Metropolitan Transportation Authority

Capital Program Committee Meeting

November 2026

Committee Members

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

Capital Program Committee Meeting

Monday, 11/16/2026
12:45 - 2:00 PM ET

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CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for NOVEMBER 2026

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	John Civetta & Sons, Inc.	$204,747,500	Approval to award a publicly advertised and competitively solicited contract for Design-Build services for track electrification, bridge replacement and rock slope stabilization on Metro-North Railroad's Hudson Line.
Contracts	Forte-FOS Joint Venture Mid-American Elevator Co., Inc.	$219,950,626 $8,965,000	Approval to award a publicly advertised and competitively solicited contract for Design-Build services for ADA Upgrades – Package 11 to provide Americans with Disabilities Act upgrades at three New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.
Contracts	Forte-Citnalta Joint Venture	$118,950,000	Approval to award a publicly advertised and competitively solicited contract for Design-Build services for the rehabilitation of New York City Transit's Chambers Street Station (J/Z Line).
Contracts	E-J Electric Installation Co.	$69,275,000	Approval to award a publicly advertised and competitively solicited contract for Design-Build services for the replacement and relocation of the 13kV substation at the Robert F. Kennedy Bridge.
Contracts	Posillico Civil, Inc.	$9,300,000	Approval of a modification to compensate the Contractor for impact costs associated with delays arising primarily from unforeseen site conditions.
Contracts	Verde Electric Corp.	$2,137,273	Ratification of a modification to compensate the Design-Builder for remobilization costs related to a work stoppage.
Contracts	Spencer Contracting LLC	$311,930	Ratification of a modification for additional work to address unforeseen site conditions at the Ronkonkoma Station.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
October 26, 2026
New York, New York
11:00 AM

MTA Board Members present:

Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. David Jones
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. Dr. John-Ross Rizzo
Hon. Lisa Sorin
Hon. Edward Valente
Hon. Neal Zuckerman

MTA Board Members not present:

Hon. Gerard Bringmann
Hon. Michael Fleischer
Hon. Melanie Hertzog
Hon. Janette Sadik-Khan
Hon. David Mack
Hon. Haeda B. Mihaltses
Hon. Melva M. Miller
Hon. James O'Donnell
Hon. John Samuelsen
Hon. Midori Valdivia

MTA staff present:

Ralph Berman
Alyssa Cobb-Konon
Jamie Torres-Springer
Anthony Tufano

* * *

Chairman Lieber called the September 28, 2026, Capital Program Committee Meeting to order at 11:04 AM.

Public Comments Period

There were two public speakers during the public comment period: Christopher Grief and Nia James.

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 September 28, 2026. Board Member Albert noted a few corrections had previously been submitted and corrected.

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 focusing on the Flushing Line, describing extensive state-of-good-repair work underway at 69th Street, 61st Street–Woodside, and other stations along the 7 Line. The project includes the replacement of structural steel that is more than a century old, comprehensive platform reconstruction, accessibility improvements, and station renewals. Mr. Torres-Springer reported that Manhattan-bound platform work has been completed and that Flushing-bound platforms are scheduled to be placed into service in January. He further noted that ADA upgrades at 33rd Street and 46th Street Stations remain on schedule for completion in 2027.

Mr. Torres-Springer then highlighted the rapid deployment of Congestion Pricing funds across the network. Among the most notable milestones was the official launch of the Fulton-Liberty CBTC project, which will modernize signals along 42 miles of the A and C lines serving approximately 350,000 daily riders. The project will upgrade some of the oldest signals in the system and ultimately connect to previously completed CBTC tracks, improving reliability and service throughout Brooklyn and Queens.

To facilitate future signal installation, construction activities will soon begin between Rockaway Boulevard and Ozone Park-Lefferts Boulevard, requiring limited service changes and temporary bus substitutions. Mr. Torres-Springer emphasized that these outages have been carefully planned and represent a critical first step in advancing one of the MTA's largest signal modernization initiatives.

He next reported on the groundbreaking of the Bryant Park and Fifth Avenue station complex accessibility project, the largest Congestion Pricing funded accessibility project currently underway. The project will add four new elevators, improve passenger circulation, and make the station complex fully ADA accessible for approximately 100,000 daily riders. Mr. Torres-Springer noted that innovative use of abandoned shuttle infrastructure created additional space for elevators and support facilities within one of Midtown Manhattan's most constrained transit environments.

The President also provided an update on Congestion Pricing funded accessibility investments throughout the system in general; twenty-five accessibility projects are now supported by

Congestion Pricing revenue: seven projects are already under construction, eleven additional projects are expected to be awarded before year-end, and six more remain in active design.

Turning to fare collection modernization, Mr. Torres-Springer highlighted Governor Hochul's announcement of the next steps to modernize fare control, including the next 20 stations that will receive new fare gates. Mr. Torres- Springer underscored that the stations equipped with modern faregates experienced average fare evasion reductions of approximately thirty-five percent, with some stations realizing reductions exceeding seventy percent. Furthermore, he noted that the gates have also significantly improved accessibility and passenger circulation for customers traveling with mobility devices, luggage, strollers, and bicycles. Installation of faregates at an additional twenty stations will begin later this year.

Mr. Torres-Springer also reported substantial progress on Second Avenue Subway Phase 2. Tunnel boring machines have successfully passed factory acceptance testing and are now being prepared for shipment to New York. Excavation work at 125th Street continues to advance, with controlled blasting progressing at future station locations on both Lexington Avenue and Park Avenue.

Looking further into the future, he provided an update on the proposal to extend Second Avenue Subway west along 125th Street toward Broadway. Following funding secured by Governor Hochul and legislative changes accelerating environmental review, C&D has launched the environmental review process and begun public engagement activities to evaluate the proposed extension and its potential for future expansion.

Mr. Torres-Springer also celebrated the opening of the newly accessible 137th Street City College Station and reported the completion of additional elevator modernization work at 72nd Street. He emphasized that accessibility, state of good repair, and climate resilience continue to be core priorities across the Capital Program.

The President concluded with an update on the Westbury Commons Transit-Oriented Development (TOD) project. The project will redevelop the MTA-owned parking facility adjacent to the Westbury LIRR Station and create 184 rental apartments, retail space, public open space, and replacement structured parking. Chairman Lieber noted that the project serves as a model for future TOD opportunities and reflects years of collaboration between the MTA, municipal leadership, and state government.

During discussion, Board Member Albert inquired about future construction impacts associated with signal modernization along the A and C lines. Mr. Torres-Springer explained that future phases will require additional switch and track replacements and that limited-service outages will be necessary. He emphasized that all service impacts will be carefully planned and extensively communicated to customers.

Railroad Business Unit Update

Next, Mr. Anthony Tufano, Senior Vice President of the Railroad Business Unit, reported that approximately $14 billion, including nearly $11 billion in construction activities, has been

allocated to railroad projects in the 2025-2029 Capital Plan. The Plan represents roughly double the investment level compared to the prior Capital Program and focuses primarily on state-of-good-repair needs, accessibility improvements, power infrastructure upgrades, resiliency projects, bridge rehabilitation, and rolling stock modernization.

Mr. Tufano reported that the railroads are on track to complete approximately $1.5 billion of work in 2026, and annual completions are expected to increase significantly in 2027, with approximately $3 billion in work forecasts.

Next, Mr. Tufano provided updates on LIRR ADA Package 2, which includes comprehensive station rehabilitations at Babylon, Forest Hills, and Hollis stations. At Babylon, both reconstructed twelve-car platforms reopened in time for peak summer ridership and the overall project remains on schedule for completion later this year. At Forest Hills, accessibility upgrades, platform rehabilitation, and platform extensions continue to progress, while preserving the station's historic character. Mr. Tufano highlighted a new ADA ramp connection to Ascan Avenue that significantly improves access from the eastern points. At Hollis, extensive platform reconstruction, accessibility improvements, and station enhancements are advancing rapidly with completion anticipated next year.

Chairman Lieber noted that these investments support LIRR’s continuing ridership growth by strengthening connections between commuter rail service and local transit, including bus routes throughout Queens.

Mr. Tufano next updated the Committee on Jamaica Capacity Improvements. He reported that a newly completed flyover structure has successfully entered service, allowing approximately ninety trains per day to use the new route and helping reduce operational conflicts that contribute to the historic "Jamaica Crawl."

On Metro-North Railroad, he reviewed progress at Brewster Yard and Southeast Station, where a new parking garage and yard expansion project will ultimately increase train storage capacity, improve operational flexibility, and support future service growth.

Mr. Tufano also highlighted ADA improvements at Williams Bridge, Woodlawn, and Botanical Garden Stations. Through innovative use of construction barriers and temporary platforms, Metro-North has been able to advance major rehabilitation work while maintaining service. All three stations remain on track for completion next year.

He then discussed the Grand Central Artery Program, a $2.9 billion state-of-good-repair initiative encompassing more than twenty integrated projects. The first train shed reconstruction phase is expected to be completed on schedule and under budget. A second, significantly larger phase is already underway in partnership with JPMorgan Chase. Mr. Tufano noted that this public-private partnership has accelerated delivery, reduced costs, and significantly shortened the overall program schedule.

The presentation concluded with a review of the Park Avenue Viaduct Replacement Project. Mr. Tufano showed a short video highlighting the viaduct’s completion sixty months ahead of schedule and approximately $195 million under budget. The project replaced more than 12,600

feet of critical railroad infrastructure through carefully coordinated weekend operations while maintaining uninterrupted service for Metro-North customers. Chairman Lieber commended Mr. Tufano's leadership and noted the project's success as an example of efficient delivery of the Capital Program.

MTA Planning Report

Ms. Alyssa Cobb-Konon, Deputy Chief Development Officer for Planning, provided an update on long-term planning initiatives affecting the commuter railroads.

Ms. Cobb-Konon reported that design has begun on the Hudson Line Climate Resilience Blueprint, funded through the 2025-2029 Capital Program. The effort will develop both a corridor-wide strategy for protecting the seventy-five-mile Hudson Line from future climate risks and a construction-ready design for the most vulnerable section between Spuyten Duyvil and Hastings-on-Hudson. The study will address shoreline conditions, drainage systems, retaining walls, culverts, slopes, and power infrastructure while incorporating future projections related to sea-level rise, heavy precipitation, and extreme temperatures.

She also highlighted ongoing resilience improvements at Metro-North's Mott Haven Yard and drainage projects along the Port Washington Branch.

Looking toward future expansion opportunities, Ms. Cobb-Konon discussed planning efforts east of Ronkonkoma, where C&D is studying potential electrification and double-tracking improvements to increase capacity, improve reliability, and enhance operational flexibility on the eastern portion of the LIRR.

On Metro-North, she reviewed an ongoing feasibility study examining the potential for Hudson Line service to Penn Station via the Empire Connection. The study, first identified through the MTA's 20-Year Needs Assessment process and advanced following Governor Hochul's State of the State initiative, is evaluating infrastructure investments necessary to enable future service expansion. Ms. Cobb-Konon noted that such an expansion could create new connections between Metro-North and a future westward extension of the Second Avenue Subway at 125th Street.

Board members expressed support for continued long-range planning efforts and highlighted the importance of future regional connectivity improvements.

IEC Monitoring Report

Representatives of the Independent Engineering Consultant (IEC) reported that the railroad projects currently under review continue to perform well and remain generally on schedule and within budget.

The IEC stated that LIRR and Metro-North projects totaling approximately $1.9 billion are progressing as anticipated. While two projects continue to reflect schedule impacts related to

prior work suspensions, the IEC concurred with C&D's estimated completion schedules. The IEC identified a modest additional delay at Brewster Yard resulting from electrical and communications scope changes and utility relocations but noted that mitigation measures are in place.

The IEC also affirmed that the Park Avenue Viaduct project remains well below its approved budget and praised the project team's ability to manage a broad range of construction challenges successfully.

Capital Procurement Actions

Ralph Berman, Senior Vice President and Associate General Counsel, C&D, presented two 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. Approval to award a publicly advertised and competitively solicited contract (Contract No. D81761) to Arup US, Inc. for design and engineering services for the rehabilitation and upgrade of New York City Transit fan plants and pump rooms; and,
2. Ratification of a modification to a contract (Contract No. A46026) with Judlau Contracting, Inc. to replace 22 girder flanges at New York City Transit's 52nd & 69th Street Stations (7 Line) on the Flushing-bound track platforms.

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

With no further business to discuss, and upon a motion duly made and seconded, Chairman Lieber adjourned the meeting at 11:43 AM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

Metropolitan Transportation Authority

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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

September 2027
President's Update
Stations
Quarterly Traffic Light Report

October 2027
President's Update
Railroads

MTA Capital Program Committee Update
Signals & Train Control Projects
Nov 2026

The Signals & Train Control Business Unit (S&TC) includes Communication-Based Train Control (CBTC) projects, such as Fulton-Liberty, Crosstown, Queens Blvd West (QBL-W), Queens Blvd East (QBL-E), Culver, and 8 Ave; car upgrades; interlocking and switch replacements; replacement and enhancement of signal systems' reliability and maintainability; technology initiatives; and Superstorm Sandy recovery and resiliency work.

MTA Construction & Development's (C&D) last report to the Capital Program Committee on Signals and Train Control projects was in July 2025.

Major accomplishments since our last report include:

- The Fulton-Liberty CBTC project has been awarded and construction is underway;
- The conventional signaling work has been completed and axle counters are successfully in service on the 8 Ave CBTC project; and
- R211 cars have been placed in CBTC revenue service on the QBL-W corridor.

Overall S&TC Business Unit Strategic Updates:

- Thirty-five active contracts are in design, procurement, construction and close-out, valued at approximately $8.9 billion; of these, 13 are in active construction (including 9 CBTC and CBTC car installation projects).
- One CBTC project, combining the 6 Ave and 63rd St Lines with DeKalb interlocking, is currently in procurement. This procurement combines the work of the CBTC supplier and the general contractor and includes 5G cellular service as part of the MTA's public-private partnership agreement with Boldyn.
- The Business Unit is also focused on planning for future CBTC work as well as preparing the transition to the 5G IP radio including the retrofit of the existing fleet and work trains. Equipping work trains will further reduce the wayside equipment that is needed on the right-of-way and will reduce maintenance requirements.

8 Ave Line CBTC
S48006
S32400
M44436
S48013-1
S48013-2
S48015
S48016
S87055

This project will provide CBTC on the A, C, and E trains from 59 St in Manhattan through High St in Brooklyn. The program also includes providing CBTC equipment to the existing R179 vehicles and CBTC equipment to support the manufacturing of the R211 vehicles.

This project builds on the technology introduced in previous CBTC projects, notably the CBTC interoperability achieved on the QBL-W project, and the introduction of axle counters, in lieu of track circuits, to improve reliability and reduce maintenance and related life-cycle costs.

	Original	At Last Report	Current
In Service		Q1 2027	Q4 2027
Substantial Completion	January 2025	Q2 2027	Q3 2028
Budget	$722M	$865M	$865M

The issues reported last year have been addressed and the SSI interlockings at 42 St and 34 St are in-service. Initial CBTC testing revealed discrepancies between field conditions and data used in the CBTC database to safely identify train locations. The line was re-surveyed immediately and CBTC testing began this summer.

CBTC operation on 8 Ave will rely on the R160, R179 and R211 cars, and the fleet is steadily building the performance record needed for a successful in-service. The R179 fleet is fully equipped and already operating successfully with CBTC in revenue service on the Queens Blvd Line. The first CBTC-equipped R211 train is also in revenue service with more trains to follow. For both fleets, MTA is working with the contractors to resolve the remaining issues that have been identified during the QBL-W operation.

Queens Blvd Line East CBTC (QBL-E)
S48010
S48017
S87055
S81304

The project will provide CBTC from north of Union Turnpike to 179 St Station on the F (Queens Blvd Line). Axle Counter Systems (ACS) will replace track circuits north of Union Turnpike Station to 179 St Station. Under this project, four interlockings will be modernized: 179 St, 169 St, Parsons Blvd, and Briarwood.

	Original	At Last Report	Current
In Service		Q2 2027	Q2 2028
Substantial Completion	Q2 2026	Q3 2027	Q3 2028
Budget	$521M	$521M	$578M

Three separate contracts have been awarded to deliver the project: CBTC installer, CBTC supplier, and the Data Communication System (DCS). This project will further expand the interoperability demonstration from two to three CBTC suppliers with Mitsubishi as the third.

The existing Siemens CBTC system on QBL-W and the new Mitsubishi CBTC System on QBL-E will interchange at Union Turnpike Interlocking, requiring special attention to ensure a smooth transition between the two systems.

The rebuild of the legacy signal system has continued to cause project delays in 2026 as industry capacity to support this older technology is rapidly shrinking. The project also experienced delays while Con Edison completed necessary power upgrades to the power grid. Following that delay, the first interlocking at Briarwood was ready to be placed in service in August 2026. However, the new interlocking equipment was responding too slowly to meet CBTC requirements, requiring in-service to be put on hold.

Since then, MTA has worked with the contractors on a solution that will require some additional software changes by the CBTC supplier. Mitsubishi has completed its design and delivered all CBTC equipment, and the Briarwood signal equipment is fully installed. Compared to the last report, the budget has increased to cover additional programmatic needs including in-house support costs.

Crosstown Line CBTC
S-48012
S-32476

This is the first CBTC project using Design-Build and encompasses the design, installation, testing, and commissioning of a CBTC signal system on the G (Crosstown Line) from Court Square in Queens to Church Avenue in Brooklyn. The project also includes track replacement work and construction of facilities to serve as train control rooms and house equipment for the new CBTC. The work is also being coordinated with installation of 5G cellular service as part of the MTA's public-private partnership with Boldyn.

In addition, state of good repair and waterproofing work in the Greenpoint Tube was added to the project to immediately address water leak conditions. That work has been completed.

	Original	At Last Report	Current
In Service	South: April 2026 North: Sep 2026	North: 2027 South: 2028	North: 2028 South: 2028
Substantial Completion	Q3 2027	2028	Q3 2030
Budget	$616M	$616M	$643M*
* Budget revised in 2026 to include non-CBTC state of good repair work in the Greenpoint Tube			

A substantial amount of wayside work, including track and CBTC work, is completed. Overall construction progress remains as planned. The 5G radio wayside operation has been demonstrated as per FCC requirements.

The field work is advancing at a strong pace, with wayside installation reaching 92% completion and progress being maintained at Court Square, Nassau, Bedford, and Greenpoint. Significant elements of the Train Control design (e.g., Block Design and hardware design) have been addressed to advance the installation of train control equipment with final Block Design activities remaining in progress.

The project has been impacted by multiple concurrent delays. While significant progress has been made in the resolution of these delays, some remain in progress. The final approval for CBTC cutover remains delayed as the Design-Builder continues finalizing a comprehensive cutover plan, principally at the boundary and transition sections requiring coordination with other contractors.

The fitment of the 5G on the R160 and R211 cars, which is delivered through different contracts, is still on the critical path to begin testing and revenue service. The technology is now in design and prototype installation phase by the contractors. The project is also dependent on delivery of modification to the B Division Automatic Train Supervision (ATS-B) to be performed under procurement.

Fulton-Liberty Line CBTC
S-48019R

The Fulton-Liberty CBTC project is the MTA's largest CBTC Design-Build contract to date covering signal and track replacement between Jay St-MetroTech and Ozone Park-Lefferts Blvd serving the A and C lines.

The project scope includes deployment of a CBTC-centric wayside signaling solution, 5G communications infrastructure, state-of-good-repair track improvements at more than 90 switch locations, tunnel lighting upgrades, and installation of cellular equipment.

Work is underway, including two major Special Work track packages that began active construction in November. Track surveys are currently progressing and are being used to refine the Train Control System (TCS) block design. Concurrently, design development and procurement activities for long-lead materials remain on schedule.

	Original	Current
In Service	May 2030	May 2030
Substantial Completion	May 2032	May 2032
Budget*	$1.9 Billion	$1.9 Billion

Based on track conditions, additional track work is expected to be performed under the project. The contractor is working collaboratively with MTA to accommodate the additional track work while maintaining the overall schedule. Overall, early project work continues to advance aggressively in support of planned construction and implementation milestones.

DRAFT

November 2026
Capital Program Committee
Independent Engineering Consultant
Programmatic Review

Business Unit: Signals & Train Control
New York City Transit (NYCT) - Communications Based Train Control (CBTC)

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

NYCT CBTC Program

Program Summary

The IEC reviews the Signals & Train Control Business Unit's projects through cost and schedule analyses reported in the quarterly Traffic Light Reports (TLR) and through comprehensive risk-based monitoring of individual CBTC projects.

There are two types of CBTC technologies- Legacy and CBTC Centric:

- The Legacy CBTC Program started in the late 1990s to enhance safety, increase track capacity through a reduction in operating headway, and improve operation flexibility. This program uses a Design-Bid-Build (DBB) procurement/delivery methodology and has completed the modernization of four lines at Canarsie (L), Flushing (7), QBL West (E, F,R, M) and Culver (F).
  - There are two active projects remaining in this program with a total budget of $1.45 B:
    - 8 Av (A,C,E) - Scope includes modernization of two interlockings and CBTC overlay.
    - QBL East (F) - Scope includes modernization of four interlockings and CBTC overlay.
- The CBTC Centric Program started in 2022 and maintained the objectives of Legacy CBTC with the added goal of minimizing wayside and room equipment through the deployment of a centralized and integrated architecture. The CBTC Centric initiative will also enhance CBTC communication through the implementation of 5G technology and will use a design build procurement methodology.
  - There are three projects in this program with a total budget of $3.84 B:
    - Crosstown (F,G) is in the construction phase
    - Fulton-Liberty (A,C) is in the construction phase
    - 6 Av (B, D, F) is in the procurement phase
- All current CBTC projects utilize the Axle Counter System (ACS) in lieu of track circuits for secondary train detection.

NYCT CBTC Program

Project Locations

CBTC projects are underway in three out of the five boroughs, all of which are being monitored by the IEC.



Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

NYCT CBTC Program

Program Status (Achievements/Progress)

Since our last report to the Board in July 2025, the CBTC Program made progress in the following areas:

- Declared Substantial Completion for the Culver CBTC Project,
- Continued improvement in the performance of CBTC equipped trains, which will benefit ongoing active projects (8 Av, QBL East and Crosstown),
- Successful implementation and performance of first axle counter installation on NYCT for secondary train detection (8 Av)
- Commissioned two interlockings on 8 Ave and room & field installation/wiring are substantially complete,
- Good progress was made on the QBL East physical installation and system integration,
- Advanced the evolution of Interoperability & Interface Specifications (I2S) to reflect the CBTC Centric approach and the use of axle counters,
- On the Crosstown project, good progress was made in non-train control work and in the installation of physical field and room equipment. Also, C&D and the Contractor agreed on a conceptual block design approach to mitigate initial safety issues,
- C&D and the Fulton-Liberty contractor agreed on the operational requirements for the signal block design.
- The lessons learned from the challenges that affected the Crosstown project benefited the Fulton-Liberty project. As such, the following issues are expected to be resolved:
  - Availability of 5G equipped trains
  - Integration of 5G communication with Automatic Train Supervision (ATS)
  - Adoption of Line/Local ATS

NYCT CBTC Program

Program Status (Challenges)

The IEC recognizes that implementing CBTC on an existing transit system that operates 24/7 introduces operational, technical and physical complexities.

Since the July 2025 CPC report, the Program encountered multiple challenges that impacted schedules and budgets of CBTC projects.

Specific challenges and project impacts include:

- Non-alignment between project needs and third-party external dependencies provided under separate projects, due to extended contract negotiations and implementation durations:
  - Late availability of 5G equipped trains (Crosstown)
  - Integration of 5G with ATS (Crosstown)
- Adaptation of new technology elements to NYCT operating environment:
  - Implementation of Axle counter system:
    - Required modifications to initial hardware and installation guidelines to ensure safety and reliability of operation (8 Av),
    - Need for a comprehensive manual reset procedure (8 Av),
    - Resolving latency issues when integrating the axle counter system with Solid State Interlocking/Zone Controller (SSI/ZC) installation, to comply with I2S requirement (QBL East),
  - Implementation of 5G Communication (Crosstown).
- Contractor performance Issues:
  - Continuing delay in providing block design and control tables (Crosstown),
  - Delay to software development activities and network design documents (Crosstown),
  - Axle counter Installation issues and delay in completion of Auxiliary Wayside System (AWS) wiring (8 Av),
  - Late delivery of AWS book of plans and signal equipment (QBL East),
- Delays in providing accurate track geometry data to contractors due to loss of experienced resources (8 Av, Crosstown),
- Delay in availability of signal power (8 Av & QBL East),
- Unanticipated adverse Field Conditions (8 Av & QBL East).

NYCT CBTC Program

Program Status (Actions Taken)

C&D has addressed the challenges faced by CBTC projects.

- **On 8 Av Project, C&D:**
  - Developed a comprehensive ACS manual reset procedure for use on all CBTC installations.
  - Worked closely with MOW to retain the services of an experienced track engineer to properly analyze TGC information and provide accurate track geometry data.
- **On the QBL East Project, C&D:**
  - Worked closely with Con Edison to expedite the availability of stable signal power.
  - Directed the Independent Safety Assessor to review the proposed solution for the SSI/ZC latency issues. After approval, the solution will be implemented to resume commissioning activities.
- **On the Crosstown Project, C&D is:**
  - Developing a re-baselined schedule to reflect realistic dates for critical activities and to incorporate mitigation measures to minimize delays. More specifically, this schedule addresses the following:
    - Establishes accurate dates related to external dependencies based on NTPs awarded to third party contractors,
    - Clarifies software and database development timelines and,
    - Expands the cutover strategy to seven phases to minimize potential impact to train service by gradual deployment of CBTC Centric functionalities.

NYCT CBTC Program

Program Status (IEC Concerns)

The IEC's main concerns, based on its observations and analysis of the risks reflected in individual project reports are:

- Project schedules do not always reflect external dependencies, including critical work delivered under other programs. Close coordination between projects is essential to minimize schedule impacts.
- Access to General Orders, work trains, and flagging resources appears to remain a consistent constraint, and senior management may need to prioritize the allocation of TA resources when competing requests arise.
- Differences in design approach and system architecture between Design-Build (DB) projects may require different operating rules and procedures in various line sections, which may be a challenge for Operations.
- Loss of institutional knowledge (Block Design, TGC data analysis, and operational assessment) may reduce MTA's ability to review and validate contractor designs efficiently, increasing review duration and the potential for rework.

NYCT CBTC Program

Program Status (Lessons Learned & Recommendations)

The IEC analyzed the CBTC Program challenges and has the following recommendations to address the root causes that impacted budgets and schedules (lessons learned):

- The IEC observed that DB contractors are not familiar nor experienced in the development of a Signal Block design that meets the safety and operation requirements of NYCT. This has impacted design, manufacturing and installation activities for the Crosstown CBTC Project. The IEC recommends that C&D provide the block design as part of the Request For Proposal (RFP) documents for future CBTC contracts.
- MTA should expand the strategic plan for the CBTC Program to reflect:
  - External dependencies of CBTC projects and aligning the deliverables of third-party contracts with CBTC project needs,
  - Realistic durations for contract negotiations and implementation tasks to prevent conflicting timelines and misaligned resource needs,
  - Alignment with operational practices to minimize service disruptions,
  - Enterprise requirements for cybersecurity, maintenance and other support functions.
- MTA should establish design guidelines for the CBTC Centric approach, based on lessons learned, to ensure that consistent operating rules and procedures are implemented in the various lines/sections of the transit system.

NYCT CBTC Program

Program Schedule

Contract	Contractual		Forecast			
	Award Date	Substantial Completion (SC)	Project In-Service	IEC In-Service [1]	Project SC	IEC SC
8 Av	01/2020	01/2025	Q4 2027	08/2028	Q3 2028	01/2029
QBL East	12/2021	07/2026	Q2 2028	Q3 2028	Q3 2028	01/2029
Crosstown	01/2023	07/2027	Q4 2028	TBD	Q3 2030	TBD
Fulton-Liberty	02/2026	05/2032	05/2030	05/2032	05/2032	05/2032

[1] IEC In-Service dates reflect all sections being fully in-service after RAM targets have been achieved.

Since the July 2025 report, the IEC forecasts that three out of five contracts will be delayed:

- Culver achieved SC in September 2025, as forecasted.
- 8 Av is forecast for January 2029, 15 months later than previously reported, primarily due to software issues, late delivery of the Programable Logic Controller (PLC) inputs from NYCT, unavailability of Track A5 testing and additional time to ensure stabilization and performance requirements have been met.
  - The contractor has indicated there may be additional delays to the CBTC In-Service date due to possible errors in the TGC data. The IEC will update its forecast upon receipt of an updated schedule.
- QBL East is forecast for January 2029, 8 months later than previously reported, mostly due to:
  - Unstable AC power at Briarwood, which has since been resolved by MTA senior management working collaboratively with Con Edison
  - Non-compliant timing issue between the Solid State Interlocking (SSI) and Zone Controllers
  - Limitation of the availability of TA services

  The SC will continue to be impacted until timing issues are resolved.

NYCT CBTC Program

Program Schedule (continued)

- The Crosstown project has been re-baselining since May 2025 to address critical activities, design and software/database issues, and Stage Gate requirements. MTA C&D has not yet approved the schedule and continues to work with the DB to mitigate risks and address delays.
  - The IEC will provide a forecast once the re-baseline schedule is approved, but a minimum delay of 37 months from the original contract date to SC is anticipated unless mitigated. This is 14 months later than what the IEC last reported.
- The Fulton-Liberty DB baseline schedule was due in April 2026 and is now forecast to be submitted at end of November 2026.
  - The IEC will provide perform a comprehensive analysis upon receipt.

NYCT CBTC Program

Budget

Contracts	Current Budget[1]	IEC EAC	IEC EAC Within Budget
Culver	$489M	$485M	Yes
8th Ave	$880M	$788M	Yes
QBL East	$576M	$610M	No
Crosstown	$649M	$756M	No
Fulton-Liberty	$1.931B	$2.053B	No

[1] IEC Current Budget includes all phases of the project.

- Since the last report in July 2025, the IEC forecast budget overruns on three of the five projects.
  - The 8 Av IEC EAC has increased by $87M since last report, with a total budget increase of $2M.
    - This EAC includes potential change orders, risk on remaining work, increases to expected Transit Authority Labor (TAL) and extension of the project schedule to the IEC forecast SC date of October 2028.
  - QBL East IEC EAC has increased by $42M due to additional change orders, with a total budget increase of $81M. The analysis includes all pending/potential change orders, risk on remaining work, TA Labor/EFA projected expenditures for remaining In-Services, and soft costs based on the IEC forecast SC date of January 2029.
    - A budget modification is in progress.
  - The Crosstown budget increased by $25M to account for added non-CBTC scope, including rehabilitation of the Greenpoint discharge lines, procurement of track ties and waterproofing funded by NYCT.
    - The IEC EAC increased by $41M which includes pending/potential change orders, resolution of commercial issues, risk on remaining work, TA Labor/EFA projected expenditures and projected soft costs to 2030 and does not include the Greenpoint Tube track work. The *EAC forecast may increase if schedule delays continue and as commercial issues are resolved.*
  - Fulton-Liberty Budget is expected to be increased by $122M due to additional scope for track work and associated soft costs.

November 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Signals & Train Control
New York City Transit (NYCT) – Communications Based Train Control (CBTC)-Crosstown

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

NYCT – CBTC-Crosstown

Scope

This is the first MTA CBTC-centric and Design-Build (DB) Project for the Signals & Train Control (S&TC) Business Unit. The project replaces the existing fixed block signal system with a more reliable Communications Based Train Control (CBTC) Centric solution, that can operate under MTA's evolving Interoperability and Interface Specification (I2S).

Under CBTC-centric, a centralized and integrated architecture is used to further reduce wayside and room equipment and to take advantage of new innovations in the train control field. This project is recognized as being software intensive with significant system integration risks, and as the first CBTC centric deployment to incorporate 5G network and communications technologies, the integration challenges are elevated.

- The Crosstown territory is on the NYCT's G line between Court Square in Queens and Church Ave Stations in Brooklyn and encompasses six interlockings split into two sections, each with its own integrated Zone Controller (iZC):
  - North: Court Square, Nassau Avenue, and Bedford-Nostrand Avenue interlockings.
  - South: Bergen Street, 4th Avenue, and Church Avenue interlockings.
- The scope is comprised of CBTC and Non-CBTC work.
  - CBTC:
    - Track work at specific locations.
    - Design, construction and fit-out of Train Control Rooms (TCRs) and auxiliary facilities.
    - Installation of all necessary wayside systems to support CBTC.
    - Installation of an Axle Counter System (ACS) in place of traditional track circuits.
    - The expansion of Automated Train Supervision for the B-Division (ATS-B) for the Crosstown line at NYCT's Rail Control Center/Backup Rail Control Center.
    - Furnish and install wayside private 5G wireless network technology for CBTC Data Communication System (DCS) which will be used as a baseline for subsequent CBTC centric projects.
    - Provide an Enhanced Integrated Test Facility (EITF) for use and updating of all CBTC-centric projects, including Fulton-Liberty and 6 Av CBTC.

NYCT – CBTC-Crosstown

Scope (Continued)

- Non-CBTC:
  - Removal and replacement of two Greenpoint Discharge water lines in the North Section (originally planned under a separate project in the 2020–2024 Capital Plan), including Tie and plate replacement for a portion of the Greenpoint Tube that will also be performed during combined GOs.
    - A change order has been issued for waterproofing the Greenpoint Tube to mitigate the water issue.
- A separate long-term contract was negotiated with Thales Ground Transportation Systems USA, Inc. (now Hitachi Rail) to provide routine maintenance services for a 25-year term. MTA intends to issue a Notice to Proceed (NTP) at the end of the DB contract's warranty period.
- WSP USA, Inc. was awarded the Project Management Consultant (PMC) Services for the MTA C&D CBTC Crosstown, Fulton, and 6th Av projects in January 2023.

NYCT – CBTC-Crosstown

Schedule

MTA C&D issued the Notice to Proceed (NTP) in January 2023 to the Design Builder, Crosstown Partners (TC Electric/Hitachi Rail) and designer AECOM USA, Inc., with Hitachi responsible for the CBTC-centric system.

Milestone (MS)	Contractual Completion Date	DB R-Baseline Rev. 6 (DD 6/1/26)	Project Forecast	IEC Forecast	Variance Contractual vs. IEC Forecast (Months)[1]
MS 1: Concept Design Validation	06/2025	12/2026	TBD[2]	Q1 2027	-19 to -22
MS 2: Installation of Track work/ Switch Machines	08/2025	06/2026	TBD[2]	TBD[2]	TBD[2]
Non-Contractual: North Revenue Service	09/2026	08/2028	Q3 2028	Q4 2028	-25 to -28
Non-Contractual: South Revenue Service	04/2026	05/2029	Q2 2029	TBD[2]	TBD[2]
MS 3: Line Function/ Software Stabilization	12/2026	02/2030	TBD[2]	TBD[2]	TBD[2]
MS 4: Substantial Completion	07/2027	08/2030	08/2030	TBD[2]	TBD[2]

[1] (-) Behind schedule/(+) Ahead of schedule.
[2] Dates will be forecast once the project re-baseline schedule has been completed.

- The project has been re-baselining since May 2025 to address critical activities, design and software/database issues, and Stage Gate requirements.
- The latest rebaseline schedule (Rev. 6) submitted by the DB shows significant delays to all Milestones, with Substantial Completion (SC), 37 months later than the original contract schedule and 14 months later than forecasted by the IEC in the July 2025 CPC report.
  - The IEC notes the schedule has not been updated to reflect current status for over 5 months and further delays are anticipated.
- MTA C&D has not yet approved the schedule and continues to work with the DB to mitigate risks and minimize delays. The next schedule revision is expected by end of November 2026.
  - The IEC will provide a revised forecast once the re-baseline schedule is approved, but a minimum delay of 37 months to SC from the original contract date is anticipated.

NYCT – CBTC-Crosstown

Schedule (Continued)

- MTA C&D introduced North and South Section revenue dates at the July 2025 CPC.
  - North and South Section revenue service were reversed in the rebaseline to mitigate delays in the delivery of 5G Equipped R-160 trains [delivered under a separate contract].
    - The North section scope and commissioning methodology (or phasing plan) have been agreed to by MTA C&D. The DB continues to develop the phasing plan, for the South Section and Boundary Transition Zones, a delay of more than 9 months has developed when compared with the July 2025 CPC report .
- Given the high levels of uncertainty related to outstanding issues (signal block design finalization, DCS delays, boundary-transition interfaces, ATS/5G readiness, and implementation), the IEC forecasts further delays to the achievement of MS 1 and North Revenue Service to, Q1 2027 and Q4 2028, respectively.
- All physical work for MS 2 is complete except the Greenpoint Tube tie-plate replacement. which is planned for after North Section revenue service during discharge-line replacement.
  - The DB has asked MTA C&D to decouple this Greenpoint work from the milestone, but C&D has not yet done so, and the milestone remains tied to the MS2.
- South Section Revenue, MS 3, and MS 4 forecasts will be provided once the re-baseline schedule is agreed upon.

In the IEC's opinion, the rebaseline schedule will address several prior concerns related to external dependencies and will provide more clarity on software and database development timelines. Given the complexity of the South section and transition/boundary zones, additional time may be necessary to accommodate rework from concurrent design and testing to ensure system stabilization.

NYCT – CBTC-Crosstown

Budget

	Budget at Award	Current Budget	IEC EAC
Current Status	$624 M [1&2]	$649 M [1&2]	$756 M

[1] IEC Current Budget includes all phases of the project.
[2] The purchase/installation of the new 5G communications equipment for the B Division fleet to support the Crosstown is not included in the program budget since it is being performed under a separate program.

- The current budget have increased by $25 M to $649 M to account for added non-CBTC scope, including rehabilitation of the Greenpoint discharge lines, procurement of Greenpoint ties and waterproofing funded by NYCT, and additional third-party, force-account, soft-cost, and reserve requirements.
- The total project cost (Third Party, TA Labor, and soft costs) is 78 % expended against the current budget. The latest DB schedule forecast shows a three-year delay beyond the contractual completion date, suggesting that expenditure progress overstates actual progress in the field.
  - This percentage is expected to decrease to reflect a more accurate amount once the budget is increased to support the rebaseline schedule.
- The IEC forecasts an EAC of $756M, which is a $41M increase since the July 2025 report.
  - This analysis includes $29 M pending/potential change orders, resolution of commercial issues, risk on remaining work, soft costs and TA Labor/EFA projected expenditures due to the extension of the contract and additional GOs required for south section testing.
  - The IEC notes that although the Greenpoint discharge line rehabilitation work has been reinstated in the budget, costs associated with TA labor for required GOs to perform this work are not reflected in the EAC.

Based on the IEC's analysis and a review of available contingencies, project reserves, and expenditures to date, the current budget will need to be increased to support the project to SC.

NYCT – CBTC-Crosstown

Risks & Mitigations

The project's top risks continue to be managed through the re-baseline effort and periodic risk-review sessions.

The following risks were previously identified in the July 2025 report and remain the primary drivers of uncertainty. *These risks have been realized, and further delays may continue to impact the schedule.*

PRIVATE 5G COMMUNICATIONS TECHNOLOGY

- Risk: Further delays in equipping the R-160 (Siemens) and R-211 (Hitachi) Crosstown trains with 5G communications may impact project schedule.
  - Mitigation: The rebaseline schedule revises the North and South section deployment sequence to align with 5G equipped train availability. Contracts were awarded to CBTC suppliers for this work.

The IEC agrees with this mitigation however, MTA C&D should ensure there is alignment between availability of equipped trains and project needs.

PRIVATE 5G DCS IMPLEMENTATION

- Risk: Delays in the testing and implementing of the 5G DCS may impact schedule and cost.
  - Mitigation: PMT added a dedicated DCS lead and workshops are being held with the DB to finalize test plans. The rebaseline provides added detail and updated logic for 5G testing (DCS testing will precede system testing). In order to continue to advance the DCS testing interim Mini Data Centers at the RCC/BRCC will be utilized.

The IEC agrees with this mitigation, however, additional issues including integrating recently introduced cybersecurity requirements and delaying contracting of a third party supplier to support ATS integration have further impacted this risk.

NYCT – CBTC-Crosstown

Risks & Mitigations (continued)

SIGNAL BLOCK DESIGN/CONTROL TABLES

- Risk: Further delays to the submittal and approval of the site-specific signal block design/control tables/single lines, may impact dependent design and installation tasks.
  - Mitigation: Regular meetings between the PMT and DB are being held. Accelerated and early/partial reviews of submittals, when possible, to minimize schedule impacts.

  The IEC notes that only the first interlocking was submitted in February 2026; the remaining North Section interlockings are planned for submission by Q4 2026, with full North and South submissions to follow. All six interlockings must be received for final System Safety Certification Board (SSCB) review and approval.

- Risk: Further schedule delays may result if the Independent Safety Assessor (ISA) identifies safety issues that will require modification to the signal block design.
  - Mitigation: None.

  The IEC notes additional equipment has been incorporated in the rebaseline schedule to address the ISA initial concerns. Site specific CBTC safety issues will need to be addressed once the remaining block design/control tables have been finalized.

BOUNDARY/INTERFACE REQUIREMENTS AND TESTING STRATEGY

- Risk: Although the Crosstown RFP documents require the contractor to provide seamless CBTC operation to non-Crosstown adjacent territories, interface work for CBTC with Siemens for QBL West (North), Culver (South), and Auxiliary Wayside System (AWS) installation modifications are not included in the Crosstown contract.
  - Mitigation: MTA C&D directed the DB to prioritize North Section testing to mitigate delays. Coordination between Siemens and Hitachi-Independent Testing Verification (ITV) is ongoing, while the testing strategy for the South section and Boundary Transition Zones continues to be finalized.

  The IEC notes additional GOs are being defined based on test needs. The rebaseline schedule shows Boundary Transition Zone work completing after North and South sections. With only AWS in the North, as an interim step, operational impacts are expected. The South Section strategy is still being finalized, with additional schedule impacts anticipated.

NYCT – CBTC-Crosstown

Concerns

- The contractor's non-compliance with contractual circuit design guidelines could result in modification to the proposed design that will further impact the schedule.
  - MTA C&D requested a gap analysis be performed to demonstrate compliance with these guidelines.
- CBTC Centric implements new concepts and designs that differ from the Legacy CBTC systems. Service Delivery/MOW needs to develop new/modified Rules and Procedures to ensure Operational Readiness for the CBTC Centric implementation prior to being placed in service.
- The ATS Complements contract, to external contractor Siemens, delivers essential Line/Local ATS and ATS 5G capabilities. The contract is critical to the development, testing, and integration of the project.
  - Delays in contract award, now forecast for Q4 2026, could further impact schedule.
- The IEC notes that the Rev. 6 re-baseline schedule does not fully incorporate the GOs required for the South Section cutover and shutdowns for the Greenpoint Tube work. Additional schedule delays and service outages are expected once the GOs are incorporated.
  - This work will be awarded once the GOs are secured and after the North Section is placed in service.
- Re-routed trains (R-179) from QBL West and Culver territories to Crosstown will have to operate in manual mode until they are equipped with 5G, which could impact operations.

NYCT – CBTC-Crosstown

Observations

- Significant progress has been made at the stations and wayside locations.
  - Track work is 100% complete except for the ties and plates in the Greenpoint Tube.
  - Equipment in the train control rooms are above 90% complete.
  - Wayside Installation of all signal components are above 90% complete.
    - The IEC notes additional wayside signals may be required once the signal block design is finalized.
- Hitachi has made good progress in capturing the CBTC centric requirements and reflecting them in the I2S specifications.
- Efforts made by the project team to coordinate and engage MOW/Service Delivery in the advancement of the signal block design have been productive.
- While the rebaseline schedule includes longer release durations to accommodate Enhanced Integrated Testing Facility (EITF), I2S clarifications and integration testing, SW/database development activities are now concurrent in an effort to reduce the overall schedule impact.
  - Rev. 7 is expected to remove EITF dependencies to support the South Section transition and mitigate delays.

NYCT – CBTC-Crosstown

Recommendations

The IEC recommends:

- MTA C&D should develop CBTC-centric standards including block design and update 733 typical logic that will provide guidance for interlocking design to ensure consistent implementation across CBTC-centric projects, given that different contractors may use varying design approaches.

Upon finalization and approval of the re-baseline schedule, additional recommendations may be identified.

NYCT – CBTC-Crosstown

Previous Recommendations

The following previous IEC recommendations continue to be addressed by MTA C&D:

- As recommended, in March 2024, that C&D engage a third-party entity to conduct an independent review with operational experience to perform a line-by-line review of the block design, including signal aspects and control lines, to ensure that all routes needed for service delivery are provided and that no safety issues arise. MTA C&D designated a subject matter expert to perform an independent review of the block design submittals and conduct operational reviews. Block Design and SSCB review is ongoing. MOW/Service Delivery will need to accept these submittals.
- As recommended in July 2025:
  - MTA C&D is working to ensure the Crosstown re-baseline schedule considers the full impact of the outstanding 5G work and required interface work with adjacent CBTC installations. The schedule should also allow sufficient time for software/database development, testing & commissioning using cutover cubicles and stabilization of the CBTC system.
    - Progress is being made to address these concerns, and additional time has been added in the rebaseline schedule and progress is being made to address.
  - MTA C&D has incorporated Crosstown Lessons Learned related to the signal block design in the upcoming Fulton-Liberty CBTC procurement.
  - MTA C&D has engaged a third party to conduct a gap analysis to address operational concerns. This analysis is ongoing and is being performed in parallel with the review of the signal block design/control tables/single line drawings.
  - MTA C&D continues to work with the DB to define testing and commissioning phase requirements and establish performance thresholds to ensure compliance with Reliability, Availability, and Maintainability (RAM) contractual requirements.
    - The Cutover Strategy remains under development for the South Section and Boundary Transition Zones in parallel with the schedule rebaseline effort and is expected by Q4 2026.

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Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Signals & Train Control
New York City Transit (NYCT) – Communications Based Train Control (CBTC) Fulton-Liberty

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

NYCT – CBTC Fulton-Liberty

Scope

This Design-Build (DB) project for the Signals & Train Control (S&TC) Business Unit will replace the current fixed-block signal system on the Fulton (A, C) and Liberty (A) Lines. It will be upgraded to a more modern, reliable Train Control System (TCS) with a Communications-Based Train Control (CBTC)- centric design.

This system reduces wayside infrastructure, uses a centralized, modern architecture to improve efficiency, and is the second and largest CBTC-centric deployment, spanning 43 track-miles.

- The Fulton Line spans all tracks from High Street to Euclid Avenue and from York Street to Bergen Street and includes seven interlockings.
- The Liberty Line spans all tracks from Euclid Av to Lefferts Blvd and includes three interlockings.

The scope of work includes the following:

- CBTC/Track work:
  - Provide a new TCS consisting of a CBTC-centric system for CBTC-equipped trains and protection for non-equipped trains by installing Axle Counters and limited wayside signals
  - Provide train supervision and control utilizing the existing NYCT Automatic Train Supervision system for the B-Division (ATS-B).
  - Updates to the Interoperability Interface Specification (I2S) (version 3.0) to match the new design implemented under the contract.
  - Adding and removing track switches at designated locations and switch machine replacement.
  - Construction of Train Control rooms (TCRs) and auxiliary facilities.
  - Create Transition Zones to connect with future CBTC systems on the Rockaway and 6 Av Lines.
  - Install a Private 5G Radio Access Network, based on the core developed, connecting wayside and carborne CBTC equipment.
  - Updates to the training centers to support NYCT personnel training needs for the new TCS.
- Non-CBTC:
  - Install a Tunnel Lighting system in the underground or subway areas within the project limits.
  - Provide a Distributed Antenna System (DAS) to support Boldyn Networks' public wireless service.
- A 25-year maintenance agreement, funded from the operating budget, was negotiated with Siemens Mobility, with two optional 5-year extensions. The agreement will officially begin once the Design-Build (DB) contract's warranty period ends.
- WSP USA, Inc. was awarded the Project Management Consultant (PMC) Services for the MTA C&D CBTC Crosstown, Fulton-Liberty, and 6th Av projects in January 2023.

NYCT – CBTC-Fulton-Liberty

Schedule

The contract was awarded in December 2025, with an NTP in February 2026 to the DB team of LK Comstock and Dewberry Engineers. Siemens Mobility has responsibility for the CBTC-centric system. The duration is 75 months, with Substantial Completion (SC) in June 2032.

A design baseline schedule, based on contractual dates, has been submitted. A design build baseline schedule was due in April 2026 and is now expected by the end of Q4 2026.

- The IEC will provide a comprehensive assessment and forecast upon receipt.

Milestones (MS)	Contractual Completion Date	Design Baseline Schedule (11/1/26)	Project Forecast	IEC Forecast	Variance Contractual vs. IEC Forecast (Months)[1]
MS 1: Final Design for Track work	06/2027	06/2027	NA	06/2027	0
MS 2: Stage Gate C - Final Design	06/2027	06/2027	NA	TBD	TBD
MS 3: Final Design for Boldyn Network	08/2027	09/2027	NA	TBD	TBD
MS 4: Stage Gate E - Factory Acceptance Testing	03/2028	03/2028	NA	TBD	TBD
MS 5: Stage Gate G - Validation of TCS Through Factory and Field Tests	03/2028	05/2028	NA	TBD	TBD
MS 6: Complete all Track Work	06/2028	06/2028	NA	TBD	TBD
MS 7: Stage Gate H - Cutover of All Sections of the Project Line - System Functional Validation	11/2031	11/2031	NA	TBD	TBD
MS 8A: DAS Segment 1 – High St/York St to Franklin Av	11/2028	12/2028	NA	TBD	TBD
MS 8B: DAS Segment 2 Euclid Av to Utica Av	01/2029	11/2029	NA	TBD	TBD
MS 8C: DAS Segment 3 – Van Siclen to Grant Av Portal	08/208	12/2029	NA	TBD	TBD
MS 9: Stage Gate I - Handover (In-service)	05/2032	05/2032	NA	TBD	TBD
MS 10: Substantial Completion (SC)	05/2032	05/2032	05/2032	TBD	TBD

[1] (-) Behind schedule/(+) Ahead of schedule

NYCT – CBTC-Fulton-Liberty

Schedule (Continued)

- The Signal Block Design is a foundational element of the signal system and is included as part of Stage Gate C. Certain elements defining operational requirements of the block design were accepted.
- Track special work portion (#513) was unintentionally omitted from the contract documents. The addition of this scope may impact the Track milestone and project budget.
- DAS milestones, although behind schedule, an impact to SC is not anticipated, as there is sufficient time to mitigate.

NYCT – CBTC-Fulton-Liberty

Budget

- The budget at award and current budget stand at $1.931 B.

	Budget at Award[1]	Current Budget [1]	IEC EAC
Current Status	$1.931 B	$1.931 B	$2.053 B

[1] IEC Current Budget includes all phases of the project.

- The budget at award is $1.9301 B, which includes a combined contingency and reserve of $125 M.
  - There has been one executed change order in the amount of $500 K.
- The total project cost (Third Party, TA Labor, and soft costs) is 6 % expended against the current budget.
- The project is not within budget. The IEC EAC is also $2.053 B and considers executed, pending change orders, and risk on remaining work.
- The budget does not include a 25-year Maintenance contract, in the amount of $ 152 M, which is funded separately from the operating budget.

NYCT – CBTC-Fulton-Liberty

Risks & Mitigations

Monthly risk review meetings are expected to commence once a design-build baseline schedule is submitted. A project risk register has been developed based on the December 2025 PMC Risk Assessment and previous projects' lessons learned.

The IEC highlights the top risks from MTA C&D's Risk Register and their associated mitigations based on their probability and impact:

INTEROPERABILITY AT CBTC BOUNDARIES

- Risk: Potential cost and schedule impacts may arise from achieving interoperability and addressing scope gaps or design conflicts at CBTC boundaries for 8 Av and Crosstown contracts.
  - Mitigation: The Project Team will establish regularly scheduled meetings between Siemens and Hitachi to support interoperability.

  The IEC agrees with the mitigation and is of the opinion that this risk may now be reduced, as Siemens is the supplier for this project and the 8 Av CBTC project. Coordination is still required for the Crosstown (Hitachi) CBTC boundary contract.

5G PRIVATE DATA COMMUNICATION SYSTEM

- Risk: Integration challenges with the 5G private Data Communication System (DCS) delivered by the Crosstown project (Hitachi) may result in change orders or claims to this contract.
  - Mitigation: The Project Team will establish regularly scheduled meetings between Siemens and Hitachi.

  The IEC agrees with the mitigation.

SIGNAL BLOCK DESIGN APPROVAL

- Risk: Delays in completion of Signal Block Design and obtaining Safety Approval may impact the project schedule.
  - Mitigation: The PMC is holding weekly workshops with the DB and other stakeholders (Operations and Service Delivery) to advance the block design.

  The IEC agrees with this mitigation.

NYCT – CBTC-Fulton-Liberty

Observations

- The project team is continuing to coordinate with Operations and Service Delivery to finalize various design aspects of the project.
- The track geometry data for developing the signal block design was not available during the procurement phase to allow the contractor to finalize their block design. The data was provided after the project was awarded, resulting in revisions to the preliminary design developed during procurement.
- MTA C&D is leveraging the expertise of the PMC to manage all three CBTC centric projects (CBTC Crosstown, Fulton, and 6 Avenue). This approach supports continuous improvement and facilitates the programmatic application of lessons learned.

NYCT – CBTC-Fulton-Liberty

Concern

- The originally proposed TCS design uses Central Instrumentation Houses (CIHs) to house some CBTC equipment on the wayside instead of in a new Train Control Room (TCR). This is being evaluated and may result in scope modification.

NYCT – CBTC-Fulton-Liberty

Recommendation

- The Project Management Team (PMT) should expedite the finalization and approval of the signal block design, as it constitutes the foundational element of the signal system. This is needed to prevent adverse impacts on the project schedule.

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Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Signals and Train Control
New York City Transit (NYCT) – Communications Based Train Control (CBTC) Queens Blvd. Line (QBL) East

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

NYCT CBTC – QBL East

Scope

This Design-Bid-Build project replaces the fixed-block relay-based signal system with a CBTC system from north of Union Turnpike to the 179th Street Station on QBL East (F Line). Key elements include:

- Upgrading the following Interlockings to Solid State Interlockings (SSI) at:
  - 179th Street
  - 169th Street
  - Parsons Boulevard (Hillside Avenue)
  - Briarwood
- Replacement of track circuits with an Axle Counter System (ACS).
- Deployment of CBTC Zone Controllers (ZCs) integrated with an Auxiliary Wayside System (AWS) to ensure signal protection in degraded modes.
- The work is divided as follows:
  - E-J Electric [Installer]:
    - Responsible for the installation of the CBTC, AWS, and the Data Communications System (DCS) provided by Siemens under a separate task order. Hitachi is responsible for designing and supplying the AWS equipment.
    - Responsible for the AWS design, furnishing, and installation. Deploying the Data Communications System (DCS) provided by Siemens under a separate task order. Hitachi supplies the AWS equipment.
  - Mitsubishi {CBTC supplier]:
    - Serves as the system integrator, providing and furnishing CBTC wayside equipment.
    - Reconfigures the Automatic Train Supervision (ATS) system to include QBL East territory using Siemens' ATS Expansion Software Tools, provided through MTA.
    - Replacement of Hitachi/Thales Carborne Controllers (CCs) on two R-160 units under an Additional Work Order (AWO).

NYCT CBTC – QBL East

Schedule

A Notice to Proceed (NTP) was issued to EJ-Electric in December 2021, with a contractual duration of 51 months, establishing March 2026 as the Substantial Completion (SC) date. A second NTP was issued to Mitsubishi in December 2021, with a contractual duration of 55 months, establishing July 2026 as the SC date for that contract. The two contract SC dates have converged, and July 2026 was established as the integrated contractual SC date.

Since the last report, the integrated SC has been delayed an additional 14 months, resulting in a September 2028 forecast. This represents a total delay of 26 months from the contractual completion date.

- The IEC forecasts an SC, 8 months later than was previously reported and includes an additional 4 months to achieve stabilization of the CBTC system.
- Contributing factors include:
  - Unstable AC power at Briarwood, which has since been resolved by MTA senior management working collaboratively with Con Edison
  - Non-compliant timing issue between the Solid State Interlocking (SSI) and Zone Controllers
  - Limitation of the availability of TA Labor services

In the IEC's opinion, the January 2029 SC will continue to be impacted until timing issues are resolved.

Milestone (MS)	Contractual Completion Date	Update #42 (Data Date: 9/1/2026)	Project Forecast[1]	IEC Forecast	Variance Contractual vs IEC Forecast (Months)[2]
Integrated SC[2]	7/2026	09/2028	Q3 2028	01/2029	-30

[1] Project Forecast as per MTA Project Status report (PSR)

[2] (-) Behind schedule/(+) Ahead of schedule

NYCT CBTC – QBL East

Budget

- The total project cost (Third Party, TA Labor, and soft costs) is 76 % expended against the current budget.
  - A budget modification is underway to address previously identified TA Labor and soft-cost shortfalls.
  - Once the modification is approved, the expended percentage will decrease to reflect a more accurate amount.
- Since last report, the project's budget is $576M, representing an increase of $34M in the budget.
- The IEC EAC increased by $76M to address increases in TA Labor, soft costs and additional change orders.
  - C&D indicates a budget modification is in progress.

	Budget at Award[1]	Current Budget[1]	IEC EAC
Current Status	$540M	$576M	$610M

[1] IEC Current Budget includes all phases of the project.

Based on IEC's analysis of the outstanding work, associated expenditures, contingencies, reserves, soft costs, change orders, and schedule impacts, the current budget is insufficient to support the project to SC.

NYCT CBTC – QBL East

Observations

- Since last report,
  - Briarwood TCR wayside installation and testing is complete.
  - Parsons Blvd TCR and wayside installation are over 80% complete.
  - 169 St TCR and wayside installation are over 80% complete.
  - 179 St TCR equipment has been delivered, and wayside installation is over 50% complete.

NYCT CBTC – QBL East

Risks and Mitigations

The project risk register was developed by the project team, but monthly risk review meetings have not been conducted in the past 18 months.

The IEC conducted a review of MTA C&D's Risk Register and the corresponding mitigation measures.

The top risk is:

Limited Resources for Flaggers and Work Trains

- Risk: Limited NYCT resources for Flaggers and Work Trains due to competing projects, which may impact the timely scheduling and execution of required General Orders
  - Mitigation: The PMC meets weekly with Operations Planning to increase visibility into upcoming needs and to collaboratively prioritize General Orders, ensuring essential work receives the required support.

  Given the growing number of concurrent capital programs across the system, this resource constraint is likely to intensify. Without stronger, system-level coordination and clear prioritization from senior leadership, the project may continue to experience scheduling risk to other remaining activities.

November 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Signals and Train Control
New York City Transit (NYCT) – Communications Based Train Control (CBTC) 8 Av

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

NYCT – CBTC 8 Av

Scope

The supply and installation of a Communications Based Train Control (CBTC) along the 8 Av Line, extending from south of the 59 St interlocking in Manhattan to the High Street Station in Brooklyn. The new CBTC system will interface with the Queens Boulevard Line (QBL) at the 50 St Station. Key components of the project include:

- Interlocking Upgrades
  - Replacement of 34 St and 42 St North interlockings with solid-state (microprocessor-based) control systems
  - Decommissioning of the 42 St South interlocking.
  - Interface with the existing West 4 St Interlocking.
- Train Detection and Supervision Systems
  - Design, supply, and installation of a new Axle Counter System (ACS) to replace legacy track circuits.
  - Expansion and enhancement of the Automated Train Supervision (ATS) system to cover the 8th Avenue Line.
- Data Communication System (DCS)
  - Siemens supplies DCS equipment under a separate NYCT contract.
- Additional Project Scope Elements provided under separate contracts
  - Carborne Systems Integration
    - Supply, installation, and delivery of CBTC carborne systems for R-179 subway cars.
    - Supply and delivery of Carborne Controllers (CCs) for R-211A/T subway cars.
    - R-179 installations performed by Car Equipment and Siemens.
    - R-211A/T installations handled by Kawasaki and Hitachi (formerly Thales)
  - MTA Construction & Development (C&D) exercised two options to procure 224 onboard computer units (OBCUs) for the R-211A Option cars, expanding the scope of work.

AECOM is the Project Management Consultant (PMC) for this project.

NYCT – CBTC 8 Av

Schedule

The contract was awarded to LK Comstock (LKC) as the prime contractor in January 2020, with Siemens providing the Auxiliary Wayside Systems (AWS) and CBTC Wayside Equipment. The contract duration was 60 months, with a Substantial Completion (SC) in January 2025.

Milestone (MS)	Contractual Date	Update #72 (Data Date: 9/1/2026)	Project Forecast	IEC Forecast	Variance Contractual vs IEC Forecast (Months)[2]
42 St Interlocking Beneficial Use (BU)	03/2023	10/2025 (A)	10/2025 (A)	10/2025 (A)	-31
34 St Interlocking (BU)	04/2023	12/2025 (A)	12/2025 (A)	12/2025 (A)	-32
CBTC In-Service	11/2024	11/2027	Q4 2027	Q3 2028[1]	-49 to -52
Substantial Completion (SC)	01/2025	04/2028	Q3 2028	01/2029	-49

[1] IEC In-Service dates reflect all sections being fully in-service after RAM targets have been achieved.

[2] (-) Behind schedule/(+) Ahead of schedule

- Since the last CPC report in July 2025, the contractor's forecast SC has slipped an additional 8 months to April 2028 due to additional time required to address ACS damage, Programmable Logic Controller (PLC) inputs delay, inaccurate Track Geometry Car (TGC) data, and unavailability of Track A5 for testing. This represents a total delay of 39 months from the contractual SC date.
  - 42 St and 34 St interlockings were placed in service in October and December 2025, respectively.
- The IEC forecasts SC in January 2029, 15 months later that last report.
  - As previously reported, the IEC forecast includes additional time to ensure stabilization and performance requirements have been met.
  - The contractor has indicated there may be additional delays to the CBTC In-Service date due to possible errors in the TGC data. The IEC will update its forecast upon receipt of an updated schedule.

NYCT – CBTC 8 Av

Budget

- Since last report in July 2025, the budget remains at $880M.
- The total project cost, Third Party, Transit Authority (TA) Labor, and soft costs is 65% expended against the current budget.
  - The budget contains significant reserves, which are not expected to be fully utilized.
  - The project team indicates that the reserves will be reallocated, and this is expected to increase the reported percentage to a more accurate level.

	Budget at Award	Current Budget [1]	Project EAC	IEC EAC
Current Status	$735M	$880M	$878M	$788M

[1] IEC Current Budget includes all phases of the project.

- The IEC EAC increased by $87M since last report due to added scope (OBCUs for R211), potential change orders, risk on remaining work, increases to expected TA Labor, and extension of the project schedule.

Based on the IEC's analysis of the outstanding work, associated expenditures, contingencies, reserves, soft costs, change orders, and schedule impacts, the current budget is deemed adequate to support the project to SC.

NYCT – CBTC 8 Av

Risks and Mitigations

MTA C&D's risk register was developed by the project team, but monthly risk review meetings have not been held for over the last 18 months.

The IEC conducted a review of MTA C&D's Risk Register and the corresponding mitigation measures.

The top risks are:

CBTC Stability and Performance-Fleet

- Risk: Stability and performance issues encountered during the deployment of the R-179 and R-211 car CBTC equipment may delay CBTC In-Service testing.
  - Mitigation: MTA has advanced testing of the carborne CBTC equipment on the QBL West Culver lines to debug and stabilize.

  In the opinion of the IEC, advanced testing has been beneficial but additional testing to verify the site-specific database for CBTC stability on 8 Av will still be required. This may impact the schedule.

CBTC Cutover Plan

- Risk: The current CBTC Cutover Plan comprises 12 stages to be completed within a 5-month timeframe. There is a risk that additional time may be required for performance evaluation (software and database debugging) after each commissioning stage.
  - Mitigation: There is no mitigation.

  The IEC is of the opinion that additional time is necessary to stabilize the CBTC system and ensure performance requirements have been met.

Limited Resources for Flaggers and Work Trains

- Risk: Flagging protection and/or diversions to support future construction activities and CBTC testing continue to pose a cost and schedule risk to the project.
  - Mitigation: The project team, NYCT Operations Planning, and the contractor meet regularly to coordinate the needs for NYCT services.

  The IEC agrees with this mitigation, however as the 8 Av CBTC project competes with other capital projects, MTA senior management may need to resolve conflicting requests for TA services.

NYCT – CBTC 8 Av

Concerns

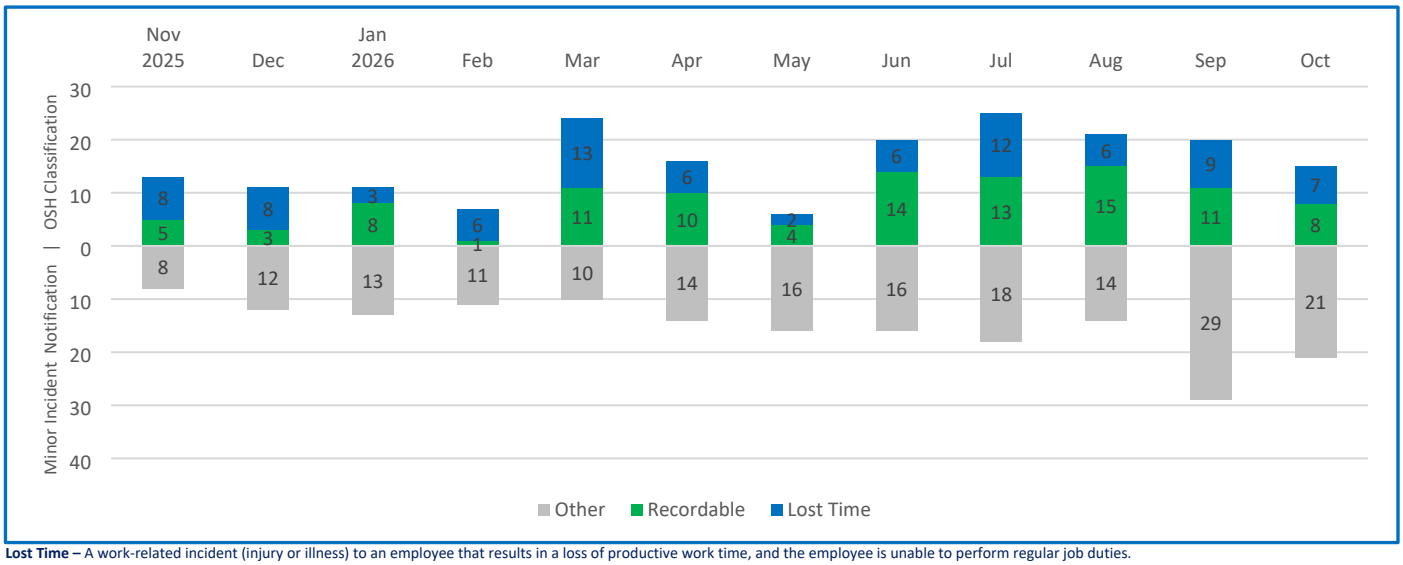
- TGC data is used to develop the CBTC database. As previously mentioned, the contractor asserts that the data provided by MTA contains errors. The IEC remains concerned this will continue to impact the schedule until resolved.
  - MOW is being proactive by hiring a consultant to review the data and make the necessary corrections if required.

NYCT – CBTC 8 Av

Observations

- Since last report, wayside work has increased to near completion, and the contractor has commenced testing of the CBTC signal system.
- Approximately 30% (24 units) of the R179s CBTC radios (required to operate on the 8 Av line in CBTC mode) were inoperable. A maintenance contract was issued, and repairs are ongoing.
  - The project team indicates there will be no impact to the start of CBTC in-service testing.
- As previously noted in the last CPC report, operation of TGC within ACS territory causes a false occupancy block condition, which will impact service and require additional maintenance personnel to perform manual resets.
  - A contract was issued to modify the two TGC trains to eliminate this condition.
  - The first TGC train is being retrofitted with optical sensors and is expected to be completed by Q1 2027. The second train will follow.
- As previously recommended, MTA C&D continues to evaluate the ACS design, installation, and performance on the 8th Avenue project.
  - Operations indicates that the ACS is performing satisfactorily.

SAFETY SUMMARY



Lost Time – A work-related incident (injury or illness) to an employee that results in a loss of productive work time, and the employee is unable to perform regular job duties.
Recordable - An injury or illness that results in restricted work or transfer to another job, medical treatment beyond first aid, or a loss of consciousness.
Other: A combination of minor first-aid, medical events, and incidents notification-only.

SAFETY NARRATIVE

Contractor safety performance improved in October, with lost-time incidents decreasing from nine (9) to seven (7) and recordable incidents from eleven (11) to eight (8). Inspection and oversight activities remained elevated across 172 active projects.

October UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 36 safety incidents were reported in October 2026, including:
  - Seven (7) lost time incidents.
  - Eight (8) recordable incidents.
- The number of reported lost time incidents in October 2026 decreased by two (2) incidents, compared to September 2026.
- The top lost time and recordable incident types for October 2026 were Caught In Between (20%), Struck By/Against (47%), Sprain and Strain (20%), Medical Event (7%), and Slip, Trip, Fall (7%).

SERIOUS INCIDENTS & INVESTIGATIONS:

- On 10/5, a worker sustained a lost-time injury during escalator testing after becoming caught in moving equipment. Following the investigation, the BU has implemented corrective actions, procedural changes, and enhanced oversight measures to address control failures and reduce the risk of recurrence.
- On 10/29, two workers sustained lost-time injuries, including hand fractures, when a portion of an existing underground concrete structure became dislodged during excavation activities and struck their hands. The contractor has completed its investigation and identified corrective actions; an Incident Investigation Closeout Meeting remains pending.

C&D EMPLOYEE INCIDENTS :

- There were no C&D employee incidents recorded for October.

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** A total of 70 lost-time incidents were reported year-to-date through October 31, 2026. The injury types associated with lost-time incidents YTD are Struck by/Against (37%), Sprain/Strain (30%), Slip, Trip, and Fall (17%), Caught in Between (13%), and Medical Event (3%). The number of reported lost-time incidents decreased by two (2) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** A total of 95 recordable incidents were reported year-to-date through October 31, 2026. The injury types associated with recordable incidents YTD are Struck By/Against (41%), Caught Between (24%), Slip, Trip, and Fall (13%), Sprain/Strain (14%), Medical Event (6%), and Electrical (2%). Recordable incidents decreased by three (3) compared to the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for October- **187 Projects with 343 Sub-Projects**

- **OCTOBER INSPECTIONS:**
  - **INTERNAL – 592**
  - **EXTERNAL – 609** (78 Third-Party Safety Consultants; 531 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
  - **INTERNAL – 5,274**

    EXTERNAL – 7,242 (769 Third-Party Safety Consultants; 6,473 OCIP Visits)
- **OCTOBER TOP NEGATIVE OBSERVATIONS –** Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Ladders and Stairways, Fire Protection/Prevention, Maintenance and Protection of Traffic (MPT), and Industrial Hygiene.
- **OCTOBER TOP POSITIVE OBSERVATIONS -** Positive findings identified through various inspections included Supervision/Organization, Tools (Hand & Power), Electrical, Work Planning and Pre-Task Hazard Assessments, PPE Compliance, and Effective Work Zone Controls.

MTA C&D STRATEGIC INITIATIVES:

- **Safety Management Framework**

  C&D continues to advance a comprehensive safety management framework that integrates contractor oversight, emergency management, training, technology, and performance analytics within a common operating model. This effort aims to establish consistent safety expectations across all business units while improving visibility, accountability, and decision-making throughout the project lifecycle.
- **Safety Technology**

  C&D Safety is preparing to implement Enterprise Safety Software (ESS), once approved by the board, which will serve as the foundation for future safety program management, field oversight, inspection tracking, corrective action management, and performance reporting. This will also serve as a base platform for all operating agencies to participate and work under one platform agency-wide. Together with the ongoing expansion of Everbridge capabilities, these initiatives mark a significant step toward a more connected, data-driven approach to safety and emergency management across C&D.
- **Emergency Preparedness and Operational Awareness**

  C&D EM continues to enhance emergency preparedness through standardized emergency management processes, improved situational awareness, and expanded coordination across agencies, HQ Emergency Management, and C&D project teams. These efforts aim to strengthen operational awareness, improve response coordination for planned and unplanned events, and provide leadership with greater visibility into active construction operations during emergencies.
- **Consistent Safety Learning Culture**

  A key focus remains on establishing a sustainable safety learning framework that supports workforce development, regulatory compliance, and professional growth. By expanding OSHA, SST, and specialized safety training programs, C&D Safety is building a consistent foundation of safety knowledge and expectations for employees, consultants, and contractors.
- **Security Risk Management & Project Protection**

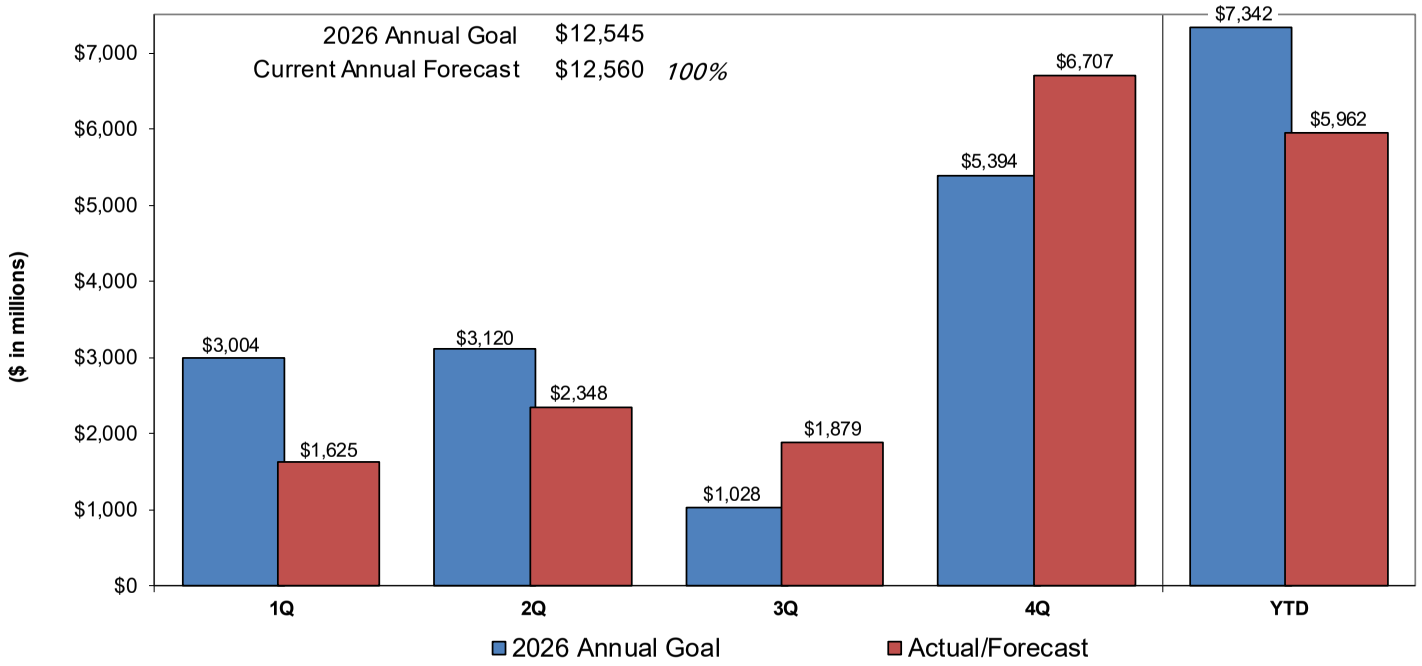
  C&D Security continues to strengthen its security posture through enhanced threat awareness, interagency coordination, and improved operational readiness. By integrating security considerations into project planning and execution, the organization can better anticipate, assess, and respond to emerging risks that could affect personnel, projects, or critical infrastructure. These efforts support a resilient operating environment and help safeguard the capital program's successful delivery.

MTA Capital Program
Commitments & Completions

through
October 31, 2026

Capital Projects – Construction Commitments – October 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 October, the MTA has committed approximately $6.0 billion versus a goal of $7.3 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, $201 million for the LIRR West Side Yard Mitigation project, $128 million for the purchase of 92 Express Buses and $614 million for the purchase of 425 Articulated Buses, $127 million worth of Structure and Station work on Staten Island, $624 million of track work advanced by the NYCT Department of Subways, $61 million for Metro-North's Cyclical Track Program, and $115 million worth of track work for the LIRR. The $1.3 billion shortfall is largely attributable to project delays, with several projects expected to be awarded later in the year. The MTA expects to achieve approximately 100% of its $12.545 billion plan by year-end.

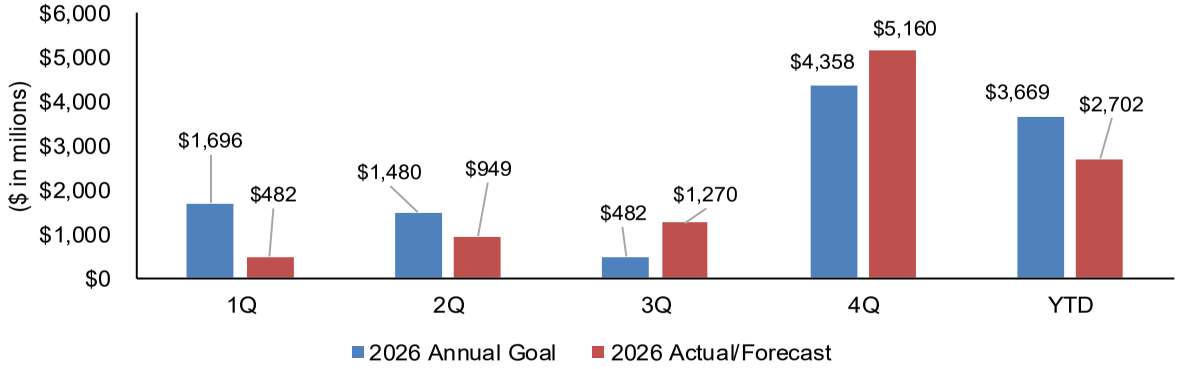
The MTA is tracking 35 major commitments in 2026. Any delays to major commitments throughout the first three quarters are reported on the following pages. Any additional delays to major commitments will be reported at the conclusion of 2026.

Metropolitan Transportation Authority

NYCT/MTA Bus Capital Projects – Commitments – October 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	$3,669
2026 Actual/Forecast	$482	$949	$1,270	$5,160	$2,702



Schedule Variances

Project	Commitment	Goal	Act./Forec.
5 NYCT/MTA Bus Amber Commitments			
Amber delays are within 2 months of goal.			
Infrastructure			
Fan Plant Component Repairs	Construction	Sep-26 $ 220.53	Nov-26 $ 215.33
Change in award date reflects ongoing vendor qualification process following bid opening on 9/22/26. The bid opening date was previously extended due to bidder questions.			
Line Structure			
SIR Stations and Structures (2020-24)	Construction	Mar-26 $ 127.06	Apr-26 (A) $ 128.41
The change in the award date was due to extended bidder qualification process. Project awarded 4/3/26.			

Project	Commitment	Goal	Act./Forec.
Stations			
ADA / Station Renewals: Brook Av & 3 Av-138 St / PEL	Construction	Jun-26 $ 325.50	Aug-26 (A) $ 256.27
The delayed award date reflects revisions based on proposers' questions.			
Buses			
92 Express Coaches	Purchase	May-26 $ 151.08	Jul-26 (A) $ 128.65
Change in award date reflected the latest procurement schedule and allowed time for a required State approval process. The lower overal cost versus the goal is due to a reduction of purchased buses from 97 to 92.			
Purchase 100 Standard Buses	Purchase	Mar-26 $ 97.64	Apr-26 (A) $ 106.27
The change in award date was due to a longer than expected process for the finalization of contract terms and conditions.			

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

Schedule Variances

5 NYCT/MTA Bus Red Commitments (1 new)

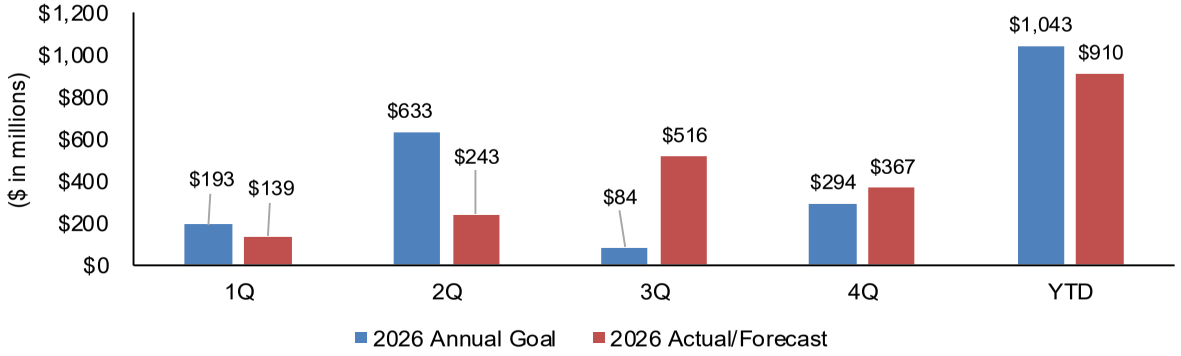
Red delays are delayed more than 2 months of goal.

Project	Commitment	Goal	Act./Forec.
Platform Safety			
Secure, Accessible & Modern Fare Gates (2026) (New)	Construction	Sep-26 $ 100.00	Dec-26 $ 118.91
This project is now anticipated to be progressed by several smaller, separate awards before the end of 2026.			
Line Structure			
Structural Repairs and Painting, 9th Ave Portal to Stillwell	Construction	Mar-26 $ 375.12	Jun-26 (A) $ 376.26
Change in award date was due to a longer than expected bidder qualification process. The project was awarded 6/18/2026.			
Column Repairs: Rockaway, New Lots, and Liberty	Construction	Mar-26 $ 147.87	Nov-26 $ 147.87
The change in award date reflects a revised bid opening date due to bidder questions and results of an environmental survey.			
Buses			
Purchase 425 Articulated Buses	Purchase	May-26 $ 637.01	Sep-26 (A) $ 614.37
The delayed award resulted from extended negotiations.			
Signals & Communication			
ATS-B Complement & Siemens 5G DCS Radio Production Phase	Construction	Mar-26 $ 193.90	Dec-26 $ 187.07
Contract approved by March Board but final clearance requires approval with the Office of the State Comptroller, which is still pending.			

LIRR Capital Projects – Commitments – October 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	$1,043
2026 Actual/Forecast	$139	$243	$516	$367	$910



Schedule Variances

1 LIRR Amber Commitments

Amber delays are within 2 months of goal.

Project	Commitment	Goal	Act./Forec.
Line Structure			
East End Bridge Replacement	Construction	May-26 $ 71.28	Jun-26 (A) $ 51.06
The award date was extended after receiving multiple requests for extenstions from proposers. The contract was awarded on 6/08/2026.			

2 LIRR Red Commitments

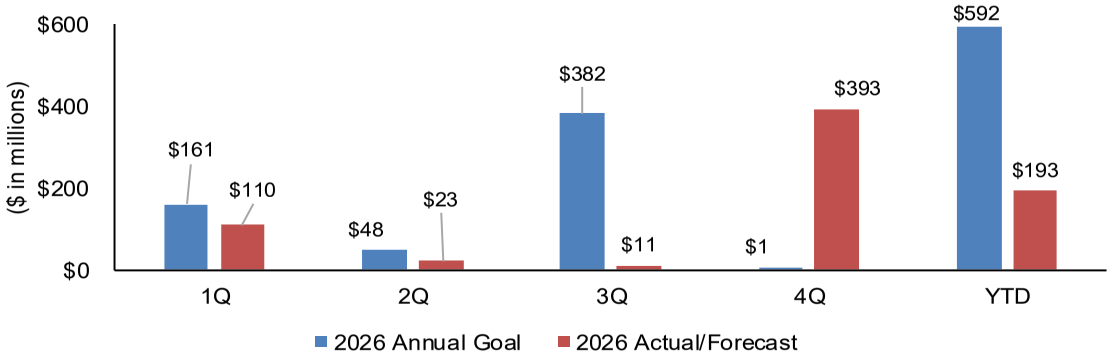
Red delays are delayed more than 2 months of goal.

Project	Commitment	Goal	Act./Forec.
Stations			
ADA Station Improvements - Package 3	Construction	Apr-26 $ 246.63	Aug-26 (A) $ 245.68
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	Construction	May-26 $ 201.31	Sep-26 (A) $ 200.81
Delay was due to the extended Request for Information (RFI) review and Request for Proposals (RFP) process.			

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

MNR Budget Analysis

MNR Agency: Commitments					
Summary Chart Data	**1Q**	**2Q**	**3Q**	**4Q**	**YTD**
2026 Annual Goal	$161	$48	$382	$1	$592
2026 Actual/Forecast	$110	$23	$11	$393	$193



Schedule Variances

Project	Commitment	Goal	Act./Forec.

2 MNR Red Commitments

Red delays are beyond 2 months of goal.

Track and Line Equipment

Hudson Line Bundle	Construction	Sep-26	Dec-26
		$ 295.45	$ 353.01

Due to Request for information phase (RFI) the procurement has been prolonged.

Grand Central Terminal

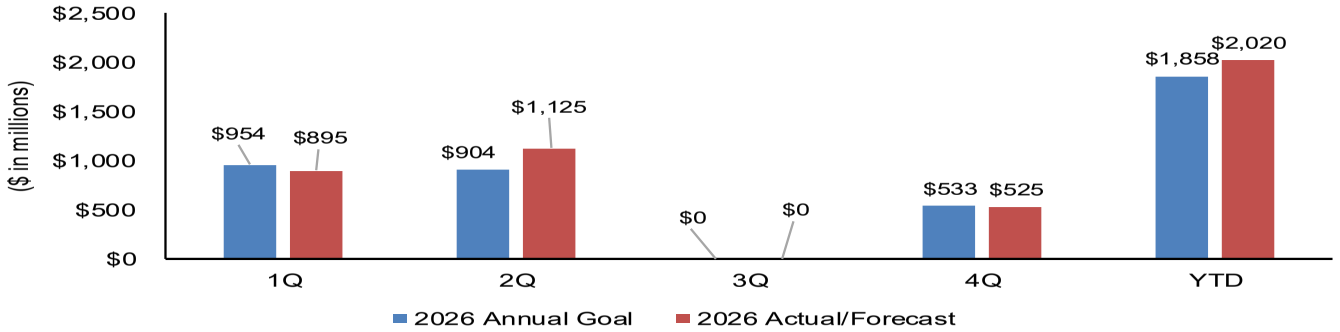
GCT Fire Stand Pipe Phase II	Construction	Aug-26	Sep-27
		$ 71.43	$ 71.43

The delay is a result of coordinating schedules w ith another Metro-North project at Grand Central Terminal: the GCT Trainshed Sector 2 project.

MTA Major Projects & Expansion – Commitments – October 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	$0	$525	$2,020



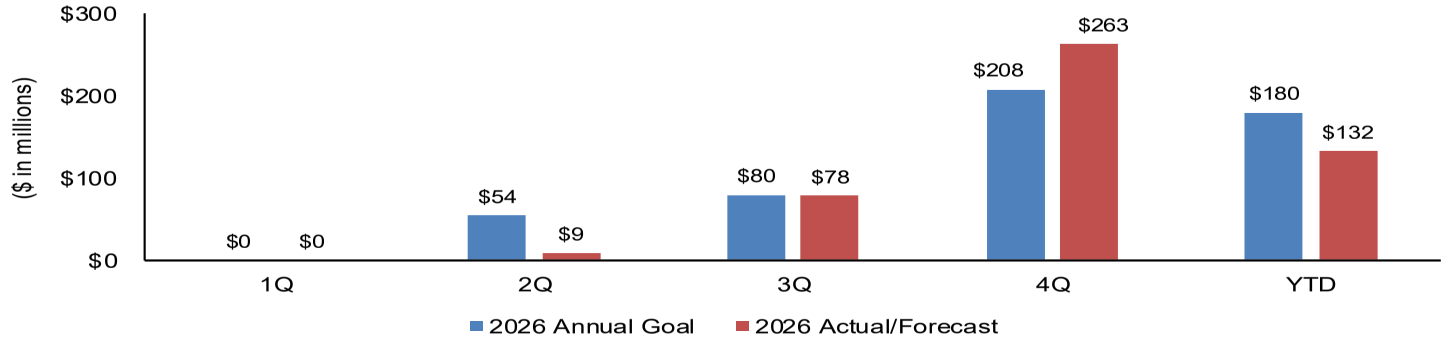
Schedule Variances

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

B&T Capital Projects – Commitments – October 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	$180
2026 Actual/Forecast	$0	$9	$78	$263	$132



Schedule Variances

Project	Commitment	Goal	Act./Forec.
1 B&T Red Commitments (1 New)			
Red delays are beyond 2 months of goal.			
Structure			
Miscellaneous Structural Rehabilitation-VN (New)	Construction	Sep-26	Dec-26
		$ 52.98	$ 40.22
Change in award date reflects revised bid opening date due to bidder questions.			
Systems			
Adv. Traveler Info. Systems (ATIS) & VMS (Video Messaging Signs)	Construction	Jun-26	Oct-26 (A)
		$ 23.70	$ 23.40
The commitment has been delayed pending completion of background checks for major subcontractors.			

Capital Projects – Construction Completions – October 2026

Goal \ Forecast		MTA-wide 2026 Major Completions												Post
		Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	2026
Total	36	0	0	1	1	1	1	2	2	0	3	3	14	8
Jan-26	0													
Feb-26	0													
Mar-26	4			1			1						2	
Apr-26	1				1									
May-26	4					1					1		2	
Jun-26	2						1					1		
Jul-26	3							1	1					1
Aug-26	0													
Sep-26	3											1	1	1
Oct-26	6										2		1	3
Nov-26	1													1
Dec-26	12								1			1	8	2

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

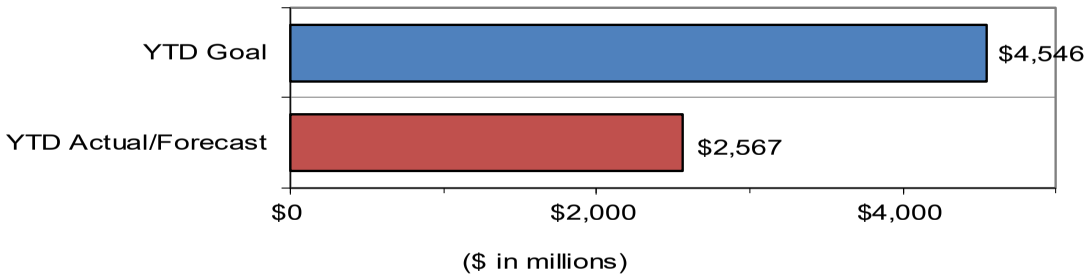
Construction Completions Summary

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 October, the MTA has completed $2.6 billion of its YTD goal of $4.5 billion. The YTD variance of ~$1.9 billion is mostly due to projects that are either expected to be completed later in 2026 or that have slipped out of the year. Projects that will be completed later in 2026 include ADA and Station Renewal at Borough Hall, ADA at 149th Street and Tremont Ave, and the Replace 37 Elevators at 17 Stations projects. Seven NYCT "major" projects totaling $1.3 billion slipped into 2027, while unplanned projects worth $493 million were added to the 2026 annual forecast.

In 2026, the MTA is tracking 36 "major" completions. Of these, 18 major NYCT projects have slipped from their original goal, 1 major Metro-North 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	$5,718	*80%*

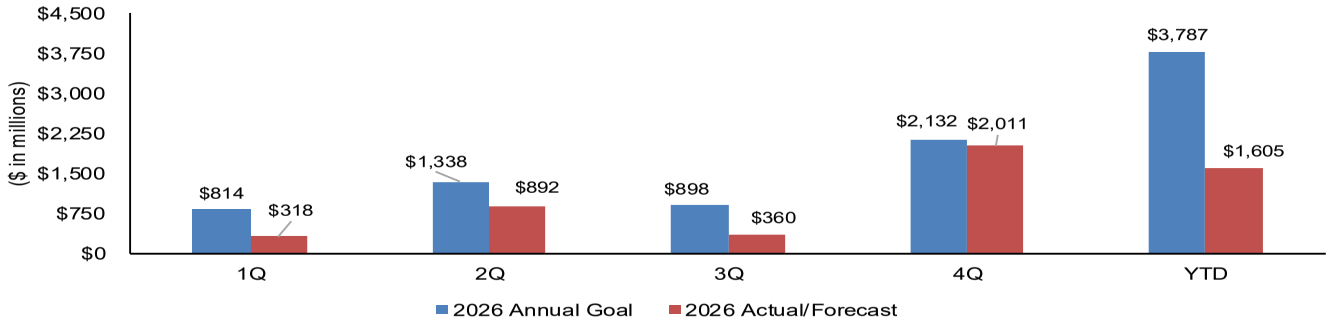


NYCT/MTA Bus Capital Projects – Completions – October 2026 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$814	$1,338	$898	$2,132	$3,787
2026 Actual/Forecast	$318	$892	$360	$2,011	$1,605

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



Schedule Variances

5 NYCT/MTA Bus Amber Completions

Amber delays are within 2 months of goal.

Stations

Project	Completion	Goal	Act./Forec.
P3 ADA and Elevators	Construction	Dec-26	Jan-27
		$ 647.2	$ 645.2

This project's completion date is delayed due to impacts stemming from coordination and completion of work with outside agencies. Utilities, for example, has been an area contributing to an extended construction duration.

Project	Completion	Goal	Act./Forec.
Replace Escalators Systemwide	Construction	Oct-26	Dec-26
		$ 212.5	$ 211.0

Change in schedule reflects delay in placing select escalators in service due to an out of scope main circuit breaker condition.

Project	Completion	Goal	Act./Forec.
Replace 37 Elevators at 17 Stations	Construction	Sep-26	**Nov-26**
		$ 293.0	$ 264.2

There has been another schedule change related to updated environmental documentation and requirement for air sampling monitoring for the remaining work at Atlantic Avenue station.

Sandy

Project	Completion	Goal	Act./Forec.
Sandy Mitigation: Substation Hardening	Construction	Jul-26	Aug-26 (A)
		$ 130.1	$ 154.0

Change in schedule was due to unplanned utility relocation in the easement area at the Pierrepont substation.

Staten Island Railway

Project	Completion	Goal	Act./Forec.
Track and Switch Rehabilitation: SIR Mainline (Switches)	Construction	Jun-26	Jul-26 (A)
		$ 83.4	$ 84.5

Change in schedule reflected project re-sequencing due to adverse weather conditions as well as scope changes related to emergency repairs executed by SIR.

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

Schedule Variances

14 NYCT/MTA Bus Red Completions

Red delays are delayed more than 2 months of goal.

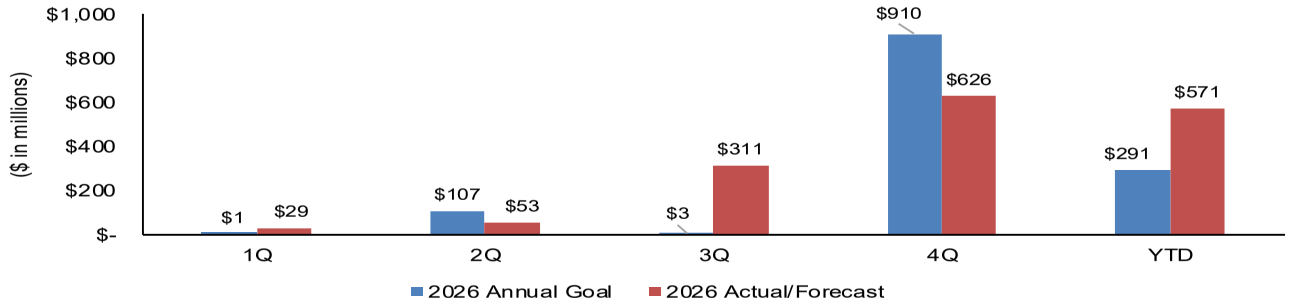
Project	Completion	Goal	Act./Forec.
Line Structure			
Struct Paint and Repair, Myrtle Line Outstanding Work (CIP8)	Construction	Oct-26 $ 130.7	Mar-27 $ 130.7
Change in schedule is due to slower-than-anticipated progress on steel repairs and the need to address additional column base defects.			
WPR & Dyre (Paint and Struct Repair)	Construction	Sep-26 $ 143.7	Dec-26 $ 139.6
Change in schedule reflects procurement of replacement paint subcontractors, track access needs for remaining steel repairs, and ongoing coordination on remaining scope.			
Paint/Structure Repair: King's Hwy - West 8th St / Culver	Construction	Dec-26 $ 98.5	Dec-27 $ 98.5
Change in schedule due to pending Surety takeover agreement and a necessary Notice to Proceed to the completion contractor.			
Rehabilitate Forsyth St. Fan Plant	Construction	May-26 $ 87.6	Dec-26 $ 87.8
Change in schedule due to equipment supply constraints impacting installation and testing of specialized systems.			
Line Structure Component Repair Program: LEX & JER	Construction	Oct-26 $ 82.1	Mar-27 $ 81.6
Change in schedule due to an increase in repair locations and coordination of track access to complete the additional work.			
Non Revenue Vehicles			
Purchase 25 Hybrid Locomotives	Purchase	Mar-26 $ 257.8	Jun-26 (A) $ 253.8
The delay was partly attributable to prior fleet defect issues which required corrective actions from the vendor. Corrective actions extended well into 2026.			
Track			
Continuous Welded Rail 2023	Construction	Sep-26 $ 77.7	Sep-27 $ 60.6
Change in schedule reflects track access opportunities and workforce prioriziation.			
Sandy			
Sandy Mitigation: Upgrade Emergency Booth Comm	Construction	Jul-26 $ 84.9	**Dec-27** $ 92.9
A further delay to schedule (now 12/2027) is due to additional work orders and limited availability of in-house workforce for station surveys.			
Sandy: Power Repairs and Fan Plant Wrap-up	Construction	Nov-26 $ 91.0	Mar-27 $ 91.0
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts.			
Stations			
ADA Borough Hall and Renewal	Construction	Mar-26 $ 161.0	Dec-26 $ 164.7
The change in schedule is due to impacts stemming from a gas line connection which delayed street level work.			
ADA: Package 4	Construction	Jun-26 $ 216.6	**Nov-26** $ 221.4
Change in schedule reflects continued delays in completion of scope by third party utility providers.			
ADA: 149 St Complex & Tremont Av	Construction	May-26 $ 165.3	**Dec-26** $ 173.0
The additional change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts.			
Depots			
HVAC/CNG, Phase 2: Spring Creek & College Point	Construction	Mar-26 $ 34.4	Dec-26 $ 34.4
Change in schedule is due to ongoing fire alarm work to integrate existing devices with the new system.			
Communications			
PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	Oct-26 $ 83.3	Nov-27 $ 80.8
Change in schedule reflects delays caused by ongoing infrastructure and cabinet work and stricter operating requirements at stations.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$ 1	$107	$3	$910	$291
2026 Actual/Forecast	$29	$53	$311	$626	$571

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



Schedule Variances

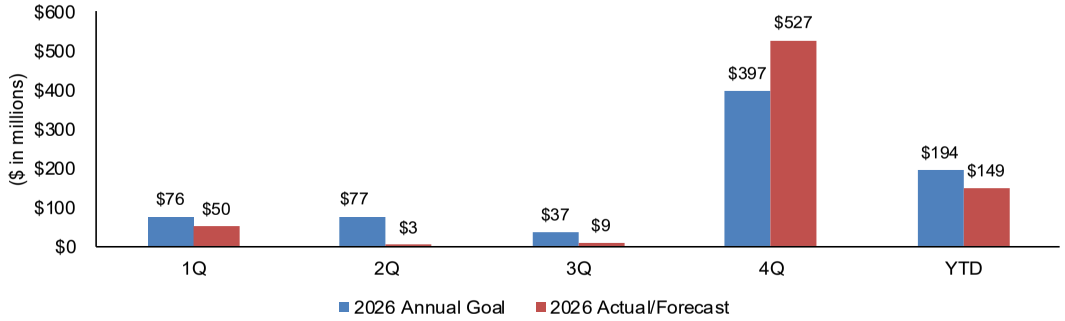
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$76	$77	$37	$397	$194
2026 Actual/Forecast	$50	$3	$9	$527	$149

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



Schedule Variances

Project	Completion	Goal	Act./Forec.

1 Metro-North Red Completion

Red delays are delayed more than 2 months of goal.

Stations

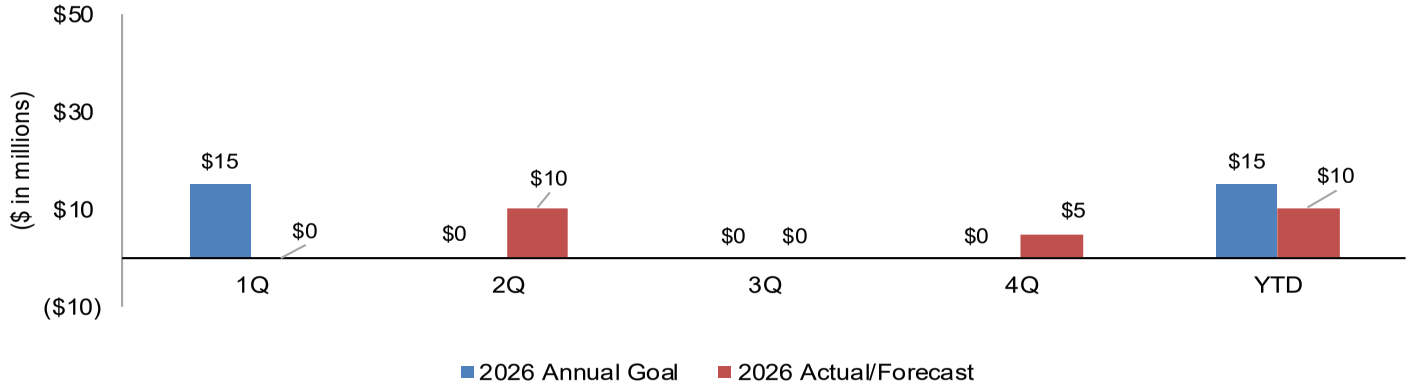
New Fare Payment Equipment	Construction	May-26	Oct-26 (A)
		$ 72.0	$ 72.0

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

MTA Major Projects & Expansion – Completions – October 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	$10	$0	$5	$10



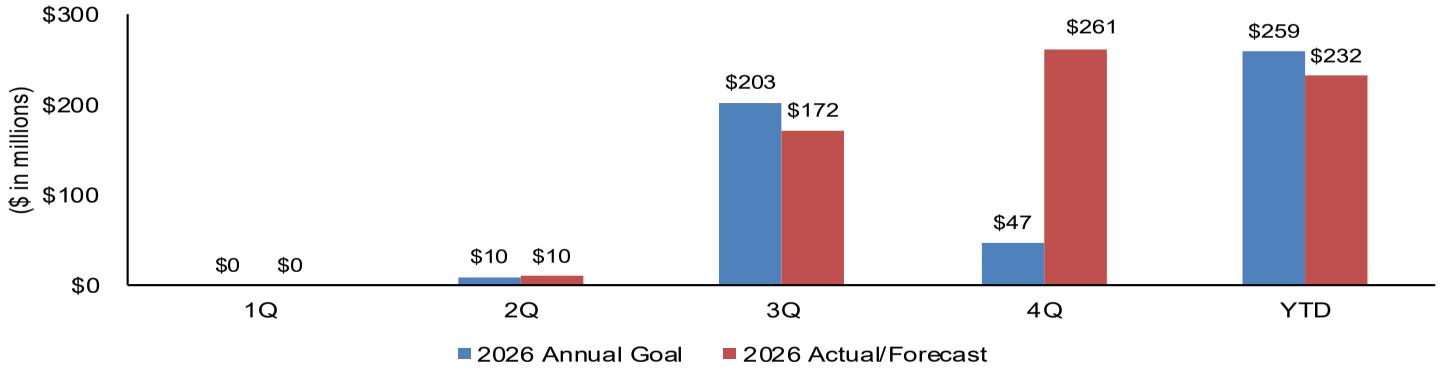
Schedule Variances

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

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

B&T Budget Analysis

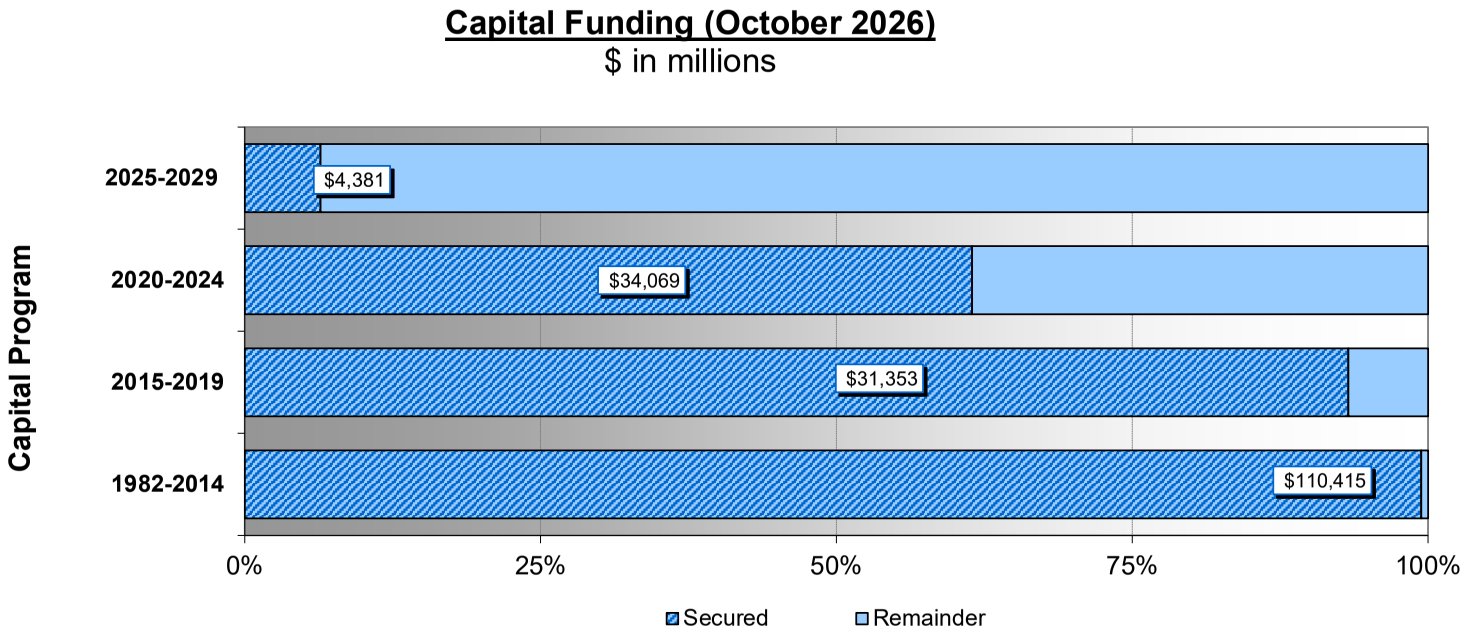
Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$0	$10	$203	$47	$259
2026 Actual/Forecast	$0	$10	$172	$261	$232



Schedule Variances

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

Status of MTA Capital Program Funding



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 (October 2026)

$ in millions

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

2020-2024 Program	Funding Plan Current	Secured Thru September	Secured October	Secured Secured to date	Remainder	
Capital from Central Business District Tolling*	$15,000	$1,799	$ -	$1,799	$13,201	
Capital from New Revenue Sources*	10,000	7,994	-	7,994	2,006	
MTA Bonds and PAYGO	6,041	1,540	-	1,540	4,501	
Other Contribution	177	3	-	3	175	
Federal Formula	9,984	10,747	-	10,747	(764)	
State of New York	3,159	1,945	-	1,945	1,214	
City of New York	3,052	3,031	-	3,031	21	
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-	
Federal Flexible & Other	2,761	2,887	-	2,887	(126)	
B&T Bonds & CBDT Infrastructure	3,253	2,118	-	2,118	1,135	
Total	**55,432**	**34,069**	**-**	**34,069**	**21,363**	**39%**

2025-2029 Program	Funding Plan Current	Secured Thru September	Secured October	Secured Secured to date	Remainder	
MTA Capital Lockbox^	$31,500	$ -	$ -	$ -	$31,500	
Federal Formula, Flexible and Competitive Grants and Loans	$14,000	3,475	-	3,475	10,525	
MTA Bonds and PAYGO	$9,700	-	-	-	9,700	
State of New York	$4,200	250	-	250	3,950	
City of New York	$3,000	431	225	656	2,344	a
Additional MTA Self-Funding	$3,000	-	-	-	3,000	
B&T Bond & PAYGO	$3,000	-	-	-	3,000	
Total	**68,400**	**4,155**	**225**	**4,381**	**64,019**	**94%**

a) Receipt of $225 million in NYC Capital funds for Transit projects in the 25-29 Capital Program.

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

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

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE
NOVEMBER 2026

PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of $ 633.6 M.

Staff Summary

Subject	Request Authorization for Several Procurement Actions
Contracts Department	Evan Eisland, Executive Vice President and General Counsel
Date:	November 12, 2026

Board Action

Order	To	Date	Approval	Info	Other
1	Capital Program Committee	11/16/26	X		
2	Board	11/18/26	X		

Internal Approvals

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

Purpose

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

Discussion

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

Schedules Requiring Two-Thirds Vote	# of Actions	$	Amount
C. Competitive Requests for Proposals (Award of Purchases and Public Work Contracts)	5	$	621,888,126
SUBTOTAL	5	$	621,888,126

Schedules Requiring Majority Vote	# of Actions	$	Amount
I. Modifications to Purchase and Public Work Contracts	1	$	9,300,000
SUBTOTAL	1	$	9,300,000

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

Schedules Requiring Majority Vote	# of Actions	$	Amount
K. Ratification of Completed Procurement Actions	2	$	2,449,203
SUBTOTAL	2	$	2,449,203
TOTAL	**8**	**$**	**633,637,329**

Budget Impact

The approval of these procurement actions will obligate capital and/or 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.

NOVEMBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

1. John Civetta & Sons, Inc. **$204,747,500** ***Staff Summary Attached***
Contract No. 1000220416

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for track electrification, bridge replacement and rock slope stabilization on Metro-North Railroad's Hudson Line.

2-3. Forte-FOS Joint Venture **$219,950,626** ***Staff Summary Attached***
A Joint Venture between Forte Construction Corp and FOS Development Corporation
Contract No. A37815

Mid-American Elevator Co., Inc. **$8,965,000** ***Staff Summary Attached***
Contract No. 6000000000039638

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for ADA Upgrades – Package 11 to provide Americans with Disabilities Act upgrades at three New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.

4. Forte-Citnalta Joint Venture **$118,950,000** ***Staff Summary Attached***
A Joint Venture between Forte Construction Corp. and Citnalta Construction Corp.
Contract No. A46038R

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for the rehabilitation of New York City Transit's Chambers Street Station (J/Z Line).

5. E-J Electric Installation Co. **$69,275,000** ***Staff Summary Attached***
Contract No. RK-9S

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services for the replacement and relocation of the 13kV substation at the Robert F. Kennedy Bridge.

Procurements Requiring Majority Vote:

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

6. Posillico Civil, Inc. **$9,300,000** ***Staff Summary Attached***
Contract No. 6356.17

MTA Construction and Development requests Board approval of a modification to compensate the Contractor for impact costs associated with delays arising primarily from unforeseen site conditions.

Staff Summary

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

Item Number	1
Department, Department Head Name:	Delivery, MNR, Ziona Rubin, Vice President

Board Reviews

Order	To	Date	Approval	Info	Other
1	**Capital Program Committee**	11/16/26	X		
2	**Board**	11/18/26	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**
John Civetta & Sons, Inc.	1000220416

Description

Design-Build Services for Track Electrification, Bridge Replacement and Rock Slope Stabilization on Metro-North Railroad's Hudson Line

Total Amount

1. Design Build Contract	$204,747,500
2. Stipend	$750,000

Contract Term (including Options, if any)

1,468 Calendar Days

Option(s) included in Total Amount?	☐ Yes ☐ No ☒ N/A
Renewal?	☐ Yes ☒ No

Procurement Type

☒ Competitive ☐ Noncompetitive

Solicitation Type

☒ RFP ☐ Bid ☐ Other:

Funding Source

☐ Operating ☒ Capital ☐ Federal ☐ Other:

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to John Civetta & Sons, Inc. ("Civetta") a publicly advertised and competitively solicited contract for Design-Build services for track electrification, bridge replacement and rock slope stabilization on Metro-North Railroad's ("MNR") Hudson Line (the "Contract"). The Contract is in the amount of $204,747,500 and for a duration of 1,468 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $250,000 to be paid to each of the three unsuccessful proposers for a total amount of $750,000.

DISCUSSION

This Contract will deliver critical infrastructure improvements along a portion of the Metro-North Railroad's Hudson Line. The project bundles three distinct improvements into a single contract because of their proximity to each other:(1) Hudson Line Track 1 electrification work, (2) replacement of four undergrade railroad bridges, and (3) stabilization of the rock slopes along that segment of the line. Consolidating this work under a single project allows MNR to streamline design and construction efforts, optimize the use of track outages and MTA resources, and mitigate conflicts in overlapping efforts.

The Hudson Line Track 1 Electrification consists of electrification of approximately 11.5 miles of Hudson Line Track 1, the only non-electrified track within the four-track corridor south of Croton-Harmon. The bridge replacement work implements flood resiliency measures and structural improvements along a three-mile section of the line. The bridge work consists of raising all four tracks, constructing and installing new bridge substructures and superstructures, reconstructing track and third rail systems, and installing new retaining walls and walkways at four locations between Philipse Manor and Ossining Stations. Rock stabilization includes vegetation clearing, debris removal, rock scaling, installation of rock bolts, cable mesh, rockfall protection systems, concrete buttresses, and rehabilitation of existing retaining walls at four priority locations near the bridge replacement sites.

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

- Civetta,
- ECCO III Enterprises, Inc. ("ECCO"),
- Iovino Construction Partners JV, a Joint Venture between TCE Electric LLC, J-Track LLC, and MLJ Contracting LLC ("Iovino"), and
- Skanska USA Civil Northeast Inc. ("Skanska")

In response to the RFP, Civetta, ECCO, Iovino, and Skanska submitted technical and price proposals. The selection committee, consisting of representatives from Metro-North Railroad, C&D Delivery, Development, and Contracts, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters.

After the Oral Presentations, a Post Proposal Addendum was issued to the proposers to revise the Technical Specifications in response to questions Proposers raised. Specifically, the Technical Specifications were updated to change the third rail layout and track bed stability rating to reflect current conditions. Additionally, Railroad Supplied Services were updated to add a locomotive to haul stone ballast. All four proposers submitted revised proposals. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: ECCO: $218,924,405; Iovino: $347,300,000; Civetta: $197,747,500; and Skanska: $258,690,000.

After reviewing the price proposals, the selection committee invited Civetta and ECCO to participate in negotiations. Skanska and Iovino were not invited as their proposals were outside of the competitive range. Negotiations focused on scope, schedule, and costs associated with administration, design, and mobilization. Following negotiations, the two proposers were asked to submit Best and Final Offers ("BAFOs"). The BAFOs submitted by the proposers were as follows: Civetta: $204,747,500 and ECCO: $217,271,000. Civetta's price increased to correct its mobilization costs and increase pricing for conduit work not included in its original proposal.

The Selection Committee unanimously recommended Civetta for award and determined that Civetta's proposal offered the best value to the MTA. In addition to providing the lowest price, Civetta proposed a team with extensive experience performing rock slope remediation projects, bridge work, and working within an active railroad environment and MNR operations. Civetta's schedule includes a reduction of 22 days from the maximum duration permitted under the Contract. Civetta's BAFO of $204,747,500 is deemed to be fair and reasonable.

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

DBE/MBE/WBE/SDVOB/Local Hiring Information

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, WBE goal of 15%, and SDVOB goal of 6% for the Contract. Civetta is committed to meeting the goals requirements. Civetta has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

IMPACT ON FUNDING

Funding for the Contract and the stipends for the unsuccessful proposers is included in the MTA's 2020-2024 Capital Programs.

ALTERNATIVES

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

Staff Summary

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

Items Numbers 2-3
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations

Board Reviews

Order	To	Date	Approval	Info	Other
1	**Capital Program Committee**	11/16/26	X		
2	**Board**	11/18/26	X		

Internal Approvals

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

SUMMARY INFORMATION

Vendor Name	Contract Number
1. Forte-FOS Joint Venture, a joint venture between Forte Construction Corp. and FOS Development Corp. 2. Mid-American Elevator Co., Inc.	1. A37815 2. 6000000000039638

Description

Design-Build Services for ADA Upgrades – Package 11

Total Amount

1. Design Build Contract	$219,950,626
2. Long Term Elevator Maintenance Contract	$8,965,000
3. Stipend	$400,000

Contract Term (including Options, if any)

1. A37815	1,184 Calendar Days
2. Maintenance Contract	15 years

Option(s) included in Total Amount?	☐ Yes ☐ No ☒ N/A
Renewal?	☐ Yes ☒ No

Procurement Type

☒ Competitive ☐ Noncompetitive

Solicitation Type

☒ RFP ☐ Bid ☐ Other:

Funding Source

☒ Operating** ☒ Capital* ☒ Federal* ☐ Other:

*Design-Build Contract **Maintenance Contract

ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Forte-FOS Joint Venture, a joint venture between Forte Construction Corp. and FOS Development Corporation ("Forte-FOS"), a publicly advertised and competitively solicited contract for Design-Build services for ADA Upgrades – Package 11 (the "Contract") to provide Americans with Disabilities Act ("ADA") upgrades at three New York City Transit ("NYCT") stations. The Contract is in the amount of $219,950,626 and for a duration of 1,184 calendar days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. ("Mid-American"), in the amount of $8,965,000 and for a duration of 15 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $200,000 to be paid to each of the two unsuccessful proposers for a total amount of $400,000.

DISCUSSION

This Contract is one of a series of ADA projects in support of the MTA's commitment to make stations accessible, providing Design-Build services for ADA upgrades at the 110th Street/Lexington (6) and 145th Street/8th Avenue (A, B, C, D) stations in Manhattan, and the Wakefield 241st Street/ White Plains Road (2) station in the Bronx. The Contract provides for the installation of six new ADA compliant elevators, along with the associated infrastructure to provide access from street level to station platforms and mezzanine areas. The work also includes the construction of new staircases, entryways with fare control areas, and Electrical Panel Rooms as well as reconstructing platform edges at ADA boarding areas, upgrading fire alarm, lighting, electrical and communication systems and other state of good repair work.

C&D also seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity

between the design and installation of the elevator equipment and its subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the design-builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the NYCT system, but to also take into consideration the elevator subcontractor's ultimate responsibility under a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on the service start date of the last elevator installed under the Contract, and includes two options, each to extend the maintenance period for an additional five years.

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

- Forte-FOS
- ECCO III Enterprise, Inc. (“ECCO”)
- John Civetta & Sons, Inc (“JCS”)
- Railroad-Citnalta JV (“Railroad-Citnalta”)

In response to the RFP, ECCO, Forte-FOS, and Railroad-Citnalta submitted technical and price proposals. JCS withdrew from the RFP process. ECCO and Forte-FOS proposed Mid-American as the elevator installer and for the maintenance contract, while Railroad-Citnalta proposed Atta Elevators New York Inc. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts, reviewed the technical proposals of each of the three teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, maintenance, record of performance, safety and quality, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: Forte-FOS: $222,650,626 (maintenance - $8,965,000); ECCO: $315,485,000 (maintenance - $8,965,000); and Railroad Citnalta: $258,321,000 (maintenance - $10,235,969.40).

After reviewing the price proposals, the selection committee invited Forte-FOS and Railroad-Citnalta to participate in negotiations. ECCO was not invited because its proposal was outside of the competitive range. Negotiations focused on contract scope, schedule, costs associated with administration, design, and mobilization. During negotiations, it was determined that the utility adjustment costs (which were a fixed amount in the RFP) could be reduced and the reduction was incorporated into the Contract. Following negotiations, the two proposers were asked to submit Best and Final Offers (“BAFOs”). The BAFOs submitted by the proposers were as follows: Forte-FOS: $219,950,626 (with a maintenance contract cost of $8,965,000); and Railroad-Citnalta: $237,971,000 (with a maintenance contract cost of $10,235,969.40).

The selection committee unanimously recommended Forte-FOS for award of the design build contract and Mid-American for the award of the long term elevator maintenance contract. In addition to providing the lowest price, the selection committee determined that Forte-FOS’s technical proposal demonstrates an ability to complete the work safely, ahead of schedule, and within budget. Their proposal offered the best value to the MTA because it offers a practical, well-organized approach that supports timely delivery while maintaining safe operations and minimizing public impact. Forte-FOS’ BAFO of $219,950,626 and Mid-American’s proposal of $8,965,000 are deemed to be fair and reasonable.

In connection with the review of Forte-FOS’ and its joint venture parters Forte Construction Corp.’s and FOS Development Corporation’s responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered, and Forte-FOS and its joint venture partners are found to be responsible vendors. In connection with a review of Mid-American’s responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered, and Mid-American is found to be a responsible vendor.

DBE/MBE/WBE/SDVOB/Local Hiring Information

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

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

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

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2025-2029 Capital Programs. Funding for the Maintenance Contract is included in the NYCT operating budget.

ALTERNATIVES

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

Staff Summary

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

Item Number 4
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations

Board Reviews

Order	To	Date	Approval	Info	Other
1	**Capital Program Committee**	11/16/26	X		
2	**Board**	11/18/26	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**
Forte-Citnalta Joint Venture, a Joint Venture between Forte Construction Corp. and Citnalta Construction Corp.	A46038R
Description	
Design-Build Services for the Rehabilitation of the Chambers Street Station (J/Z) in the Borough of Manhattan	
Total Amount	
1. Design Build Contract $118,950,000 2. Stipend $288,000	
Contract Term (including Options, if any)	
821 Calendar Days	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ N/A
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to Forte-Citnalta Joint Venture, a joint venture between Forte Construction Corp. and Citnalta Construction Corp. ("FCJV") a publicly advertised and competitively solicited contract for Design-Build services for the rehabilitation of New York City Transit's Chambers Street Station (J/Z Line) (the "Contract"). The Contract is in the amount of $118,950,000 and for a duration of 821 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $144,000 to be paid to each of the two unsuccessful proposers for a total amount of $288,000.

DISCUSSION

This Contract will rehabilitate the historic Chambers Street Station, located below Centre Street and extending from Chambers Street to Duane Street in Manhattan. The station is connected to the Brooklyn Bridge Station on the Lexington Avenue Line and shares structural elements with the David N. Dinkins Municipal Building. Chambers Street Station is on the National Park Service's National Register of Historic Places.

The Work includes repairing or replacing architectural finishes, fixtures and station stairs, performing structural repairs, designing and constructing new track walls, installing new lighting, performing preparatory work for the installation of new artwork, performing comprehensive station painting, and upgrading the existing communication system. The Work requires coordination with New York City Department of Parks and Recreation and New York City Department of Citywide Administrative Services as it will impact Foley Square, the Municipal building and the Municipal Plaza.

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

performance). Based on these criteria, the following four firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- FCJV,
- Gramercy Group, Inc. (“Gramercy”),
- John Civetta & Sons, Inc. (“Civetta”), and
- MLJTC2, a Joint Venture between MLJ Contracting LLC and TC Electric, LLC (“MLJTC2”)

In response to the RFP, FCJV, Gramercy, and MLJTC2 submitted technical and price proposals. Civetta did not submit a proposal. The selection committee, consisting of representatives from Metro-North Railroad, C&D Delivery, Development, and Contracts, reviewed the technical proposals and attended oral presentations of the three proposing teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: FCJV: $119,207,000; Gramercy: $126,000,000; and MLJTC2: $133,500,000.

After reviewing the price proposals, the selection committee invited all three proposers to participate in negotiations, as they were all within the competitive range. The negotiations focused on contract scope as well as costs associated with administration and design. Following negotiations, the proposers were asked to submit Best and Final Offers (“BAFO”). The BAFOs submitted by the proposers were as follows: FCJV: $118,950,000, Gramercy: $124,950,000, and MLJTC2: $125,800,000.

The Selection Committee unanimously recommended FCJV for award. In addition to providing the lowest price, the selection committee determined that FCJV’s proposal offered the best value to the MTA due to the quality of its technical proposal. Their management plan focused on the protection and restoration of the existing station elements. It preserves designated architectural and historic materials through coordinated demolition, and protection, repair, and installation procedures. Additionally, FCJV proposed a team with extensive experience with both Design-Build contracts and station renewal/rehabilitation work. FCJV’s BAFO of $118,950,000 is deemed to be fair and reasonable.

In connection with the review of FCJV’s and its joint venture partners’, Forte Construction Corp. and Citnalta Construction Corp., responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and FCJV and its joint venture partners are determined to be responsible vendors.

DBE/MBE/WBE/SDVOB/Local Hiring Information

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

IMPACT ON FUNDING

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

ALTERNATIVES

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

Staff Summary

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

Item Number 5
Department, Department Head Name: Delivery, Romolo Desantis, P.E. SVP & Chief Engineer, B&T Business Unit

Board Reviews

Order	To	Date	Approval	Info	Other
1	**Capital Program Committee**	11/16/26	X		
2	**Board**	11/18/26	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
E-J Electric Installation Co.	RK-9S

Description

Design-Build Services for the Relocation of the 13kV Substation at the Robert F. Kennedy Bridge

Total Amount

1. Design Build Contract	$69,275,000
2. Stipend	$300,000

Contract Term (including Options, if any)

1,383 Calendar Days

Option(s) included in Total Amount?	☐ Yes ☐ No ☒ N/A
Renewal?	☐ Yes ☒ No

Procurement Type

☒ Competitive ☐ Noncompetitive

Solicitation Type

☒ RFP ☐ Bid ☐ Other:

Funding Source

☐ Operating ☒ Capital ☐ Federal ☐ Other:

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to E-J Electric Installation Co. ("E-J") a publicly advertised and competitively solicited contract for Design-Build services for the replacement and relocation of the 13kV substation at the Robert F. Kennedy Bridge (the "Contract"). The Contract is in the amount of $69,275,000 and for a duration of 1,383 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of $100,000 to be paid to each of the three unsuccessful proposers for a total amount of $300,000.

DISCUSSION

This Contract will replace and relocate the 13kV substation currently located beneath the former Manhattan Toll Plaza of the Robert F. Kennedy Bridge. The existing substation is severely deteriorated with equipment that is outdated and does not meet current electrical codes. The work for the 13kV substation includes demolition and removal of the existing substation and the construction of a new substation that will better serve the MTA's future needs at the bridge facilities. The work includes upgrades to expand the electrical distribution, underground duct banks, feeders, communications and security infrastructure, and SCADA system. The builder will also address storm resiliency by relocating the 13kV substation to a site that is above the 500-foot flood elevation level. Additionally, there is a second, smaller substation that supports NYPD power requirements at the site which will be demolished and the load distributions rerouted to another substation on site. The work also includes roadway lighting and the installation and integration of new security access control and digital CCTV systems at both substations.

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

- E-J,
- Grace Industries, LLC ("Grace"),
- Hellman Electric, LLC ("Hellman"), and
- Mass Electric Construction Co. ("Mass").

In response to the RFP, E-J, Grace, Hellman, and Mass all submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, B&T Maintenance, and Contracts, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: E-J: $69,475,000; Grace: $94,955,000; Hellman: $102,646,500; and Mass: $77,532,000.

After reviewing the price proposals, the selection committee invited E-J and Mass for negotiations. Grace and Hellman were not invited as their proposals were outside of the competitive range. Negotiations focused on the firms' proposed project schedule, including staging of equipment with long lead times. Following negotiations, the two proposers were asked to submit Best and Final Offers ("BAFOs"). The BAFOs submitted by the proposers were as follows: E-J: $69.275,000 and Mass: $77,300,000.

The selection committee unanimously recommended E-J for award of the Contract. In addition to providing the lowest price, the selection committee determined that E-J's proposal offered the best value to the MTA in light of the quality of its technical proposal. E-J's schedule includes a reduction of 77 days from the maximum duration permitted under the contracts. E-J also demonstrated a strong understanding of all components of the scope of work as established in its technical approach, and its key personnel have successfully completed Design-Build projects of similar scope and magnitude. E-J's BAFO of $69,275,000 is deemed to be fair and reasonable.

In connection with the review of E-J's responsibility pursuant to the All-Agency Responsibility Guidelines, E-J was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Managing Director, in consultation with the MTA General Counsel, in August 2018.

DBE/MBE/WBE/SDVOB/Local Hiring Information

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

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2025-2029 Capital Programs.

ALTERNATIVES

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

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 6

Vendor Name (& Location)	
Posillico Civil, Inc. (College Point, New York)	
Description	
Construction Phase 3B of Long Island Rail Road's Sandy Restoration and Resiliency Project for the Long Island City Storage Yard	
Contract Term (including Options, if any)	
22 Months (December 14, 2021 – October 14, 2023)	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☒ RFP ☐ Bid ☐ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**
6356	17

Original Amount:	$	36,907,848
Prior Modifications:	$	3,347,312.54
Prior Budgetary Increases:	$	3,453,814
Current Amount:	$	40,255,160.54
This Request:	**$**	**9,300,000**
% of This Request to Current Amount:		23.1%
% of Modifications (including This Request) to Original Amount:		34.3%

DISCUSSION:

This Contract is for the construction of a perimeter flood protection wall system, storm water detention and management system, a car cleaning platform, installation of new Tracks 11 and 12 and traction power systems at Long Island Railroad's ("LIRR") Long Island City Yard. MTA Construction and Development ("C&D") requests Board approval of a modification to compensate the Contractor for impact costs associated with delays arising primarily from unforeseen site conditions.

The Project encountered several significant delays arising from unforeseen site conditions, including soil conditions and undocumented utilities. The discovery of unforeseen soil conditions necessitated the widening of the planned footings for the flood wall, which placed space constraints on the specified pump station and diesel generators. In addition, the flood wall design was determined to encroach on a below-grade easement that Amtrak possesses. A redesign was required to address these items which accounted for a significant portion of the delay. Similarly, an unforeseen duct bank required additional investigation, coordination, and modification to the planned construction sequence. Moreover, due to operating constraints, the planned track outages for the performance of the work could not be made available to the Contractor which caused additional delays.

Collectively, these events resulted in an excusable delay of 443 calendar days, 390 of which are compensable, resulting in an extension of the Substantial Completion date from October 14, 2023, to December 30, 2024. With respect to impact costs, the Contractor claimed a total of $15,955,535.79. Negotiations resulted in agreement of a lump sum price of $9,300,000, which is considered fair and reasonable.

NOVEMBER 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

7. Verde Electric Corp. **$2,137,273** ***Staff Summary Attached***
Contract No. 6481.06

MTA Construction and Development requests Board ratification of a modification to compensate the Design-Builder for remobilization costs related to a work stoppage.

8. Spencer Contracting LLC **$311,930** ***Staff Summary Attached***
Contract No. 6526.01

MTA Construction and Development requests Board ratification of a modification for additional work to address unforeseen site conditions at the Ronkonkoma Station.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 7

Vendor Name (& Location)	
Verde Electric Corp. (Mt. Vernon, New York)	
Description	
Design-Build Services for the Jamaica Substation Replacement Project	
Contract Term (including Options, if any)	
December 12, 2022 – September 12, 2025	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☒ RFP ☐ Bid ☐ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**
6481	6

Original Amount:	$	51,983,502
Prior Modifications:	$	271,598
Prior Budgetary Increases:	$	0
Current Amount:	$	52,255,100
This Request:	**$**	**2,137,273**
% of This Request to Current Amount:		4.1%
% of Modifications (including This Request) to Original Amount:		4.6%

DISCUSSION:

The Contract provides for the design and construction of a new modular substation to replace Long Island Railroad's ("LIRR") existing Jamaica substation which is beyond its useful life and in need of technological upgrades. MTA Construction and Development ("C&D") requests Board ratification of a modification in the amount of $2,137,273 to compensate the Design-Builder for remobilization costs related to a work stoppage.

On May 16, 2026, work was halted due to the lack of flagging protection. The work required a crane to be set up within 15 feet of the yard tracks for the placement of modular building units being installed pursuant to the Contract, necessitating flaggers to protect the tracks. A demonstration by protesting unions at the work site prevented LIRR flaggers from crossing the protesters' picket lines. The delivery and setting operations could not proceed without the required safety protection provided by the LIRR flaggers. As a result, the worksite was shut down and work halted. The Design-Builder was compelled to disassemble the crane, secure the worksite and demobilize. The Design-Builder remobilized on May 31st, 2026 and completed the work.

This modification is for the additional costs incurred by Design-Builder as a result of the work stoppage including labor, crane, rigging and support, extended trucking/freight rental equipment and modular building protection (including 24/7 on-site security and storage of the crane equipment, reapplication of weather wrapping and renewal of travel permits to move the heavy load tractor trailers on the roadways). The time extension associated with the remobilization is being evaluated under a separate modification.

The Design-Builder's proposal was submitted in the amount of $2,137,273. C&D verified the Design-Builder's documentation substantiating its equipment costs and considers the Design-Builder's proposal to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 8

Vendor Name (& Location)	
Spencer Contracting LLC (Colonia, New Jersey)	
Description	
Ronkonkoma Station Sewer Change	
Contract Term (including Options, if any)	
August 8, 2025 – 12/2026	
Option(s) included in Total Amount?	☐ Yes ☐ No ☒ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**
6526	1
Original Amount:	$ 2,984,750
Prior Modifications:	$ 0
Prior Budgetary Increases:	$ 0
Current Amount:	$ 2,984,750
This Request:	**$ 311,930**
% of This Request to Current Amount:	10.5%
% of Modifications (including This Request) to Original Amount:	10.5%

DISCUSSION:

This Small Business Mentoring Program Tier 2 Contract is for the replacement of HVAC units at Long Island Railroad's ("LIRR's") Hicksville and Ronkonkoma Stations, and installation of new sanitary connections at the Ronkonkoma Station sewer. MTA Construction and Development ("C&D") requests Board ratification of a modification for additional work to address unforeseen site conditions.

The Contract provides for a revised sewer connection, including connections to the grease trap discharge and sanitary discharge, in the East and West Commercial Buildings at the Ronkonkoma Station. After the Contract was awarded, a site inspection identified an existing cesspool system at Ronkonkoma Station serving a laundromat and restaurants that lease space from the MTA. This system was not shown on as-built drawings and was neither evident nor visible during the pre-award site inspections. This modification provides for the installation of additional manholes and pipes to connect the existing system to the public sewer and revises the sewer access port to comply with current Suffolk County regulations. In order to maintain the project schedule, authorization was obtained from the Senior Vice President of C&D Delivery's Railroads Business Unit on August 5, 2026 for the contractor to proceed with the redesigned sewer work up to an amount not-to-exceed $145,000 while the full terms of this Modification were being negotiated.

The contractor's proposal was in the amount of $324,559.59. Negotiations yielded a total agreed cost of $311,929.92, which is considered fair and reasonable. This modification is being presented to the Board pursuant to Article 8 of the All-Agency General Contract Procurement Guidelines because it increases the total contract price by more than ten percent of the original value.