progress is constrained by limited availability of MTA testing and commissioning resources.
 - Mitigation: PCEO is escalating to MTA upper management to address the resource bottleneck requests when inspection and testing schedules stall.

In the opinion of the IEC, given fire alarm testing progress trends have improved noticeably following PMC escalation.

Replacement of 37 Elevators

- Risk: Limited access to back-of-house facilities and inadequate in-house resources pressure the testing and commissioning needed to achieve place-in-service milestones and SC.
 - Mitigation: The C&D team is working with in-house groups and other stakeholders to secure timely access and support for the remaining place-in-service and SC.

It is the IEC's opinion that the collective and proactive efforts of the C&D team should be satisfactory to achieve the October 2026 SC.

NYCT – Stations Program

Program Observations

The IEC notes the following changes in project approach and/or best practices being adopted for future stations work.

- Significant increases in steel quantities on several projects have placed the current fabricator near its production capacity, creating a potential risk to project schedules. Project teams are mitigating this risk by seeking additional fabricators to perform the remaining work. This experience highlights a potential capacity constraint that should be considered for future projects requiring steel replacement and/or repair.
- Recent projects have incorporated contractual requirements for the PMC to assess the effectiveness of risk mitigations and how they complement the Stations BU's work. The IEC will follow up on these efforts and looks forward to reviewing the findings as they become available.
- The IEC observes that the increasing volume of concurrent elevator and escalator installations may place pressure on available elevator and escalator subcontractor capacity. Continued planning and coordination will be important to support timely delivery of the installation work.
 - Of note, C&D's mechanical group and E&E are currently in the early stages of discussions with a new escalator subcontractor that may soon be added to the MTA's vendor pool. Vetting a new escalator subcontractor is a positive step to begin reducing the pressure on MTA staffing resources.
- The IEC observed that elevator maintenance agreements continue to be issued as part of C&D's project delivery strategy, while escalator maintenance continues to be performed by E&E. Overall, the current approach to maintaining both elevator and escalator assets remains consistent.
- C&D has continued its efforts to broaden its pool of qualified specialty subcontractors. This includes engaging a second escalator subcontractor and seeking to retain a third elevator subcontractor for upcoming MTA projects.

NYCT – Stations Program

Program Recommendations

- The IEC reiterates its prior recommendations to establish a consistent approach for documenting and incorporating lessons learned (LL) across station projects.
 - Include in all PMC contracts the responsibility to track and record LL as part of their required deliverables with findings submitted to C&D on a quarterly basis for incorporation into the LL database.
 - Establish a standardized process to review and share LL across project teams, promoting knowledge transfer.
 - Establish a tracking mechanism to monitor the implementation and effectiveness of lessons learned in new projects.
 - Use past LL consistently to inform risk assessments and risk registers for new projects.
 - Concurrently, expand the database to capture successful mitigation strategies and proven responses to recurring project risks.

The IEC continues to see value in C&D's LL database as a resource for capturing and sharing project insights. As the LL process evolves, enhancing the database's functionality and usability could further support its effective use.

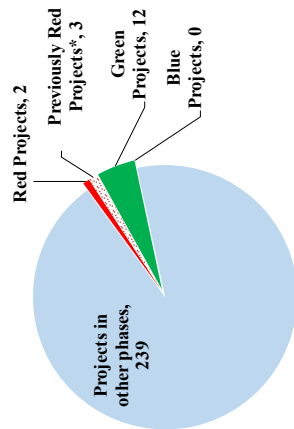
- As noted last year, the IEC encourages consistent onboarding of the PMC prior to or concurrent with project awards. This would provide the MTA's project team with the necessary support from the outset and enables the PMC to familiarize themselves with the project scope, various stakeholders and interact with the design team to maintain the important information and communication link prior to award.

2nd Quarter 2026 Traffic Light Report on the MTA Capital Program

A total of 256 Projects were Reviewed for the 2nd Quarter 2026

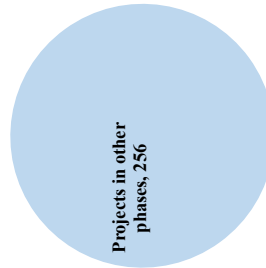
The 256 active projects include 17 projects in Design, 0 in Post-Design to Construction Award, 239 in Construction

17 of 256 Projects in Design



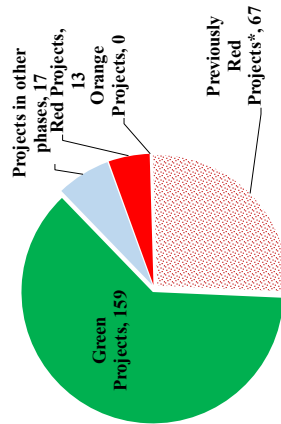
* see Terms and Definitions page

0 of 256 Projects in Post-Design to Construction Award



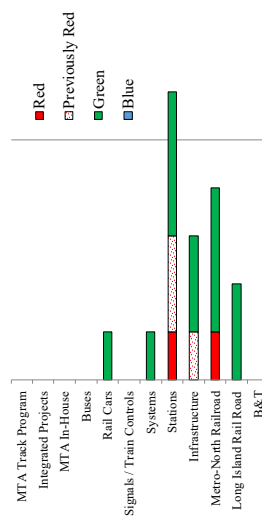
* see Terms and Definitions page

239 of 256 Projects in Construction



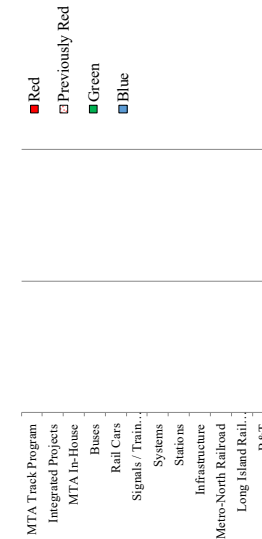
* see Terms and Definitions page

17 Projects in Design



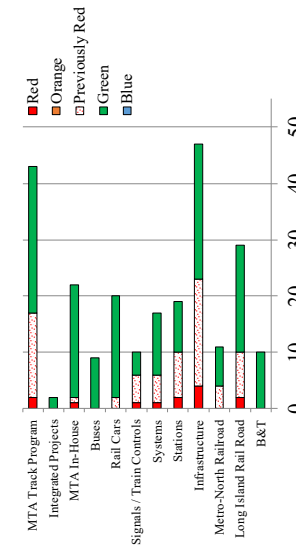
Second Quarter 2026: 17 Projects were reviewed in this phase with 12 designated green, 3 as previously red, and 2 red. The 2 red projects had root causes as scope change and coordination with other agencies.

0 Projects in Post-Design to Construction Award



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

239 Projects in Construction



Second Quarter 2026: 239 Projects were reviewed in this phase with 159 green, 67 previously red, and 13 red. The 13 red projects had root causes of scope change, contractor performance, design change, coordination with other agencies, long lead items, material availability, unforeseen site conditions, and MTA resource support.



Project Terms and Definitions

2nd Quarter 2026 Traffic Light Report

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

Project Terms and Definitions

Projects in Design: 17

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



Project Terms and Definitions

2nd Quarter 2026 Traffic Light Report

Projects in Post Design to Construction Award Phase: 0

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

Projects in Construction: 239

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

Projects in Planning:

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

Completed Projects:

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



Project Terms and Definitions

2nd Quarter 2026 Traffic Light Report

Report Index Formulas and Criteria:
➤ Cost Index = Total Project EAC / Current Approved Budget. (Note: Current Budget is not Budget at Award)
➤ <u>Cumulative Cost Variance = 3 consecutive quarters with a total cost index increase that cumulatively exceeds the TLR threshold of 10% over 3 quarters.</u>
➤ Schedule Variance = Number of months of change in schedule since the last TLR.
➤ <u>Cumulative Schedule Variance = 3 consecutive quarters with a total change in schedule that cumulatively exceeds the TLR threshold of 3 months or more.</u>
➤ The TLR includes projects in CPOC's Risk-Based Monitoring Program which are listed at the end of the report.
➤ Only projects with budgets of \$7M or greater are included in the current quarter's TLR. Projects with budgets below \$7M are not displayed in the current report but will be maintained in the TLR database. If the current budget increases above the \$7M minimum threshold, the projects will return to an active status.

2nd Quarter 2026 Traffic Light Report

Projects in Design, Post-Design to Construction Award or Construction

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle Projects									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$125,056,592	92	1.00	■	3	▲	
T8041311	ADA: Borough Hall LEX	Construction	\$39,980,570	92	1.00	■	3	▲	R
Broadway Junction Bundle Projects									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	5	1.00	■	0	■	
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$12,000,135	30	1.00	■	0	■	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$351,230,495	42	1.00	■	0	■	G
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,487,516	42	1.00	■	0	■	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,574,055	52	1.11	▲	0	■	
ADA 149th Street and Tremont Ave Bundle Projects									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$123,867,941	92	1.00	■	2	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$54,756,429	94	1.00	■	2	▲	
ADA Package 4 Projects									
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	98	1.00	■	3	▲	R
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$15,194,207	85	1.09	▲	3	▲	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,205,407	68	1.00	■	3	▲	
T8041291	Customer Service Center at Parkchester	Construction	\$4,048,173	100	1.00	■	3	▲	
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$110,550	100	1.00	■	3	▲	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$78,424,275	92	1.06	▲	3	▲	
T8041347	ADA: Northern Blvd/QBL	Construction	\$40,214,384	85	1.01	■	3	▲	
T8041371	ADA: 137 St BW7	Construction	\$39,047,491	76	1.02	■	3	▲	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$19,319,582	98	1.38	▲	3	▲	

2nd Quarter 2026 Traffic Light Report

Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	96	1.00	█	0	█	
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,736,078	3	.99	█	0	█	
T8041312	ADA: Junius St / NLT	Construction	\$89,639,631	38	1.00	█	0	█	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,287,496	97	1.00	█	0	█	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,866,423	78	1.00	█	0	█	
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	97	1.00	█	0	█	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	94	.99	█	0	█	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	76	1.00	█	0	█	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,318,132	67	1.00	█	0	█	
T8041348	ADA: Church Avenue Brighton	Construction	\$52,748,623	97	1.00	█	0	█	
T80413DD	ADA: Junius St / NLT - Design	Construction	\$1,658,405	38	.99	█	0	█	
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$32,324,823	56	1.00	█	0	█	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$584,481	56	.91	█	0	█	
T8041215	Platform Components: New Lots Ave/NLT - Design	Construction	\$173,079	38	.84	█	0	█	
T8041215	Station Components for 46th St- Bliss St/Flushing - Design	Construction	\$149,760	27	.99	█	0	█	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$14,664,774	38	1.00	█	0	█	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$31,402,844	34	1.00	█	0	█	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,078,795	27	1.00	█	0	█	
T80412DD	Station Renewal: 242 Street / BW7 - Design	Construction	\$882,027	34	1.00	▲	0	█	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T8041302	ADA: 96th St/8Av	Construction	\$47,599,496	60	1.00	█	0	█	
T8041306	ADA: 86th St / Lex	Construction	\$68,238,737	60	1.00	█	0	█	
T8041309	ADA: 81st St / 8 Av	Construction	\$59,474,142	64	.99	█	0	█	
T8041322	ADA: Classon Ave XTN	Construction	\$56,786,503	70	.99	█	0	█	
T8041323	ADA: New Lots Ave/NLT	Construction	\$49,852,217	58	.99	█	0	█	
T8041326	ADA: 36th St / 4 Av	Construction	\$102,047,628	42	1.00	█	0	█	
T8041334	ADA: 242nd Street	Construction	\$45,563,648	65	.99	█	0	█	
T8041334	ADA: 242nd Street	Construction	\$121,680	58	1.00	█	0	█	
T8041341	ADA: Bway/Astoria	Construction	\$55,423,813	67	1.00	█	0	█	
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$85,303,287	55	1.00	█	0	█	
T8041352	46th St- Bliss St/Flushing	Construction	\$74,586,104	54	1.00	█	0	█	
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$27,160,953	95	1.00	█	0	█	
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$56,442,342	56	1.00	█	0	█	
T80413DD	ADA: 242nd Street - Design	Construction	\$7,445,190	58	1.42	█	0	█	
T80413DD	ADA: Harlem 148th Street / Lenox - Design	Construction	\$1,071,792	95	.91	█	0	█	
T80413DD	ADA: 36th St / 4 Av - Design	Construction	\$1,022,563	42	.88	█	0	█	
T80413DD	ADA: 33rd St - Rawson St Station/Flushing - Design	Construction	\$936,818	55	.90	█	0	█	
T80413DD	ADA: Classon Ave XTN - Design	Construction	\$1,034,785	70	1.00	▲	0	█	
T80413DD	46th St- Bliss St/Flushing - Design	Construction	\$881,365	54	.89	█	0	█	
T80413DD	ADA: 86th St / Lex - Design	Construction	\$866,499	60	1.00	█	0	█	

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 5 Projects									
T80413DD	ADA: 242nd Street - Design	Construction	\$713,535	65	.91	■	0	■	
T80413DD	ADA: 81st St / 8 Av - Design	Construction	\$703,959	64	.90	■	0	■	
T80413DD	ADA: 96th St/8AV - Design	Construction	\$716,394	60	.93	■	0	■	
T80413DD	ADA: Bway/Astoria - Design	Construction	\$547,324	67	.90	■	0	■	
T80413DD	ADA: Court Square 23 Street / Queens - Design	Construction	\$500,074	56	.97	■	0	■	
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$43,934,808	37	1.00	■	0	■	
ADA Package 6 Projects									
T7041342	ADA: Ave I CUL DES	Construction	\$225,039	28	1.00	■	0	■	
T8041215	Station Components Design	Construction	\$315,406	33	1.00	■	0	■	
T8041265	Platform components at Burnside Av / JER	Construction	\$16,373,929	33	1.00	■	0	■	
T8041310	ADA: Myrtle Ave / JER	Construction	\$82,605,443	29	1.00	■	0	■	
T8041320	ADA: Ave I / CUL	Construction	\$74,011,512	28	1.00	■	0	■	
T8041376	ADA: Burnside Ave / JER	Construction	\$100,484,528	26	1.00	■	0	■	G
T8041379	ADA: Norwood Avenue / Jamaica	Construction	\$68,553,711	27	1.00	■	0	■	
T8041380	ADA: Middletown Road / PEL	Construction	\$59,277,058	37	.99	■	0	■	
T80413DD	ADA Design	Construction	\$2,890,512	29	1.00	■	0	■	
T80413DD	ADA: Burnside Ave/JER DES	Construction	\$1,642,529	26	1.00	■	0	■	
T80413DD	ADA: Norwood Ave / JAM DES	Construction	\$1,472,605	27	1.00	■	0	■	
T80413DD	ADA: Ave I CUL DES	Construction	\$1,415,154	28	1.00	■	0	■	
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	\$1,368,978	37	1.00	▲	0	■	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 6 Projects									
T80502A7	ML Track Replacement (4 stations)	Construction	\$24,851,264	23	1.00	█	0	█	
ADA Package 7 Projects									
T80412B1	Platform Components: Kingsbridge Rd/JER	Construction	\$2,267,601	10	1.00	█	0	█	
T8041381	ADA: 167 St / Concourse	Construction	\$83,628,488	10	1.00	█	0	█	G
T8041382	ADA: Kingsbridge Road / Jerome	Construction	\$90,955,801	10	1.00	█	0	█	
T80413DD	ADA: 167 St / Concourse - DES	Construction	\$2,772,921	10	1.39	▲	0	█	
T80413DD	ADA: Kingsbridge Road / Jerome - DES	Construction	\$1,668,635	10	.95	█	0	█	
T80502B1	ML Track Replacement: Kingsbridge Rd / JER (3P)	Construction	\$2,771,101	10	1.00	█	0	█	
T80502C4	ML Track Rep Kingsbridge Rd/JER (ADA7) DES	Construction	\$50,382	10	1.00	█	0	█	
All Other Stations Projects									
Station Renewal - Flushing Line - Bundle 1 Projects									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	68	1.00	█	0	█	
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	1.00	█	0	█	
T8040705	Replace Escalators - FLS - Design	Construction	\$710,920	73	1.00	█	0	█	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$42,090,875	73	1.00	█	0	█	
T8041258	Station Renewal: Woodside 61st Station	Construction	\$81,889,836	68	1.00	█	0	█	R
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,569,864	37	1.00	█	0	█	
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$172,260,512	30	1.00	█	0	█	
Replacement of 37 Elevators at 17 Stations Projects									
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$4,742,400	82	1.00	█	0	█	
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,318,743	82	1.00	█	0	█	

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ACEPs which the MTA considers the primary element of the bundled contract									
ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Replacement of 37 Elevators at 17 Stations Projects									
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	82	1.00	█	0	█	G
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	82	1.00	█	0	█	
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,744	95	1.00	█	0	█	R
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	35	.99	█	0	█	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,576,316	95	1.00	█	0	█	
T7041217	Renewal: 69 St FLS	Construction	\$42,976,515	45	1.00	█	0	█	
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	43	1.00	█	0	█	
T8041243	Station Renewal: 111 St / FLS	Construction	\$19,483,621	95	1.01	█	0	█	
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$36,618,444	35	1.00	█	0	█	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$23,987,389	95	1.05	▼	0	█	
T8041246	Station Renewal: 69 St / FLS	Construction	\$24,125,686	45	1.06	█	0	█	
T8041247	Station Renewal: 52 St / FLS	Construction	\$22,213,267	43	1.00	█	0	█	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,725,035	95	1.08	█	0	█	
T8070381	Demo 2 Abandoned CBHs / FLS	Construction	\$2,281,098	100	1.00	█	0	█	
Station SOGR Work - Package 1 Projects									
T8041288	Station Renewal: 7th Avenue / 6th Ave (Brooklyn)	Construction	\$49,902,131	20	1.00	█	0	█	G
T8041289	Station Renewal: East 149 St / Pelham	Construction	\$50,471,429	20	1.00	█	0	█	
T8041290	Station Renewal: 179 St / Queens Blvd	Construction	\$62,639,021	20	1.00	█	0	█	
T80412DD	Station Renewal: 7th Ave / 6th Ave (Brooklyn) - DES	Construction	\$2,829,354	20	1.00	█	0	█	
T80412DD	Station Renewal at 179th St - Queens Blvd Line - DES	Construction	\$2,262,614	20	.99	█	0	█	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
All Other Stations Projects									
Station SOGR Work - Package 1 Projects									
T80412DD	Station Renewal at E 149 St / Pelham - DES	Construction	\$1,786,587	20	1.00	█	0	█	
T80502A9	ML Track Replacement: East 149 St / Pelham	Construction	\$8,548,310	20	1.00	█	0	█	
Replacement of 19 Elevators - Various Locations Projects									
T7040716	Replace 1 Elevator: Lexington Av 53 St QBL DES	Construction	\$168,777	100	1.00	█	0	█	
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	100	1.00	█	0	█	Ⓡ
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$160,850	100	1.00	█	0	█	
ADA Package 9 Projects									
T8041294	Station Renewal: Briarwood	Construction	\$17,784,695	9	1.00	█	0	█	
T8041299	Station Components: Parsons Blvd/QBL	Construction	\$7,451,940	9	1.00	█	0	█	
T80412DD	Station Renewals: Brianwood / QBL - DES	Construction	\$1,031,919	9	.93	█	0	█	
T8041340	Station Renewals: Brianwood / QBL	Construction	\$77,805,410	9	1.00	█	0	█	ⓖ
T8041383	ADA: Gates / Jamaica	Construction	\$84,426,627	9	1.00	█	0	█	
T8041384	ADA: Parsons Blvd / QBL	Construction	\$86,078,976	9	1.00	█	0	█	
T80413DD	ADA: Brianwood / QBL - DES	Construction	\$2,435,033	9	.92	█	0	█	
T80413DD	ADA: Parsons Blvd / QBL - DES	Construction	\$1,881,164	9	1.00	█	0	█	
T80413DD	ADA: Gates Ave / JAM - DES	Construction	\$1,726,872	9	1.00	█	0	█	
Bryant Park Bundle Projects									
T8041215	Platform Components: 5th Ave - FLS - DES	Construction	\$291,519	16	1.00	█	0	█	
T80412A3	Platform Components: 5 Av / FLS	Construction	\$6,974,816	16	1.00	█	0	█	
T8041301	ADA: 42nd St/Bryant 5th Ave	Construction	\$127,381,422	16	1.00	█	0	█	ⓖ
T80413DD	ADA: 42nd St/Bryant 5th Ave - Design	Construction	\$9,683,568	16	1.00	█	0	█	

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
All Other Stations Projects									
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,688,460	84	1.00	■	0	■	R
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$216,408,095	90	.99	■	2	▲	G
T8041255	Station Condition Survey (Group 1)	Design	\$13,101,924	57	1.13	■	1	▲	R
T8041255	Station Condition Survey (Group 2)	Design	\$8,715,949	15	1.00	■	-1504	▼	R
T8041255	Station Condition Survey (Group 3)	Design	\$8,510,691	38	1.00	■	4	▲	R
T9040737	Escalator Replacement: Various Locations - Design	Design	\$15,613,626	30	1.00	■	0	■	G
All Other									
Stormwater Mitigation & Platform Barrier Installation Projects									
T8041270	Stormwater Mitigation, Package 2	Construction	\$10,778,676	0	.98	■	0	■	R
T80412A4	Platform Barriers Installation (3rd Party)	Construction	\$308,250	0	1.00	▼	0	■	
All Other Stations Projects									
T8041269	Water Condition Remedy - 2023	Construction	\$7,836,130	64	1.02	■	0	■	G
T8041377	ADA: 190 St/8AV - Phase 1 (Northbound)	Design	\$11,641,374	0	.00	■	0	■	G
T80413DD	ADA: 190 St/8AV - Phase 1 (Northbound) - DES	Design	\$75,000	0	1.00	■	0	■	G
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	93	1.00	■	0	■	
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$75,050,571	93	1.06	■	0	■	R
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$63,583,446	93	.99	■	0	■	
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	93	1.00	■	0	■	
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	93	1.00	■	0	■	
T8070369	Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	Construction	\$2,929,325	93	1.00	■	0	■	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Infrastructure									
All Other									
Structural Rehab and Overcoat Painting at 180th St Projects									
T8070370	East 180 St Flyover / Dyre Ave Additional Costs	Construction	\$15,958	93	1.00	■	0	■	■
Overcoat Painting - Jamaica Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,887	78	1.00	■	0	■	■
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,500	78	1.00	■	0	■	■
T8070313	Line Structures Overcoat Painting Design	Construction	\$93,696	78	1.00	■	0	■	■
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$74,661,949	78	.90	■	0	■	■
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$67,285,593	78	.90	■	0	■	Ⓡ
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$58,911,912	78	.98	■	0	■	■
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	78	1.00	■	0	■	■
Steinway Tunnel Portal Resiliency Projects									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,306,940	100	1.00	■	1	▲	■
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$22,751,198	100	1.00	■	1	▲	Ⓡ
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	100	1.00	■	1	▲	■
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,475,829	100	1.00	■	1	▲	■
T7080644	Police Radio System: Enhance Coverage-Steinway Tube - DES	Construction	\$42,876	100	.62	■	1	▲	■
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	100	1.00	■	1	▲	■
Line Structure Component Repair Program - BW7 & 8AV Projects									
T7070333	LSCR: Uptown Manhattan (BW7, 8AV) Grouting Survey & Design	Construction	\$1,787,640	0	.98	■	0	■	■
T8070309	LSCR: Uptown Manhattan - BW7 - Design	Construction	\$1,744,144	14	.68	▼	0	■	■
T8070309	LSCR: Uptown Manhattan - 8AV - Design	Construction	\$1,473,694	14	.94	▼	0	■	■
T8070309	Subway Structure Repairs Design	Construction	\$274,479	0	1.00	■	0	■	■

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Construction & Development									
Infrastructure									
All Other									
Line Structure Component Repair Program - BW7 & 8AV Projects									
T8070340	81st St & Broadway Sewer Connection - BW7	Construction	\$862,034	14	1.15	▼	0	■	
T8070360	LSCP: Uptown Manhattan - 7AV	Construction	\$92,080,542	14	.99	■	0	■	
T8070361	LSCP: Uptown Manhattan - BW7	Construction	\$68,085,420	14	1.00	■	0	■	G
T8070362	Exp Joints Repair 133 St & Lasalle - BW7	Construction	\$17,384,977	14	.99	■	0	■	
T8070363	Stormwater Mitigation: 81 St & Broadway - BW7	Construction	\$9,938,218	14	1.00	■	0	■	
T8070364	Demolition of Abandoned Structures CBH 125 St	Construction	\$1,770,096	14	1.00	■	0	■	
Washington Heights Substation Renewal Projects									
T7090225	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$610,579	26	1.00	■	0	■	
T8090210	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$5,464,475	26	1.10	■	0	■	
T8090232	Washington Heights Substation Renewal / 8AV	Construction	\$71,108,006	26	1.00	■	0	■	G
Hardening of 26 Substations Projects									
ET090307	Hardening of Substations at 24 Locations	Construction	\$92,859,267	93	.94	▼	3	▲	R
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,309,092	92	.88	▼	3	▲	
ET090314	Hardening Substations: Tudor City	Construction	\$5,991,786	92	.96	▼	3	▲	
T6041213	Sandy Mitigation: 26 Substations - Core 1	Construction	\$23,971,377	92	1.00	▼	3	▲	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	92	1.00	■	3	▲	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	92	1.00	■	3	▲	
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$19,000,000	92	1.00	■	3	▲	
T8070377	Demolish Old Rock Park Yard Substation/Roc	Construction	\$656,520	92	1.00	■	3	▲	
Jamaica Bus Depot Reconstruction Projects									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$5,257,226	89	.72	■	3	▲	

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Construction & Development									
Infrastructure									
All Other									
Jamaica Bus Depot Reconstruction Projects									
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,204,286	50	.98	▬	3	▲	R
T8120303	Jamaica Depot Reconstruction	Construction	\$551,174,731	69	.95	▬	3	▲	
T8120303	Jamaica Depot Replacement Property Acquisition - 8 Program	Construction	\$20,976,032	89	1.00	▬	3	▲	
T8120307	Bus Parking Lot at York College	Construction	\$26,103,827	99	.96	▬	3	▲	
Line Structure Overcoat Painting - West End Line Projects									
T7070322	Overcoat: 9 Av Portal to 79 Street WST DES	Construction	\$2,157,323	0	1.53	▬	0	▬	G
T7070348	Overcoat: 79 St - 24 Ave / West End DES	Construction	\$648,936	0	1.29	▬	0	▬	
T7070349	Overcoat: 24th Ave - Stillwell Terminal WST DES	Construction	\$386,240	0	1.09	▬	0	▬	
T8070313	Overcoat: 9 Av Portal to 79 Street West End	Construction	\$2,146,722	0	1.00	▬	0	▬	
T8070313	Overcoat: 24th Ave - Stillwell Terminal West End	Construction	\$1,483,256	0	1.00	▬	0	▬	
T8070313	Overcoat: 79 St - 24 Ave / West End	Construction	\$1,090,705	0	1.00	▬	0	▬	
T8070349	Structure Painting: 9th Ave Portal-79th SW/West End	Construction	\$185,005,994	0	1.00	▲	0	▬	
T8070350	Structure Painting: 79th St- 24th Ave/West End	Construction	\$94,518,473	0	1.00	▲	0	▬	
T8070351	Structure Painting: 24th Ave to Stillwell/West End	Construction	\$96,734,981	0	1.00	▲	0	▬	
Substation Renewal - 3 Locations Projects									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,199,276	90	1.00	▲	2	▲	R
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,320,245	85	.99	▬	2	▲	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$181,496	100	.51	▬	2	▲	
T8090221	Substation Renewal: 13 St / CUL	Construction	\$29,150,357	90	1.00	▬	2	▲	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$27,630,767	85	1.05	▬	2	▲	
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$11,436,275	100	1.21	▬	2	▲	

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Construction & Development									
Infrastructure									
All Other									
Lenox Line Bundle Projects									
T9040738	Replace 2 Hydraulic Elevators (135 St) - Lenox Line - DES	Design	\$1,849,481	0	1.00	■	0	■	■
T9041242	Station Components: 125 St - Lenox Line - DES	Design	\$958,677	0	1.00	■	0	■	■
T9041242	Station Components: Central Park North (110 St) - Lenox Line - DES	Design	\$803,168	0	1.00	■	0	■	■
T9041242	Platform Components: 3 Locations - Lenox Line - DES	Design	\$696,967	0	1.00	■	0	■	■
T90413DD	ADA: 125 St - Lenox Line - DES	Design	\$1,265,441	0	1.00	■	0	■	■
T90413DD	ADA: Central Park North (110 St) - Lenox Line - DES	Design	\$972,614	20	1.00	■	0	■	G
T9070328	LSCR: Multiple Locations - DES	Design	\$1,247,515	0	1.00	■	0	■	■
T9070328	LSCR: 135 St to 96 St - Lenox Line - DES	Design	\$1,246,800	0	1.00	■	0	■	■
T90902DD	Substation Renewals: 114 St - Lenox Line - DES	Design	\$1,228,311	0	1.00	■	0	■	■
T90902DD	Substation Renewals: 113 St - Lenox Line - DES	Design	\$1,221,840	0	1.00	■	0	■	■
T90904DD	Rehab CBH: 142 St - Lenox Line - DES	Design	\$1,033,406	0	1.00	■	0	■	■
T90904DD	Rehab CBH: 104 St - Lenox Line - DES	Design	\$1,030,543	0	1.00	■	0	■	■
Concourse Yard Substation Projects									
T8090210	Substation Renewals: Various Locations	Construction	\$5,630,528	39	.98	■	0	■	■
T8090210	Replace Control Cable - Zone 25	Construction	\$818,584	39	1.00	■	0	■	■
T8090233	Concourse Yard Substation	Construction	\$65,788,923	39	1.00	■	0	■	G
T8090234	Replace Control Cable, Zone 25	Construction	\$5,224,180	39	1.00	■	0	■	■
T8090407	Rehabilitation of 1 CBH at Concourse Yard - Design	Construction	\$528,979	39	.31	▼	0	■	■
T8090414	Rehabilitation of 1 CBH at Concourse Yard	Construction	\$5,931,355	39	1.00	■	0	■	■
SIRTOA Rehabilitation of Various Stations and Structures Projects									
S8070101	Station Components: Various Locations - Design	Construction	\$4,424,726	0	1.00	■	2	▲	▲

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Construction & Development									
Infrastructure									
All Other									
SIRTOA Rehabilitation of Various Stations and Structures Projects									
S8070103	Rehabilitate: Stapleton Viaduct - Design	Construction	\$1,998,035	0	1.00	■	2	▲	
S8070103	Rehabilitate Garretson Ave. Bridge - Design	Construction	\$1,787,645	0	1.04	■	2	▲	
S8070103	Overcoat 6 SIR Bridges - Design	Construction	\$2,042,846	0	1.19	■	2	▲	
S8070113	Rehabilitate Garretson Ave Bridge	Construction	\$7,769,067	0	.98	▼	2	▲	
S8070114	Overcoat 6 SIR Bridges	Construction	\$16,877,373	0	1.00	▼	2	▲	G
S8070115	Rehabilitate Stapleton Viaduct	Construction	\$58,529,033	0	1.00	■	2	▲	
S8070117	Station Components: 7 Locs	Construction	\$45,138,201	0	1.00	■	2	▲	
Substation Renewals at 2 Locations Projects									
T7090226	Village Substation Renewal DES	Construction	\$856,395	26	1.00	▼	0	■	
T8090210	Replace High Tension Switchgear at 5 Substations	Construction	\$4,583,217	26	1.00	▼	0	■	
T8090210	Village Substation Renewal - Design	Construction	\$2,512,543	26	1.00	▼	0	■	
T8090225	Hester St Substation Renewal / 6 Av	Construction	\$48,175,068	26	1.00	■	0	■	G
T8090226	Village Substation Renewal	Construction	\$36,706,602	26	1.00	■	0	■	
Rehabilitation of 4 Pump Rooms Bundle Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,222,745	38	1.06	■	0	■	
T8060530	Rehab Pump Room 4 Locs/Various	Construction	\$54,684,932	38	1.00	■	0	■	G
Drainage Improvements at Westchester Yard Projects									
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$83,620,674	99	1.07	▲	0	■	R
T8100423	Westchester Yard Drainage Improvements	Design	\$161,157,993	99	1.00	■	0	■	
Substation Roof and Enclosures PKG 1 Projects									
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	\$3,985,953	70	1.03	■	0	■	

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Infrastructure									
Construction & Development									
Substation Roof and Enclosures PKG 1 Projects									
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	\$19,803,915	70	.98	■	0	■	G
Substation Roof and Enclosures Rehab PKG 2 Projects									
T8090210	Rehab Substation Roofs & Enclosures - 3 Locations - DES	Construction	\$1,498,846	100	1.02	■	0	■	
T8090210	Rehab Substation Roof & Enclosure - B'way/W 143 St - DES	Construction	\$1,228,635	100	.96	■	0	■	
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	\$6,513,527	100	.99	■	0	■	
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	\$5,698,830	100	.97	■	0	■	R
Portable Bus Lift Replacement Bundle Projects									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	82	1.00	■	0	■	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	48	1.00	■	0	■	
Substation Component Replacement - Multiple Locations Projects									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,238,144	60	1.00	■	0	■	
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	70	1.00	■	0	■	
T8090210	Equipment Replacement: 62 Rd Substation QBL - DES	Construction	\$10,435	10	.08	■	0	■	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$25,497,121	60	1.09	■	0	■	R
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$12,874,796	70	1.00	■	0	■	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$26,436,607	45	1.02	■	0	■	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,466,375	9	.92	▼	0	■	
T8090230	Equipment Replacement: 62 Rd Substation QBL	Construction	\$4,566,474	10	1.06	■	0	■	
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$2,276,115	95	1.31	▼	0	■	
Pump Room Rehabilitation Projects									
T7060508	Construct Pump Room: Rockwell Place 4AV	Construction	\$2,643,692	84	.98	■	0	■	

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Construction & Development									
Infrastructure									
All Other									
Pump Room Rehabilitation Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$6,501,938	84	.99	■	0	■	
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$28,413,356	84	1.00	■	0	■	R
BL01-9499 Projects									
T8120308	HVAC & Air Curtains: Kingbridge Depot - DES	Construction	\$2,586,557	9	1.00	■	0	■	
T8120308	Drainage & Fire Protection : Charleston Depot - DES	Construction	\$2,337,147	11	1.00	■	0	■	
T8120308	HVAC/Misc: Flatbush Depot - DES	Construction	\$1,516,306	7	1.00	■	0	■	
T8120309	Drainage and Fire Protection: Charleston Depot	Construction	\$17,610,425	11	1.00	■	0	■	
T8120310	HVAC & Air Curtains: Kingsbridge Depot	Construction	\$42,626,826	9	1.00	■	0	■	G
T8120311	HVAC/Misc.: Flatbush Depot	Construction	\$38,350,163	7	1.00	■	0	■	
Car Washer Component Repairs Bundle Projects									
T7100443	DCE Car Washer Comp Repair: Canarsie & Jamaica DES	Construction	\$2,840,959	12	1.00	■	0	■	
T8100409	DCE Car Washer Comp Repair: Canarsie & Jamaica DES	Construction	\$2,903,640	12	1.00	■	0	■	
T8100409	Shop Components Design	Construction	\$2,555,230	12	1.00	■	0	■	
T8100433	DCE Car Washer Components Canarsie and Jamaica Depots	Construction	\$64,492,795	12	1.00	■	0	■	G
T8100434	DCE Car Washer Components 207th Street	Construction	\$45,598,324	12	1.00	■	0	■	
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,021,661	95	.98	■	0	■	
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$81,963,417	76	.98	■	0	■	
ET070312	Rockaway Line Long Term Protection	Construction	\$75,753,586	92	1.03	■	0	■	R
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	40	1.00	■	0	■	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,498,583	28	.99	■	0	■	

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Construction & Development									
Infrastructure									
All Other									
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	█	0	█	█
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$120,361,181	57	1.00	█	0	█	█
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	\$3,587,572	96	1.00	█	0	█	█
T8070310	Rehab Hammels Wye - DES	Construction	\$2,716,750	99	1.18	█	0	█	█
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,275,039	96	1.00	█	0	█	█
T8070324	Rehab Hammels Wye	Construction	\$106,344,382	99	1.00	█	0	█	█
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	59	1.00	█	0	█	█
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$10,642,290	89	.99	█	2	▲	R
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	89	1.00	█	2	▲	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$16,623,604	89	.96	█	2	▲	
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	\$33,114,768	52	.82	█	9	▲	R
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,715,777	52	.99	█	9	▲	
Wayside Power Tranche 1 - Design Only Projects									
T90902DD	Wayside Power Tranche 1 - Substations - Design	Design	\$21,978,271	25	1.00	█	0	█	G
T90904DD	Wayside Power Tranche 1 - CBHs - Design	Design	\$12,325,455	25	1.00	█	-2	▼	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	\$317,922	100	1.00	█	0	█	
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,684,051	43	.99	█	0	█	R
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	43	.98	█	0	█	

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Construction & Development									
Infrastructure									
All Other									
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	43	1.00	█	0	█	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	43	1.00	█	0	█	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	\$265,543	100	1.00	▲	4	▲	
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,675,966	10	1.00	█	4	▲	
ET090244	Traction Power Repairs: Various Locations	Construction	\$93,671,974	61	.99	█	4	▲	R
T6160212	Storm Mitigation Studies	Construction	\$56,300	0	1.00	█	4	▲	
Rehabilitation of 5 CBHs Projects									
T8090407	Rehabilitation of 5 CBHs; Various Locs - Design	Construction	\$3,875,867	7	1.21	█	0	█	
T8090415	Rehabilitation of 5 CBHs - Various Locs	Construction	\$55,958,246	7	1.00	█	0	█	G
Overcoat Painting and Structure Repair - Bwy-7th Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$2,202,752	22	1.00	█	0	█	
T8070359	Structure Painting: 225 St - 240 St BW7	Construction	\$133,473,685	22	1.00	█	0	█	G
T8070374	Demolish of Abandoned Structures / BW7	Construction	\$1,043,530	22	1.00	█	0	█	
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	75	1.00	█	7	▲	
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	82	1.00	█	7	▲	R
All Other Infrastructure Projects									
S8070112	SIR Track and Switch Replacement	Construction	\$84,367,435	92	.96	█	1	▲	R
T7060506	Rehab Forsyth St Vent Plant	Construction	\$93,615,572	99	1.00	█	0	█	R
T7090219	New Substation: Canal St 8AV	Construction	\$86,949,700	78	1.03	█	0	█	R
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$185,784,549	85	1.00	█	0	█	R

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Construction & Development									
Infrastructure									
All Other									
All Other Infrastructure Projects									
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$98,472,422	71	.97	■	0	■	R
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$130,221,788	72	.98	■	0	■	R
T8070352	Structure Painting: 9th Ave/WST	Construction	\$45,019,776	0	1.00	■	0	■	G
T8070354	LSCR Painting / Jerome	Construction	\$86,782,983	86	.99	■	0	■	R
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	\$138,291,419	21	.97	■	0	■	G
T8070375	Column Repair / WST	Construction	\$65,334,382	37	1.00	■	0	■	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	\$22,454,706	47	1.00	■	0	■	G
T8090411	Rehabilitation of 5 CBHs: Various Locs	Construction	\$59,124,327	100	1.00	■	0	■	R
T8100425	Coney Island Overhaul Shop Roof	Construction	\$70,768,048	24	.96	■	0	■	G
T8100431	DOS Facility Heating and Boiler CI and Concourse	Construction	\$30,498,035	22	1.00	■	0	■	G
T8100435	Component Repairs: Coney Island Overhaul Facility	Construction	\$40,801,060	9	1.00	■	0	■	G
T8120314	ENY Depot Fire Suppression System Rehabilitation	Construction	\$10,060,012	56	.96	■	0	■	G
T8160718	2020-24 Facility Elevators	Construction	\$35,269,591	14	1.00	■	0	■	G
T9070338	Steel Repair (I/H): Sutter Ave Portal to EOL / NL	Construction	\$45,663,457	0	1.00	▲	0	■	G
Systems									
Modernization of Fire Alarm Systems - DOS Projects									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,122,728	63	.99	■	0	■	
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$79,654,797	63	.96	■	0	■	G
HVAC and Power Upgrades at the RCC Projects									
T8160707	Upgrade of HVAC at RCC - DES	Construction	\$1,872,311	7	.95	■	0	■	
T8160707	Power Upgrade at RCC - DES	Construction	\$1,489,975	7	.91	■	0	■	

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Construction & Development									
Systems									
All Other									
HVAC and Power Upgrades at the RCC Projects									
T8160727	Upgrade of HVAC at RCC	Construction	\$20,955,946	7	1.00	█	0	█	G
T8160732	Power Upgrade at RCC	Construction	\$20,955,946	7	1.00	█	0	█	
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$88,116,062	99	1.04	█	0	█	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$51,670,101	78	1.08	█	0	█	R
T8080602	Upgrade/Replace PBX-2 at Jay St	Construction	\$17,522,822	10	.97	█	0	█	G
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$80,805,834	65	.96	█	0	█	G
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$25,380,604	90	.77	█	4	▲	R
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,311,429	56	.98	█	0	█	R
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,270,579	51	1.00	█	0	█	G
T8080670	Fiber Optic Part 10 (In House)	Construction	\$7,962,152	9	1.00	█	0	█	G
T8080672	PA/CIS B-Division: Upgrade Power Plants, Ph 0	Construction	\$48,300,074	26	1.00	█	0	█	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	42	1.00	█	0	█	R
T8160404	Improved Resiliency of RCC Critical Systems Pkg 1	Construction	\$14,317,507	2	1.00	█	0	█	G
U8030238	Eastchester Soil Remediation	Construction	\$7,704,656	40	1.00	█	0	█	G
T9040404	Secure, Accessible, & Modern Fare Gates (2026)	Design	\$8,781,610	1	1.00	█	0	█	G
Signals / Train Controls									
CBTC - QBL East Projects									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	81	1.00	█	0	█	
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$433,330,020	81	.98	█	0	█	R

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Signals / Train Controls									
All Other									
CBTC - Crosstown Line Projects									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$634,468	72	.97	█	15	▲	R
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$593,561,984	72	.99	█	15	▲	
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	72	1.00	█	15	▲	
T80803DD	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$5,286,917	72	1.00	█	15	▲	
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$218,384,359	91	1.01	█	0	█	R
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	91	1.00	█	0	█	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$258,017,856	91	.99	█	0	█	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	91	1.00	█	0	█	
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	\$31,113,675	91	1.04	█	0	█	
CBTC Equipment Installation on R211 Cars Projects									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$34,030,267	65	.92	█	-16	▼	R
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$20,653,616	56	1.00	█	-4	▼	
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	42	1.00	█	-2	▼	
T8080331	CBTC: Carborne Equipment Purchase	Construction	\$19,330,497	65	2.09	▼	-16	▼	
T8080334	Equip B Div w/ 2nd CBTC Radio; Phase A Thales	Construction	\$85,323,949	0	1.00	█	-2	▼	
T80803DD	CBTC: 8AV Equip 460 R211 Cars - Design	Construction	\$512,371	0	1.00	█	-2	▼	
CBTC Equipment Installation on R179 Cars Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$41,068,364	81	1.11	█	0	█	R
T8080331	CBTC: 8AV Equip 316 R179 Cars - AWO	Construction	\$6,689,000	81	1.00	█	0	█	
T8080331	CBTC: 8AV Equip 316 R179 Cars - AWO	Construction	\$700,000	81	1.00	█	0	█	

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Construction & Development									
Signals / Train Controls									
All Other									
CBTC Equipment Installation on R179 Cars Projects									
T8080333	Equip B Div w/ 2nd CBTC Radio; Phase A Siemens	Construction	\$44,934,856	0	1.00	■	0	■	
T80803DD	CBTC: 8AV Equip 316 R179 Cars - Design	Construction	\$512,371	0	1.00	■	0	■	
CBTC - Fulton Line Projects									
T8050330	CBTC: Fulton Line Switch Replacement	Construction	\$30,465,997	6	1.00	■	0	■	
T8080325	CBTC: Fulton & 5 Interlockings	Construction	\$1,295,986,430	6	1.00	■	0	■	G
T8080325	CBTC: Fulton & 5 Interlockings	Construction	\$65,670,171	6	1.00	■	0	■	
T80803DD	CBTC: Fulton & 5 Interlockings - DES	Construction	\$14,500,574	6	.92	■	0	■	
T9050306	Liberty Switch Replacement	Construction	\$24,753,622	6	1.00	■	0	■	
T9060512	Tunnel Lighting: Jay St - Liberty Av Portal/FUL-LIB	Construction	\$124,429,200	6	1.00	■	0	■	
T9080311	CBTC: Liberty Av Line and 2 Interlockings	Construction	\$373,632,816	6	1.00	■	0	■	
T90803DD	CBTC: Liberty Av Line and 2 Interlockings - DES	Construction	\$574,769	6	1.00	■	0	■	
Culver Yard Flood Mitigation Projects									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$116,334,923	52	.99	■	0	■	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	52	1.00	■	0	■	
All Other Signals / Train Controls Projects									
T8080316	CBTC: GEC Services	Construction	\$22,576,440	77	1.00	■	0	■	G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$109,146,643	73	1.03	▼	0	■	R
T8080336	CBTC Carbone Controller Trial	Construction	\$9,353,780	0	1.00	■	0	■	G
Commuter Railroads									
Long Island Rail Road									
Babylon Interlocking Projects									
L70502LH	Babylon Interlocking Renewal - Inhouse Portion	Construction	\$30,341,813	54	1.00	■	0	■	

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Long Island Rail Road									
Babylon Interlocking Projects									
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$91,880,030	54	.98	■	0	■	R
Babylon to Patchogue Signals Projects									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$44,498,618	42	.99	■	0	■	
L8050203	Babylon to Patchogue	Construction	\$26,968,812	42	1.45	■	0	■	R
Queens Interlocking Bundle Projects									
L8030105	Queens Interlocking	Construction	\$173,095,771	100	.86	■	0	■	R
L8030107	2022- Annual Track Program	Construction	\$514,546	100	1.28	■	0	■	
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$49,310,000	100	1.97	■	0	■	
LIRR ADA Package 2 Projects									
L8020409	ADA Hollis Station	Construction	\$97,863,944	53	1.00	■	0	■	
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,436,086	50	.99	■	0	■	
L8020426	Babylon Station Platforms	Construction	\$127,774,548	82	1.00	■	0	■	R
All Other Commuter Railroads Projects									
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Construction	\$182,099,357	1	1.75	▲	0	■	G
L70204UO	Brookhaven National Lab Station	Construction	\$20,140,975	0	.98	■	-1	▼	G
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	67	1.00	■	0	■	R
L8020701	GCT Facility Needs	Construction	\$11,042,301	0	1.00	■	0	■	G
L8030101	Construction Equipment	Construction	\$43,094,725	60	.98	■	-3	▼	G
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,565,418	82	.99	■	0	■	G
L8040115	South Shore Bridge Painting	Construction	\$16,072,616	0	.97	■	0	■	G
L8040120	East End Bridge Replacement (3 Bridges)	Construction	\$51,408,950	0	1.00	▼	0	■	G

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L8050102	Communication Component Replacement	Construction	\$8,000,000	90	1.00	▬	6	▲	R
L8050103	Fiber Optic Network	Construction	\$16,508,000	97	1.00	▬	0	▬	G
L8050106	Radio Head-End Replacement	Construction	\$9,219,804	85	.76	▬	4	▲	R
L8050204	Centralized Train Control	Construction	\$18,378,217	79	.99	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	▬	0	▬	R
L8050208	Positive Train Control (FRA Mandates) - Third Party	Construction	\$7,000,000	0	.84	▼	0	▬	G
L8060105	Mid Suffolk Yard Phase 2	Construction	\$49,615,615	85	.99	▬	0	▬	G
L8060403	Fire Protection Improvements	Construction	\$24,560,745	0	1.00	▬	0	▬	R
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	75	1.00	▬	0	▬	G
L8070102	Yard Lighting & Amenities	Construction	\$8,008,469	0	.84	▬	0	▬	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$16,720,644	55	1.00	▬	0	▬	G
L8070106	Substation Component Renewal	Construction	\$19,999,029	65	.94	▬	0	▬	G
L8070107	Jamaica Substation	Construction	\$77,402,454	65	1.00	▬	0	▬	R
L9030112	2026 Annual Track Program	Construction	\$115,000,000	0	1.00	▬	0	▬	G
L9050211	Signal Normal Replacement - 2025	Construction	\$9,000,000	0	1.00	▼	0	▬	G
L9050211	Signal Normal Replacement - 2026	Construction	\$9,000,000	0	1.00	▲	0	▬	G
L9070131	Station & Building Electrical and Lighting Upgrade	Construction	\$11,000,000	25	1.00	▬	0	▬	G
L8040103	Systemwide Bridge Assessment Study	Design	\$23,881,555	60	.98	▬	0	▬	G
L9030121	Purchase 40 Ballast Cars	Design	\$72,880,543	0	5.54	▬	0	▬	G

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
Park Avenue Viaduct Replacement Projects									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$518,195,177	70	.91	■	0	■	G
M8030215	Park Avenue Viaduct Replacement - Phase 1 - North Segment	Construction	\$263,308,055	70	.99	■	0	■	
Grand Central Terminal Trainshed Projects									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	95	1.00	■	0	■	
M7030217	270 Park Avenue GCT Trainshed	Construction	\$6,000,000	95	1.00	■	0	■	
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	95	1.00	■	0	■	
M8020101	GCT Trainshed - Sector 1	Construction	\$182,030,046	95	.90	■	0	■	G
Brewster Yard Improvements Projects									
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$176,894,675	25	.90	■	0	■	R
M7060103	Brewster YD Improvements - Design	Design	\$5,826,762	86	.77	■	0	■	
MNR Bronx Stations Bundle Projects									
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdlwn, and Williams Br.	Construction	\$5,805,262	45	.99	■	0	■	
M8020209	3 Bronx Stations [Woodlawn_BG_WB]	Construction	\$155,027,604	45	.97	■	0	■	G
All Other Commuter Railroads Projects									
M7050101	Replace MA's in Signal Substations	Construction	\$32,561,310	82	1.07	■	2	▲	R
M8040104	Network Infrastructure	Construction	\$12,702,576	64	.97	▼	0	■	G
M8040106	Radio System	Construction	\$23,970,604	44	.95	■	2	▲	R
M8050109	NHL Pelham Substation Replacement	Construction	\$43,369,102	82	.96	■	0	■	R
M8050110	Rebuild 2 NHL AC Substations	Construction	\$66,511,203	73	.95	■	0	■	G
G9120103	GCT Trainshed Sector 2	Construction	\$668,990,074	1	1.04	▼	0	■	G
M8020101	GCT Trainshed - Priority Repairs 7	Design	\$73,505,097	65	1.03	■	0	■	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Commuter Railroads									
Metro-North Railroad									
All Other Commuter Railroads Projects									
M8020102	Park Avenue Tunnel Improvements	Design	\$13,202,275	75	1.05	■	8	▲	R
M8020213	Harlem Line 5 Stations DES	Design	\$8,474,264	45	1.00	■	0	■	G
M8030113	Slope Stabilization - Yonkers	Design	\$9,296,924	70	.94	■	0	■	G
B&T									
All Other									
TN Bridge Structural Steel Rehab and Painting Projects									
D901TN9A	TNB Miscellaneous Structural Rehabilitation	Construction	\$111,001,256	0	.52	■	0	■	G
D907TN9P	TN FACILITY-WIDE PAINTING PROGRAM	Construction	\$27,855,897	0	.86	■	0	■	
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$5,537,000	100	.83	■	-4	▼	
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	90	.86	■	-4	▼	
D801TN87	TN Anchorage & Tower Protection	Construction	\$81,891,018	84	.93	■	-4	▼	G
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$17,076,648	40	.88	■	-4	▼	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$47,752,571	93	.85	■	-4	▼	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$27,268,783	83	.88	■	0	■	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$115,261,147	97	.83	■	0	■	G
Reconstruction and Painting of the Upper Level Approach VNB Projects									
D802VN84	Reconstruction of Upper Level Approach at VN Bridge - Ph 2	Construction	\$455,590,005	13	.86	■	0	■	G
D807VN84	Painting of Upper Level Approach at VN Bridge - Ph 2	Construction	\$9,619,779	13	.88	■	0	■	
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	10	.81	■	0	■	

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ACEPs which the MTA considers the primary element of the bundled contract									
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Construction & Development									
B&T									
All Other									
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK19	RFK Suspended Span Retrofit	Construction	\$420,567,947	47	.91	■	0	■	G
D807RK19	Painting of RFK Suspended Span	Construction	\$45,072,747	47	.88	■	0	■	
Install of Fire Suppression and Rehab at HC/QM Tunnels Projects									
D901HC9A	Hugh Carey Tunnel Rehabilitation	Construction	\$13,773,170	8	.81	■	0	■	
D901QM9A	Queens Midtown Tunnel Rehabilitation	Construction	\$3,898,678	6	.14	▼	0	■	
D904HC9R	INSTALLATION OF FIRE SUPPRESSION SYSTEM	Construction	\$58,493,341	8	.50	▼	0	■	
D904QM9R	INSTALLATION OF FIRE SUPPRESSION SYSTEM	Construction	\$84,679,308	7	.73	■	0	■	G
Verrazano Main Cable Dehumidification Projects									
D701VN8Q	VNB Cable Dehumidification	Construction	\$28,672,464	10	.68	■	0	■	
D801VN8Q	VNB Cable Dehumidification-Phase 1	Construction	\$242,469,744	10	.87	■	0	■	G
D806AW29	Blow Test at VNB	Construction	\$2,846,536	10	.93	■	0	■	
All Other B&T Projects									
D801HC48	Rehabilitation of Tunnel Entrance/Exit - Manhattan	Construction	\$34,565,434	72	.83	■	0	■	G
D802RK90	Widening of S/B FDR Drive - 125 St to 116 St.	Construction	\$31,187,687	43	.87	■	0	■	G
Cross Agency									
Integrated Projects									
Penn Station Access Projects									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$280,332,150	47	1.00	■	0	■	
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$280,332,150	47	1.00	■	0	■	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	47	1.00	■	0	■	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	47	1.00	■	0	■	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	47	1.00	■	0	■	

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Cross Agency									
Integrated Projects									
All Other									
Penn Station Access Projects									
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Systems	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Trackwork	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Catenary	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Catenary (Design)	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$1,500,899,420	47	1.00	■	0	■	
G8110114	Penn Station Access Other Design and Indirects	Construction	\$1,500,899,420	47	1.00	■	0	■	G
Second Ave Subway - Phase 2 Projects									
G7100107	SAS 2 Prelim Const/Utilities	Construction	\$176,267,505	39	1.00	■	0	■	G
G7100114	SAS 2 Heavy Civil at 125th, TBM Tunnel	Construction	\$1,033,952,306	13	1.00	■	0	■	
MTA In-House									
ABLE Phase 2B Bundle Projects									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	76	1.00	■	0	■	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	65	1.00	■	0	■	
All Other MTA In-House Projects									
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$11,279,475	98	1.07	▲	1	▲	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	15	1.00	■	0	■	G
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	60	1.00	■	0	■	G

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Cross Agency									
MTA In-House									
All Other									
All Other MTA In-House Projects									
T80412B3	EDR and EPR Improvements: 11 Stations	Construction	\$14,207,628	44	1.00	■	-24	▼	G
T8070371	Vent Reconstruction - Halsey St CNR 10 Station	Construction	\$10,223,368	70	1.00	■	0	■	G
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	\$23,234,083	24	1.00	■	4	▲	R
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	26	1.00	■	0	■	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$26,507,624	24	1.00	■	0	■	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	■	0	■	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$18,137,204	16	1.24	■	0	■	G
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$19,570,252	60	1.00	■	0	■	R
T8160722	EFR at ADA Locations	Construction	\$7,187,427	75	1.00	■	0	■	G
T8160723	EFR: 5 Locations ICC	Construction	\$12,324,161	80	1.00	■	0	■	G
T8160728	EFR Batch 1: 6 Locations	Construction	\$13,212,215	0	1.01	■	0	■	G
T8160734	Track EFR 125 SVLEX I/H	Construction	\$8,659,463	7	1.00	■	0	■	G
T9041247	Remediation post OMNY Install and CVM Removals	Construction	\$11,341,870	0	1.00	■	0	■	G
T9041248	Station Track Wall Panel Brackets (Z-clips) 13locs	Construction	\$13,000,000	0	1.00	■	0	■	G
T9041250	Platform Gap Retrofits: Phase 2	Construction	\$17,307,983	4	1.00	■	0	■	G
T9041257	Station Ventilators: Phase 26	Construction	\$12,062,884	0	1.00	■	0	■	G
T9070335	LSCRP Bergen Street Lower Level (In house)	Construction	\$12,606,024	72	1.00	■	0	■	G
T9070336	Rehab of Emergency Exits: ICC (2026) 5 Locations	Construction	\$12,566,815	43	1.00	■	0	■	G
MTA Track Program									
NYCT Department of Subways Track Projects									
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$59,777,291	94	1.07	■	0	■	R

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$22,555,125	92	.95	▬	0	▬	🟡
T8050277	Mainline Track - 2023 / CNR	Construction	\$56,144,604	80	1.00	▬	0	▬	🟡
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$39,401,107	87	1.03	▼	0	▬	🟡
T8050293	Mainline Track Replacement 2024 / Pelham	Construction	\$21,971,509	65	1.33	▬	0	▬	🟡
T8050294	Mainline Track Replacement 2024 / White Plains Road	Construction	\$27,924,597	70	1.18	▬	0	▬	🟡
T8050295	Mainline Track Replacement 2024 / Jamaica	Construction	\$47,487,918	93	1.28	▬	-6	▲	🟡
T8050296	Mainline Track Replacement 2024 / Eastern Parkway	Construction	\$13,552,403	88	.86	▬	2	▲	🟡
T80502A2	Mainline Track Replacement 2024 / Brighton	Construction	\$7,526,581	40	1.00	▬	0	▬	🟡
T80502A5	Mainline Track Replacement 2024 / Dyre	Construction	\$13,147,674	90	1.18	▬	0	▬	🟡
T80502B3	Mainline Track Replacement 2024 / E.Pkwy (SO Gr Army Plz)	Construction	\$19,348,429	82	1.00	▬	0	▬	🟡
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	84	1.00	▬	0	▬	🟡
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	85	1.00	▬	4	▲	🔴
T8050352	Mainline Track Switches 2024 / Jerome	Construction	\$7,670,000	89	.98	▼	1	▲	🟢
T9050206	Mainline Track Replacement 2025 / Broadway	Construction	\$20,050,638	100	1.19	▲	-2	▼	🟡
T9050209	Mainline Track Replacement 2025 / Eastern Parkway	Construction	\$14,690,641	90	.56	▼	0	▬	🟢
T9050215	Mainline Track Replacement 2025 / Flushing	Construction	\$19,814,908	80	1.00	▬	0	▬	🟡
T9050217	Mainline Track Replacement 2025 / Rockaway	Construction	\$38,387,952	75	.81	▼	0	▬	🟡
T9050219	Mainline Track Replacement 2026 / 8th Avenue	Construction	\$65,188,856	20	1.00	▬	0	▬	🟢
T9050220	Mainline Track Replacement 2026 / Culver	Construction	\$48,820,830	17	1.00	▬	0	▬	🟢
T9050221	Mainline Track Replacement 2026 / Brighton	Construction	\$35,883,097	37	1.00	▬	0	▬	🟢

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T9050222	Mainline Track Replacement 2026 / Concourse	Construction	\$23,251,444	16	1.00	■	0	■	G
T9050223	Mainline Track Replacement 2026 / Support Costs	Construction	\$22,259,897	0	1.00	■	0	■	G
T9050231	ML Track Replacement 2026/ Lenox- WPR	Construction	\$3,715,526	70	1.00	■	-7	▼	G
T9050232	ML Track Replacement 2026/ Astoria	Construction	\$12,381,329	0	1.00	■	0	■	G
T9050233	ML Track Replacement 2026/4th Ave	Construction	\$20,217,303	18	1.00	■	0	■	G
T9050234	ML Track Replacement 2026/ Flushing	Construction	\$34,374,976	7	1.00	■	0	■	G
T9050235	ML Track Replacement 2026/Pelham	Construction	\$18,598,330	42	1.00	■	0	■	G
T9050236	ML Track Replacement 2026/Jerome	Construction	\$25,703,980	25	1.00	■	0	■	G
T9050237	ML Track Replacement 2026/Jamaica	Construction	\$69,053,878	67	1.00	■	0	■	G
T9050238	ML Track Replacement 2026/Liberty	Construction	\$33,803,621	39	1.00	■	0	■	G
T9050305	Mainline Track Switches 2025 / Lexington	Construction	\$14,946,194	0	1.00	■	-3	▼	G
T9050310	Mainline Track Switches 2025 / Lenox WPR	Construction	\$9,383,173	84	1.00	■	5	▲	R
T9050312	Mainline Track Switches 2025 / Flushing	Construction	\$14,306,230	94	1.00	■	0	■	G
T9050316	Mainline Track Switches - 2025 Des / EFA	Construction	\$20,034,786	55	1.00	■	0	■	G
T9050318	Mainline Track Switches 2026 / Support Costs	Construction	\$32,500,000	0	1.00	■	0	■	G
T9050319	ML Track Switches 2026/ 7th Ave	Construction	\$17,650,744	0	1.00	■	0	■	G
T9050324	ML Track Switches 2026/ Lexington	Construction	\$8,974,396	0	1.00	■	-6	▼	G
T9100411	Yard Track 2025	Construction	\$7,483,727	88	1.00	■	-2	▼	G
LIRR and MNR Track Projects									
L8030112	Track Rehab - West Side Storage Yard	Construction	\$7,231,441	56	1.00	■	0	■	G

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ACEPs which the MTA considers the primary element of the bundled contract										
Cross Agency										
MTA Track Program										
LIRR and MNR Track Program Projects										
All Other MTA Track Program Projects										
M9030111		2026 Cyclical Track Program	Construction	\$60,676,914	16	1.00	■	0	■	G
M9030112		2026 Mainline Turnouts	Construction	\$37,830,735	19	1.00	■	0	■	G
M9030113		2026 GCT Turnouts	Construction	\$13,974,644	46	1.00	■	0	■	G
Rolling Stock										
Rail Cars										
Purchase of R268 B-Division Cars Projects										
T8010105		Purchase R268 B-Division Cars	Construction	\$3,534,480	5	1.00	■	0	■	
T9010101		Purchase 378 B-Division Cars - R268	Construction	\$1,629,384,801	5	1.00	■	0	■	G
M42 Dual-Mode Locomotives Projects										
M7010101		Locomotive Purchase	Construction	\$248,421,223	50	.97	■	0	■	G
M8010102		Locomotive Replacement	Construction	\$135,783,598	50	.56	■	0	■	
Purchase of R262 A-Division Cars Projects										
T7010105		Purchase 1178 A-Division Cars DES	Design	\$1,050,000	17	1.00	■	0	■	
T8010101		A-Division Car Purchases	Design	\$13,133,046	17	1.00	■	0	■	G
All Other Rolling Stock Projects										
ET060317		Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$33,440,145	55	1.08	■	2	▲	R
T7130211		Purchase 25 Hybrid Locomotives	Construction	\$256,092,473	0	1.00	■	0	■	G
T7130215		Conversion of 10 R77E Locomotives	Construction	\$37,772,847	87	1.00	▼	0	■	R
T8010102		Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	60	1.00	■	0	■	G
T8010103		Purchase 437 B-Division Cars (R211 Option 2)	Construction	\$1,389,664,203	9	1.00	■	0	■	G
T9010107		Subway Surfing Barrier Installation	Construction	\$7,909,203	0	1.00	■	0	■	G
T9130201		Purchase 45 Locomotives	Construction	\$416,326,665	8	1.00	■	3	▲	G

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Cross Agency									
Rolling Stock									
Rail Cars									
All Other Rolling Stock Projects									
L70101MN	M-9A Procurement	Construction	\$243,000,001	0	1.00	■	0	■	G
L8010102	Purchase 22 Dual-Mode Locomotives	Construction	\$157,537,838	85	.95	■	0	■	G
L8030101	New Track Geometry Car	Construction	\$16,890,200	0	.65	▼	0	■	G
L9010103	M9A	Construction	\$375,579,238	0	1.04	■	0	■	G
M8010101	M-9A Procurement	Construction	\$435,338,362	5	.89	■	0	■	G
M8030107	MoW Equipment	Construction	\$13,944,924	90	.99	■	0	■	G
M9010101	M9A Fleet	Construction	\$755,722,552	5	.94	■	0	■	G
G6150101	Rolling Stock Revenue Equipment - M9A	Construction	\$455,322,465	0	1.00	■	0	■	G
G8090112	Rolling Stock	Construction	\$194,500,000	0	1.00	■	0	■	G
G8110122	PSA Locomotive Purchase	Construction	\$324,952,431	10	.99	■	0	■	G
G8140108	Rolling Stock	Construction	\$50,000,000	0	1.00	■	0	■	G
Buses									
Purchase of 205 Battery Electric Buses Projects									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	4	1.00	■	0	■	G
T8030214	Bus Purchase Design	Construction	\$673,151	4	1.92	■	0	■	
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	■	0	■	
Purchase of 193 Standard and 72 Articulated BEB Buses Projects									
T8030220	72 Articulated Buses (BEB)	Construction	\$142,632,641	0	1.00	■	0	■	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	\$266,643,357	0	1.00	■	0	■	
BL01-10727 Projects									
T9030212	Purchase 58 Standard Diesel Buses	Construction	\$58,382,633	0	1.00	■	0	■	

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Cross Agency									
Rolling Stock									
Buses									
BL01-10727 Projects									
T9030213	Purchase 161 Standard Hybrid Buses	Construction	\$222,307,491	0	1.00	■	0	■	G
All Other Rolling Stock Projects									
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	2	1.00	■	0	■	G
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	10	1.00	■	0	■	G
T9030209	Purchase 21 Articulated Buses	Construction	\$31,013,625	0	1.00	■	0	■	G
T9030210	Purchase 131 Express Buses	Construction	\$128,837,746	0	1.00	■	-10	▼	G
T9030211	Purchase 50 Standard Buses	Construction	\$106,265,362	0	1.00	■	0	■	G
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	40	1.00	■	0	■	G
MTA Security Program									
Infrastructure									
All Other									
Rehabilitation of PD Office at 14 St - Union Square Station Projects									
T7160701	Rehab: PD Office 14 St - Union Square DES	Construction	\$7,761,009	0	1.41	■	0	■	
T8160707	Rehab: PD Office 14 St - Union Square DES - 8 Program	Construction	\$6,447,608	0	1.12	■	0	■	
T8160713	14th Street-Union Square Police District Office #4	Construction	\$48,087,750	0	1.00	■	0	■	G
Systems									
All Other Systems Projects									
T8080614	Under River Tubes - Phase 3	Construction	\$94,927,846	69	.87	▼	0	■	R
T8080650	Passenger ID CCTV	Construction	\$79,444,632	63	.96	■	0	■	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$135,458,150	48	.97	■	0	■	G
Commuter Railroads									
Metro-North Railroad									
M8080108	Systemwide Security Initiatives	Construction	\$9,842,617	5	1.00	■	0	■	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
MTA Security Program									
B&T									
All Other									
All Other B&T Projects									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$48,964,168	85	.92	■	0	■	

Stations Business Unit Program Overview

The Stations Business Unit currently oversees 69 active projects, including 18 projects in construction, with a construction budget of \$5.5B. In addition to the ADA Package 3 bundle, C&D's first Public-Private Partnership that includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at six stations on the Flushing Line, ADA Package 5 which includes ADA work at 13 stations; the replacement of 54 elevators and 71 Escalators at various locations/lines; installation of three new elevators and Station Renewal work at Borough Hall; ADA Package 6 which includes work at 5 stations; ADA Package 7 which includes work at 2 Stations, Renewal work at three stations (SOG – Package 1); ADA Package 9 (GEC) covering work at 3 Stations; and ADA work at 42 St – Bryant Park Station Complex.

The IEC's Traffic Light Report currently tracks 25 projects spanning two capital programs. Of those, 2 projects (12%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate, if anything.

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

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – ADA Package 4, BL01-8732		
Project Budget at award: \$240.5M	Current Budget: \$230.3M	EAC: \$230.3M
Substantial Completion at Award: June 2025	Current Substantial Completion: September 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 89%

This bundled contract includes the following ACEPs:

- T7041322: ADA 95 St – 4 Av
- T8040718: Replace 1 Escalator at Parkchester
- T8041227: Platform Components: 137 St
- T8041291: Customer Service Center: Parkchester
- T80412A4: Platform Barriers: Northern Blvd
- T8041331: ADA Parkchester E 177 St
- T8041347: ADA Northern Blvd
- T8041371: ADA 137 St
- T8041375: ADA: 95 St / 4 Av (Additional Support)

This is a bundled design-build contract for the installation of eight new elevators, stairs, elevator machine rooms, ADA boarding areas, replacement of one escalator at Parkchester Station, and platform component work at 137 St Station.

During the second quarter of 2026, the Substantial Completion date was extended an additional three months to September 2026, due to prolonged coordination issues with Con Edison and Verizon, affecting utilities work at the 137 St – City College Station. Verizon's cable-pulling and splicing activities could not begin until the prerequisite Con Edison work was completed. Once Con Edison work was completed, the Verizon work was further affected

by crew availability and the requirement to perform tenant cutovers sequentially. This sequence extended the duration required to pull, splice, and cutover the new cables and remove the existing cables. The relocation of various utilities was completed in the middle of March 2026.

Despite these challenges, the project team has placed all eight elevators in service, with the final elevator completed in May 2026. Overruns in the TA Labor, PMC and EFA tasks due to the extended construction duration will be funded from the surplus available in several tasks within this project and no additional monies are required.

Bundled Contract – ADA and Renewal at Borough Hall – Lexington Line		
Project Budget at award: \$174.8M	Current Budget: \$173.3M	EAC: \$173.3M
Substantial Completion at Award: April 2025	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 92%

This bundled contract includes the following ACEPs:

- T8041224: Renewal: Water Remediation at Borough Hall LEX
- T8041311: ADA: Borough Hall LEX

This project includes accessibility upgrades and State of Good Repair work at Borough Hall Station on the Lexington Line. Accessibility improvements involve installing three new elevators, raising ADA boarding areas, reconfiguring fare arrays with AFAS/agent-operated gates, and upgrading communications, fire alarm, and MEP systems. State of Good Repair work includes repairing concrete and steel, replacing columns, installing new waterproofing at the roof and side walls, repairing or replacing roof girders, constructing new platform edges, restoring architectural finishes, and upgrading the existing lighting room and building a new one at platform level. All elevators will be installed in accordance with current codes and design standards.

During the second quarter of 2026, the forecasted Substantial Completion date was delayed another three months to August 2026, due to coordination needed with other agencies. Winter weather conditions delayed the completion of National Grid high and low pressure gas main connections, which have been completed.

Subsequent to the reporting period, SC slipped an additional two months to October 2026. This is primarily due to the need for further waterproofing and coordination with a non-MTA project. Efforts to remediate leaks using injection grout have failed and an alternative approach to using concrete slurry plug is being evaluated. The cause of the water infiltration is still being investigated. The project team has narrowed it down to a collapsed sewer or leaking fire hydrant in the vicinity. The DB is coordinating with DEP to evaluate and address the leaks at the sewer and fire hydrant. It is worth noting all elevators were placed in service at the end of 2025.

T8041255 – Station Condition Survey (Group 3) / SOGR 5		
Project Design Budget at award: \$8.5M	Current Budget: \$8.5M	EAC: \$8.5M
Design Completion at Design Start: March 2026	Current Design Completion: December 2026	
Trigger: Schedule	Phase: Design	Phase Complete: 38%

In order to continually plan, prioritize and effectively budget investment in the stations program, MTA C&D regularly requires a station condition survey to prepare five-year Capital Program projects based on the survey rating. An engineering consulting firm conducted comprehensive station condition surveys of 160 station elements which were in varying degrees of deterioration. The survey effort was guided by an inspection and rating methodology developed in agreement with the MTA. The survey included 30 stations.

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

During the second quarter of 2026, Design Completion date was extended by four months to September 2026, due to a scope change. Included in this are:

- Agreeing on the level of enhancement/upgrade for the RFP documents prepared, which is expanding the level of detail from conceptual to preliminary.
- Hydrologic & Hydraulic Analysis and inclusion of Historic Preservation Services to comply with the New York State Historic Preservation Office requirements
- Phase II inspections experienced delays due to multiple resource support availability constraints.
- Coordination between departments to confirm the component scope is in alignment
- Revising the design of Track and platform replacements and affected elements, to use 115 lb. rail which requires additional design effort, due to unavailability of original 100 lb. rail.

Subsequent to the reporting period SC slipped an additional three months to December 2026, due to the added scope of vent shaft and terracotta ceiling. The project team is analyzing the revised scope and resources support required and will determine the amount of additional funding required once completed.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 146 active projects comprised of 358 sub-projects, with a budget of \$15.7B, including 44 projects comprised of 85 sub-projects in construction (\$4.3B).

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

The IEC’s Traffic Light Report currently tracks 50 projects in the Infrastructure BU. Of those, four (8%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate, if anything.

Infrastructure BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – Sandy Power Repairs and Fan Plant Wrap-Up		
Project Budget at Award: \$102.8M	Current Budget: \$101.7M	EAC: \$101.7M
Substantial Completion at Award: November 2026	Current Substantial Completion: June 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 60%

This bundled contract includes the following ACEPs:

- ET090244: Traction Power Repairs: Various Locations
- ET060305: Sandy Mitigation: Fan Plant 3 Locations - Design
- ET060341: Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns
- T6160212: Storm Mitigation Studies

This bundled contracts’ scope is to repair and modernize 18 power facilities throughout Manhattan, Bronx, Queens and Brooklyn that were damaged or have aged since Hurricane Sandy, including 12 circuit breaker houses (CBHs), three substations (SSs), and three fan plant electrical rooms (EDRs). Work includes structural repairs, replacement of major electrical components (such as switchgear and transformers), lighting upgrades, waterproofing, and temporary power setups.

During the second quarter of 2026, the Substantial Completion date was delayed four months to March 2027, due to contractor performance, compounded by challenges in gaining access to MTA power systems.

The contractor mobilized late, did not plan or coordinate concurrent substation outages in alignment with the project schedule and did not advance work at other available assets. Work at two substations has not yet started, in part, due to unresolved concerns that de-energization of adjacent substations would affect traction power. Mitigation efforts are underway to improve outage planning, work sequencing and contractor productivity.

Subsequent to the reporting period, the Substantial Completion date slipped an additional three months to June 2027, due to operational concerns regarding the de-energization of SS 204 and restricted access to CBH 75, both of which are on the critical path.

Bundled Contract – Sandy Mitigation: Existing Pump Room Enhancements		
Project Budget at Award: \$73.2M	Current Budget: \$78.7M	EAC: \$71.8M
Substantial Completion at Award: October 2026	Current Substantial Completion: July 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 54%

This bundled contract includes the following ACEPs:

- ET060327: Existing Pump Room Enhancements
- T8060526: Sandy Mitigation: Pump Room Enhancements (Loan)

This contract provides resiliency upgrades to nine pump rooms in Manhattan and the Bronx, which were identified through MTA’s Tunnel Flooding Model for their high flood-risk impact on service. Work includes elevated emergency generator hookups, raised pump control panels, new tunnel conduits and cables, and full replacement of all emergency pumps. Each pump room houses one emergency pump and two daily pumps.

During the second quarter of 2026, the Substantial Completion date was delayed nine months to July 2027, due to design errors that necessitated the relocation of the pump rooms and deployable generator platforms. The initial design called for the pumps to be located in unavailable rooms, and the platforms were positioned too close to buildings. Once the issue was identified, the platforms were deleted from the scope by redesigning and relocating the General Connection Box poles closer to the pump rooms and above the flood level.

The forecasted Substantial Completion of July 2027 depends upon the availability of weekend GOs. The ten weekend GOs required have yet to be secured.

Bundled Contract – Jamaica Bus Depot Reconstruction		
Project Budget at Award: \$662.7M	Current Budget: \$662.5M	EAC: \$637.9M
Substantial Completion at Award: December 2026	Current Substantial Completion: March 2028	
Trigger: Schedule	Phase: Construction	Phase Complete: 75%

This bundled contract includes the following ACEPs:

- T5120305: Jamaica Depot Replacement Property Acquisition
- T8030219: Jamaica Gantries BEB (Charging)
- T8120303: Jamaica Depot Reconstruction
- T8120307: Bus Parking Lot at York College
- T8120303: Jamaica Depot Replacement Property Acquisition - 8 Program

This project is for the design and construction of a new, LEED-certified Jamaica Bus Depot facility and includes the demolition of the existing Jamaica Bus Depot; construction of shop, office and storage space; and, equipment, such as bus lifts and washers. This project also includes the installation of charging gantries to support battery electric buses and the construction of a temporary parking lot at York College.

During the second quarter of 2026, the Substantial Completion date was extended an additional three months, to January 2028, due to scope changes. Modifications to the contract were required to support ACM abatement, and future high-tension power implementation to reduce electric bus charging costs, changes.

Continued focus on contractor staffing, productivity and recovery efforts will be important to maintain the current forecast, including the maintenance building's scheduled opening in November 2026. Subsequent to the reporting period, SC slipped an additional two months to March 2028. The project team is in the process of developing a mitigation schedule.

Bundled Contract – HVAC/CNG, Phase 2: Spring Creek and College Point		
Project Budget at Award: \$34.4M	Current Budget: \$34.4M	EAC: \$34.4M
Substantial Completion at Award: December 2025	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 80%

This bundled contract includes the following ACEPs:

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

This contract provides new HVAC equipment, a unified Building Management System to centralize operational oversight, and upgraded methane-detection and fire-alarm systems designed to meet the safety requirements of compressed natural gas (CNG) bus operations at the Spring Creek and College Point Depots.

During the second quarter of 2026, the Substantial Completion date was extended an additional seven months to December 2026, due to a scope change. The user group required that the rollup doors at College Point Depot tie into the new fire alarm system which required the redesign of both the doors and related life-safety systems to ensure full integration. Work at Spring Creek Depot is complete.

Systems Business Unit Program Overview

The Systems Business Unit is responsible for the delivery of all C&D Systems projects and provides support to other C&D Business Units by promoting best practices across the organization. Currently, the BU oversees a robust portfolio consisting of 51 active, with a value of approximately \$4B.

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

The Traffic Light Report tracks 18 projects in the Systems Business Unit. Of those, one was flagged red (6%). The report below describes why this project was flagged, and any related C&D mitigations.

Systems BU Response to the IEC Traffic Light Report

Individual project descriptions

T8080657: Upgrade Asynchronous Fiber Optic Network - Ring E		
Project Budget at award: \$35.1M	Current Budget: \$35.9M	EAC: \$28.0M
Substantial Completion at Award: July 2025	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 90%

This project will upgrade the Fiber Optic Network equipment from asynchronous technology to Connected Oriented Ethernet technology at 25 locations. The new equipment will be connected to the existing fiber optic cable for the Asynchronous Ring E network.

Shortly after contract award in early 2024, the project was tasked with installing and placing equipment at six sites in the Rockaways into service, due to a major long-term outage of the old network. This outage required MTA staff, at each of these locations, 24 hours a day for 6 + months. The project team was able to place into service all six locations by the middle of September 2024.

During the second quarter of 2026, the Substantial Completion date was extended another four months to October 2026, due to continued manpower issues. There are several segments of fiber-optic cables, totaling approximately 8,000 feet, which require repair, which were identified shortly after contract award. Until these cables are repaired, the new network will lack redundancy at the locations impacted by the fiber issues.

The project team continues to work with the contractor and various MTA departments to identify a way to temporarily place new equipment in service until the fiber optic cable replacement work is completed. The project does not anticipate a budget impact due to this extension of time.

Signals / Train Controls Business Unit Program Overview

The Signal Business Unit currently oversees 28 active projects, including 13 projects in construction, with a budget of \$4.3B. Notable projects under construction include CBTC QBL East, CBTC 8 Av, CBTC Crosstown Line, CBTC Fulton / Liberty Lines, and Culver Yard.

The IEC's Traffic Light Report currently tracks 10 projects in the Signal program. Of those, 1 (10%) was flagged red. The table below describes why this project was flagged, and what C&D is doing to remediate, if anything.

Signals / Train Controls Response to the IEC Traffic Light Report

Individual project descriptions

Project Name: CBTC – Crosstown Line		
Project Budget at award: \$620.4M	Current Budget: \$649.0 M	EAC: \$648.9M
Substantial Completion at Award: September 2027	Current Substantial Completion: August 2030	
Trigger: Schedule	Phase: Construction	Phase Complete: 75%

This bundled contract includes the following ACEPs:

- T8080323: CBTC: Crosstown Line and 3 Interlockings
- T8080328: Interlocking SSI Replacement: Bergen St / CUL
- T8060529: Rehabilitate Greenpoint Tube Discharge Line / Crosstown Line
- T8070383: Grouting in Greenpoint Tube / Crosstown Line

This project provides a Communication Based Train Control system on the G Line from Court Square station to Church Avenue station (the "Crosstown Line"). The scope of work consists of design, installation, testing, and commissioning of a wayside (on the right of way) communication-based train controls signal system on the New York City Transit G Line. In addition, this Contract also provides for track replacement work on portions of the Crosstown Line and construction of new/or the fit-out of train control rooms and house equipment for the new CBTC.

During the second quarter of 2026, the project's Substantial Completion date was pushed out 15 months to December 2028, due to the ongoing schedule re-baselining that began in mid-2025. The primary drivers include late hardware design and delivery, procurement delays, and finalization of a comprehensive cutover plan. predominately on the boundaries/transition sections requiring coordination with Siemens, under separate contract/contracts which also include several external dependencies such as ATS 5G and 5G equipped trains.

As part of the re-baselining effort, the first four phases supporting North Section revenue service have been finalized. The South Section, however, remains under development due to the Design-Builder's inability to deliver a workable cutover plan for the Siemens-dependent boundary and transition segments.

The Project has been impacted by multiple concurrent delays. While significant progress has been made in the resolution of these delays, some of them are still critical and not fully settled, such as the cutover for the South Section of the line as mentioned above. A risk to the fitment of the 5G on the R160 and R211 cars (MTA activity delivered through different contracts) is still on the critical path for the first section in service. The project is also dependent on delivery of the ATS 5G Complement Contract that is not fully in place yet.

Although Gate C (conceptual) and Gate D (detailed) design activities are behind schedule, key Train Control design components, such as block design and hardware design, have progressed enough to support the continued installation of train control equipment. Wayside installation is currently at 92% completion, and the progress is being maintained at Court Square, Nassau, Bedford, and Greenpoint. In order to utilize the track outages efficiently, the additional work for Greenpoint Tube waterproofing was undertaken to improve the water leak condition in the tube.

The project has remained incident-free, and quality performance has improved. Although key Data Communication System, cybersecurity, integration, and testing elements are still outstanding, July marked a notable shift toward improved integration readiness and increased schedule stability. To mitigate future delays, the project team is maintaining close coordination with the contractor, holding regular alignment meetings, and escalating issues proactively. The EAC is currently under review to account for the schedule re-baseline, negotiated modifications, and outstanding claims. In addition, persistent resource constraints within the Design-Builder's organization have adversely impacted the ability to achieve timely project delivery.

Subsequent to the reporting period, SC slipped an additional 20 months to August 2030 based on Rev 6 schedule which remains Revise & Resubmit due to South Transition.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 62 active projects, including 18 projects in construction, with a budget of \$1B. Notable projects under construction include the Hall Interlocking Expansion, ADA Stations Package 2, New Yaphank Station, Jamaica Substation, Queens Interlocking and Babylon Interlocking.

Non-C&D LIRR projects tracked by the LIRR BU comprise 110 active projects, including 55 projects in construction, with a budget of \$1.1B.

The IEC's Traffic Light Report currently tracks 31 LIRR projects. Of those, two (6%) were flagged red. The description below describes why these projects were flagged, and any C&D remediation

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

L8050102: Communication Component Replacement		
Project Budget at award: \$8.0M	Current Budget: \$8.0M	EAC: \$7.3M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 95%

This project is an LIRR force account SOGR project that installs 48 Volt Direct Current (VDC) power and battery backup plants/ Uninterruptible Power Supplies (UPS) at 100 Station Communication Rooms throughout the 11 LIRR branches. This project will encompass surveying, designing, procuring, and installing the new 48 VDC power plants and the HVAC systems. The UPS equipment currently used by the LIRR is in a state of disrepair. The equipment has been in operation beyond the manufacturer's recommended lifecycle. Because of the age, the battery backup capacity is also unreliable and susceptible to overheating, creating the potential for the sealed lead acid cell cases to rupture and discharge toxic gases, affecting the safety and health of employees along with reducing the reliability of critical communications electronic components.

During the second quarter of 2026, the project's substantial completion date was extended for another six months to December 2026, due to long lead items. Once all the initially planned locations were complete and received the necessary backup power systems, funding remained available to complete additional locations. As a result, additional equipment was purchased to support these installations. However, a delay in the material delivery required adjustments to the installation schedule. Despite this schedule change, the extension enabled LIRR to increase the number of Station Comm Room backup system installations from 100 to 120, surpassing the project goal while remaining within budget.

L8050106: Radio Head End Replacement		
Project Budget at award: \$6.0M	Current Budget: \$12.0M	EAC: \$12.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 85%

The current LIRR redundant Radio Head-End system installed in 2014 is based on legacy analog Time Division Multiplexing (TDM) infrastructure that is no longer supported. To continue to keep system operations in a state

of good repair, the LIRR Communications Department is upgrading the Radio Head Ends Equipment to a fully digital Radio Over Internet Protocol (ROIP) system, using current industry protocols with enhanced system flexibility, system maintainability, and operational reliability. Additionally, the LIRR Communication Department will replace all 115 radio base stations, as they are no longer supported by the manufacturer and it is difficult to obtain the necessary replacement parts for repair.

During the second quarter of 2026, the project's substantial completion date was extended another four months to October 2026, due to long lead items. The delivery of the batteries, which are a safety feature of the system that provides backup power in the event of an energy outage, were delayed because of an extended lead time. However, the main components and infrastructure of the radio communications system are 100% complete and operating as intended. Additionally, most of the backup power components have been received and are currently being installed. No additional changes to the schedule are anticipated.

Metro-North Railroad Program Overview

The MNR Business Unit currently oversees 45 active projects, including 15 projects in construction, with a budget of \$3.8B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at 3 Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

The IEC's Traffic Light Report currently tracks 15 projects in the C&D Metro-North program. Of those, one project (7%) was flagged red. The description below describes why these project tasks were flagged, and what C&D is doing to mitigate, if anything.

Metro-North Railroad Response to the IEC Traffic Light Report**Individual project descriptions**

M8020102: Park Avenue Tunnel Improvements		
Project Budget at Design Start: \$13.2M	Current Budget: \$12.6M	EAC: \$13.2M
Substantial Completion at Award: February 2025	Current Design Completion: April 2027	
Trigger: Schedule	Phase: Design	Phase Complete: 75%

This project provides preliminary design services for Fire Life Safety and power system improvements to the Park Avenue Tunnel in Manhattan, from 57 to 97 Streets. Specific improvements include the construction of two new platform exits at 65 and 79 Streets; 17 new dedicated east-west emergency egress routes between tunnel bores; full replacement of the tunnel lighting and third rail systems; upgrades to the blue light tunnel alarm system; and improvements to the tunnel's dry standpipe system.

During the second quarter of 2026, the forecasted Substantial Completion date was extended another eight months to February 2027, due to ongoing coordination issues with NYC DOT. The project team shared the design drawings with NYC DOT in December 2025. However, NYC DOT has not yet provided review comments or a determination on where the new emergency exits can be located on the street.

The project team has elevated this to the C&D President's Office to facilitate more effective coordination with NYC DOT.

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

NYCT In-house Department Response to the IEC Traffic Light Report**Individual project descriptions**

T8100430: Improvements to New Cable Shop (2016 Pitkin Ave)		
Project Budget at award: \$25.1M	Current Budget: \$25.1M	EAC: \$25.2M
Substantial Completion at Award: August 2026	Current Substantial Completion: December 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 56%

This project's scope is for the fit out for a larger, more efficient cable shop. The current location requires extensive renovation and the MTA viewed this as a cost-effective solution. The new facility's indoor square footage is large enough to store all materials, will be fitted with a drive-through loading dock, and include office space. These improvements will minimize cable deterioration due to weather and shorten incident response time.

During the second quarter of 2026, the Substantial Completion date was delayed four months due to unforeseen site conditions. While excavating the foundation, contaminated soil was discovered and needed to be remediated. The revised SC is prior to the current sale of the current building and will not affect the move in date for this facility, December 2026.

NYCT Department of Subways Program Overview

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

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

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

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

Individual project descriptions

T8050344: Mainline Track Switches 2024 – Broadway / 7 Av Line		
Project Budget at award: \$8.5M	Current Budget: \$8.5M	EAC: \$8.5M
Substantial Completion at Award: December 2024	Current Substantial Completion: November 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 85%

During the second quarter of 2026, the Substantial Completion date was extended an additional four months to August 2026, due to material availability. The FFU materials for guard timbers have been delivered and will be installed pending GO availability.

Subsequent to the reporting period, the SC date slipped an additional three months to November 2026 due to GO coordination.

T9050310: Mainline Track Switches 2025 - Lenox / WPR Line		
Project Budget at award: \$9.4M	Current Budget: \$9.4M	EAC: \$9.4M
Substantial Completion at Award: February 2026	Current Substantial Completion: January 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 84%

During the second quarter of 2026, the Substantial Completion date was extended an additional five months to September 2026, due to material availability. The FFU materials for guard timbers have been delivered and will be installed pending GO availability.

Subsequent to the reporting period, SC slipped an additional four months to January 2027. This is attributed to a long lead time of Emergency Protection Rails (EPR). The project team is attempting to mitigate this delay by requesting a waiver to reuse the currently installed EPR.



Projects in CPC's Risk-Based Monitoring Program

(2nd Quarter 2026 Traffic Light Report – Period Ending June 30, 2026)

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

Projects in CPC's Risk-Based Monitoring Program

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



Projects in CPC's Risk-Based Monitoring Program
(2nd Quarter 2026 Traffic Light Report – Period Ending June 30, 2026)

Capital Program			Project
2015-19	2020-24	2025-29	
Passenger Stations Program – cont’d			
	X		ADA Broadway Junction Complex
	X		21 Escalator Replacements at 6 stations
	X		61 St / Woodside Station Renewals
	X		Flushing Line Station Renewals
	X		37 Elevator Replacements at 17 stations
Infrastructure Business Unit			
	X		Jamaica Bus Depot
	X		Rockaway SGR-Hammels Wye / ROW / Elevated Structure
	X		Structural Repairs and Overcoat Painting - Jamaica Line
	X		Structural Rehab and Overcoat Painting at 180 St
	X		Line Structure Component Repair - BW7 and 8 AV Lines
Commuter Railroads Business Unit			
	X		LIRR – ADA Package #2
	X		MNR – GCT Trainshed Rehabilitation
	X		MNR – Park Avenue Viaduct Replacement
	X		MNR – Brewster Yard Improvements
	X		MNR – 3 Bronx Stations
	X		Jamaica Capacity Improvements Phase 2 – Hall Interlocking
Bridges and Tunnels Business Unit			
	X		RFK Bridge - Structural Rehabilitation of the East River Suspended Spans and Anchorage Retrofit
	X		Throgs Neck Bridge - Anchorage and Tower Protection
		X	Throgs Neck Bridge – Miscellaneous Structural Rehabilitation
	X		Verrazzano Bridge - Main Cable Dehumidification
	X		Verrazzano Bridge - Rehabilitation & Construction of the Brooklyn Approach Ramps
		X	Queens Midtown and Hugh Carey Tunnels - Installation of Fire Suppression Systems

Second Quarter 2026 TLR Summary

- In the Second Quarter 2026 a total of 256 projects were reviewed in the TLR for Cost and Schedule adherence:
 - 17 in Design
 - 239 in Construction
- Of these:
 - 171 (64%) were Green
 - 0 (0%) were Blue
 - 0 (0%) was Orange
 - 70 (30%) had variances in prior quarters
 - 15 (6%) were Red

All 15 projects that triggered a Key Performance Indicator (KPI) this quarter were for Schedule variances.

- For every project with a variance, C&D prepared a brief report summarizing the issues encountered and the actions taken this quarter to mitigate the problem. The IEC reviewed the report content and worked with the project teams and Business Units in preparation of the final variance reports.
- This quarter, problems encountered included, scope changes, limited MTA resource support, unforeseen site conditions, contractor performance issues, limited track access, material availability and issues coordinating with other project stakeholders and ongoing projects.

This quarter the IEC's TLR review included 25 projects in the Stations Business Unit. The projects were reviewed for both cost and schedule variances.

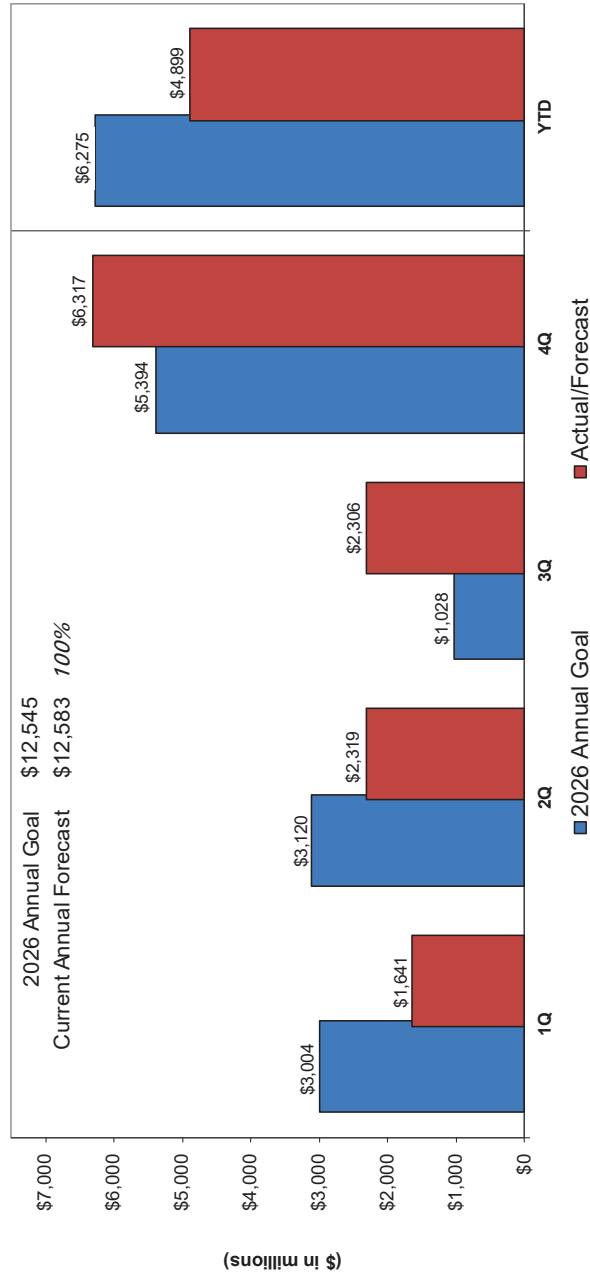
- Three Station projects had variances, all due to schedule delays ranging from 3 to 7 months.
 - One station project in the design phase, was impacted by scope changes.
 - The other two station projects, both in construction, were impacted by coordination issues with other agencies, utilities and other ongoing MTA projects.

MTA Capital Program Commitments & Completions

**through
August 31, 2026**

Capital Projects – Construction Commitments – August 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

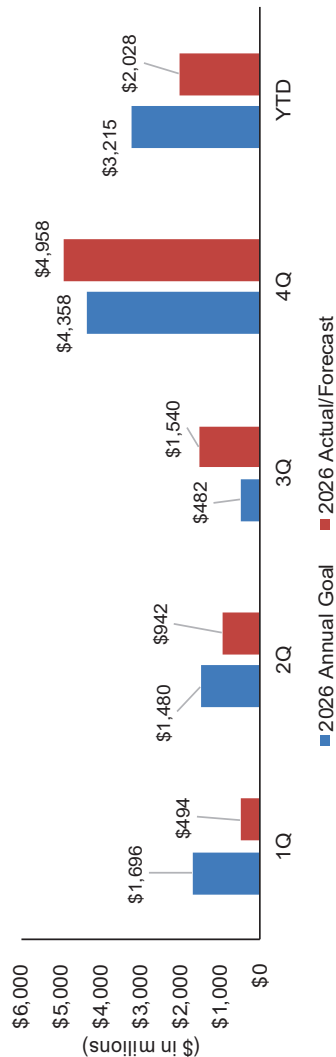
In 2026, the MTA plans to make \$12.545 billion worth of new construction commitments. Through August, the MTA has committed approximately \$4.9 billion versus a goal of \$6.3 billion. Commitments made to date included roughly, \$1.1 billion for SAS2 Contract 3, \$889 million as part of the GCT Trainshed Sector 2 project, \$376 million of Paint and Structure Repair work by NYCT, \$325 million worth of ADA work for NYCT and \$135 million worth of ADA work for LIRR, \$128 million for the purchase of 92 Express Buses, \$127 million worth of Structure and Station work on Staten Island, \$115 million of track work for the LIRR, \$612 million of track work advanced by the NYCT Department of Subways and \$61 million for Metro-North's Cyclical Track Program. The \$1.4 billion shortfall is largely attributable to project delays, with several projects now expected to be awarded later in the year or in 2027. 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.

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

NYCT and MTA Bus Budget Analysis

NYCT and MTA Bus Agency: Commitments					
Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$1,696	\$1,480	\$482	\$4,358	\$3,215
2026 Actual/Forecast	\$494	\$942	\$1,540	\$4,958	\$2,028



Schedule Variances

Project	Commitment	Goal	Actual(A)
4 NYCT/MTA Bus Amber Commitments			
Amber delays are within 2 months of goal.			
<i>Line Structure</i>			
SIR Stations and Structures (2020-24)	Construction	Mar-26	Apr-26 (A)
The change in the award date was due to extended bidder qualification process. Project awarded 4/3/26.		\$ 127.06	\$ 128.41
<i>Buses</i>			
Purchase 100 Standard Buses	Construction	Mar-26	Apr-26 (A)
The change in award date was due to a longer than expected process for the finalization of contract terms and conditions.		\$ 97.64	\$ 106.27
<i>Stations</i>			
ADA / Station Renewals: Brook Av & 3 Av-138 St / PEL	Construction	Jun-26	Aug-26 (A)
Change in award date reflects revised proposal due date based on proposer questions.		\$ 325.50	\$ 256.25
<i>Buses</i>			
92 Express Coaches	Construction	May-26	Jul-26 (A)
Change in award date reflected the 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.		\$ 151.08	\$ 128.55

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

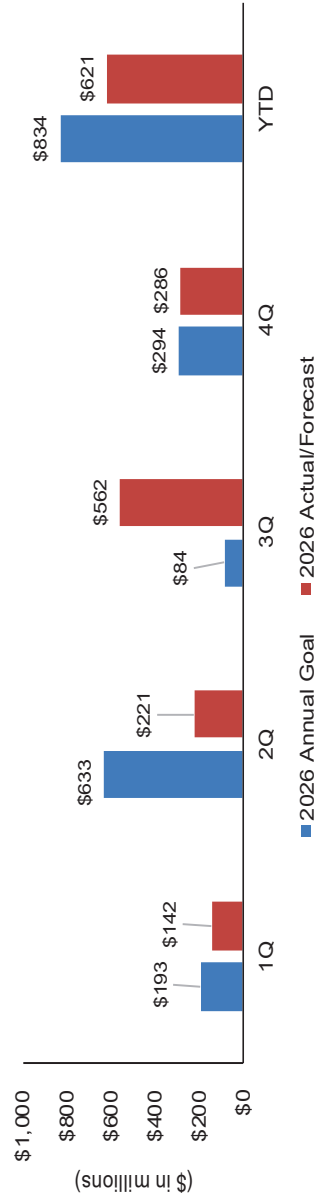
Project	Schedule Variances			
	Commitment	Goal	Actual(A)	
4 NYCT/MTA Bus Red Commitments				
Red delays are delayed more than 2 months of goal.				
<i>Line Structure</i>				
Structural Repairs and Painting, 9th Ave Portal to Stillwell	Construction	Mar-26 \$ 375.12	Jun-26 (A) \$ 376.26	
Change in award date was 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	Sep-26 \$ 147.87	
Change in award date reflects a revised bid opening date due to bidder questions and results of environmental survey.				
<i>Signals & Communication</i>				
ATS-B Complement & Siemens 5G DCS Radio Production Phase	Construction	Mar-26 \$ 193.90	Nov-26 \$ 187.07	
Contract approved by March Board but final clearance requires approval with the Office of the State Comptroller which is still pending.				
Purchase 425 Articulated Buses				
Change in award date reflects ongoing negotiations.				
	Construction	May-26 \$ 637.01	Sep-26 \$ 637.01	

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

LIRR Budget Analysis

LIRR Agency: Commitments

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$193	\$633	\$84	\$294	\$834
2026 Actual/Forecast	\$142	\$221	\$562	\$286	\$621



Schedule Variances

Project	Commitment	Goal	Actual(A)
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1 LIRR Amber Commitments

Amber delays are within 2 months of goal.

Line Structure	Commitment	Goal	Actual(A)
East End Bridge Replacement	Construction	May-26	Jun-26 (A)
		\$ 71.28	\$ 50.88

The award date was extended after receiving multiple requests for extensions from proposers. The contract was awarded on June 8, 2026.

2 LIRR Red Commitments

Red delays are delayed more than 2 months of goal.

Stations	Commitment	Goal	Actual/Forec.
ADA Station Improvements - Package 3	Construction	Apr-26	Aug-26 (A)
		\$ 246.63	\$ 244.64

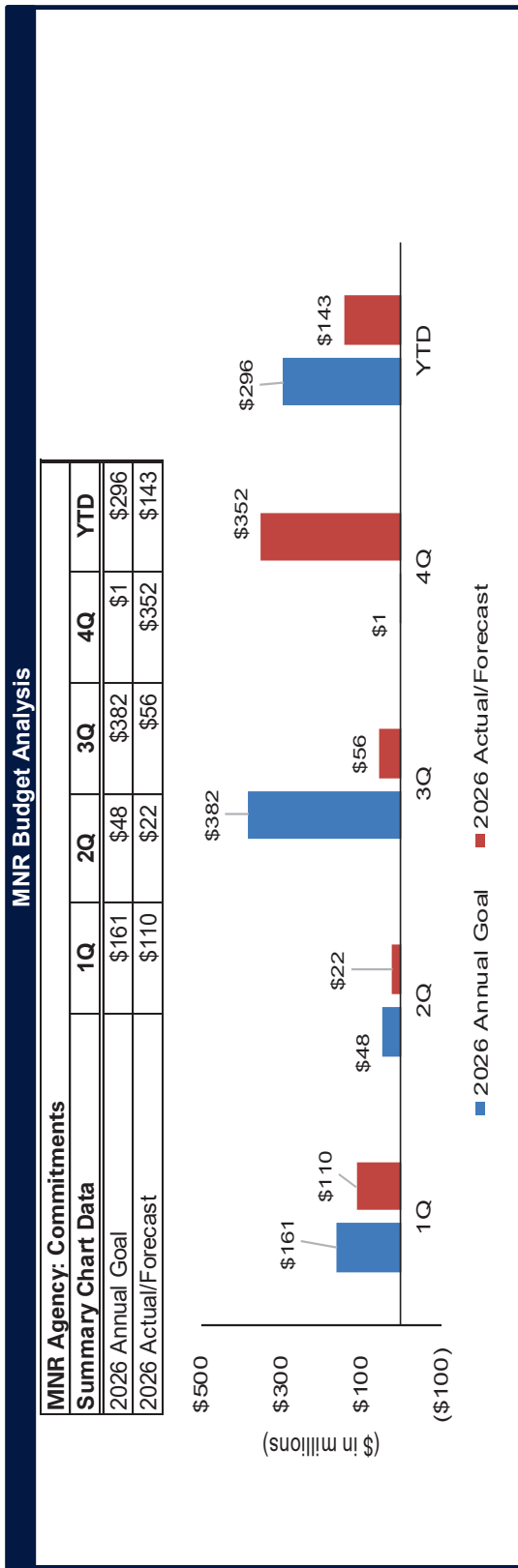
The Request for Proposals was released on 12/30/2025 with a 12 week procurement period, and the due date was later extended by an additional 6 weeks in response to proposer requests.

Yards and Shops

West Side Yard Mitigation	Commitment	Goal	Actual/Forec.
	Construction	May-26	Sep-26
		\$ 201.31	\$ 201.31

Delay due to the extended Request for Information (RFI) review and Request for Proposals (RFP) process.

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



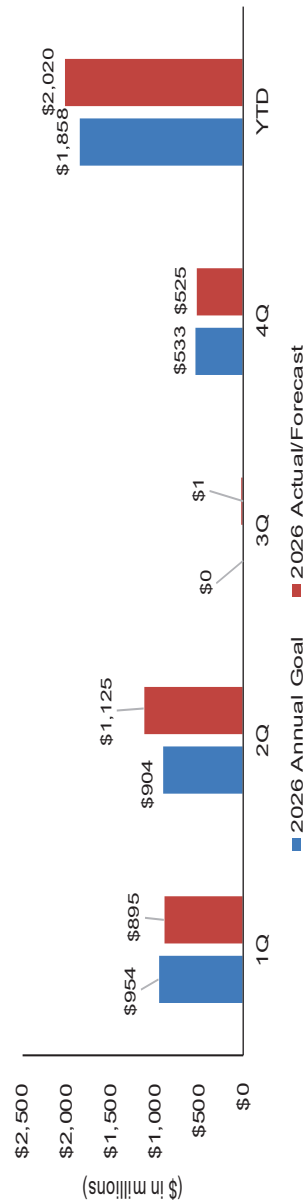
Schedule Variances

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

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

MTA Major Projects & Expansion Budget Analysis

Expansion Agency: Commitments					
Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$954	\$904	\$0	\$533	\$1,858
2026 Actual/Forecast	\$895	\$1,125	\$1	\$525	\$2,020



Schedule Variances

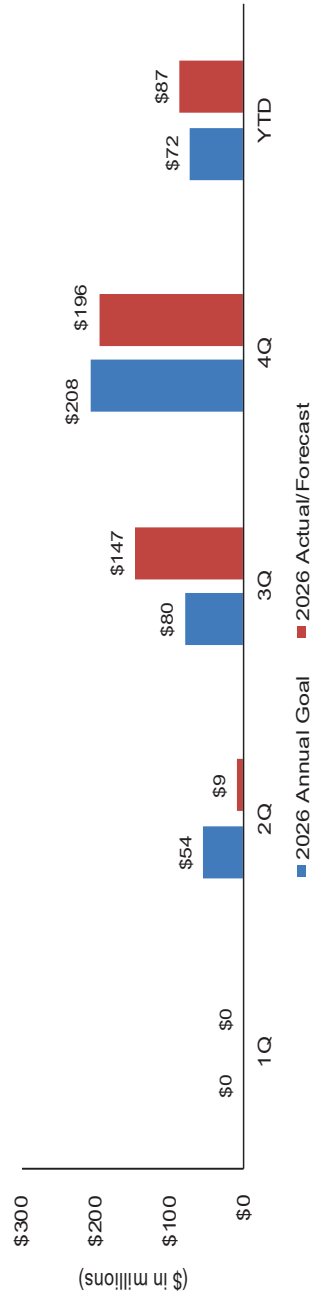
There are no major schedule slippages to report for Major Projects & Expansion.

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

B&T Budget Analysis

B&T Agency: Commitments

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$0	\$54	\$80	\$208	\$72
2026 Actual/Forecast	\$0	\$9	\$147	\$196	\$87



Schedule Variances

Project	Commitment	Goal	Actual(A)
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1 B&T Red Commitments (1 New)

Red delays are beyond 2 months of goal.

Systems				
Adv. Traveler Info. Systems (ATIS) & VMS (Video Messaging Signs) Upgrade (New)	Construction	Jun-26	Sep-26	
		\$ 23.70	\$ 23.40	
Change in award date reflects revised bid opening date due to bidder questions.				

Capital Projects – Construction Completions – August 2026

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

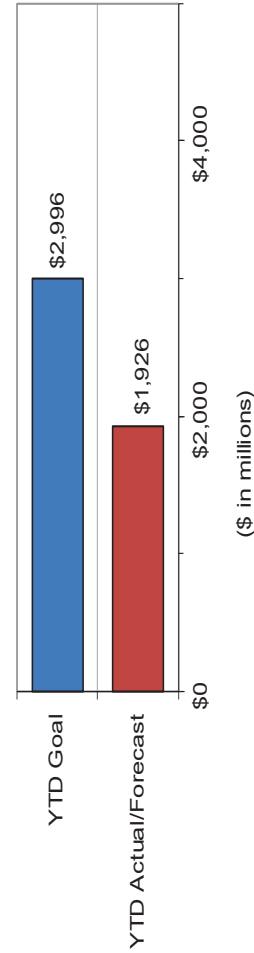
Construction Completions Summary

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 August, the MTA completed \$1.9 billion of its YTD goal of \$3.0 billion. The YTD variance of ~\$1.1 billion is mostly due to projects that are expected to be completed later in 2026, such as a variety of NYCT Track and Structure projects, ADA and Station Renewal at Borough Hall, and ADA at 149th Street and Tremont Ave. Three NYCT projects – LSCRP: Lexington and Jerome, PA/CIS Upgrade: Canarsie-Ph. 2, and Paint/Structure Repair: King's Highway – West 8th St. – totaling \$263 million slipped into 2027, while unplanned projects worth \$390 million were added to the 2026 annual forecast.

In 2026, the MTA is tracking 36 major completions. Of these, 17 "major" NYCT projects have slipped from their original goal, 1 "major" MNR project has slipped, and 1 "major" MTA Bus project 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	\$7,040 99%

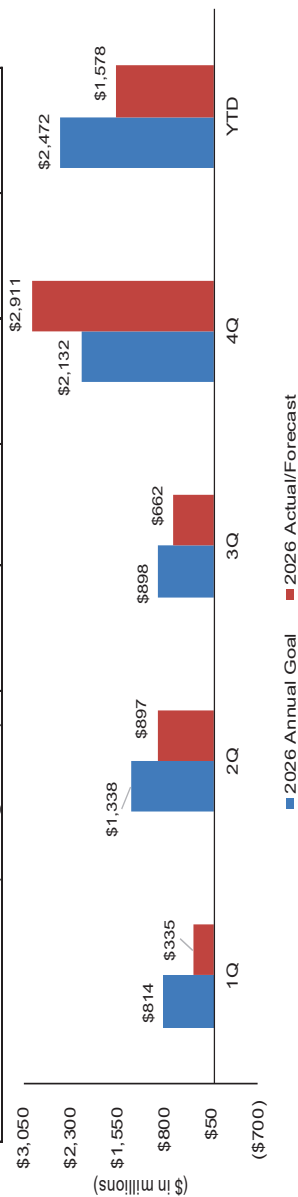


NYCT/MTA Bus Capital Projects – Completions – August 2026 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$814	\$1,338	\$898	\$2,132	\$2,472
2026 Actual/Forecast	\$335	\$897	\$662	\$2,911	\$1,578

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



Schedule Variances

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

Amber delays are within 2 months of goal.

Staten Island Railway

Sandy Mitigation: Substation Hardening (New)	Construction	Jul-26	Aug-26 (A)
Change in schedule was due to unplanned utility relocation in the easement area at the Pierrepont substation.	\$	130.1	\$ 154.0

Line Structure

Struct Paint and Repair, Myrtle Line Outstanding Work (CIPs) (New)	Construction	Oct-26	Dec-26
Change in schedule based on subcontractor productivity for steel repair	\$	130.7	\$ 130.7

Stations

Replace 37 Elevators at 17 Stations (New)	Construction	Sep-26	Oct-26
Schedule change due to updated environmental documentation and requirement for air sampling monitoring for the remaining work at Atlantic Avenue station	\$	293.0	\$ 293.0

Line Structure				
Line Structure Component	Construction	Oct-26	Mar-27	
Repair Program : LEX & JER		\$ 82.1	\$ 81.6	
Change in schedule due to an increase in repair locations and coordination of track access to complete the additional work.				

Stations

Replace Escalators Systemwide	Construction	Oct-26	Dec-26
Change in schedule reflects delay in placing select escalators in service due to an out of scope main circuit breaker condition.	\$	212.5	\$ 211.0

Staten Island Railway

Track and Switch Rehabilitation: SIR Mainline (Switches)	Construction	Jun-26	Jul-26 (A)
Change in schedule reflected project re-sequencing due to adverse weather conditions as well as scope changes related to emergency repairs executed by SIR.	\$	83.4	\$ 84.4

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

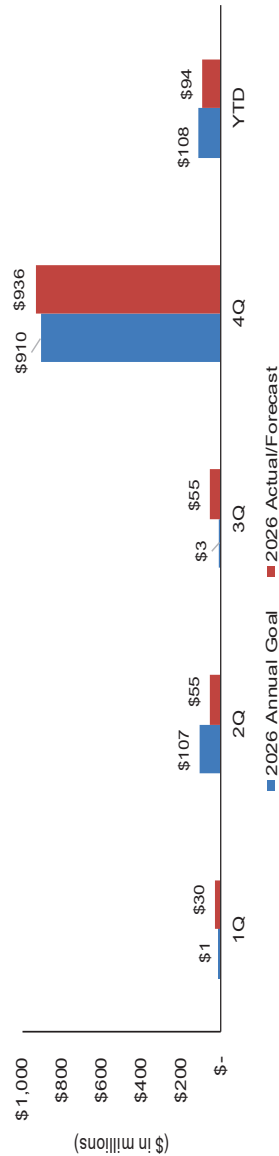
Schedule Variances							
Project	Completion	Goal	Actual(A)	Project	Completion	Goal	Actual(A)
12 NYCT/MTA Bus Red Completions (4 new this month)							
Red delays are delayed more than 2 months of goal.							
Stations							
ADA: 149 St Complex & Tremont Av (New)	Construction	May-26	Nov-26	Paint/Structure Repair: King's Hwy - West 8th St / Culver	Construction	Dec-26	Oct-27
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts.		\$ 165.3	\$ 167.6	Change in schedule due to pending Surety takeover agreement and a necessary Notice to Proceed to the completion contractor.		\$ 98.5	\$ 98.5
Communications							
PA/CIS Upgrade: Canarsie Line, Phase 2 (New)	Construction	Oct-26	Oct-27	Rehabilitate Forsyth St. Fan Plant	Construction	May-26	Dec-26
Change in schedule reflects delays caused by ongoing infrastructure and cabinet work and stricter operating requirements at stations.		\$ 83.3	\$ 80.8	Change in schedule due to equipment supply constraints impacting installation and testing of specialized systems.		\$ 87.6	\$ 87.8
Line Structure							
WPR & Dyre (Paint and Struct Repair) (New)	Construction	Sep-26	Dec-26	Purchase 25 Hybrid Locomotives	Purchase	Mar-26	Jun-26 (A)
Change in schedule reflects procurement of replacement paint subcontractors, track access needs for remaining steel repairs, and ongoing coordination on remaining scope		\$ 143.7	\$ 138.6	The delay was partly attributable to prior fleet defect issues which required corrective actions from the vendor. Corrective actions extended well into 2026.		\$ 257.8	\$ 253.8
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LIRR Capital Projects – Completions – August 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	\$55	\$936	\$94

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



Schedule Variances

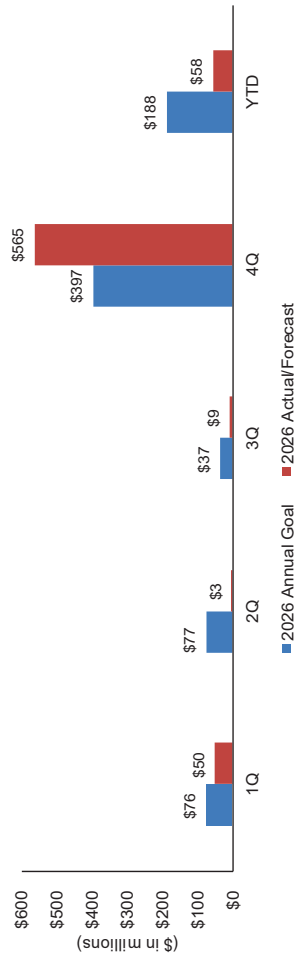
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	\$76	\$77	\$37	\$397	\$188
2026 Actual/Forecast	\$50	\$3	\$9	\$565	\$58

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



Schedule Variances

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

Red delays are delayed more than 2 months of goal.

Stations

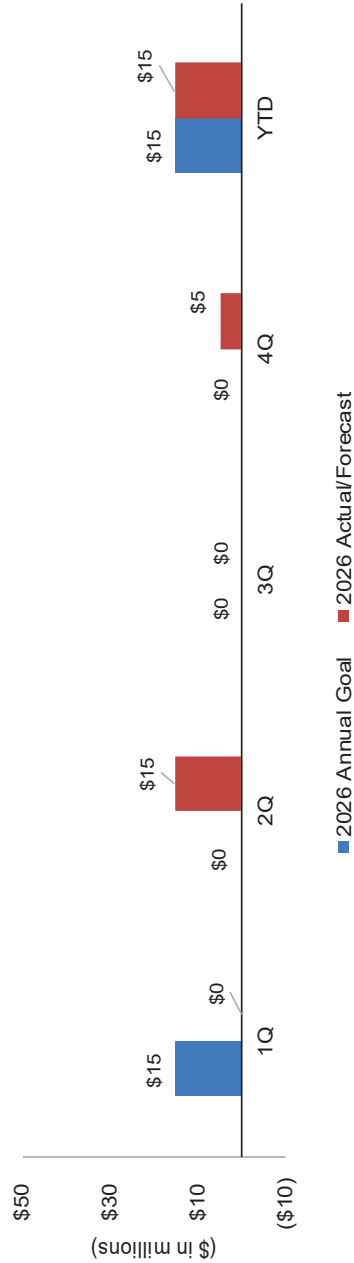
New Fare Payment Equipment	Construction	May-26	Oct-26
		\$ 72.0	\$ 72.0

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

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

MTA Major Projects & Expansion Budget Analysis

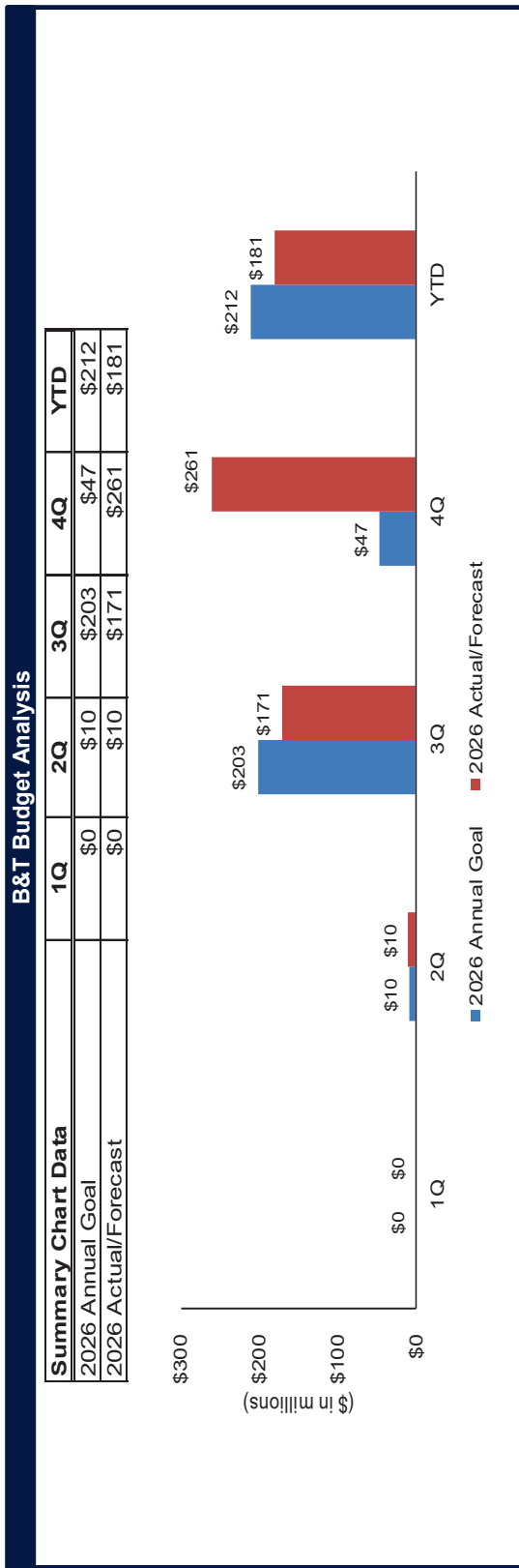
Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2026 Annual Goal		\$15	\$0	\$0	\$0	\$15
2026 Actual/Forecast		\$0	\$15	\$0	\$5	\$15



Schedule Variances

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

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

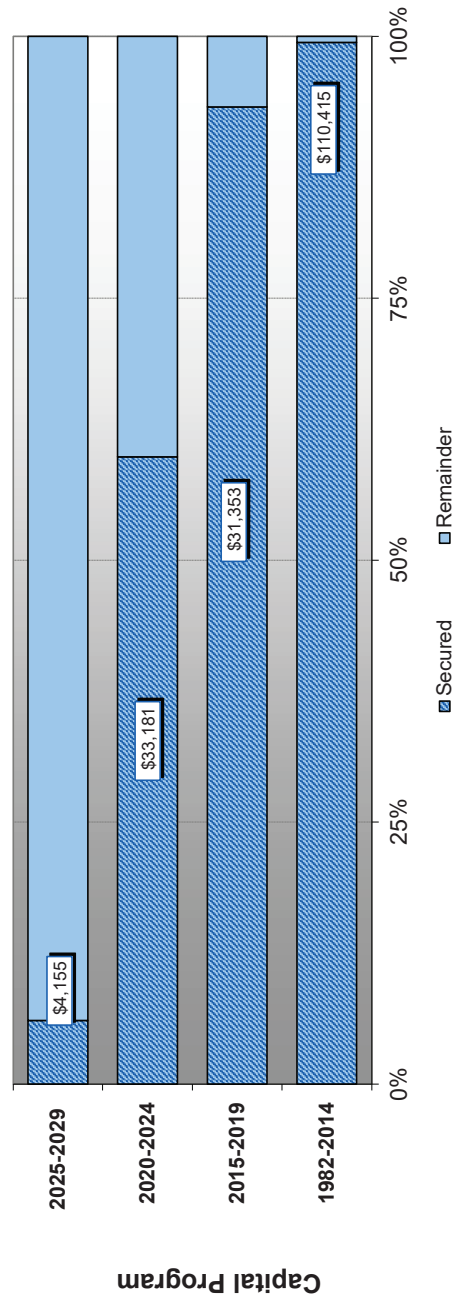


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (July/August 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 (July/August 2026)

\$ in millions

	Funding Plan		Secured		Secured to date		Remainder
	Current	Thru June	July/August	July/August	Secured to date	Secured to date	
2015-2019 Program							
Federal Formula	\$4,706	\$4,706	\$ -	\$ -	\$4,706	\$ -	\$ -
Federal Flex & Other (Incl HSR/Security/Core Capacity)	649	628	-	-	628	20	20
Federal New Start	1,400	1,400	-	-	1,400	-	-
State Assistance	9,118	8,248	30	30	8,278	841	841
City Capital Funds	2,092	2,066	-	-	2,066	27	27
City Non-Tax Levy Revenue Sources	600	-	-	-	-	600	600
MTA Bonds & PAYGO	11,203	11,203	-	-	11,203	-	-
Asset Sales/Leases	906	326	-	-	326	581	581
Other	267	70	-	-	70	197	197
B&T Bonds & PAYGO/Asset Sale	2,677	2,677	-	-	2,677	-	-
Total	33,619	31,323	30	30	31,353	2,265	7%

	Funding Plan		Secured		Secured to date		Remainder
	Current	Thru June	July/August	July/August	Secured to date	Secured to date	
2020-2024 Program							
Capital from Central Business District Tolling*	\$15,000	\$1,799	\$ -	\$ -	\$1,799	\$13,201	\$13,201
Capital from New Revenue Sources*	10,000	7,251	-	-	7,251	2,749	2,749
MTA Bonds and PAYGO	6,041	1,540	-	-	1,540	4,501	4,501
Other Contribution	177	3	-	-	3	175	175
Federal Formula	9,984	10,644	13	13	10,657	(673)	(673)
State of New York	3,159	1,561	385	385	1,945	1,214	1,214
City of New York	3,052	3,031	-	-	3,031	21	21
Federal New Start (SAS Ph2)	2,005	2,005	-	-	2,005	-	-
Federal Flexible & Other	2,761	2,832	-	-	2,832	(71)	(71)
B&T Bonds & CDBT Infrastructure	3,253	2,118	-	-	2,118	1,135	1,135
Total	55,432	32,784	398	398	33,181	22,251	40%

	Funding Plan		Secured		Secured to date		Remainder
	Current	Thru June	July/August	July/August	Secured to date	Secured to date	
2025-2029 Program							
MTA Capital Lockbox ^a	\$31,500	\$ -	\$ -	\$ -	\$ -	\$31,500	\$31,500
Federal Formula, Flexible and Competitive Grants and Loans	\$14,000	3,438	37	37	3,475	10,525	a
MTA Bonds and PAYGO	\$9,700	-	-	-	-	9,700	b
State of New York	\$4,200	250	-	-	250	3,950	c
City of New York	\$3,000	431	-	-	431	2,569	c
Additional MTA Self-Funding	\$3,000	-	-	-	-	3,000	c
B&T Bond & PAYGO	\$3,000	-	-	-	-	3,000	c
Total	68,400	4,118	37	37	4,155	64,245	94%

a) Receipt of \$30 million in State capital funds for Penn Station Access

b) Receipt of \$13 million in federal formula funds for NYCT projects in the 2020-2024 Capital Program

c) Receipt of \$385 million in State capital funds for Transit and commuter 20-24 Program projects (\$350m for Transit and Commuter Rail Core program projects, \$31.5m for IBX & \$3m for SAS West)

d) Receipt of \$25 million in federal formula funds for LIRR project and \$12m in federal No Low Emission Grant funds for NYCT West Farm depot 25-29 Program projects.

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

* Proceeds from bonds and notes payable from the 2020-2024 MTA Capital Lockbox are recognized at the time of receipt. Capital Lockbox amounts applied directly to fund projects will be recognized annually, beginning in December 2025, except for CRZ amounts which will be recognized beginning December 2026.

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE SEPTEMBER 2026

PROCUREMENTS

The Procurement Agenda this month includes 22 actions for a proposed expenditure of \$ 34.4 M.

Staff Summary

Page 1 of 2

Subject Request Authorization for Several Procurement Actions					
Contracts Department Evan Eiland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	9/28/26	X		
2	Board	9/30/26	X		

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

Purpose

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

Discussion

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
A. Non-competitive Purchases and Public Work Contracts	1	\$	0
SUBTOTAL	1	\$	0

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$	TBD
SUBTOTAL	1	\$	TBD

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
L. Budget Adjustment to Estimated Quantities Contracts	20	\$	34,350,000
SUBTOTAL	20	\$	34,350,000
TOTAL	22	\$	34,350,000

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.

SEPTEMBER 2026

LIST OF NON-COMPETITIVE ACTIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

**1. Siemens Mobility, Inc.
Contract No. W32813**

MTA Construction and Development requests that the Board approve an extension to the contract term of 275 days to facilitate equipping the R160 and R179 subway fleets with 5G DCS equipment. There is no change in price associated with this extension.

Staff Summary

Schedule A: Non-Competitive Purchases and Public Work Contracts

Page 1 of 1

Item Number: 1

Vendor Name (& Location) Siemens Mobility, Inc.	Contract Number W32813	Renewal? ☐ Yes ☒ No
Description ATS-B Upgrades and Deployment of 5G Equipment on the R160 and R179 Fleets	Total Amount: \$120,950,000	
Contract Term (including Options, if any) 1,370 Calendar Days	Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A	Requesting Dept/Div & Dept/Div Head Name: Delivery, Gregoire Sulmont, Senior Vice President, Signals and Train Control	
Procurement Type ☐ Competitive ☒ Non-competitive		
Solicitation Type ☒ RFP ☐ Bid ☐ Other:		

ACTION REQUESTED:

MTA Construction and Development (“C&D”) requests that the Board amend its prior approval of a non-competitive contract for upgrades to New York City Transit’s (“NYCT’s”) Automatic Train Supervision system for its B-Division (the “Contract”) and approve an extension to the Contract term by 275 days to facilitate equipping the R160 and R179 subway fleets with 5G DCS equipment.

DISCUSSION:

In March 2026, the Board approved an award to Siemens Mobility, Inc. to provide for the development and implementation of enhancements to the Automatic Train Supervision system for NYCT’s B-Division and installation of 5G-based carborne Data Communication System (“DCS”) equipment for 347 R160 and 73 R179 subway trains to enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines as they become equipped for Communications Based Train Control. The duration of the contract reported to the Board of 1,095 days, inadvertently omitted the additional time required to equip the R160 and R179 subway car fleets with 5G DCS equipment. Accounting for this work will extend the Contract term from the originally reported duration of 1,095 days to a duration of 1,370 calendar days but does not otherwise alter the terms or price of the Contract. Authorization is requested to award the Contract based upon the corrected duration.

SEPTEMBER 2026

LIST OF COMPETITIVE ACTIONS 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.)

- | | | | |
|-----------|--|--------------|--------------------------------------|
| 2. | TBD
Contract No. C40521 | \$TBD | <u>Staff Summary Attached</u> |
|-----------|--|--------------|--------------------------------------|

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 rehabilitation of essential structures and systems at the Michael J. Quill Bus Depot in Manhattan.

Procurements Requiring Majority Vote:

Schedule L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed \$1,000,000, including any contract modifications.)

- | | | | |
|--------------|--|---------------------------------|--------------------------------------|
| 3-12. | Various
Contracts Nos. CM-1641 – CM-1648, CM-1705, CM-1706 | \$20,000,000 (aggregate) | <u>Staff Summary Attached</u> |
| | <ul style="list-style-type: none"> a. Core Environmental Consultants b. EnTech Engineering, PC c. EPM-HVA Joint Venture d. LiRo Engineers, Inc. e. STV Incorporated | | |

MTA Construction and Development requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts for asbestos and lead disturbance management and air monitoring services.

- | | | | |
|---------------|--|---------------------------------|--------------------------------------|
| 13-22. | Various
Contracts Nos. D81691, D81694 – D81700, D81702, D81703 | \$14,350,000 (aggregate) | <u>Staff Summary Attached</u> |
| | <ul style="list-style-type: none"> a. AI Engineers, Inc. b. Enovate Engineering, PLLC c. EnTech Engineering, PC d. Garg Consulting Services, Inc. e. Gedeon Engineering, PC f. Infrastructure Engineering, Inc. PC g. Kheops Architecture, Engineering & Survey, DPC h. KS Engineering, P.C. i. PACO Group, Inc. j. Ronnette Riley Architect | | |

MTA Construction and Development requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts with New York State-certified Minority and Women-Owned Business Enterprises and Service-Disabled Veteran-Owned Businesses for architectural and engineering design, project management and inspection services.

Staff Summary

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

Page 1 of 2

Item Number 2					
Department, Department Head Name: Delivery, Peter Kohner, SVP, Program Executive, Infrastructure					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	09/28/26	X		
2	Board	09/30/26	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	C40521
Description	
Michael J. Quill Bus Depot: Rehabilitation of Essential Structures and Systems	
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 rehabilitation of essential structures and systems at the Michael J. Quill ("MJQ") Bus Depot in Manhattan.

DISCUSSION

The Michael J. Quill Bus Depot operates 24 hours a day, seven days a week, supporting approximately 269 buses. It is also an aging facility with widespread structural deterioration. This project addresses this deterioration by delivering essential structural, architectural, mechanical, electrical, environmental, and life-safety-system rehabilitation. The scope includes repairing deteriorated concrete, replacing expansion joints, installing new structural steel framing on the West ramp, and restoring critical building finishes and systems.

All construction activities must be executed while maintaining full depot operations, ensuring employee safety, and preserving uninterrupted bus circulation on both the east and west sides of the facility. In order to ensure that the selected contractor can address the complex technical and integration issues associated with this Contract, 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, 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 NYCT's portion of the 2025-2029 Capital Program.

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 the rehabilitation of essential structures and systems at the Michael J. Quill Bus Depot in Manhattan.

Staff Summary

Schedule L: Budget Adjustments to Estimated Quantity Contracts

Page 1 of 1

Item Number: **3-12**

Vendor Name: Various	Original Amount: \$ 100,000,000
	Prior Modifications: \$ 0.00
Contracts Numbers: CM-1641 – CM-1648, CM-1705, CM-1706	Prior Budgetary Increases: \$ 0.00
	Current Amount: \$ 100,000,000
Description: All-Agency Indefinite Quantity Asbestos and Lead Disturbance Management and Air Monitoring Services	This Request: \$ 20,000,000
Contract Term (including Options, if any): April 7, 2022 – April 30, 2027	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	% of This Request to Current Amount: 20%
	% of Modifications (including This Request) to Original Amount: 20%

DISCUSSION:

MTA Construction and Development (“C&D”) requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts for Asbestos and Lead Disturbance Management and Air Monitoring Services in the amount of \$20 million.

On March 30, 2022, the Board approved the award of ten publicly solicited and competitively negotiated zero-dollar, indefinite quantity contracts to provide asbestos and lead disturbance management and air monitoring services on an as-needed basis for a period of 36 months and an aggregate budget of \$100 million. One federal and one state contract was awarded to each of Core Environmental Consultants, EnTech Engineering, PC, EPM-HVA Joint Venture, LiRo Engineers, Inc. and STV Incorporated. These contracts form a pool of pre-qualified environmental teams to compete for task orders. In April 2025, the contracts were extended for an additional 24 months to April 30, 2027. To date, 457 task orders have been issued with a total value of \$95.1 million.

This budget adjustment will support the continuing need for hazardous materials abatement services while a replacement series is procured.

Staff Summary

Schedule L: Budget Adjustments to Estimated Quantity Contracts

Page 1 of 1

Item Number: **13-22**

Vendor Name: Various	Original Amount:	\$	30,000,000
	Prior Modifications:	\$	0.00
Contracts Numbers: D81691, D81694 – D81703	Prior Budgetary Increases:	\$	0.00
	Current Amount:	\$	30,000,000
Description: All Agency Discretionary Contract Utilizing New York State Certified Minority and Women-Owned Business Enterprises and Service-Disabled Veteran-Owned Businesses for Architectural and Engineering Design, Project Management and Inspection Services	This Request:	\$	14,350,000
Contract Term (including Options, if any): October 21, 2022 – October 31, 2027	% of This Request to Current Amount:		47.8%
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	% of Modifications (including This Request) to Original Amount:		47.8%

DISCUSSION:

MTA Construction and Development (“C&D”) requests that the Board approve an increase in the total aggregate budget for its series of discretionary contracts with New York State-certified Minority and Women-Owned Business Enterprises (“MWBE”) and Service-Disabled Veteran-Owned Businesses (“SDVOB”) for architectural and engineering design, project management and inspection services. The requested budget increase is in the amount of \$14,350,000.

On September 21, 2022, the Board approved the award of 13 publicly solicited and competitively negotiated zero-dollar indefinite quantity contracts to AI Engineers, Inc., Arora Engineers, LLC (“Arora”), CSA Group NY Architects and Engineers, P.C. (“CSA”), Enovate Engineering, PLLC, EnTech Engineering, PC, Garg Consulting Services, Inc., Gedeon Engineering, PC, Infrastructure Engineering, Inc. PC, Kheops Architecture, Engineering & Survey, DPC, KS Engineering, P.C., Naik Consulting Group (“Naik”), PACO Group, Inc., Ronnette Riley Architect. The term of each contract was 36 months and the total aggregate budget approved by the Board was \$30 million. On October 24, 2025, a 24-month extension of the Contracts was approved for ten of the firms. The remaining three firms, Arora, CSA and Naik, no longer met the minority certification requirements.

To date, 55 task orders have been issued with a total value of \$33,476,598.57. This modification increases the aggregate budget by \$14,350,000 to \$44,350,000 to fund nine task orders that will exceed the original aggregate budget and provide additional budget to allow for continued use of these MWDBE and SDVOB firms in Capital Program while a replacement contract series is procured. C&D anticipates awarding the replacement contracts in the fourth quarter of 2027.