



Metropolitan Transportation Authority

Capital Program Committee Meeting

September 2025

Committee Members

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

Capital Program Committee Meeting

Monday, 9/29/2025

1:15 - 2:15 PM ET

1. SUMMARY OF ACTIONS

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2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES- JULY 28, 2025

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**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for SEPTEMBER 2025**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	To Be Determined	N/A	Adoption of a resolution declaring competitive bidding impractical or inappropriate for all MTA Design-Build contracts and that it is in the public interest to issue Requests for Proposals for such contracts.
Contracts	Forte Construction Corp. Mid-American Elevator Co., Inc.	\$103,700,000 \$6,814,750	Award of a publicly advertised and competitively solicited contract for Design-Build Services for ADA Upgrades – Package 7 to provide American with Disabilities Act upgrades at two New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.
Contracts	Infinity Contracting Services Corp.	\$2,415,600	Ratification of a modification to the Contract to restore to a state of good repair Track Pit No. 8 at the 207th Street Overhaul Shop.
Contracts	Atkins-HNTB, JV	\$3,102,817	Ratification of a modification to the Contract for additional design services for CBTC implementation and for enhanced cellular coverage on New York City Transit's Fulton Street and Liberty Avenue lines and to extend the period of performance by nine months to December 31, 2025.
Contracts	Siemens Mobility, Inc.	\$25,000,000	Ratification of a modification to add to the Contract the development of hardware and software for 5G-based Data Communication System train equipment, support for the installation and testing of the new 5G-based equipment on two R160-class and two R179-class subway trains, and ordering long lead components of the new equipment for installation on the full R160 and R179 fleets.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
July 28, 2025
New York, New York
12:15 PM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Samuel Chu
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. Christopher Leathers
Hon. Haeda Mihaltses
Hon. Ed Valente

CPC Members not present:

Hon. Daniel Garodnick, Vice Chair
Hon. Gerard Bringmann
Hon. David Jones
Hon. Blanca López
Hon. David Mack
Hon. Vincent Tessitore, Jr.
Hon. John Ross Rizzo
Hon. John Samuelsen
Hon. Neal Zuckerman

MTA staff present:

Evan Eisland
Kana Ervin
Jessica Mathew
Mark Roche
Gregoire Sulmont
Jamie Torres-Springer

IEC Present:

Sirish Peyyeti

* * *

Chairman Lieber called the July 28, 2025, Capital Program Committee Meeting to order at 12:31 PM.

Public Comments Period

There were eight public speakers during the hybrid public comment period: Jack Connors, Omar Vera, Jason Anthony, Christopher Greif, Joseph Morales, *Matty Buchys-Hyland, *Charlton D'souza, *Aleta Dupree

*Provided comment virtually.

CPC Work Plan

There were no changes to the work plan.

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

MTA Construction & Development ("C&D") President Jamie Torres-Springer first shared a progress report on the Park Avenue Viaduct. With 780 feet of track now installed and more than half of the total bridge replacements completed, Phase One to the south and Phase Two to the north are proceeding simultaneously and efficiently, yielding cost savings.

Mr. Torres-Springer also highlighted achievements in the MTA's accessibility program, highlighting the Bay Ridge-95th Street station as the third station to gain ADA accessibility this year. Alongside new elevators, replacements are underway with new units at 66th Street-Lincoln Center and Euclid Avenue stations. These upgrades support a systemwide push for accessibility, now bolstered by the fully funded 2025-2029 Capital Plan. Recently, the MTA announced an additional 12 stations to be made ADA-accessible, many of which will be completed using line segment bundles to increase speed and reduce costs. Mr. Torres-Springer then discussed innovative construction methods being used to improve ADA access at Metro-North stations including Woodlawn, Williamsbridge, and Botanical Garden. At these locations, temporary platforms and inter-track barriers have been deployed to allow for continuous train service while work progresses. This minimizes disruptions and improves construction efficiency.

Mr. Torres-Springer announced that the Finance Committee will consider a request to designate Jonathan Rose Companies as the selected proposer to build 265 housing units at Beacon Station on Metro-North's Hudson Line. This project, supported by Governor Hochul's Executive Order 30 and a new state funding appropriation, will include one-to-one replacement commuter parking and represents a win both for transit riders and regional housing efforts.

Mr. Torres-Springer also addressed recent heavy rainfall events, specifically the July 14th storm, which caused flooding across parts of the subway and Metro-North systems. While certain tactical interventions - such as new runoff protections and upgraded catch basins - helped prevent severe impacts at some stations, several other stations, including 34th Street-Penn Station, experienced significant flooding due to stormwater runoff exceeding the capacity of city infrastructure. The MTA has included \$700 million in the new Capital Plan for stormwater resilience and is investing another \$100 million under the current plan. Still, Mr. Torres-Springer emphasized that the MTA cannot act alone, as the root problem lies with city-wide infrastructure. A joint MTA-city task force has been reactivated, and senior-level discussions are ongoing with the city's Department of Transportation and Department of Environmental Protection to implement longer-term stormwater management solutions.

Turning to the signal modernization program, Mr. Torres-Springer underscored the urgent need to replace the MTA's outdated signal systems. More than 100 miles of subway will be outfitted with new signals under the 2025-2029 plan, funded in part by Congestion Relief revenue. Notable projects include signal replacements along the A and C trains and the 6th Avenue/63rd Street corridor, which will link modern signal systems across several lines. While physical

installation of equipment on the G line is proceeding smoothly and on schedule, full activation will be delayed due to the time needed to deploy new 5G radios that replace obsolete subway car radio systems. Despite this, riders are already seeing benefits from the G line project, including improved track conditions, deep-cleaned stations, new R211 trains, and soon, cellular service in tunnels - pending final carrier installations. The MTA is awaiting Verizon's participation, while AT&T and T-Mobile are ready.

Signals Update

Mark Roche, Deputy Chief Development Officer, Delivery began the Signals Update by providing context for the importance of signal modernization across the MTA system, comparing the limitations of the legacy signaling system with the benefits of CBTC. He explained that the traditional block signal system relies on thousand-foot segments of track that indicate only whether a train is present in a block - not its exact location - forcing operators to leave large gaps between trains to maintain safety. In contrast, CBTC enables direct or indirect communication between trains and zone controllers, allowing precise tracking of train positions and speeds. This capability significantly reduces the distance required between trains, allowing for increased frequency and improved service reliability. Citing improved service performance on the 7 line and recent achievements on the E line, he outlined how CBTC has already delivered tangible benefits, for instance, travel times have been reduced by approximately 10% during rush hours.

Additionally, Mr. Roche noted significant changes in strategy and project execution, highlighting the contrast between the QBL West CBTC project, which took three years to achieve substantial completion after going into service in 2022, and the Culver Line CBTC project, which reached performance targets in just one year after entering service in 2024. Mr. Roche attributed the earlier delays in part to previous procurement practices that prioritized the lowest bidder rather than technological capability. In QBL West, the contract was awarded based primarily on installation, not technology, which resulted in long delays and challenges in achieving system stability. In current and future projects, the MTA is prioritizing technological quality from the outset and setting a higher performance bar. This has led to a strategic delay in new projects like QBL East and 8th Avenue, which will not proceed until the MTA is confident they will perform reliably from day one. He described this as a deliberate and necessary shift in approach, one that reflects a commitment to delivering program-level success rather than just individual project milestones.

Mr. Roche went on to explain how the G line project is different than previous projects. Until recently, each CBTC project included both a new CBTC system and a legacy mechanical system as a redundancy. However, after years of development the MTA is now ready to move forward with CBTC-only systems. The G line project is the first where only CBTC, is being installed. Mr. Roche emphasized the significance of this shift, noting that it greatly reduces cost and complexity, as shown by the lower cost of the project. Next, Mr. Roche also detailed the MTA's pivot to a new communications platform for CBTC. The original system used on the G line project, provided by Siemens, has since been abandoned by the supplier and lacks updates. In response, the MTA opted to adopt a new 5G communications system with cybersecurity protection and advanced diagnostics. While this upgrade will delay the project slightly, Mr. Roche emphasized that it was the right decision to ensure program-wide compatibility.

Next Gregoire Sulmont, Senior Vice President, Signals and Train Controls, highlighted several accomplishments since the last presentation to the board. Most notably, the QBL West project has shown a marked improvement in performance, achieving substantial completion on its final contract in March. Beyond individual projects, Mr. Sulmont emphasized broader progress across the program. The CBTC system has now been integrated into the newest rolling stock,

including the R179 and R211 subway cars. And behind the scenes, the Operations Control Center has been upgraded with a state-of-the-art large screen display linked to the train supervision system, further centralizing and modernizing operations.

Mr. Sulmont then provided detailed updates on specific projects including the Queens Boulevard Line East project, which will extend CBTC further into eastern Queens on the E and F lines. This is the first project led by Mitsubishi, the MTA's third supplier. Their performance on the CBTC installation has been strong, and they are now actively competing with Siemens and Hitachi. The challenge with QBL East lies in the parallel rebuild of a legacy signaling system - this is the final project that will include a full legacy system, and a shortage of engineers with the required expertise has created delays. The MTA is working closely with contractors to train and qualify additional engineers. In the meantime, the agency is mitigating delays by adapting the commissioning schedule to begin as soon as segments of work are completed. Testing is expected to begin in Q4 2025, with full in-service planned for Q2 2027.

Next, Mr. Sulmont explained that the Crosstown Line project physical construction is expected to be completed early next year, however progress is being impacted by a necessary upgrade to the CBTC radio system. The decision ensures future compatibility and improved reliability, but it has delayed the project. To mitigate delays, the MTA will phase in the Crosstown project. The northern section - where only G trains run - will be prioritized, allowing testing and commissioning to begin in late 2026, with full service expected by the end of 2027. The southern section, which shares tracks with the F line, will follow roughly a year later. There will be no additional service outages due to the delay, and G riders will benefit from a fully upgraded R211 fleet.

At the program level, Mr. Sulmont highlighted several strategic initiatives. The MTA is beginning to equip work trains with CBTC, which will reduce reliance on wayside equipment and increase operational flexibility. Looking ahead, the agency is preparing for the next generation of CBTC technology, including sensor-based systems that reduce the need for equipment on trains and track. Two demonstration projects involving technologies developed through ultra-wideband research will begin later this year.

Finally, Mr. Sulmont noted that several major projects are or will soon be in procurement. These include the Fulton-Liberty Line Project which will be the largest signal and track replacement project in MTA history and the 6th Avenue and 63rd Street Project with plans to award the CBTC contract first through a procurement that will commence this year, followed by a separate installation contract. This approach will allow for bundling of non-signal work as well as tighter control over the core technology.

Capital Program Status Report

Jessica Mathew, Senior Vice President of Capital Strategy, delivered a planning update focused on CBTC implementation in the 2025-2029 Capital Plan and beyond. She began by noting that the MTA has over 200 signal miles either completed or in progress and the 2025-2029 Capital Plan will modernize an additional 75 signal miles. Altogether, the plan will modernize CBTC on 58% of the lettered subway lines, also known as the B Division. Ms. Mathew reminded the board that the B Division operates as a distinct system from the A Division due to differences in tunnel design and train width.

Ms. Mathew noted that when selecting future CBTC corridors, the agency considers several key factors: the age and condition of existing signals, expected reliability improvements, elimination of bottlenecks, and benefits to riders. For example, the Broadway line was chosen for modernization because of its aging 1960s-era signals, its bottleneck at DeKalb Avenue, and it's

1.2 million daily riders.

While recent plans have focused on the B Division, Ms. Mathew outlined the agency's growing attention to the A Division, which serves 2.1 million daily riders on the 1, 2, 3, 4, 5, and 6 lines. The MTA is already preparing for this next phase including procurement of 1,140 new cars for the A Division and 355 cars for the B Division as part of the 2025-2029 plan. Additional work is already underway to address critical infrastructure issues, such as relieving a major bottleneck at Nostrand Junction before signal modernization takes place, ensuring maximum benefit for riders.

Looking ahead, the agency is developing ten-year construction forecasts to support a faster pace of CBTC delivery while minimizing service disruptions during implementation. Ms. Matthew concluded by stating that these efforts lay the foundation for the next phase of modernization and will help ensure a smoother rollout for riders on the A Division lines.

IEC Report

Sirish Peyyeti, Program Director of the IEC, presented the IEC's review of the Signals and Train Control Business Unit. Mr. Peyyeti reminded the board that the CBTC program includes two generations of technology: the legacy CBTC system and the newer CBTC-centric system.

Since the last report in March 2024, Mr. Peyyeti noted that the CBTC program has expanded its operational territory and improved overall system availability, with several key achievements. QBL West reached substantial completion in March 2025, and CBTC service was extended to the Culver Line. Both QBL West and Culver have improved operational stability, leading to a better experience for riders. QBL East saw on-time progress in both design and testing. The Crosstown project made significant design advances, particularly in meeting the FCC's requirement for demonstrating 5G communications technology.

Despite this progress, Mr. Peyyeti acknowledged several ongoing challenges. On the 8th Avenue project, axle counter issues delayed the commissioning of interlockings. These included a delay in finalizing the manual reset process and the need to replace or reposition damaged sensors. QBL East is now delayed by 20 months due to auxiliary wayside system design setbacks and sewage issues at 169th Street. While the Culver Line reached beneficial use in September 2024, substantial completion remains delayed due to unresolved deliverables and critical punch list items related to the auxiliary wayside system, with final completion now expected in September.

The IEC further noted that both QBL East and the Crosstown projects are projected to require additional funding. The Crosstown project in particular faced delays in finalizing agreements with third-party CBTC suppliers, which stalled the critical task of installing 5G equipment on the train fleet. Additionally, the supplier fell behind in completing signal block design and control tables. As a result, the IEC now forecasts a 24-month delay to both in-service and substantial completion dates for the Crosstown project. Their projection of a 2029 completion is contingent upon the successful fulfillment of third-party commitments to complete the 5G retrofit. C&D is actively working with the contractor to re-baseline the schedule, mitigate risks, and reduce further slippage.

In closing, Mr. Peyyeti addressed the Sandy-related signal repairs at Culver Yard. This federally funded project is 53% complete and focuses on replacing equipment damaged by Superstorm Sandy. The project team is working closely with the Delivery Services Office and the yard master to resolve a minor schedule delay. The IEC believes there are still opportunities to mitigate ongoing track access risks and complete the project on time and on budget in 2026.

Procurement Actions

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

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

1. Award of a publicly advertised and competitively solicited contract with VNB Construction Company (Contract VN-84B) for Design-Build services to rehabilitate elevated roadways and ramps on the Brooklyn side of the Verrazzano-Narrows Bridge;
2. Award of a modification to a contract with Gramercy PJS, JV (Contract A35305) to add the demolition of the decommissioned Parkchester Avenue Signal Tower; and,
3. Ratification of a modification to a contract with Hitachi Rail GTS USA Inc. (Contract S48013-2) to add the scope of designing, furnishing and supporting the installation of 5G-based Data Communication System equipment on R211 subway cars.

Board Member Marc Herbst recused himself from the vote for Procurement Action Item No. 2.

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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the July 28, 2025, Capital Program Committee Meeting at 01:42 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

October 2025

President's Update
Stations

November 2025

President's Update
Railroads

December 2025

President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2026

President's Update
Infrastructure

February 2026

President's Update
Agency Initiatives

March 2026

President's Update
Signals
Quarterly Traffic Light Report

April 2026

President's Update
OMNY

May 2026

President's Update
Systems

June 2026

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2026

President's Update
Signals

September 2026

President's Update
Expansion
Quarterly Traffic Light Report

MTA Construction & Development's (C&D's) last report to the Capital Program Committee (CPC) on integrated projects was in July 2024. This month's report includes updates on Second Avenue Subway Phase 2 and the Interborough Express projects.

**Second Avenue
Subway Phase 2**

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

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

Project Background

The Second Avenue Subway Phase 1 (which opened on January 1, 2017) extended the Q line from 63rd Street to 96th Street, adding three new stations at 72nd Street, 86th Street and 96th Street. A new 63rd Street station connection to the Lexington Avenue line reduced the congestion on one of the existing line's most overburdened segments.

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

Design and Construction Status

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

Contract 1 for Early Relocation of Utilities and Building Protection at 106 St Station was awarded in December 2023. Recent progress includes:

- Asbestos and pre-construction surveys
- Installation of watermain on Second Avenue and Side Streets

- Sewer chambers construction at 105th Street
- Electrical manholes and conduit installation on 2nd Ave and Side Streets
- Removal of 30" Gas main at 105th St and 2nd Ave
- West side sewer mini-pile installation between 106th and 109th Streets
- Installation of mini-piles for transformer vaults

While Contract 1 has encountered some delays due to access agreements and encountering differing site conditions, productive efforts are underway to mitigate those delays. Thanks to these mitigations, this will not have any impact on the overall project completion date.

The status of subsequent contracts is as follows:

- Contract 2: Construction of Underground Structural Shell and Associated Tunnel Boring Machine (TBM) Tunnels at 116 St and 125 St Stations – Contract awarded on August 29, 2025 to Connect Plus Partners (CPP) for \$1.97B with a contract duration of 48 months; Mobilization and early design underway; Major construction expected to begin early 2026. TBM tunneling is expected to start in Q1 of 2027.
- Contract 3: Construction of Underground Structural Shell and Associated Cut-and-Cover Tunnels at 106 St Station – Design advanced sufficiently for Design-Build procurement; RFP documents prepared and being issued by end of September 2025.
- Contract 4: Fitting-Out of Stations and Tunnels with Architectural; Systems, Mechanical, Electrical, Plumbing, and Systems – final design for design-bid-build (DBB) progressing with 60% design completion due in Q1 2026 and final design expected mid-2026.
- Project Management Consultant (PMC) – Awarded in April 2025 to AECOM/HNTB, JV; Core Staff mobilized, Contract specific team mobilization underway and team integrating with MTA.

Interborough Express

The Interborough Express (IBX) will provide a transformative new transit connection between Brooklyn and Queens. IBX will be built along an existing rail corridor running from Sunset Park to Jackson Heights that is currently solely used for freight. IBX will add passenger service to the corridor while preserving freight service. IBX will be a light rail transit system with 19 stations over its 14-mile run and an end-to-end runtime of approximately 32 minutes.

Project Background

While Brooklyn and Queens are well served by subway and other transit services to and from Manhattan, there are only limited direct rapid transit links within and between these boroughs. As Governor Hochul announced, in 2021, the MTA completed the *Interim IBX Feasibility Study*. This was followed by the IBX Planning and Environmental Linkages Study in 2022. These studies demonstrate significant existing and foreseeable travel demand for improved intra- and inter-borough transit service. For example, many Brooklyn transit riders with destinations in Queens must travel into Manhattan on one transit line and then transfer to

another line heading out of Manhattan to reach their destination in Queens, resulting in significant travel time (e.g., an hour to go from Brooklyn College in Midwood to Roosevelt Avenue in Flushing, Queens via Times Square). The IBX would help reduce these travel times dramatically, saving New Yorkers time and helping keep cars off the road.

As a result of the Feasibility and Planning studies, in 2023 Light Rail Transit (LRT) was selected as the preferred mode the project. New to the MTA, LRT is a cost-effective approach to meet forecasted ridership demand and provide reliable passenger service. Station locations were also identified, with 19 stations planned throughout the corridor.

In August 2023, WSP USA, Inc. was chosen to perform the environmental review for the project. Since then, additional conceptual engineering has further refined and improved the project. This has included eliminating street running, relocating the station at Atlantic Avenue in East New York, and further refinements to the right of way to increase speeds and reduce construction cost and complexity.

As a result of these refinements, the project's runtime from end to end is now projected at just 32 minutes, leading to a revised daily ridership projection of 160,000.

Community Outreach

Since August 2023, MTA has hosted ten open houses, held quarterly IBX Community Council and Technical Advisory Committee meetings to provide key updates to stakeholders, and hosted a series of pop-up outreach events engaging with over 1,300 residents and 230 businesses along the corridor.

Additional outreach events are planned for the fall.

Design Development

In July 2025, the MTA Board approved the award of the design services contract to Jacobs/HDR JV, a joint venture consisting of Jacobs Civil Consultants Inc. and Henningson, Durham & Richardson Architecture and Engineering, P.C. Under the design services contract, Jacobs/HDR JV will have 24 months to develop an IBX preliminary design, prepare bridging documents, and provide procurement support for two design-build contracts – one to prepare the corridor to receive the light rail system and a second to install a light rail system.

The first design-build contract will include demolition of existing structures; utility relocation; street-work; environmental remediation; rehabilitation of existing bridges and construction of new overhead and undergrade bridges; construction of new tunnel structures and retaining walls; and repositioning of freight infrastructure. The second design-build contract will include construction and installation of trackwork; stations; a light-rail vehicle storage yard; an

operations center; traction power; signals; and all other design work required to place the light rail system into revenue service.

The design services contract also includes corridor due diligence, third party coordination, and public outreach.

**September 2025
Capital Program Committee
Independent Engineering Consultant
Project Review**

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

NYCT – Second Avenue Subway Phase 2

Second Avenue Subway Program History

The concept of a subway line along Second Avenue dates back to the 1920s. With state and federal funding, construction started in the early 1970s, resulting in two tunnel segments built along the corridor. Work was halted in 1975 and remained on hold until construction of Phase 1 began in 2007.

Scope

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

Today's scope elements include:

- Connections to the Lexington Avenue Subway Line and the Metro North Railroad.
- Three New ADA Stations:
 - 106 St – 4 elevators and 4 escalators
 - 116 St – 9 elevators
 - 125 St – 9 elevators and 16 escalators
- Utility Relocation and Building Remediation.
- Retrofit of existing 1970s Tunnels.
- Six Entrance Structures (2 at each station).
- Seven Ancillary Buildings housing electrical and mechanical equipment.
- Traction Power substations & Circuit Breaker Houses.
- Train storage tracks extending west beyond Lennox Ave along 125th Street.

The project is comprised of four construction contracts:

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

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

NYCT – Second Avenue Subway Phase 2

Schedule

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

Contract 1

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

There are a total of five contractual Milestones (MS):

Milestones		Contractual Completion Date	Contractor Schedule Update	Proposed Mitigation Schedule
MS 0A	Bike Lane Relocation from 102 nd St. to 112 th St.	04/2024	05/2024 (A)	05/2024 (A)
MS 0B	Bike Lane Relocation from 112 th St. to 124 th St.	10/2024	12/2024 (A)	12/2024 (A)
MS 1	Utility Relocation on the East Side of Second Avenue	08/2025	07/2027 (F)	12/2026 (F)
MS 2	Utility Relocation on the West Side of Second Avenue	08/2026	03/2028 (F)	4/2027 (F)
MS 3	South Station Area Completion	10/2026	02/2028 (F)	3/2027 (F)
SC	Substantial Completion	07/2027	06/2028 (F)	07/2027 (F)

The table above reflects the ongoing schedule status development:

- The contractor schedule update shows delays to Milestone 2 and 3 completion.
 - While electric and water utility relocation work has advanced from the side streets to Second Avenue, the relocation of the remaining utilities has been impacted by lack of access agreements and inaccurate drawing layouts/markouts resulted in resequencing of work.
- The Project Team is developing mitigations for the above delays. The contractor has submitted a mitigation schedule that reflects these efforts, which is under review by MTA C&D.
- Once the proposed mitigation schedule is accepted the IEC will assess it and share observations.

The IEC recognizes the project team's cooperation to move the project forward by working extra shifts, holding utility coordination meetings, and identifying accessible work areas.

In the IEC's opinion, the success of these mitigation efforts is vital to support the overall program schedule.

NYCT – Second Avenue Subway Phase 2

Schedule (continued)

Contract 2

The contract for the tunnels/125 St cavern/116 St shell was approved by the MTA Board in August 2025. Notice to Proceed (NTP), effective as of September 2nd, was issued to Connect Plus Partners (Connect+), which is composed of Halmar International, LLC and FCC Construction Inc., in partnership with Lead Designer COWI Consulting Inc. (COWI). The contract duration is approximately 48 months.

- The Preliminary Schedule is anticipated by early October 2025.

Contract 3

The 106 St cut-and-cover contract is in procurement and anticipated to be awarded in Q1-2026.

- The start of construction for Contract 3 is dependent on the completion of MS03 of Contract 1

Contract 4

The fit-out/systems/entrances contract is anticipated to be awarded in Q2-2027.

- A contract modification to revise the delivery method from Design-Build to Design-Bid-Build was approved by the Board in March 2025. Design efforts are in progress and are expected to be complete by Q4-2026.

The IEC's program schedule analysis indicates that, without mitigation, current delays in Contract 1 may impact the start of construction of Contract 3.

The project team is developing mitigation measures for the program schedule, and the IEC will review these once available and continue to monitor the overall program schedule.

NYCT – Second Avenue Subway Phase 2

Budget

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

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

- Contract 1 budget and EAC remains at \$176M. The Design-Bid-Build contract is 30% complete based on expenditures, compared to 43% of time elapsed.
 - In the IEC's opinion, the contract remains within budget. This is based on the latest data provided to the IEC and its analysis of available contingency, expenditures to date, change orders, and potential risks on remaining work.
 - The IEC notes that claims currently in arbitration have not been accounted for in either the Contract 1 EAC or the IEC's analysis.
- Contract 2 was awarded for \$1.978B.

The program cost reflecting budget reallocations, including revised figures for pending awards and potential cost escalation, is still being finalized. The IEC will provide an updated EAC once this information is available.

NYCT – Second Avenue Subway Phase 2

Risks and Mitigations

The following top risks and associated mitigations have been identified from the Program's Risk Register, based on their projected impact on cost and schedule.

Program Risks

- There is a risk of higher bids for future contracts due to rising construction material prices, tariffs, and equipment operating costs driven by market conditions.
 - ▢ Mitigation: Maintain appropriate level of contingencies in the cost estimate including program contingencies and reserves.
- There is a risk of schedule delays and worksite conflicts if construction work starts prior to full completion of previous contract work, resulting in interference between multiple contractors working in common spaces.
 - ▢ Mitigation: PMC will lead in project management and coordinate at the program level.
- There is a risk of schedule impacts resulting from excessive change order processing durations.
 - ▢ Mitigation: Develop a contract specific change control management procedure and process.

Contract 1

- Unforeseen utilities, including conflicting utilities or utilities that are not in the anticipated location, may result in schedule delays and cost impacts.
 - ▢ Mitigation: In development by the project team.

Contract 2

- There is a risk of additional costs and schedule delays if unforeseen repair work within the existing tunnel Section 13 is needed.
 - ▢ Mitigate: Structural rehabilitation of existing tunnel structure.

In the IEC's opinion, expanding on the current mitigation measures will more effectively address the identified risks.

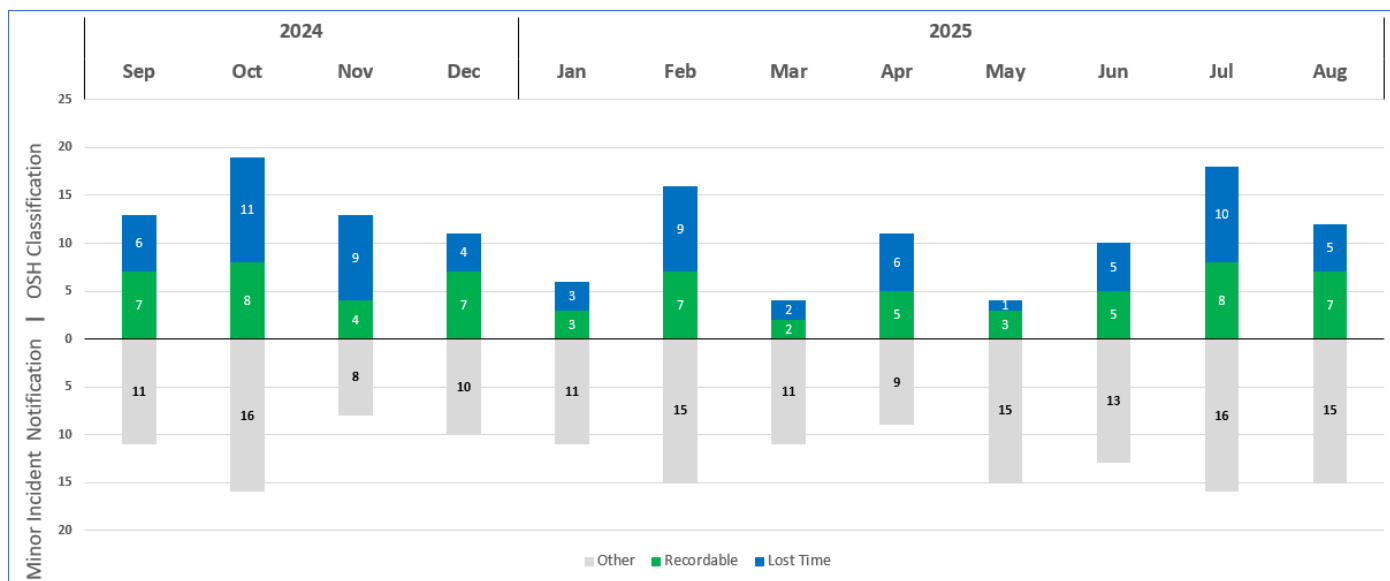
NYCT – Second Avenue Subway Phase 2

Concerns

- Timely completion of Contract 1 and procurement milestones for subsequent contracts will be important to maintain the program schedule.
- Finalizing the remaining access agreements and completing the relocation of a 30" gas main along Second Avenue by October 2025, ahead of the Con Edison winter moratorium, are critical to avoid further impacts to Contract 1.
- Securing access agreements, property and easement acquisitions before start of Contract 2 construction.
- Missing of procurement milestones for the remaining contracts may result in depletion of the program schedule contingency and possibly extending the program duration.

Recommendation

- The IEC encourages the project team to conduct a comprehensive and quantitative review of changes in schedule, cost trends, and contract awards, to clarify potential impacts and reinforce the basis for maintaining both the schedule and the budget. This will help identify new or evolving risks and evaluate the potential implications for the overall program schedule and budget.



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

JULY & AUGUST UPDATE:

CONTRACTOR WORKER INCIDENTS

- A total of 61 safety incidents were reported in July 2025 (34 incidents) and August 2025 (27 incidents), including
 - Fifteen (15) lost time incidents,
 - Fifteen (15) recordable incidents.
- The reported lost time incidents in July 2025 increased by five (5) incidents compared to June 2025.
- The reported lost time incidents in August 2025 decreased by five (5) incidents compared to July 2025.
- The top lost-time and recordable incident types for July & August 2025 were Struck by/Against (40%), Slip, Trip, Fall (20%), Caught In Between (17%), Strain/Sprain (13%), Other (7%), and Electrical (3%).

SERIOUS INCIDENTS: One (1)

A painter was using a power tool (needle gun) to clean the steel beam beneath an NYCT elevated station. While doing this, the employee's power tool bridged the steel structure and the energized contact rail above, causing an electrical explosion.

C&D EMPLOYEE INCIDENTS

- No Incidents reported for August.
- A total of 3 employee incidents were reported YTD.
 - Two (2) occurred at the worksite
 - One (1) occurred at the office
 - None were seriously injured.

YEAR-TO-DATE TRENDS:

- LOST TIME INCIDENT TRENDS:** 41 Lost Time incidents have been reported YTD (through August 31, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (40%), Strain/Sprain (20%), Slip, Trip, Fall (20%), Caught In Between (17%), and Electrical (3%). A five (5) incident decrease was reported in Lost Time incidents from the previous month.
- RECORDABLE INCIDENT TRENDS:** 40 Recordable incidents have been reported YTD (through August 31, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (48%), Caught In Between (23%), Slip, Trip, Fall (15%), Sprain/Strain (7%), Other (7%). There was one (1) incident decrease in the reported recordable incidents from the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for JULY - **195 Projects with 350 Sub-Projects**Active Capital Projects for AUGUST - **193 Projects with 348 Sub-Projects**

- **JULY & AUGUST INSPECTIONS:**
 - **INTERNAL – 859**
 - **EXTERNAL – 981** (153 Third-Party Safety Consultants; 828 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
 - **INTERNAL – 2483**
 - **EXTERNAL – 5913** (629 Third-Party Safety Consultants; 5284 OCIP Visits)
- **JULY & AUGUST NEGATIVE OBSERVATIONS** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Fire Protection/Prevention, Maintenance and Protection of Traffic (MPT), Stairs/Ladders, Electrical, Scaffolds/Aerial Work Platforms, Barricades/Enclosures, Industrial Hygiene, Tools (Hand & Power), and Supervision/Organization.
- **JULY & AUGUST POSITIVE OBSERVATIONS** - Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Tools (Hand & Power), Maintenance and Protection of Traffic (MPT), Stairs/Ladders, Industrial Hygiene, Fall Protection, Motor Vehicle/Heavy Equipment.

INVESTIGATIONS (SERIOUS INJURY):

- Number of investigations for August – 1
 - August 9, 2025 – Injury to a contractor employee resulting in transport and admission to the hospital. The investigation is ongoing. The worker is recovering.

MTA C&D STRATEGIC INITIATIVES:

- C&D Safety continues collaborating with the Delivery Service Office (DSO) to enhance the safety reporting portal within the C&D Project Performance Portal (PPP). We are incorporating additional safety KPIs, including leading indicators and trend analyses, to provide real-time information that supports the PCEO in proactively managing risks, ensuring compliance, and driving continuous safety improvements across the capital program.
- C&D Safety continues to expand the mobile safety inspection app, which now includes the PCEO Safety Assessment. Additionally, we are working to integrate PMC Safety assessments into the platform to strengthen safety oversight further.
 - We are developing training and communication to support PMC Safety in conducting safety assessments with the mobile safety inspection app.
- C&D Emergency Management is currently developing the COOP program for the agency to guarantee continuity of operations during an emergency or disruptive event.
 - We are developing training, undergoing data collection, and developing processes to strengthen emergency preparedness and support effective COOP implementation.
- Upgraded SharePoint sites provide employees and project teams with real-time access to Safety Oversight, Emergency Management, OHS resources, and KPI data to support informed decision-making
 - A new Security SharePoint is being developed to ensure consistent access to information and resources.
- C&D Safety engages staff through regular communications, including newsletters, safety moments, advisories, and updated materials that reflect current standards and best practices
 - C&D Safety is working on signage to be posted in C&D office spaces to communicate policies, procedures, and training opportunities directly to staff and project teams.

Second Quarter 2025 TLR Summary

- In the Second Quarter 2025 a total of 248 projects were reviewed in the TLR for Cost and Schedule adherence:

- 10 in Design
- 238 in Construction

- Of these:

- 151 (61%) were Green
- 1 (<1%) were Blue
- 74 (30%) had variances in prior quarters
- 22 (9%) were Red

Of the 22 projects that triggered a Key Performance Indicator (KPI) this quarter, 19 were for Schedule variances and 3 triggered for Cost.

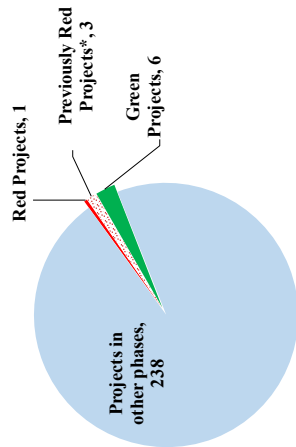
- For every project with variances, C&D prepared a brief report that summarizes the issues encountered and the actions taken this quarter to mitigate the problem. The IEC reviewed the report content and worked with the project teams and Business Units in preparation of the final variance reports.
- This quarter, problems encountered included, coordination with Stakeholders, limited track access, scope changes, unforeseen site conditions, MTA's resource support, poor contractor performance and internal project coordination issues.

2nd Quarter 2025 Traffic Light Report on the MTA Capital Program

A total of 248 Projects were Reviewed for the 2nd Quarter 2025

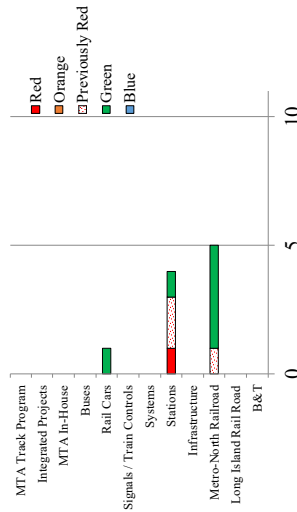
The 248 active projects include 10 projects in Design, 0 in Post-Design to Construction Award, 238 in Construction

10 of 248 Projects in Design



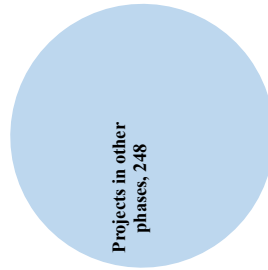
* see Terms and Definitions page

10 Projects in Design



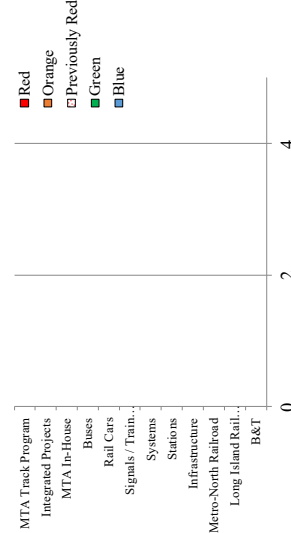
Second Quarter 2025: 10 Projects were reviewed in this phase with 6 designated green, 3 as previously red, and 1 red. The 1 red project had a root cause of Coordination with Stakeholders .

0 of 248 Projects in Post-Design to Construction Award



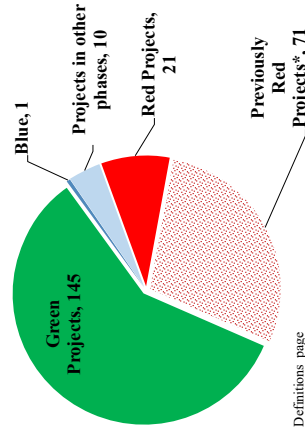
* see Terms and Definitions page

0 Projects in Post-Design to Construction Award



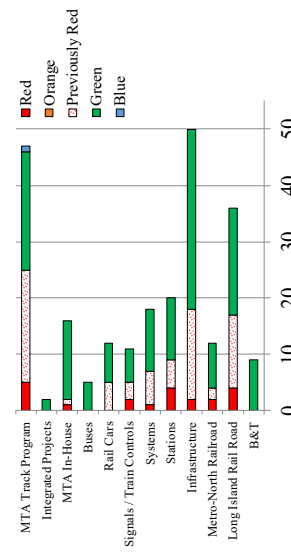
Second Quarter 2025: No Projects were reviewed in this phase.

238 of 248 Projects in Construction



* see Terms and Definitions page

238 Projects in Construction



Second Quarter 2025: 238 Projects were reviewed in this phase with 1 designated blue, 145 green, 71 previously red, and 21 red. The 21 red projects had root causes of track access, unforeseen site conditions, scope changes, contractor performance, MTA resource support, and coordination with other projects.



Project Terms and Definitions

2nd Quarter 2025 Traffic Light Report

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

Project Terms and Definitions

Projects in Design: 10

	Green: Indices less than 110% and index movement of less than 10%.
	Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report. The Blue will revert to a Green in the next quarter's TLR.
	Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.
	Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.
	Red: Cost Index - An EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report.
	Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last Traffic Light Report.
	Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in design that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.



Project Terms and Definitions

2nd Quarter 2025 Traffic Light Report

Projects in Post Design to Construction Award Phase: 0

 **Green: Phase Duration less than either the default of 128 calendar days for all agencies or the agency entered duration.**

 Red: Phase Duration is greater than either the default 128 calendar days or the agency entered duration.

 Previous Red: Previously indicated as red with no new substantial change since the last TLR. Project may be returned to Green when it has been in compliance with two performance indicators for two consecutive quarters.

Projects in Construction: 238

 Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.

 Blue Cost Index: A Good Business Decision which caused an EAC increase of 10% (or index movement of 10% or more) since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.

 Blue Schedule Variance: A Good Business Decision which caused an increase of 3 months or more to substantial completion since the last Traffic Light Report. The Blue will revert to Green in the next quarter's TLR.

 Orange Schedule Variance - A track project which had an increase of 3 months or more to substantial completion since the last Traffic Light Report, due to track access and the crew was able to commence work at another location.

 Red: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).

 Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.

 Previous Red: Previously indicated as red with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

Projects in Planning:

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

Completed Projects:

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



Project Terms and Definitions

2nd Quarter 2025 Traffic Light Report

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

2nd Quarter 2025 Traffic Light Report

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

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 ▼ = Index decrease: Trending indicates condition improving since last quarterly report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Borough Hall Station Bundle Projects									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$124,997,887	70	.99	■	0	■	
T8041311	ADA: Borough Hall LEX	Construction	\$40,029,055	70	1.00	■	0	■	R
Broadway Junction Bundle Projects									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	21	1.00	■	0	■	
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$9,041,576	21	.96	■	0	■	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$347,180,495	21	1.00	■	0	■	G
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,226,473	20	.99	■	0	■	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	21	1.00	■	0	■	
ADA 149th Street and Tremont Ave Bundle Projects									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$119,898,698	84	1.01	■	2	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$56,343,951	94	1.01	■	2	▲	
ADA Package 4 Projects									
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	86	1.00	■	0	■	R
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	86	1.00	■	0	■	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$7,747,832	86	.94	■	0	■	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$77,384,672	86	1.00	■	0	■	
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,943,304	86	1.00	■	0	■	
T8041371	ADA: 137 St BW7	Construction	\$38,220,818	86	1.01	■	0	■	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$14,157,321	86	1.01	■	0	■	

2nd Quarter 2025 Traffic Light Report

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

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
Stations - ADA Accessibility Program - Projects in Construction									
ADA Package 3 Projects									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	65	1.00	█	0	█	G
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,851,078	13	1.00	█	0	█	
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	14	1.00	█	0	█	
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	64	1.00	█	0	█	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	8	1.00	█	0	█	
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	86	1.00	█	0	█	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	45	.99	█	0	█	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	61	1.00	█	0	█	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	35	1.00	█	0	█	
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	65	1.00	█	0	█	
ADA Package 5 Projects									
ADA Package 5 Projects									
S8070107	ADA: Huguenot - SIRT OA	Construction	\$35,437,815	27	1.09	█	0	█	
S80701DD	ADA: Huguenot - SIRT OA - Design	Construction	\$640,608	0	1.00	█	0	█	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$15,487,059	21	1.05	█	0	█	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$34,984,990	19	1.11	█	0	█	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,407,665	18	1.10	█	0	█	
T8041302	ADA: 96th St/8Av	Construction	\$50,631,773	31	1.06	█	0	█	
T8041306	ADA: 86th St / Lex	Construction	\$72,232,156	30	1.05	█	0	█	
T8041309	ADA: 81st St / 8 Av	Construction	\$63,096,387	33	1.06	█	0	█	

2nd Quarter 2025 Traffic Light Report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light	
Construction & Development										
Stations										
Stations - ADA Accessibility Program - Projects in Construction										
ADA Package 5 Projects										
T8041322	ADA: Classon Ave XTN	Construction	\$61,325,407	40	1.07	<div><div></div></div>	0	<div><div></div></div>	G	
T8041323	ADA: New Lots Ave/NLT	Construction	\$53,652,659	34	1.07	<div><div></div></div>	0	<div><div></div></div>		
T8041326	ADA: 36th St / 4 Av	Construction	\$108,898,229	27	1.06	<div><div></div></div>	0	<div><div></div></div>		
T8041334	ADA: 242nd Street	Construction	\$48,098,120	30	1.05	<div><div></div></div>	0	<div><div></div></div>		
T8041341	ADA: Bway/Astoria	Construction	\$58,985,818	35	1.06	<div><div></div></div>	0	<div><div></div></div>		
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$91,316,934	30	1.07	<div><div></div></div>	0	<div><div></div></div>	R	
T8041352	46th St- Bliss St/Flushing	Construction	\$79,915,960	28	1.07	<div><div></div></div>	0	<div><div></div></div>		
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$28,580,545	35	1.05	<div><div></div></div>	0	<div><div></div></div>		
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$59,847,028	27	1.06	<div><div></div></div>	0	<div><div></div></div>		
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$47,368,075	20	1.07	<div><div></div></div>	0	<div><div></div></div>		
All Other Stations Projects										
Station Renewal - Flushing Line - Bundle 1 Projects										
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	48	1.00	<div><div></div></div>	0	<div><div></div></div>	R	
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	1.00	<div><div></div></div>	0	<div><div></div></div>		
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$41,660,875	73	1.00	<div><div></div></div>	0	<div><div></div></div>		
T8041258	Station Renewal: Woodside 61st Station	Construction	\$76,239,836	48	1.00	<div><div></div></div>	0	<div><div></div></div>		
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,579,565	37	1.00	<div><div></div></div>	0	<div><div></div></div>		
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$141,461,686	30	1.00	<div><div></div></div>	0	<div><div></div></div>		

2nd Quarter 2025 Traffic Light Report

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

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Escalator Replacement Bundle Projects									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$58,728,687	99	1.01	■	4	▲	R
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,447,760	100	.98	■	4	▲	
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$34,122,705	100	1.01	■	4	▲	
Station Renewal - Jamaica Line Projects									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$46,257,693	85	.99	■	0	■	
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$44,934,824	92	.99	■	0	■	G
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,757,606	87	1.00	■	0	■	
T8041249	Platform Edges Wrap-Up: 104St & 121St/JAM	Construction	\$242,529	5	1.00	■	0	■	
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$10,895,794	85	1.00	■	0	■	
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,786,350	92	1.00	■	0	■	
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,114,005	87	1.00	■	0	■	
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$281,815	75	1.00	■	0	■	
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	80	1.00	■	0	■	
Grand Central Bundle Projects									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$25,643,528	89	.98	■	2	▲	G
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$91,255,638	89	1.05	■	2	▲	
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$17,987,057	95	1.00	■	2	▲	
Replacement of 37 Elevators at 17 Stations Projects									
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$5,569,282	0	1.00	■	0	■	

2nd Quarter 2025 Traffic Light Report

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

- ▲ = Index increase: Trending indicates condition worsening since last quarterly report
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development Stations									
All Other Stations Projects									
Replacement of 37 Elevators at 17 Stations Projects									
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,827,997	0	1.00	■	0	■	
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	30	1.00	■	0	■	G
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	30	1.00	■	0	■	
Station Renewal - Flushing Line - Bundle 2 Projects									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,599	95	1.01	■	9	▲	
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	61	.99	■	9	▲	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,577,786	95	1.00	■	9	▲	
T7041217	Renewal: 69 St FLS	Construction	\$42,977,984	32	.99	■	9	▲	
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	32	1.00	■	9	▲	
T8041243	Station Renewal: 111 St / FLS	Construction	\$13,830,280	95	.99	■	9	▲	R
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$13,368,939	25	1.00	■	9	▲	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$16,221,962	95	1.00	▼	9	▲	
T8041246	Station Renewal: 69 St / FLS	Construction	\$12,853,943	32	1.00	■	9	▲	
T8041247	Station Renewal: 52 St / FLS	Construction	\$15,251,461	32	.99	■	9	▲	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,225,035	95	1.00	■	9	▲	
Station Components Projects									
T8041215	Station Components - Phase 1 (43 Locs) - Design	Construction	\$20,337,262	43	1.04	■	2	▲	
T8041238	Station Components - Phase 1 (43 Locs)	Construction	\$60,214,870	28	1.10	■	2	▲	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
Stations									
All Other Stations Projects									
ADA Package 6 Projects									
T7041342	ADA: Ave I CUL DES	Construction	\$225,039	8	1.00	█	0	█	G
T8041265	Platform components at Burnside Av / JER	Construction	\$16,373,929	5	1.00	█	0	█	
T8041310	ADA: Myrtle Ave / JER	Construction	\$82,605,443	7	1.00	█	0	█	
T8041320	ADA: Ave I / CUL	Construction	\$74,011,512	8	1.00	█	0	█	
T8041376	ADA: Burnside Ave / JER	Construction	\$100,484,528	5	1.00	█	0	█	
T8041379	ADA: Norwood Avenue / Jamaica	Construction	\$68,553,711	9	1.00	█	0	█	
T8041380	ADA: Middletown Road / PEL	Construction	\$59,321,123	9	1.00	█	0	█	G
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	\$1,886,591	9	1.00	█	0	█	
T80413DD	ADA: Burnside Ave/JER DES	Construction	\$1,512,461	9	.90	█	0	█	
T80413DD	ADA: Norwood Ave / JAM DES	Construction	\$1,476,905	9	1.00	█	0	█	
T80413DD	ADA: Ave I CUL DES	Construction	\$1,476,904	9	1.00	█	0	█	
T80502A7	ML Track Replacement (4 stations)	Construction	\$24,805,939	8	.99	█	0	█	
ADA Package 8 Projects									
T7041219	Platform Components: Neptune Ave CUL DES	Design	\$190,664	20	.23	█	0	█	G
T7041341	ADA: Neptune Ave CUL DES	Design	\$546,780	20	.15	█	0	█	
T8041208	Misc. Station Component/Renewal Work	Design	\$10,265,651	0	1.00	█	6	▲	
T8041215	Station Component/Renewal Work Design - Fort Hamilton Pkwy	Design	\$336,176	20	1.00	█	63	▲	
T8041215	Station Components Design	Design	\$334,280	20	1.00	█	63	▲	
T80413DD	ADA Design - Neptune Ave - Culver Line	Design	\$1,561,249	20	1.00	▲	0	█	

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Construction & Development									
Stations									
All Other Stations Projects									
ADA Package 8 Projects									
T80413DD	ADA Design - Jefferson St - Canarsie Line	Design	\$1,330,096	20	1.00	■	0	■	
T80413DD	ADA Design - Fort Hamilton Pkwy - West End Line	Design	\$1,247,744	20	1.00	■	0	■	
T80413DD	ADA Design - Nostrand Ave - Fulton St Line	Design	\$1,245,830	20	1.00	■	0	■	
T80413DD	ADA Design - 18th Ave - West End Line	Design	\$1,221,030	20	1.00	■	0	■	R
All Other Stations Projects									
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,688,460	51	1.00	■	6	▲	R
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARCM4 8AVE)	Construction	\$81,130,897	85	1.00	■	0	■	G
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	57	1.00	■	6	▲	R
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	39	1.00	■	0	■	G
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	\$27,003,121	10	1.27	▼	0	■	R
T8041255	Station Condition Survey (Group 3)	Design	\$8,510,691	14	1.00	■	0	■	G
T8041255	Station Condition Survey (Group 2)	Design	\$8,436,663	40	1.00	■	3	▲	R
T8041255	Station Condition Survey (Group 1)	Design	\$8,191,924	55	1.00	■	0	■	R
T8041270	Stormwater Mitigation, Package 2	Construction	\$10,919,900	7	1.00	■	0	■	G
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	79	1.00	■	0	■	
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$68,729,668	79	.97	■	0	■	R
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$64,154,261	79	1.00	■	0	■	

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Construction & Development									
Infrastructure									
Structural Rehab and Overcoat Painting at 180th St Projects									
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	79	1.00	■	0	■	■
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	79	1.00	■	0	■	■
T8070369	Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	Construction	\$2,929,325	79	1.00	■	0	■	■
T8070370	East 180 St Flyover / Dyre Ave Additional Costs	Construction	\$15,958	79	.99	■	0	■	■
Overcoat Painting - Jamaica Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,887	47	1.00	■	0	■	■
T8070313	Line Structures Overcoat Painting Design	Construction	\$256,500	47	1.00	■	0	■	■
T8070313	Line Structures Overcoat Painting Design	Construction	\$200,000	47	1.00	■	0	■	■
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$82,856,572	47	.99	■	0	■	■
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$71,518,132	47	.96	■	0	■	G
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$62,696,101	47	1.05	■	0	■	■
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	47	1.00	■	0	■	■
Steinway Tunnel Portal Resiliency Projects									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	96	1.00	■	0	■	■
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$22,376,198	97	1.00	▼	0	■	R
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	47	1.00	■	0	■	■
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,475,829	94	1.00	■	0	■	■
T7080644	Police Radio System: Enhance Coverage-Steinway Tube - DES	Construction	\$42,876	90	.62	■	0	■	■
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	90	1.00	■	0	■	■

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Construction & Development									
Infrastructure									
Line Structure Component Repair Program - BW7 & 8AV Projects									
T7070333	LSCR: Uptown Manhattan (BW7, 8AV) Grouting Survey & Design	Construction	\$1,807,885	100	1.00	■	0	■	
T8070309	LSCR: Uptown Manhattan - BW7 - Design	Construction	\$2,875,681	0	1.13	■	0	■	
T8070309	LSCR: Uptown Manhattan - 8AV - Design	Construction	\$1,567,636	0	1.00	■	0	■	
T8070340	81st St & Broadway Sewer Connection - BW7	Construction	\$749,278	0	1.00	■	0	■	
T8070360	LSCR: Uptown Manhattan - 7AV	Construction	\$92,386,458	5	.99	■	0	■	
T8070361	LSCR: Uptown Manhattan - BW7	Construction	\$68,177,102	4	1.00	■	0	■	G
T8070362	Exp Joints Repair 133 St & Lasalle - BW7	Construction	\$17,482,845	0	1.00	■	0	■	
T8070363	Stormwater Mitigation: 81 St & Broadway - BW7	Construction	\$9,739,108	0	1.00	■	0	■	
T8070364	Demolition of Abandoned Structures CBH 125 St	Construction	\$1,770,096	0	1.00	■	0	■	
Washington Heights Substation Renewal Projects									
T7090225	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$610,579	0	.93	■	0	■	
T8090210	Substation Renewal: Washington Heights - 8AV - Design	Construction	\$5,822,674	0	2.46	■	0	■	
T8090232	Washington Heights Substation Renewal / 8AV	Construction	\$71,108,006	0	1.00	■	0	■	G
Hardening of 26 Substations Projects									
ET090307	Hardening of Substations at 24 Locations	Construction	\$92,652,041	72	.94	▼	6	▲	R
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,093,540	72	.80	▼	6	▲	
ET090314	Hardening Substations: Tudor City	Construction	\$5,810,964	72	.93	▼	6	▲	
T6041233	Sandy Mitigation: 26 Substations - Core 1	Construction	\$1,559,427	72	.06	▼	6	▲	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	72	1.00	■	6	▲	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	72	1.00	■	6	▲	

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Infrastructure									
Hardening of 26 Substations Projects									
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$0	72	.00	▼	6	▲	
Jamaica Bus Depot Reconstruction Projects									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$6,382,058	0	.76	■	0	■	
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	■	0	■	
T8120303	Jamaica Depot Reconstruction	Construction	\$576,509,963	40	1.00	■	0	■	R
T8120307	Bus Parking Lot at York College	Construction	\$26,971,177	99	1.00	■	0	■	
Substation Renewal - 3 Locations Projects									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,741,749	0	1.00	■	0	■	
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,324,258	0	1.00	■	0	■	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$350,000	0	1.00	■	5	▲	
T8090221	Substation Renewal: 13 St / CUL	Construction	\$28,992,599	62	1.00	■	5	▲	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$26,666,019	62	1.01	■	5	▲	R
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,299,957	0	.99	■	5	▲	
Concourse Yard Substation Projects									
T8090210	Substation Renewals: Various Locations	Construction	\$6,057,226	0	1.05	▲	0	■	
T8090210	Replace Control Cable - Zone 25	Construction	\$818,584	0	.68	▼	0	■	
T8090233	Concourse Yard Substation	Construction	\$65,788,923	0	1.00	■	0	■	G
T8090234	Replace Control Cable, Zone 25	Construction	\$5,224,180	0	1.00	■	0	■	
T8090407	Power Distribution Design	Construction	\$1,685,430	0	1.00	■	0	■	
T8090414	Rehabilitation of 1 CBH at Concourse Yard	Construction	\$5,931,355	0	1.00	■	0	■	

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Construction & Development									
Infrastructure									
Substation Renewals at 2 Locations Projects									
T7090226	Village Substation Renewal DES	Construction	\$933,376	1	1.08	■	0	■	
T8090210	Replace High Tension Switchgear at 5 Substations	Construction	\$4,658,945	0	1.41	▲	0	■	
T8090210	Village Substation Renewal - Design	Construction	\$2,512,075	0	1.53	■	0	■	
T8090225	Hester St Substation Renewal / 6 Av	Construction	\$47,549,739	1	1.00	■	0	■	G
T8090226	Village Substation Renewal	Construction	\$35,954,493	1	1.00	■	0	■	
Rehabilitation of 4 Pump Rooms Bundle Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,222,745	0	1.06	■	0	■	
T8060530	Rehab Pump Room 4 Locs/Various	Construction	\$54,654,932	0	1.00	■	0	■	G
Rehabilitation of Pumping Facilities Projects									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,345,022	0	1.00	■	1	▲	
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	\$1,969,458	99	1.00	■	0	■	
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	\$15,780,873	99	1.08	■	0	■	R
Fresh Pond Yard Lighting and Fencing Rehab Projects									
T8100405	Yard Fencing: Fresh Pond Yard	Construction	\$800,000	0	1.00	■	0	■	
T8100418	Yard Lighting: Fresh Pond Yard	Construction	\$11,584,586	91	.95	■	0	■	G
T8100424	Yard Fencing: Fresh Pond Yard	Construction	\$12,200,432	93	.98	■	0	■	
New Substations at New Dorp and Clifton Stations Projects									
S7070106	New Power Substation: New Dorp	Construction	\$26,937,106	98	1.10	■	0	■	R
S7070107	New Power Substation: Clifton	Construction	\$32,498,722	100	1.06	▼	0	■	

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Construction & Development									
Infrastructure									
Substation Roof and Enclosures PKG 1 Projects									
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	\$3,858,551	0	1.00	■	0	■	
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	\$20,110,283	12	1.00	■	0	■	G
Substation Roof and Enclosures Rehab PKG 2 Projects									
T8090210	Rehab Substation Roofs & Enclosures - 3 Locations - DES	Construction	\$1,464,895	0	1.00	■	0	■	
T8090210	Rehab Substation Roof & Enclosure - B'way/W 143 St - DES	Construction	\$1,278,635	0	1.00	■	0	■	
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	\$6,341,959	14	1.00	■	0	■	
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	\$5,870,488	4	1.00	■	0	■	G
Portable Bus Lift Replacement Bundle Projects									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	39	1.00	■	0	■	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	29	1.00	■	0	■	
Substation Component Replacement - Multiple Locations Projects									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,237,485	0	1.00	■	0	■	
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	0	1.00	■	0	■	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$24,392,643	48	1.09	■	0	■	R
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$13,012,852	16	1.00	■	0	■	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$25,913,324	20	1.00	■	0	■	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	9	1.00	■	0	■	
T8090230	Repair Components 62 Rd Substation QBL	Construction	\$4,345,992	7	1.06	▲	0	■	
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$2,209,644	0	1.32	▲	0	■	

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Construction & Development									
Infrastructure									
Pump Room Rehabilitation Projects									
T7060508	Construct Pump Room: Rockwell Place 4AV	Construction	\$2,693,838	61	.91	■	0	■	
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$28,313,656	61	1.01	■	0	■	G
Rockaway Line Resiliency and Viaduct Rehabilitation Projects									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,021,661	75	.98	■	0	■	
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$82,044,057	41	.98	■	0	■	
ET070312	Rockaway Line Long Term Protection	Construction	\$75,753,586	46	1.03	■	0	■	G
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	46	1.00	■	0	■	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,498,583	9	.99	■	0	■	
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	■	0	■	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$118,257,627	39	1.00	■	0	■	
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	\$3,587,572	81	1.00	▲	0	■	
T8070310	Rehab Hammels Wye - DES	Construction	\$2,716,750	89	1.18	■	0	■	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$61,546,158	81	1.02	■	0	■	
T8070324	Rehab Hammels Wye	Construction	\$105,265,896	89	.98	■	0	■	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	15	1.00	■	0	■	
Sandy Mitigation for Street Openings and Vent Bays Projects									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$3,111,703	25	.32	▼	0	■	G
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	25	1.00	■	0	■	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$8,742,997	25	.50	▼	0	■	

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Construction & Development									
Infrastructure									
Pump Room Mitigation Projects									
ET060327	Existing Pump Room Enhancements	Construction	\$35,711,343	34	.89	■	0	■	G
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,715,777	34	.99	■	0	■	
Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	\$38,379,126	100	120.71	▲	0	■	
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,883,881	21	1.00	■	0	■	G
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	21	.98	■	0	■	
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	21	1.00	■	0	■	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	21	1.00	■	0	■	
Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	\$388,658	100	1.00	■	0	■	
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,573,606	5	.98	■	0	■	
ET090244	Traction Power Repairs: Various Locations	Construction	\$93,704,217	26	.98	■	0	■	G
Overcoat Painting and Structure Repair - Bwy-7th Line Projects									
T8070313	Line Structures Overcoat Painting Design	Construction	\$1,396,602	0	.81	▼	0	■	
T8070359	Structure Painting: 225 St - 240 St BW7	Construction	\$132,263,045	3	1.00	■	0	■	G
T8070374	Demolish of Abandoned Structures / BW7	Construction	\$1,043,530	3	1.00	■	0	■	
HVAC Upgrade at College Point and Spring Creek Depots Projects									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	75	1.00	■	0	■	
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	24	1.00	■	0	■	G

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Construction & Development									
Infrastructure									
All Other Infrastructure Projects									
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	\$16,270,331	81	.98	■	0	■	G
S8070112	SIR Track and Switch Replacement	Construction	\$84,599,975	43	.96	■	0	■	R
T7060506	Rehab Forsyth St Vent Plant	Construction	\$92,711,654	99	.99	■	3	▲	R
T7070308	Rehabilitation of Emergency Exit at 168th St. Station, BWY7 Line	Construction	\$18,690,642	100	.96	■	0	■	R
T7090202	Substation Renewal: Av Z CUL	Construction	\$35,403,287	100	1.03	■	0	■	R
T7090219	New Substation: Canal St 8AV	Construction	\$87,097,116	48	1.08	■	7	▲	R
T7100441	New Railcar Receiving Improvements	Construction	\$114,787,656	98	.94	■	1	▲	R
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$185,284,549	28	1.00	▲	0	■	G
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,669,949	98	.99	■	5	▲	R
T8060524	Deep Wells Backflushing, 2 Locations	Construction	\$11,835,540	0	1.00	■	0	■	G
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$97,722,422	62	.97	■	0	■	R
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	26	1.00	■	0	■	G
T8070354	LSCRP Lexington / Jerome	Construction	\$85,782,448	30	.98	■	0	■	G
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	\$141,436,419	6	1.00	■	0	■	G
T8070375	Column Repair / WST	Construction	\$68,217,895	6	1.00	■	0	■	G
T8090215	New Substation: 28 St / 8AV	Construction	\$71,157,643	99	1.00	■	0	■	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	\$22,700,194	0	1.04	■	0	■	G
T8090231	Replace Control & Battery Cable, Zone 20	Construction	\$9,273,160	1	.98	■	0	■	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$58,706,969	68	1.00	■	0	■	R

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Construction & Development									
Infrastructure									
All Other Infrastructure Projects									
T8100417	207th St OH Facility	Construction	\$38,726,655	96	.98	■	0	■	G
T8100425	Coney Island Overhaul Shop Roof	Construction	\$73,351,562	2	1.00	■	0	■	G
T8160718	2020-24 Facility Elevators	Construction	\$35,685,591	4	1.01	■	0	■	G
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,898,846	95	1.00	■	0	■	R
U8030219	Generator Repl. Spring Creek and College Pt Depots	Construction	\$17,720,993	58	1.00	■	0	■	G
Systems									
OMNY									
OMNY Program Projects									
T6040405	New Fare Payment System, Phase 2	Construction	\$125,081,792	99	1.22	▲	0	■	R
T7040401	New Fare Payment System, Phase 2	Construction	\$471,053,495	69	1.00	■	0	■	
T8040403	Low Turnstiles: Procurement	Construction	\$1,113,000	75	1.00	■	2	▲	
T8040405	Additional Work: Fare Collection	Construction	\$63,959,894	38	1.02	■	0	■	
L8020406	Fare Collection Program	Construction	\$37,134,122	0	.82	▼	0	■	
M8020206	New Fare Payment Equipment	Construction	\$76,756,422	35	1.53	▲	0	■	
Upgrade SCADA System - BMT Division Projects									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$11,974,950	99	.89	▼	0	■	
T8090406	Upgrade SCADA BMT	Construction	\$46,562,718	99	.91	■	0	■	G
Modernization of Fire Alarm Systems - DOS Projects									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,122,728	45	.99	■	0	■	
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$82,591,066	45	1.00	■	0	■	G

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Construction & Development									
Systems									
Communication Room Upgrades Projects									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	\$1,785,834	0	.79	■	-3	▼	
T8080660	Comm Room Upgrade: APC Repl	Construction	\$18,214,237	40	1.03	■	-3	▼	R
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	\$381,765	5	1.00	■	-3	▼	
All Other Systems Projects									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$87,972,703	99	1.04	■	0	■	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$50,572,005	60	1.06	▼	0	■	R
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$5,691,174	92	.75	■	3	▲	R
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,330,167	31	1.00	■	0	■	G
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$33,285,722	67	1.46	▲	0	■	R
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$24,846,227	85	.75	▼	0	■	G
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,311,433	54	.98	■	0	■	G
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,256,609	15	.99	■	0	■	G
T8080670	Fiber Optic Part 10 (In House)	Construction	\$7,962,152	5	1.00	■	0	■	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	10	1.00	■	0	■	G
Signals / Train Controls									
CBTC - QBL East Projects									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	70	1.00	■	0	■	
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$439,404,205	70	1.06	■	0	■	R
CBTC - Crosstown Line Projects									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$634,468	53	.97	▼	0	■	

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Construction & Development									
Signals / Train Controls									
CBTC - Crosstown Line Projects									
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$645,203,124	53	1.08	▲	0	■	G
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	53	1.00	■	0	■	
T80803DD	Signal Modernization Design	Construction	\$5,286,917	100	1.00	■	0	■	
CBTC - 8th Ave Line Projects									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$215,384,359	88	1.00	■	0	■	R
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	88	1.00	■	0	■	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$246,872,299	89	.95	■	0	■	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	89	1.00	■	0	■	
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	\$10,037,194	36	1.29	■	0	■	
CBTC Car Equipment Installation Projects									
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$34,530,267	74	.93	■	0	■	R
T8080331	CBTC: Carbone Equipment Purchase	Construction	\$12,676,692	61	5.77	■	31	▲	
Culver Yard Flood Mitigation Projects									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$116,334,923	19	.99	■	0	■	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	19	1.00	■	0	■	
CBTC - Culver Line Projects									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$102,956,802	99	.84	▼	3	▲	
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$138,773,718	99	1.00	■	3	▲	R
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$187,547,528	99	.99	■	3	▲	
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,479,364	99	1.00	■	3	▲	

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Construction & Development									
Signals / Train Controls									
All Other Signals / Train Controls Projects									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	81	.99	■	0	■	R
T8080316	CBTC: GEC Services	Construction	\$22,576,440	70	1.00	■	0	■	G
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,845,388	69	1.00	■	0	■	G
T8080326	CBTC: Equip 640 R211 Option 1 Cars (128 units)	Construction	\$20,493,894	49	1.00	■	12	▲	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	21	1.00	■	0	■	G
MTA Track Program									
LIRR and MNR Track Projects									
All Other MTA Track Program Projects									
L8030112	Track Rehab- West Side Storage Yard	Construction	\$7,231,441	53	1.00	■	6	▲	R
M8030107	MoW Equipment	Construction	\$39,389,657	26	.99	▲	0	■	G
Commuter Railroads									
Long Island Rail Road									
Rehabilitation of Bethpage Employee Facilities Projects									
L8060406	Rehabilitation of Employee Facilities - Bethpage	Construction	\$16,089,958	71	1.05	▼	0	■	R
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	\$9,370,043	71	1.05	■	0	■	
Babylon Interlocking Projects									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,843,683	54	1.00	■	0	■	
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$92,900,000	54	1.00	■	0	■	G
Babylon to Patchogue Signals Projects									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$45,078,396	42	.98	■	0	■	
L8050203	Babylon to Patchogue	Construction	\$18,500,000	42	1.85	▲	0	■	R

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
LIRR Centralized Train Control Integration Projects									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$17,713,486	80	1.04	■	0	■	■
L8050204	Centralized Train Control	Construction	\$18,378,217	60	.99	▼	0	■	■
LIRR ADA Package 1 Projects									
L8020411	ADA Locust Manor New Elevators	Construction	\$21,764,683	20	.97	■	0	■	■
L8020413	ADA Copiague Platform and New Elevator	Construction	\$18,086,209	90	.99	■	0	■	■
L8020414	ADA St Albans New Elevator	Construction	\$26,347,561	60	1.02	■	0	■	■
L8020420	ADA Amityville Station	Construction	\$15,352,126	90	.99	■	0	■	■
L8020421	ADA Laurelton Station	Construction	\$21,611,649	40	1.01	■	0	■	■
L8020422	ADA Massapequa Park Station	Construction	\$16,062,819	80	1.01	■	0	■	■
L8020423	ADA Lindenhurst Station	Construction	\$17,735,212	90	.98	■	0	■	■
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$26,531,466	65	1.03	■	0	■	■
L8020425	Auburndale Elevator Replacement	Construction	\$8,192,796	20	.98	▼	0	■	■
LIRR ADA Package 2 Projects									
L8020409	ADA Hollis Station	Construction	\$97,713,934	18	1.00	■	0	■	■
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,306,086	18	1.00	■	0	■	■
L8020426	Babylon Station Platforms	Construction	\$126,417,553	43	1.00	■	0	■	■
All Other Commuter Railroads Projects									
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Construction	\$182,099,357	15	1.01	■	0	■	■
L70204UO	Brookhaven National Lab Station	Construction	\$24,100,000	0	1.00	■	0	■	■

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$21,234,082	99	1.00	■	0	■	R
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	67	1.00	■	12	▲	R
L80204DD	ADA Accessibility and Components 24 Stations DES	Construction	\$19,750,350	75	1.00	▼	0	■	R
L8020701	GCT Facility Needs	Construction	\$11,248,812	79	.62	▼	0	■	G
L8030101	Construction Equipment	Construction	\$43,460,093	23	.97	■	0	■	G
L8030102	Various Right of Way Projects	Construction	\$10,050,000	70	1.00	■	1	▲	R
L8030105	Queens Interlocking	Construction	\$134,347,464	80	1.04	■	0	■	R
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,590,964	61	1.00	■	0	■	G
L8030405	Yard Track Rehabs - 2024	Construction	\$16,956,576	50	1.00	▼	0	■	G
L8040103	Systemwide Bridge Assessment Study	Construction	\$23,082,353	90	1.00	▼	0	■	G
L8040109	Webster Avenue Bridge Replacement	Construction	\$16,811,322	60	.98	■	0	■	G
L8050101	Communication Pole Line	Construction	\$10,046,000	100	1.25	▲	15	▲	R
L8050102	Communication Component Replacement	Construction	\$8,000,000	77	1.00	■	2	▲	R
L8050103	Fiber Optic Network	Construction	\$24,000,000	70	1.00	▼	0	■	R
L8050106	Radio Head-End Replacement	Construction	\$9,219,804	77	.76	▼	0	■	R
L8050205	Positive Train Control	Construction	\$56,839,025	62	.91	▼	0	■	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$20,000,000	91	1.00	■	0	■	G
L8050205	Infrastructure Projects - PTC Add-Ons	Construction	\$6,516,977	79	1.09	▲	30	▲	R

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Construction & Development									
Commuter Railroads									
Long Island Rail Road									
All Other Commuter Railroads Projects									
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	■	0	■	R
L8060105	Mid Suffolk Yard Phase 2	Construction	\$29,527,770	65	1.04	■	0	■	R
L8060403	Fire Protection Improvements	Construction	\$25,000,000	81	1.00	■	4	▲	R
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	33	1.00	■	0	■	G
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,177,329	55	1.00	■	0	■	G
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	55	1.00	■	0	■	G
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	100	1.00	■	-19	▼	G
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$14,044,952	30	1.08	▲	0	■	G
L8070106	Substation Component Renewal	Construction	\$18,676,781	0	1.01	▲	0	■	G
L8070107	Jamaica Substation	Construction	\$77,402,454	32	1.00	■	0	■	R
Metro-North Railroad									
West of Hudson Yard Sidings Projects									
M6060103	West of Hudson Yard Improvements - Passing Sidings	Design	\$1,860,000	32	1.00	■	0	■	
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$7,278,328	32	.98	■	0	■	G
Park Avenue Viaduct Replacement Projects									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$515,559,741	67	.89	■	0	■	G
M8030215	Park Avenue Viaduct Replacement - Phase 2	Construction	\$249,766,666	61	.99	■	0	■	
Grand Central Terminal Trainshed Projects									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	90	1.00	■	0	■	

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
Grand Central Terminal Trainshed Projects									
M7030217	270 Park Avenue GCT Trainshed	Construction	\$6,000,000	90	1.00	■	0	■	
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	90	1.00	■	0	■	
M8020101	GCT Trainshed - Sector 1	Construction	\$200,055,046	90	.99	■	0	■	G
MNR Bronx Stations Bundle Projects									
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdln, and Williams Br.	Construction	\$5,614,848	11	1.00	■	0	■	
M8020209	3 Bronx Stations [Woodlawn_BG_WB]	Construction	\$153,150,332	11	.96	■	0	■	G
All Other Commuter Railroads Projects									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,429,019	97	.99	■	5	▲	R
M7030201	F/A Overhead Bridges East of Hudson	Construction	\$8,747,123	92	.90	▼	4	▲	R
M7050101	Replace MA's in Signal Substations	Construction	\$31,131,055	70	1.08	■	0	■	R
M8020201	Upper Hudson and & Harlem Station Priority Repairs	Construction	\$38,254,245	97	.94	■	0	■	R
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$173,177,913	7	.83	■	0	■	G
M8040104	Network Infrastructure	Construction	\$12,702,576	31	.87	■	0	■	G
M8040106	Radio System	Construction	\$23,625,538	10	1.02	▲	0	■	G
M8050109	NHL Pelham Substation Replacement	Construction	\$43,467,068	42	.96	■	0	■	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$66,504,710	44	.99	■	0	■	G
M8020101	GCT Trainshed - Priority Repairs 7	Design	\$85,253,891	0	2.23	■	0	■	G
M8020102	Park Avenue Tunnel Improvements	Design	\$12,918,873	75	.98	■	1	▲	R
M8020213	Harlem Line 5 Stations DES	Design	\$7,376,933	0	.97	■	0	■	G

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Construction & Development									
Commuter Railroads									
Metro-North Railroad									
All Other Commuter Railroads Projects									
M8030L13	Slope Stabilization - Yonkers	Design	\$8,577,527	0	.96	■	0	■	G
B&T									
TN Bridge Tower Protection, Painting, and Elevator Rehab Projects									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$4,601,535	100	.69	■	0	■	
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	62	.86	■	0	■	
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	62	.86	■	0	■	G
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$14,698,186	62	.76	■	0	■	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$46,465,198	62	.84	■	0	■	
Painting and Misc Lighting Improvements at VNB Projects									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$26,798,430	55	.88	■	0	■	
D807VNPT	VN Facility-Wide Painting Program	Construction	\$113,412,097	55	.87	■	0	■	G
VN Bridge Lower Level Deck Rehabilitation and Painting Projects									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$90,985,767	86	.89	■	0	■	G
D807VN81	Structural Painting - Verrazano Narrows Bridge	Construction	\$16,720,604	86	.95	■	0	■	
Utility Redundancy and Resiliency Improvements at BW and VN Bridges Projects									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,218,904	69	.87	■	0	■	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$16,998,205	69	.92	■	0	■	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	69	.88	■	0	■	
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	24	.81	■	0	■	

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Construction & Development									
B&T									
RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects									
D801RK19	RFK Suspended Span Retrofit	Construction	\$400,858,122	24	.87	■	0	■	G
D807RK19	Painting of RFK Suspended Span	Construction	\$44,972,747	24	.88	■	0	■	
All Other B&T Projects									
D802RK90	Widening of S/B FDR Drive - 125 St to 116 St.	Construction	\$31,047,687	0	.93	■	0	■	G
D805AWX9	Service Building Upgrades	Construction	\$8,654,881	86	.89	■	0	■	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$28,693,069	100	.91	■	0	■	G
Cross Agency									
Integrated Projects									
Penn Station Access Projects									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$250,000,000	38	.89	■	0	■	
G7110107	Penn Station Access D/B Stations - Balance	Construction	\$30,332,150	38	1.00	■	0	■	
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	38	1.00	■	0	■	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	38	1.00	■	0	■	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	38	1.00	■	0	■	
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	38	1.00	■	0	■	G
G8110114	Penn Station Access Systems	Construction	\$186,074,700	38	1.00	■	0	■	
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	38	1.00	■	0	■	
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	38	1.00	■	0	■	
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	38	1.00	■	0	■	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	38	1.00	■	0	■	

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Cross Agency									
Integrated Projects									
Penn Station Access Projects									
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	38	1.00	■	0	■	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	38	1.00	■	0	■	
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	38	1.00	■	0	■	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	38	1.00	■	0	■	
Second Ave Subway - Phase 2 Projects									
G7100107	SAS 2 Prelim Const/Utilities	Construction	\$290,789,848	25	1.07	■	0	■	G
G7100101	SAS 2 PE, Design & Environmental	Design	\$199,094,903	73	.74	■	0	■	
G7100101	SAS 2 Consultant Environmental Services	Design	\$2,342,188	73	1.00	■	0	■	
G7100105	SAS Consult and in-house Construction Management	Design	\$47,053,869	73	.85	■	0	■	
G7100198	SAS 2 Real Estate	Design	\$122,143,430	73	.99	■	0	■	
G8100103	SAS 2 Real Estate	Design	\$115,356,570	73	1.00	■	0	■	
MTA In-House									
ABLE Phase 2B Bundle Projects									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	69	1.00	■	0	■	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	65	1.00	■	0	■	
All Other MTA In-House Projects									
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$63,302,804	91	1.00	■	6	▲	R
T8040404	Wide Turnstiles: Procurement/Installation	Construction	\$7,921,178	44	1.00	■	0	■	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,237,634	75	.97	■	0	■	G
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	■	0	■	G

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Cross Agency									
MTA In-House									
All Other MTA In-House Projects									
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	21	1.00	■	0	■	G
T8070355	Rehab Emergency Exits - 2023	Construction	\$10,338,493	98	1.10	▲	1	▲	R
T8070371	Vent Reconstruction - Halsey St CNR 10 Station	Construction	\$10,323,368	1	1.00	■	0	■	G
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	\$23,064,083	24	1.00	■	3	▲	G
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	7	1.00	■	0	■	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$22,407,624	1	1.00	■	0	■	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	■	0	■	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$20,608,446	39	1.41	■	0	■	G
T8160524	Test Pits and Test Holes at Various Locations	Construction	\$11,068,885	16	1.00	■	0	■	G
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$12,942,382	9	1.00	■	9	▲	G
T8160722	EFR at ADA Locations	Construction	\$7,187,427	1	1.00	■	0	■	G
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$22,339,948	0	.82	■	-1	▼	R
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$11,829,477	92	1.46	■	0	■	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$56,127,291	91	1.16	■	3	▲	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$22,048,678	92	.93	■	2	▲	R
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	\$75,686,722	92	1.00	■	0	■	R
T8050272	ML Track - 2023 DES/EFA	Construction	\$16,203,809	0	1.00	■	0	■	G

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050274	Mainline Track Replacement 2023 / Astoria Line	Construction	\$16,839,567	57	1.00	■	0	■	R
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$34,585,122	56	1.23	▲	0	■	B
T8050276	Mainline Track Replacement 2023 / Jamaica	Construction	\$12,204,511	96	1.00	■	-1	▼	R
T8050277	ML Track - 2023 / CNR	Construction	\$56,144,604	67	1.00	■	0	■	R
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$31,551,107	66	1.60	■	0	■	R
T8050289	ML Track Replacement 2023/ White Plains Rd	Construction	\$12,882,077	95	1.00	■	-1	▼	R
T8050290	ML Track Replacement 2023/ Bvy (Canal St)	Construction	\$14,037,902	58	1.00	■	0	■	R
T8050293	ML Track Replacement 2024/ Pelham	Construction	\$15,271,509	62	1.00	■	0	■	R
T8050294	ML Track Replacement 2024/ White Plains Road	Construction	\$22,384,597	54	.94	▼	3	▲	R
T8050295	ML Track Replacement 2024/ Jamaica	Construction	\$27,989,918	74	1.00	■	0	■	R
T8050296	ML Track Replacement 2024/ Eastern Parkway	Construction	\$13,391,923	52	.85	■	0	■	R
T8050298	ML Track- 2024 DES/EFA	Construction	\$16,203,809	20	1.00	■	0	■	G
T8050299	ML Track Replacement 2024/ 4 Avenue	Construction	\$20,682,055	85	.85	▼	0	■	R
T80502A2	ML Track Replacement 2024/ Brighton	Construction	\$7,526,581	40	1.00	■	4	▲	R
T80502A3	ML Track Replacement 2024/Broadway	Construction	\$7,499,425	0	1.00	■	-4	▼	R
T80502A5	ML Track Replacement 2024/Dyre	Construction	\$8,355,210	45	1.00	■	5	▲	R
T80502A8	Track Force Account - 2024	Construction	\$35,000,000	0	1.00	■	0	■	G
T80502B3	ML Track Replacement 2024/E.Pkwy (SO Gr Army Plz)	Construction	\$19,348,429	18	1.00	■	0	■	G

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T80502B4	ML Track Replacement 2025/8th Avenue	Construction	\$31,652,236	50	1.00	■	0	■	G
T80502B5	ML Track Replacement 2025/Broadway-7th Ave	Construction	\$20,731,950	0	1.00	■	-4	▼	G
T80502B7	ML Track Replacement 2025/Flushing	Construction	\$19,814,908	67	1.00	■	6	▲	R
T80502B8	ML Track Replacement 2025/Rockaway	Construction	\$46,887,952	61	1.00	■	0	■	G
T80502B9	Mainline Track - 2025 DES/EFA	Construction	\$16,449,924	0	1.00	■	0	■	G
T80502C1	ML Track Replacement 2025/6th Avenue	Construction	\$19,258,226	52	1.00	■	0	■	G
T80502C2	ML Track Replacement 2025/ Eastern Parkway	Construction	\$26,190,641	4	1.00	▲	0	■	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$18,321,211	68	.85	■	0	■	R
T8050334	ML Switches - 2023 DES/EFA	Construction	\$17,713,385	0	1.00	■	0	■	G
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	84	1.00	■	2	▲	R
T8050342	Mainline Switches - 2024 DES/EFA	Construction	\$17,713,385	30	1.00	■	0	■	G
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	60	1.00	■	0	■	R
T8050346	Mainline Track Switches 2024 / Lenox-WPR	Construction	\$13,571,899	0	1.72	▲	0	■	R
T8050353	Mainline Track Switches 2024/ Canarsie	Construction	\$7,600,902	0	1.00	■	-1	▼	G
T8050355	ML Track Switches 2025/Pelham	Construction	\$13,354,717	61	1.00	■	0	■	G
T8050356	ML Track Switches - 2025 Des/EFA	Construction	\$20,034,786	0	1.00	■	0	■	G
T8050357	ML Track Switches 2025/ 8th Avenue	Construction	\$9,228,500	82	1.00	■	0	■	G
T8050359	ML Track Switches 2025/ West End	Construction	\$7,599,781	80	1.00	■	0	■	G

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Cross Agency									
MTA Track Program									
NYCT Department of Subways Track Projects									
All Other MTA Track Program Projects									
T8050360	ML Track Switches 2025/ WES (Stillwell)	Construction	\$10,989,868	85	1.00	▲	0	■	G
T8050362	ML Track Switches 2025/Lenox WPR	Construction	\$9,383,173	0	1.00	▲	0	■	G
T8050364	ML Track Replacement 2025/Canarsie	Construction	\$10,991,801	3	1.00	▲	0	■	G
Rolling Stock									
Rail Cars									
M42 Dual-Mode Locomotives Projects									
M7010101	Locomotive Purchase	Construction	\$260,302,832	40	1.03	■	0	■	G
M8010102	Locomotive Replacement	Construction	\$143,189,067	40	.59	■	0	■	
Purchase of R211 B-Division Cars - Kawasaki Projects									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	59	1.00	■	0	■	
T7010101	Purchase 440 B-Division Cars	Construction	\$1,397,536,129	86	1.00	■	4	▲	R
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$81,374,230	94	1.00	■	4	▲	
Purchase of R262 A-Division Cars Projects									
T7010105	Purchase 1178 A-Division Cars DES	Design	\$1,450,000	6	1.38	■	0	■	
T8010101	A-Division Car Purchases	Design	\$13,133,046	6	1.00	■	0	■	G
NYCT and SIRT OA Flat Cars Projects									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	99	1.00	■	-15	▼	
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	10	1.00	■	0	■	G
All Other Rolling Stock Projects									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$33,440,145	43	1.08	▲	7	▲	R

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Cross Agency									
Rolling Stock									
Rail Cars									
All Other Rolling Stock Projects									
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	1	1.00	■	-1	▼	R
T7130211	Purchase Locomotives	Construction	\$256,092,473	68	1.00	■	2	▲	G
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	80	1.00	■	0	■	R
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	16	1.00	■	0	■	G
T8010103	Purchase 437 B-Division Cars (R211 Option 2)	Construction	\$1,389,664,203	9	1.00	■	0	■	G
L70101ME	M-9 Procurement (110 Cars)	Construction	\$383,116,326	93	1.00	■	0	■	R
L8010102	Purchase 22 Dual-Mode Locomotives	Construction	\$156,104,996	0	1.00	■	0	■	G
L8030101	New Track Geometry Car	Construction	\$20,000,000	5	1.00	▲	0	■	G
Buses									
Purchase of 205 Battery Electric Buses Projects									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	1	1.00	■	0	■	G
T8030214	Bus Purchase Design	Construction	\$350,000	0	1.00	■	0	■	
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	■	0	■	
Purchase of 193 Standard and 72 Articulated BEB Buses Projects									
T8030220	72 Articulated Buses (BEB)	Construction	\$142,632,641	0	1.00	■	0	■	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	\$266,643,357	0	1.00	■	0	■	
All Other Rolling Stock Projects									
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	1	1.00	■	0	■	G
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	1	1.00	■	2	▲	G

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ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
Cross Agency									
Rolling Stock									
Buses									
All Other Rolling Stock Projects									
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	0	1.00	■	0	■	G
MTA Security Program									
Systems									
All Other Systems Projects									
T8080612	Passenger ID CCTV - 88 Locations	Construction	\$63,096,058	0	.95	■	0	■	R
T8080614	Under River Tubes - Phase 3	Construction	\$108,411,700	45	.99	■	0	■	G
T8080650	Passenger ID CCTV	Construction	\$82,183,609	45	.99	■	0	■	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$138,615,408	35	1.00	■	0	■	G
B&T									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$47,868,215	36	.90	■	0	■	G

Stations Business Unit Program Overview

The Stations Business Unit (BU) currently oversees 214 active projects (excluding active Financial Closeout projects), including 85 projects in construction, with a budget of \$10.0B. In addition to ADA Package 3 bundle, C&D's first Public-Private Partnership that includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at 6 stations on the Flushing Line; ADA Package 5 which includes ADA work at 13 stations; the replacement of 54 elevators and 71 Escalators at various locations/lines; Installation of three new elevators and Station Renewal work at Borough Hall; and ADA Package 6 which includes ADA work at 5 stations.

The IEC's Traffic Light Report currently tracks 24 projects spanning two capital programs. Of those, five projects (21%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate.

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

Stations BU Response to the IEC Traffic Light Report

Individual project descriptions

Bundled Contract – 12 Escalators Replacement, BL01-2547		
Project Budget at award: \$89.1M	Current Budget: \$99.1M	EAC: \$100.3M
Substantial Completion at Award: September 2024	Current Substantial Completion: August 2025 (A)	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

This bundled contract includes the following ACEPs:

- T7040707: 6 Escalators Replacement - Various Locations (Bronx / Manhattan)
- T7040713: 5 Escalators Replacement at Various Locations (Brooklyn / Manhattan)
- T7040707: 1 Escalator Replacement at Intervale Ave. - White Plains Road Line

The project's scope consists of the replacement of 12 escalators at six locations: 4 escalators at Lexington Ave/53 Street on QBL, 4 escalators at High Street on 8 Av Line, 2 escalators at Roosevelt Island, 1 escalator at Bowling Green on the Lexington Avenue Line and 1 escalator at Interval Avenue on WPR Line. The major scope of work includes the replacement of existing escalator controllers, status monitoring system, electrical panels, communications systems, CCTV System, smoke and fire detection system as well as providing ethernet connection between status monitor and E & E control center and all structural components.

During the second quarter of 2025, the Substantial Completion date was extended for another four months to August 2025, due to:

- A fire suppression water main issue at 53 St, where the contractor consequently requested an extension of 117 days, a claim under review by the CCM.
- During testing, the escalator subcontractor identified multiple issues with the escalator installations and adjustments and corrections were required; the testing was paused until the items were addressed.

The PCEO and CCM staff are continuously working with the contractor and the users' groups of Subways to mitigate this delay by:

- Scheduling additional night and weekend shifts.
- Coordinating with end-user to expedite testing, inspections, and bulletin approvals.
- Accelerating the review period for construction documents to ensure a faster turnaround.

The current budget deficit is due to additional needs for TA Labor, EFA, and the CCM tasks. This is because of Change Orders for additional platform support services at 53 St – Lex Av escalator replacement which extended the construction duration.

Subsequent to the reporting period the project achieved Substantial Completion.

Bundled Contract – 5 Stations Renewal, Flushing Contract 2, BL01-7195		
Project Budget at award: \$302.5M	Current Budget: \$303.5M	EAC: \$334.5M
Substantial Completion at Award: December 2025	Current Substantial Completion: October 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 62%

This bundled contract includes the following ACEPs:

- T7041210: Station Renewal work at 111 St /Flushing
- T7041219: Station Renewal work at 52 St /Flushing
- T7041211: Station Renewal work at 103 St – Corona Plaza/Flushing
- T7041217: Station Renewal work at 69 St /Flushing
- T7041212: Station Renewal work at 82 St – Jackson Heights/Flushing
- T8041262: Station Components Platform at 111 St /Flushing
- T8070381: Demolition of Abandoned Structure – 2 Circuit Breaker Houses/Flushing

The project's scope will bring these stations to ADA compliance, eliminate all defects, and improve the overall structural condition and appearance of the five Stations. The repair work will also rehabilitate or enhance the lighting to improve security and safety, and include the repair or replacement of platform edges; stairways replacement; repairs to structural beams, columns and beams; and windscreens replacement, etc.

During the second quarter of 2025, Substantial Completion was delayed ten months to October 2026, due to:

- Extensive additional steel repair work on the express track at an adjacent project adversely impacted the start of Milestone 1 (at 52 St and 69 St Stations on the C1 track) resulting in a sixteen-month delay, to these intermediate milestones. Consequently, this also impacts the start of Milestone 2 (at 52 St and 69 St Stations on the C2 track).
- The extensive deterioration of platform structural steel found during the post-award condition surveys at almost all the stations to date (beyond the scope of work and not included in the estimated quantities provided in the contract), resulted in additional steel repair and replacement work. The corresponding change orders, which required negotiations, processing, securing additional funds, getting commercial approval, and, when needed, obtaining the respective additional General Orders to perform the additional work also resulted in requiring additional time.

The PCEO and PMC staff are continuously working with the contractor and with user groups in Subways to mitigate a further delay by:

- Resequencing the start of Milestones 5 and 6 (at 103 St Station), due to the delays encountered with Milestones 1 and 2 (at 52 St and 69 St Station), to avoid an idle work force and to complete these Milestones earlier than the original sequence.
- Scrutinizing the contractor's schedule to optimize the use of MTA resources, such as flagging and GOs, by performing non-GO dependent work behind track barricades which allows work to continue either during the bypass (not requiring flagging) or at night.
- Coordinating with MTA C&D Owner Support Services to find available weekend GOs or other opportunities to piggyback on other GOs.
- Performing steel condition surveys at the remaining stations before bypass start dates to proactively quantify post-award conditions not documented in the contract (implemented a lesson learned from Milestones 3 and 4).
- Issuing expedited unilateral modifications for critical or GO-dependent work to avoid or minimize delays, and impact costs, caused by lengthy scope and cost negotiations with the contractor.

In addition to the schedule slip, the project is currently forecasting a budgetary shortfall of approximately \$31M as a consequence of the issues previously mentioned. A draft budget modification has been submitted to Development for review and comment.

T8040712 – 17 Escalators Replacement at Six Stations Systemwide		
Project Budget at award: \$208.6M	Current Budget: \$208.6M	EAC: \$208.6M
Substantial Completion at Award: October 2026	Current Substantial Completion: February 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 59%

The project work consists of the replacement of 17 escalators at six locations: one escalator at 145 St Station/8 Av, four escalators at 59 St/8 Av Line, one escalator at 59 St Station/BWY, four escalators at 5 Av Station/QBL and four escalators at Smith-9 St Station/6 Av. The scope of work includes the replacement of existing escalator controllers, all structural components, status monitoring system, electrical panels, communications systems, smoke and fire detection system, as well as providing ethernet connection between status monitor and Elevator & Escalator control center.

Note: Substantial Completion was originally forecasted in the third quarter of 2024 to be delayed six months, but the contractual date was revised in the second quarter 2025, to February 2027.

During the second quarter of 2025, the Substantial Completion date was extended by six months, from August 2026 to February 2027, due to coordination with another project in the vicinity. That project was replacing an escalator that needed to be placed back in service before the escalator at 5 Av and 53 St could be decommissioned.

The project team was able to mitigate half of the initial projected Substantial Completion delay by proactively coordinating with the Design-Builder on the resequencing of construction activities. MTA stakeholders emphasized the need to follow the original contractual requirement of working sequentially across Milestones 1 to 4, due to concerns about passenger safety, circulation, emergency egress, and ongoing nearby construction.

T8040717 – Replace 19 Elevators at Various Locations		
Project Budget at award: \$171.5M	Current Budget: \$171.5M	EAC: \$171.2M
Substantial Completion at Award: October 2025	Current Substantial Completion: April 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 65%

This project includes the replacement of 19 existing traction elevators which are approaching the end of their useful life. The locations include two elevators at 175 St Station/8 Av, three elevators at 125 St Station/8 Av, three elevators at Union Square /BWY, one elevator at Union Square /CNR, one elevator at 8 Av Station/CNR, one elevator at 8 Av Station/8 Av, two elevators at Times Square – 42 St /BWY, one elevator at Lexington Av /QBL, three elevators at West 4 St /8 Av, one elevator at Roosevelt Av /QBL, and one elevator at Roosevelt Av / FLS. The major scope of work includes the replacement of elevator cabs and equipment within the elevators cabs, shaft ways, pits, and machinery rooms; replacement of ropes and traveling cables; installation of solid-state controls; installation of fault finders and guide rails brackets; new controllers; and replacement of the existing DC hoist motors and controllers with the new AC gearless drives with variable frequency drive control system.

Note: Substantial Completion was originally forecasted in the third quarter of 2024 to be delayed six months, but the contractual date was only revised in the second quarter 2025, to April 2026.

During the second quarter of 2025, the Substantial Completion date was extended by six months to April 2026, due to added scope stemming from the below safety concerns:

- **All Stations: MOW Intercom Factory Acceptance Test (FAT) and BTI Requirements**
Additional FAT requirements are required to incorporate the video integration.
- **125 St Station: Additional Back of House items for Fire Alarm Control Panel (FACP)**
The new FACP now has to include additional back of house devices. These require runs to the new panel and require additional time to revise and resubmit SAT procedures, reprogramming FACP panel, pre-test additional devices and final FA test based on MTA Resource availability.
- **14 and 8 Av Station: Closed Circuit Television (CCTV) Server**
After contract award, it was determined the specified server was obsolete, resulting in Procurement and Submittal approvals, Factory Acceptance Test, and Site Acceptance Test based on MTA resource availability.
- **Union Square Station: Communications Room Cooling**
This scope was part of another contract, and the Design-Builder was not allowed to proceed with contract communication work until an air conditioner was installed in the comm room.
- **West 4 St Station: Edge Processor Unit (EPU) Installation Delay**
A separate contract was delayed in their installation of EPUs which in turn is delaying the install of CCTV EPUs for this project.

The PCEO office and PMC Staff are continuously coordinating with the contractor and the user groups to mitigate a further delay by:

- Proactively working with Design-Builder on resequencing work to minimize impact on Substantial Completion.
- Signing MOU with MOW C&SE and agreeing to complete the above-mentioned Change Orders in a timely manner.

T8041255 – Station Condition Survey (Group 2):		
Project Budget at award: \$8.4M	Current Budget: \$8.4M	EAC: \$8.4M
Design Completion at Design Start: June 2025	Current Design Completion: October 2025	
Trigger: Schedule	Phase: Design	Phase Complete: 40%

An engineering consulting firm is conducting comprehensive station condition surveys of 168 station elements which are in varying degrees of deterioration. The survey effort was guided by an inspection and rating methodology manual developed in agreement with MTA Capital and Operating departments. In order to continually plan, prioritize and effectively budget investment in the stations program, MTA C&D regularly requires a station condition survey update to prepare five-year Capital Program Projects based on the survey rating.

During second quarter of 2025, the Design Completion date was extended by three months to October 2025, due to:

- The need to clarify scope including Historical Preservation work for SHPO agency concurrence, additional structural probing work, identifying extent of impacted signal items, and coordinating with MOW for extent of track work in areas of platform repairs.
- Review of Consultant estimate to determine reasons for variance from preliminary budget.

The PCEO office staff work with the design consultants and the user groups in Subways to mitigate further delays by conducting joint field surveys and scheduling regular meetings to coordinate and agree on scope and expediting PRDCs and drawings to reflect updated scope.

Subsequent to the reporting period, the Substantial Completion date slipped an additional month to November 2025.

Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 169 active projects comprised of 411 subprojects, with a budget of \$9.4B, including 50 projects comprised of 94 sub-projects in construction (\$4.7B).

- The Business Unit is responsible for all infrastructure construction projects on the NYC Transit and SIR – Staten Island Railway - network. This includes line structures (*e.g.*, tunnels, bridges), line equipment (*e.g.*, lighting, pumps, ventilation plants) power substations and cabling, and shops and facilities that are essential to NYCT's and SIR's operation.
- Notable projects under construction include Sandy Mitigation in the Steinway Tube, Structural Repair, Abrasive Blasting and Painting projects on the Jamaica, Myrtle, Culver, Broadway-7 Av, White Plains Road and Dyre Av Lines; New Railcar Testing and Acceptance Facility; and Substation Renewals.

The IEC's Traffic Light Report currently tracks 50 projects in the Infrastructure BU. Of those, three (6%) were flagged red. The reports below describe why these projects were flagged, and what C&D is doing to remediate, if anything.

Individual Project Descriptions

T7060506: Rehab Forsyth St Vent Plant		
Project Budget at Award: \$91.6M	Current Budget: \$92.7M	EAC: \$93.2M
Substantial Completion at Award: October 2022	Current Substantial Completion: December 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

The contract's scope includes construction of a new emergency ventilation fan plant at Forsyth and Delancey Streets. The scope also includes equipment upgrades at the Stanton Street and Elizabeth Street fan plants and changing the remote controls from the Power Control Center to the Railroad Control Center via fiber-optic cable.

Upon excavation, Verizon ducts and a water main were discovered near a live gas main. Changes to the gas and water mains, along with Con Edison coordination challenges and environmental conditions (*e.g.* high-water table), slowed sitework and excavation, resulting in a 17-month delay. Unavailable GOs and water infiltration in the existing tunnel delayed the installation of the fiber optic loop by 13 months.

During the second quarter of 2025, Substantial Completion was extended a further three months to August 2025, due to oil leaks from the fan plant motor discovered in March 2025, before the initial 100-hour fan test. An investigation revealed the oil leaks occurred while the fan plant had been in storage. Commissioning was halted until the oil leaks were remedied. The 100-hour fan test was then rescheduled for early June.

Subsequent to the reporting period, during the 100-hour fan test, a smart circuit breaker in a motor control center tripped, and the contractor was directed to procure a traditional, mechanical replacement breaker under warranty. The breaker was delivered and installed in late August. Before rescheduling the 100-hour fan test, along with resolving an undervoltage issue at startup, the project team is identifying water infiltration locations with the structural designers. The date of the 100-hour fan test will depend upon the availability of uninterrupted A&P.

The forecasted Substantial Completion date is now December 2025, an additional four-month slip.

T8060514: Fan Plant SCADA Head-End Upgrade		
Project Budget at Award: \$20.0M	Current Budget: \$20.2M	EAC: \$20.1M
Substantial Completion at Award: August 2024	Current Substantial Completion: December 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 98%

This contract entails the design, furnishing, installation and placing in service a fully redundant server system at the Back-up Command Center (BCC), located at 130 Livingston Plaza. The project will enable the BCC to fully assume control of fans now controlled at the Rail Control Center (RCC) in case of failure of the RCC Fan Plant server system. The BCC will have full monitoring and control capability, as well as the capability to respond to emergency situations when the RCC is unavailable.

During the second quarter of 2025, Substantial Completion was further extended five months to October 2025, due to testing and commissioning issues. Persistent SCADA network instability and firewall traffic issues were identified and resolved before final SCADA testing commenced in early August.

Subsequent to the reporting period, the Substantial Completion date slipped an additional two months to December 2025 to test and commission 81 fan locations. To mitigate further slips, the project team is conducting hybrid remote testing and it is expected this innovative testing method will yield significant cost and resource savings in support services (flagging) in this and future projects where applicable.

Bundle: Sandy Mitigation – Hardening of Substations at 24 Locations		
Project Budget at Award: \$168.7M	Current Budget: \$169.2M	EAC: \$155.9M
Substantial Completion at Award: May 2025	Current Substantial Completion: March 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 74%

This bundled contract includes the following ACEPs:

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

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

During the second quarter of 2025, the Substantial Completion date was extended six months to November 2025, due to the negotiation of a permanent easement for the Pierrepont-Furman substation. This substation is adjacent to Brooklyn Bridge Park. Without an easement, the Design-Builder's activities related to drilling piles for the flood walls are limited.

Subsequent to the reporting period, the Substantial Completion date slipped an additional four months, to March 2026, to finish the Pierrepont-Furman substation. In late August, the Empire State Development Corporation (ESD)

approved the easement and is now circulating the final agreement through ESD and Brooklyn Bridge Park Corporation for signatures. The approval of the construction permit is pending. Further delays in the permit process will jeopardize the Substantial Completion forecast.

Systems Business Unit Program Overview

The Systems Business Unit is responsible for the delivery of all C&D Systems projects and provides support to other C&D Business Units by promoting best practices across the organization. Currently, the BU oversees a robust portfolio consisting of 100 projects that include pending and active capital and operating projects, with a total value of approximately \$6.2 billion.

Several ongoing projects within the BU's portfolio include upgrading Public Address/Customer Information Signs, providing Closed-Circuit Television system for Passenger Identification for 150+ stations, expanding the Connection Oriented Ethernet wide-area network across the system, deploying a new Enhanced Emergency Booth Communication System, upgrading the Supervisory Control and Data Acquisition system for the BMT Division's traction power and building an Emergency Power Control Center.

The One Metro New York (OMNY) project has also been added to the C&D Systems portfolio. The MTA OMNY card is a modern contactless fare payment card, designed to replace the legacy MetroCard. The OMNY card enables seamless fare payment across New York City's public transportation network, including subways, buses, and the Roosevelt Island Tram.

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

Systems Response to the IEC Traffic Light Report

Individual project descriptions

T8080656: PSLAN Upgrades for PA/CIS - Phase 0		
Project Budget at award: \$28.4M	Current Budget: \$28.4M	EAC: \$38.9M
Substantial Completion at Award: May 2025	Current Substantial Completion: December 2025	
Trigger: Cost	Phase: Construction	Phase Complete: 69%

This project provides for the upgrade of PSLAN (Passenger Station Local Area Network) from Partial to Full at various B-Division station locations across the boroughs. Other work includes rerouting local power from each access node to the comm room, configuring hardware, and updating NYCT/DOS Electronic Maintenance Division (EMD) internal records. The project was awarded to in-house forces from Infrastructure Capital Construction and EMD in June 2023.

During the second quarter of 2025, the project's budgetary shortfall increased an additional \$6M (total shortfall is approximately \$10.5M), due to the increased cost of MTA Resource construction and support. In May 2025, after a detailed review of existing field conditions and challenges to meet substantial completion by December 2025, ICC committed to providing additional crews and resources, working multiple shifts. The PSR EAC was initially revised to \$33.2M in Q1 2025 as an early indicator of anticipated funding needs based on high-level analysis, with limited field data and available in-house resources count. A budget modification was finalized reflecting a revised EAC of \$38.9M.

The original \$28M project budget was submitted based on historical in-house construction data (e.g. completed help points and PSLAN contracts.) The additional scope to reroute local power for existing access nodes to communication rooms at 22 stations encountered unforeseen bulletin delays and was underestimated.

Additional mobilization and demobilization efforts are required due to the lengthy electrical bulletin approval process and the delay on delivery of construction materials, including access nodes. More manhours have been added due to the new mandate to install conduits above the platform edge with additional flagging for the AC subpanels and access nodes backbox extenders.

Signals / Train Controls Business Unit Program Overview

The Signals Business Unit currently oversees 30 active projects, including 12 projects in construction, with a budget of \$7.6B. Notable projects under construction include CBTC QBL West, CBTC QBL East, CBTC 8 Av, CBTC Culver Line, and CBTC Crosstown Line.

The IEC's Traffic Light Report currently tracks 11 projects in the Signals program. Of those, one (9%) project was flagged red. The table below describes why the project was flagged.

Signals / Train Controls Response to the IEC Traffic Light Report

Bundled Contract CBTC – Culver Line (Church Av to W. 8 St)		
Project Budget at award: \$483.9M	Current Budget: \$488.7M	EAC: \$469.5M
Substantial Completion at Award: August 2022	Current Substantial Completion: September 2025 (A)	
Trigger: Schedule	Phase: Construction	Phase Complete: 99%

This bundled contract includes the following ACEPs:

- T7080332: CBTC Culver (Church Ave to W 8 Street)
- T7080333: CBTC Culver Ave X Interlocking
- T7080307: CBTC Culver Ditmas Ave Interlocking
- T7080343: CBTC Culver Mainline Track Switches

This project has provided a Communication Based Train Control (CBTC) system on the Culver Line between West 8 Street and Church Avenue in Brooklyn. Most of the automatic signals in this corridor were approximately 70 years old. The scope of work for this project consisted of the Culver line from north of West 8 Street to south of Church Avenue. The Avenue X modernization was part of the Culver Yard interlocking and became a separate interlocking under this project. Ditmas Avenue received additional switches as designed into the interlocking.

During the second quarter of 2025, the forecasted Substantial Completion date was extended three months to September 2025, due to the inability of the contractor to supply test equipment that is used for functional and diagnostic testing of the Zone Controller. The contract stipulates this equipment must be delivered, accepted and operations personal to be trained on its use prior to issuing Substantial Completion.

Subsequent to the reporting period, the project achieved substantial completion.

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

T8070355: Rehab Emergency Exits - 2023		
Project Budget at award: \$9.3M	Current Budget: \$9.3M	EAC: \$10.9M
Substantial Completion at Award: June 2025	Current Substantial Completion: July 2025 (A)	
Trigger: Cost	Phase: Construction	Phase Complete: 100 %

This project rehabilitates five Emergency Exits, located in subway stations in Manhattan, by an in-house Contractor. The scope includes, but is not limited to, sealing the exits to prevent water infiltration; rehabilitation of stairways, doors and hatches; repair/replacement of deteriorated structural steel members; repair of spalled or deteriorated concrete; lighting upgrades; painting of surfaces; and installation of new signage.

During the second quarter of 2025, the project had a budgetary shortfall of approximately \$1 million due to scope changes. Contributing to the added costs are:

- Additional barricades were required to appease local businesses
- Additional coordination with property owners
- Due to the depth of some of the exit stairs, the scaffold erection and breakdown was more difficult than originally planned

Subsequent to the reporting period, the project achieved Substantial Completion in July 2025.

Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 77 active projects, including 57 projects in construction, with a budget of \$2B. Notable projects under construction include Hall Interlocking Expansion, ADA Stations Package 1, New Yaphank Station, Queens Interlocking and Babylon Interlocking.

Non-C&D LIRR projects tracked by the LIRR BU include 48 active projects with a budget of \$1.1B, including 47 projects in construction (\$1.1B).

The IEC's Traffic Light Report currently tracks 36 projects in the C&D Long Island program. Of those, four (11%) were flagged red. The description below describes why these projects were flagged, and what C&D is doing to remediate.

Long Island Rail Road Response to the IEC Traffic Light Report

Individual project descriptions

L8020417: Tactile Warning Strips – Various Locations		
Project Budget at award: \$12.8M	Current Budget: \$12.8M	EAC: \$12.8M
Substantial Completion at Award: December 2024	Current Substantial Completion: December 2027	
Trigger: Schedule	Phase: Construction	Phase Complete: 65%

This project is for the installation of Tactile Edges, also called Detectable Warning Strips along the platform edge at twenty-four Long Island Rail Road stations. Tactile Warning Strips are a safety feature for customers who are blind or have low vision. These strips are a horizontal surface preparation, installed along the track side edge of station platforms, that are easily detectable underfoot and by cane.

During the Second Quarter 2025, the forecasted Substantial Completion date was extended twelve months, from December 2026 to December 2027, due to MTA in-house resources being assigned to other Capital Projects such as ADA Packages 1 and 2. This project is on hold in 2025.

L8050205: Infrastructure Projects – PTC Add-Ons		
Project Budget at award: \$12.5M	Current Budget: \$15.9M	EAC: \$15.4M
Substantial Completion at Award: December 2024	Current Substantial Completion: September 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 60%

This project is for Positive Train Control (PTC) design, installation and testing on LIRR infrastructure. PTC provides a safety system overlay on top of the existing cab signaling system.

During the Second Quarter 2025, the forecasted Substantial Completion date was extended three months to September 2025, due to ongoing LIRR infrastructure changes to Queens Interlocking that impact PTC designs.

Subsequent to the reporting period, SC slipped an additional 12 months to September 2026 due to a scope increase on the Queens Interlocking project based on the Engineering and Track needs.

L8060403: Fire Protection Improvements		
Project Budget at award: \$25.0M	Current Budget: \$25.0M	EAC: \$25.0M
Substantial Completion at Award: December 2024	Current Substantial Completion: November 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 81%

This project is for the installation of a redundant and reliable fire water supply system to reduce fire-related risks and ensure business continuity during system impairments or maintenance at the Hillside Maintenance Facility.

During the Second Quarter 2025, the forecasted Substantial Completion date was extended by four months to September 2025 due to the limited availability of track outages. This delay stems from the difficulty in obtaining simultaneous track outages within the actual facility. To minimize disruption to train maintenance operations, the contractor's schedule and sequencing had to be reconfigured multiple times to align with the limited track access availability, which required additional weekly reviews and updates to the work plans and documents.

Subsequent to the reporting period, the Substantial Completion date slipped an additional two months, to November 2025.

Bundled Project: Babylon to Patchogue – Signal Improvements		
Project Budget at award: \$55.9M	Current Budget: \$55.9M	EAC: \$63.6M
Substantial Completion at Award: September 2022	Current Substantial Completion: May 2031	
Trigger: Cost	Phase: Construction	Phase Complete: 42%

This project includes the following ACEPS:

- L70502LN: Babylon to Patchogue Signal Improvements
- L8050203: Babylon to Patchogue Signal Improvements

This project will upgrade and modernize the signal system within this segment of the Montauk Branch. The Babylon to Patchogue section is approximately fourteen miles of double track and 3 miles of single track in non-electrified territory. In conjunction with other capital projects which are underway, this project will provide for a modernized speed control signal system between Babylon and Montauk. Work includes upgrading the signal system from an Automatic Block System (ABS) to new pre-wired signal enclosures required for an Automatic Speed Control system.

During the Second Quarter 2025, there was a budgetary shortfall of approximately \$7.7 million, due to:

- Scope of work changes identified by FA Engineering groups during EAC estimate review
- Added PTC scope of work – Addition of 3P, LIRR Engineering, FA and PMO efforts required to update PTC in the Babylon to Patchogue segment due to update to new bi-directional signal system which includes the new interlocking to be installed at Great River
- Potential CO costs for Hitachi STS Signal contract, including contract extension

The increase in EAC will support the continuation of LIRR Force Account design and construction personnel installing a new signal system. A budget increase request will be submitted once current funds are depleted.

Metro-North Railroad Program Overview

The MNR Business Unit currently oversees 54 active projects, including 14 projects in construction, with a budget of \$3B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at 3 Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

The IEC’s Traffic Light Report currently tracks 17 projects in the C&D Metro-North program. Of those, two projects (12%) were flagged red. The description below describes why these project tasks were flagged, and what C&D is doing to remediate.

Metro-North Railroad Response to the IEC Traffic Light Report

Individual project descriptions

EM050208: Power Infrastructure Restoration - Substations		
Project Budget at award: \$39.5M	Current Budget: \$49.6M	EAC: \$49.5M
Substantial Completion at Award: February 2017	Current Substantial Completion: May 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 97%

This project will replace three Hudson Line substations damaged by Superstorm Sandy. While the three substations, located at Tarrytown, Riverdale and Croton-Harmon, were repaired after Sandy and returned to service, their useful lives were reduced and require full replacement in order to provide the functionality and reliability needed to continue running full Hudson Line service. Resiliency will be incorporated by constructing the new substations to Above Base Flood Elevation (ABFE) plus 4 feet. The Base Flood Elevation is the regulatory height requirement in relation to the mean sea level that has a one percent chance or greater of flooding in a given year as determined by the Federal Emergency Management Agency (FEMA). In addition, a fourth substation located in Brewster, New York, that is funded under another project, is also a part of this contract’s scope of work.

The Power Infrastructure Restoration – Substations project previously experienced significant delays due to a series of testing failures, manufacturing issues, utility inspection and energization setbacks, and pandemic-related impacts. Initial delays stemmed from challenges with Factory Acceptance Testing (FAT) and the integration of substation switchgear, followed by unanticipated fabrication and testing failures of critical components such as SCADA relay switches and rectifier transformers. Subsequent slippages were caused by extended utility inspection and energization timelines, change orders resulting from unforeseen site conditions, and repeated testing and commissioning issues. Most recently, after the original transformers failed at Croton-Harmon substation following energization and were deemed unusable, the fabrication and delivery of the replacement transformers, covered under warranty, faced prolonged slippage due to long lead times. These delays were further compounded by Buy America shipping restrictions, as well as international procurement/shipping/manufacturing logistics and permitting challenges.

During the second quarter of 2025, the forecasted Substantial Completion date was extended by five months to December 2025, due to MTA resource availability.

The replacement transformers were received in April 2025 and the contractor completed installation of the transformers and associated punch list work by the end of July. However, Force Account work is taking longer than originally anticipated. Additional time is required to complete the cutover of mainline tracks, yard track

feeders, and A.C. loop feeders. These activities must be completed before short-circuit testing can begin, which also requires logistical coordination with the manufacturer and MNR's Operations Department.

Subsequent to the reporting period, the latest schedule is currently under executive management review. The proposed Substantial Completion date is now May 2026, an additional five-month slip.

M7030201: Force Account Overhead Bridge East of Hudson		
Project Budget at award: \$8.0M	Current Budget: \$10.6M	EAC: \$9.7M
Substantial Completion at Award: June 2023	Current Substantial Completion: August 2025 (A)	
Trigger: Schedule	Phase: Construction	Phase Complete: 92%

The Force Account bridge repair work includes necessary repairs to selected bridges constructed between 1887 and 1916, which have a limited load posting. Along with deficient load carrying capacities, some of these bridges exhibit numerous other substandard features such as deficient railings, insufficient clearance and sight distances, and are comprised of non-redundant structural components such that failure of one of these components could result in the collapse of the entire structure. The force account repairs to be completed are based on recommendations from Metro-North's Maintenance of Way (MOW) - Structures Department, which conducts its annual inspections of the overhead bridges in addition to the inspection of the undergrade bridges.

During the second quarter of 2025, the forecasted Substantial Completion date slipped by four months to August 2025, due to MTA Resource Availability. Crew members were reassigned from this project to address other higher-priority structural work. The MOW Structures Department is managing the higher-priority work and returned to this project once the higher-priority work was completed.

Subsequent to the reporting period, SC was achieved August 2025.

NYCT Department of Subways Program Overview

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

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

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

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

Individual project descriptions

T8050250: Mainline Track Replacement 2022 - Brighton Line		
Project Budget at award: \$32.9M	Current Budget: \$47.9M	EAC: \$56.1M
Substantial Completion at Award: April 2023	Current Substantial Completion: October 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 91%

During the second quarter of 2025, the forecasted Substantial Completion date was extended by an additional three months to September 2025, due to unforeseen site conditions. This project consists of three locations, of which two have been completed and have received their final inspection. The last location is a Type VI Panel replacement at N/O - S/O Newkirk Avenue, Track A-2. This portion identified a track condition during the panel installation, and the plates had to be redesigned.

Subsequent to the reporting period, the SC date slipped an additional month to October 2025.

T8050275: Mainline Track Replacement 2023 - Brighton Line – GOOD BUSINESS DECISION		
Project Budget at award: \$28.1M	Current Budget: \$28.1M	EAC: \$34.6M
Substantial Completion at Award: December 2024	Current Substantial Completion: March 2026	
Trigger: Cost	Phase: Construction	Phase Complete: 56%

During the second quarter of 2025, the project encountered a budgetary shortfall of approximately \$5.5 million, due to a change in scope. While in construction, the project identified further track bed deterioration, outside of the initial scope limits, at one of the locations. If the project had only completed the initial scope, a slow speed restriction through area of work would have been required, until the track was repaired. This change was made to minimize the effect on revenue service.

T8050294: Mainline Track Replacement 2024 - White Plains Road Line		
Project Budget at award: \$23.6M	Current Budget: \$23.6M	EAC: \$22.4M
Substantial Completion at Award: June 2025	Current Substantial Completion: September 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 57%

During the second quarter of 2025, the forecasted Substantial Completion date was extended by three months to September 2025, due to unforeseen site conditions. This project consists of installing 202 Type III Panels on Track W-3. To date, 113 Type III Panels have been installed, and is 57% complete. Because of the unexpected existing conditions at this location, the design needed to be revised and now requires timber ties and large throws.

Subsequent to the reporting period, the SC date slipped an additional 12 months to September 2026, due to the long lead times of the materials.

T80502A2: Mainline Track Replacement 2024 - Brighton Line		
Project Budget at award: \$7.5M	Current Budget: \$7.5M	EAC: \$7.5M
Substantial Completion at Award: July 2024	Current Substantial Completion: March 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 40%

During the second quarter of 2025, the forecasted Substantial Completion date was extended by four months to March 2026, due to unforeseen site conditions. This project consists of two different types of track replacement. The first is a Type II SCRP at S/O Stillwell - S/O West 8 St, Track A-2, 415 Track Feet Track. That location is complete. The second location is a Type III Panels job at S/O West 8 St - S/O Stillwell Avenue, Track A-2 for 16 Type III Panels. This portion has not started because of the unexpected existing conditions at this location resulting in the design needing to be revised by Track Engineering.

T80502A5: Mainline Track Replacement 2024 – Dyre Ave Line		
Project Budget at award: \$8.4M	Current Budget: \$8.4M	EAC: \$8.4M
Substantial Completion at Award: October 2024	Current Substantial Completion: November 2025	
Trigger: Schedule	Phase: Construction	Phase Complete: 85%

During the second quarter of 2025, the forecasted Substantial Completion date was extended by five months to November 2025, due to material availability. The required concrete ties are not available and need to be procured before the project can complete the scope of work.

T80502B7: Mainline Track Replacement 2025 - Flushing Line		
Project Budget at award: \$19.8M	Current Budget: \$19.8M	EAC: \$19.8M
Substantial Completion at Award: August 2025	Current Substantial Completion: February 2026	
Trigger: Schedule	Phase: Construction	Phase Complete: 67%

During the second quarter of 2025, the forecasted Substantial Completion date was extended by six months to February 2026, due to General Orders coordination. The project's complexity has led to a revision of GO requirements. The crane site is not adjacent to the work location, requiring additional coordination. The transporting of oversized materials results in an encroachment of the adjacent tracks, causing significant train delays. A full track shutdown, with bus service, will be necessary to complete the project.



Projects in CPC's Risk-Based Monitoring Program

(2nd Quarter 2025 Traffic Light Report – Period Ending June 30, 2025)

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

Projects in CPC's Risk-Based Monitoring Program

Capital Programs			Project
2010-14	2015-19	2020-24	
Integrated Capital Projects			
	X	X	Second Avenue Subway - Phase 2
	X	X	Penn Station Access
Systems Business Unit			
		X	Emergency Alarm Roll Out - Phase I
	X	X	OMNY New Fare Payment System – Phase 2
		X	Connection over Ethernet (COE) - Phase 3C
Signals and Controls Business Unit			
		X	Communications Based Train Control – Queens Blvd East
	X		Communications Based Train Control – 8th Ave Line
		X	Communications Based Train Control – Crosstown Line
	X		Communications Based Train Control – Culver Line
X	X		Replace Bus Radio System
Subway Car, Bus, and Rolling Stock Procurement			
	X	X	New Subway Car Procurement
	X	X	New Bus Procurement
	X	X	Commuter Rail Road Rolling Stock Procurement
Stations Business Unit			
	X		ADA 149th St/Tremont Ave Stations
		X	ADA Accessibility Packages 2, 3, 4, and 5
		X	ADA 68 th St / Hunter College
		X	ADA Borough Hall / Water Condition Remediation
		X	ADA Broadway Junction Complex



Projects in CPC's Risk-Based Monitoring Program

(2nd Quarter 2025 Traffic Light Report – Period Ending June 30, 2025)

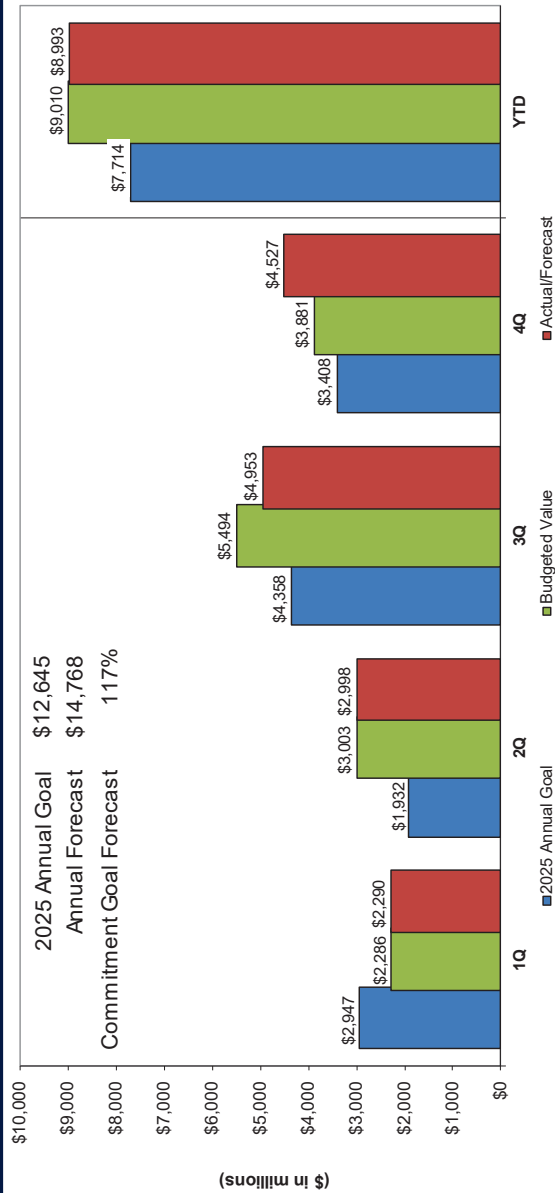
Capital Program			Project
2010-14	2015-19	2020-24	
Passenger Stations Program – cont’d			
		X	21 Escalator Replacements at 6 stations
		X	61st Street / Woodside Station Renewals
		X	Flushing Line Station Renewals
Infrastructure Business Unit			
		X	Jamaica Bus Depot
		X	Rockaway SGR-Hammels Wye / ROW / Elevated Structure
		X	207th Street Yard Sewer Relocation
		X	Structural Repairs and Overcoat Painting - Jamaica Line
		X	Structural Rehab and Overcoat Painting at 180th Street
Sandy Program			
Sandy Program			207th Street Yard Long Term Perimeter Protection
Sandy Program			Sandy Mitigations - Coney Island Yard
Sandy Program			Corona Yard Flood Mitigation
Commuter Railroads Business Unit			
		X	LIRR – ADA Package #1
		X	LIRR – ADA Package #2
		X	MNR – GCT Trainshed Rehabilitation
		X	MNR – Park Avenue Viaduct Replacement
		X	Jamaica Capacity Improvements Phase 2 – Hall Interlocking
Bridges and Tunnels Business Unit			
		X	RFK Bridge - Structural Rehab East River Suspended Spans and Anchorage Retrofit

MTA Capital Program Commitments & Completions

**through
August 31, 2025**

Capital Projects – Commitments – August 2025

MTA-wide 2025 Commitments



Annual Goals: Dollar and time-based programmatic milestones for the commitment of contracts established at the start of each year and which are achievable during the year.

Actuals: The value of the goals and any additional unplanned 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.

Budget: The budgeted value assumed in the capital program for the Actual and Forecasted commitments being tracked during the year.

Commitments Summary

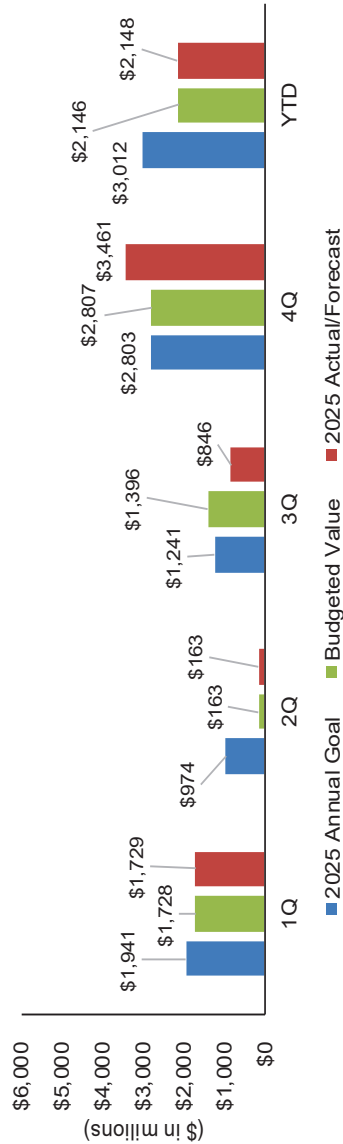
In 2025, the MTA plans to commit \$12.64 Billion worth of capital projects. Through August, the MTA has committed \$9 Billion against the \$7.71 Billion YTD goal, which was mainly due to the award of the M-9A Passenger Railcars (\$2.43 Billion), SAS Contract 2 (\$2.04 Billion), R211 subway fleet option for NYCT (\$1.39 Billion) and the LIRR's dual-mode locomotive purchase (\$130 Million). In 2025, the MTA is tracking 40 "major" commitments across the agencies, including 18 major commitments at NYCT, 9 at the LIRR, 3 at MNR, 6 at Expansion, and 4 at B&T. These major commitments total nearly \$9.2 Billion (73% of the overall commitment plan's value). At the end of each quarter in 2025, any schedule variances will be reported on the following pages.

Through August, 23 notable Commitment delays total \$3.943 Billion: CBTC Fulton, B-Division 5G Radio Upgrades, Battery Electric Bus Charging Infrastructure, Phase 3, 131 and 97 Express Buses, Depot Boilers, HVAC & Misc, Rehabilitation of 5 CBHs, all of which remain forecasted for commitment within 2025.

NYCT/MTA Bus Capital Projects – Commitments – August 2025 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$1,941	\$974	\$1,241	\$2,803	\$3,012	
2025 Actual/Forecast	\$1,729	\$163	\$846	\$3,461	\$2,148	
Budgeted Value	\$1,728	\$163	\$1,396	\$2,807	\$2,146	



Schedule Variances

Project	Commitment	Goal	Act./Forec.	Project	Commitment	Goal	Actual(A)
5 NYCT/MTA Bus Red Commitments							
<i>Signal & Comm</i>							
Equip B Division with Second CBTC Radio: Siemens	Construction	Apr-25	Oct-25	Battery Electric Bus Charging Infrastructure, Phase 3	Construction	Jun-25	Dec-25
		\$	114.3			\$	213.1
The project is delayed due to extended negotiations with vendors, and ongoing coordination around tariff-related provisions. In parallel, scope adjustments are being made to a separate single-source contract.							
Equip B Division with Second CBTC Radio: Hitachi	Construction	Apr-25	Sep-25				
		\$	70.2				
Project is to be coordinated with the above project and is experiencing the same delay.							

NYCT/MTA Bus Capital Projects – Commitments – August 2025 – Budget Analysis and Schedule Variances

Schedule Variances

Project	Commitment	Goal	Act./Forec.
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5 NYCT/MTA Bus Red Commitments Continued

<i>Power</i>			
Rehabilitation of 5 CBHs - Various Locations	Construction	Mar-25	Sep-25
		\$ 89.2	\$ 89.2

The project was rebid which resulted in cost savings 38% below estimate, and a 317-day reduction in schedule. Change in award date reflects revised bid opening date due to bidder RFI (Request for Information).

Bus

Purchase 97 Express Coaches	Construction	May-25	Dec-25
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	\$	88.3	\$ 88.3
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Change in award date reflects longer than anticipated technical reviews during the ongoing procurement process.

Depot

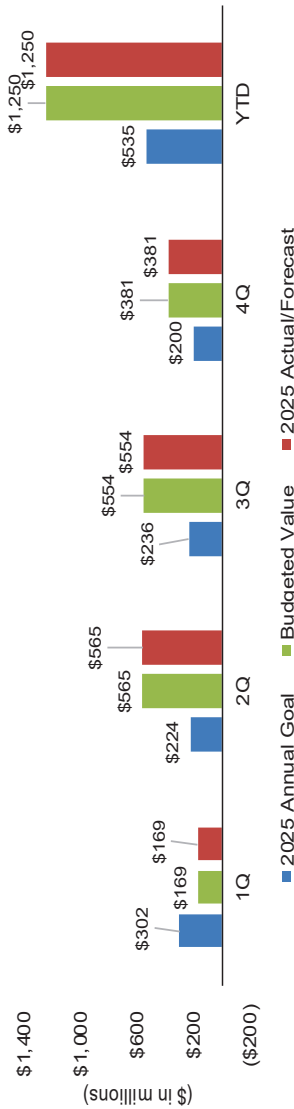
Depot Boilers, HVAC & Misc: Kingsbridge, Flatbush, Charleston	Construction	Jun-25	Dec-25
	\$	95.1	\$ 95.1

This project is in the procurement phase. The award was delayed due to the need for legal reviews of the revised specifications.

LIRR Capital Projects – Commitments – August 2025 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$535
2025 Actual/Forecast	\$169	\$565	\$554	\$381	\$1,250
Budgeted Value	\$169	\$565	\$554	\$381	\$1,250



Schedule Variances

Project	Commitment	Goal	Actual(A)	Project	Commitment	Goal	Act./Forec.
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4 LIRR Red Commitments

Track

2025 Annual Track Program	Construction	Apr-25	Jul-25 (A)	Signal & Comm	Construction	25-Jun	25-Dec
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		\$110.00	\$110.00	RSSE - Train Wash Replacement - KO		\$15.20	\$15.20
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The award of this project in the 2020-2024 capital program was delayed pending the approval of the 25-29 Capital Program.

Concrete Ties	Construction	Apr-25	Jul-25 (A)				
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		\$28.00	\$28.00	Floral Park Platform Replacement (Design Only)	Design	25-Jun	25-Dec
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The award of this project in the 2020-2024 capital program was delayed pending the approval of the 25-29 Capital Program.

Delay due to longer than anticipated time to secure permits with Suffolk County as well as Real Estate issues.

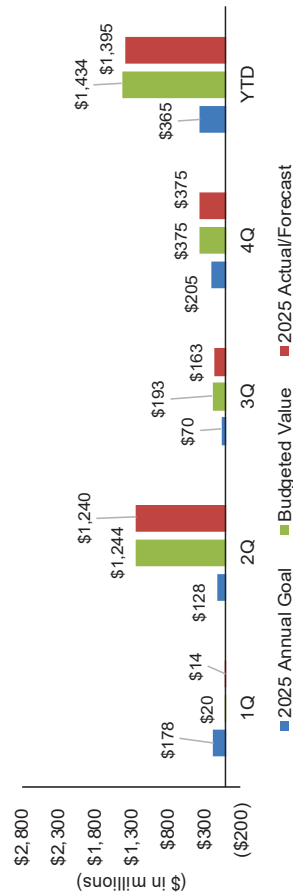
						\$12.50	\$12.50
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Slip due to the delay in the approval of the 2025-29 Capital Plan.

MNR Capital Projects – Commitments – August 2025 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$178	\$128	\$70	\$205	\$365
2025 Actual/Forecast	\$14	\$1,240	\$163	\$375	\$1,395
Budgeted Value	\$20	\$1,244	\$193	\$375	\$1,434



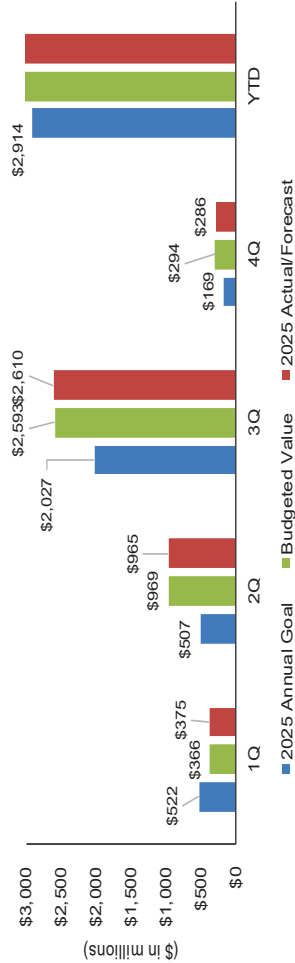
Schedule Variances

Project	Commitment	Goal	Forecast
1 Metro-North Red Commitments			
Red delays are beyond 2 months of goal.			
<i>Track & Structures</i>			
2025 Cyclical Track	Construction	Feb-25	Jul-25 (A)
		\$ 55.0	\$ 55.0
Slip due to the delay in the approval of the 2025-2029 Capital Plan.			

MTA Network Expansion Projects – Commitments – August 2025 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2025 Annual Goal		\$522	\$507	\$2,027	\$169	\$2,914
2025 Actual/Forecast		\$375	\$965	\$2,610	\$286	\$3,391
Budgeted Value		\$366	\$969	\$2,593	\$294	\$3,394



Schedule Variances

Project	Commitment	Goal	Actual(A)
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1 Network Expansion Amber Commitments

Amber delays are within 2 months of goal.

/BX

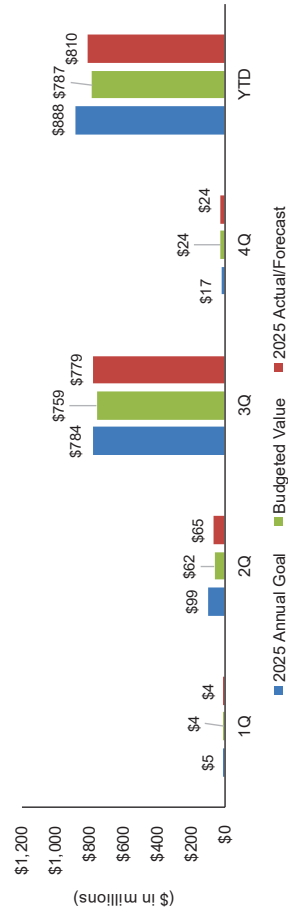
Interborough Express GEC	Design	Jun-25	Sep-25
		\$ 55.8	\$ 55.8

The project delay is due to prolonged procurement cycle.

B&T Capital Projects – Commitments – August 2025 – Budget Analysis and Schedule Variances

B&T Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$5	\$99	\$784	\$17	\$888	
2025 Actual/Forecast	\$4	\$65	\$779	\$24	\$810	
Budgeted Value	\$4	\$62	\$759	\$24	\$787	



Schedule Variances

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

Capital Projects – Completions – August 2025

Forecast		MTA-wide 2025 Major Completions												Post	
Goal	Total	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	2025	2025
44	44	3	2	3	2	1	3	1	1	5	1	4	15	3	3
Jan-25	2	2													
Feb-25	3	1	2												
Mar-25	3			1			1					1			
Apr-25	4			1	2	1									
May-25	1											1			
Jun-25	7			1			2		1	3					
Jul-25	4							1		1				1	1
Aug-25	0														
Sep-25	1								1						
Oct-25	6										1	1	2	2	
Nov-25	1											1			
Dec-25	12												12		

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

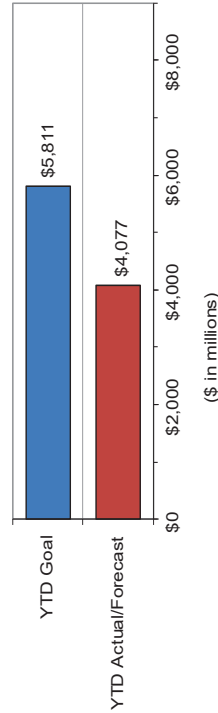
Completions Summary

In 2025, the MTA plans to complete \$9.1 Billion of projects. 44 major completions will be tracked throughout the year. Major completions include 21 for NYCT, 10 for the LIRR, 5 for Metro-North, 5 for MTA Bus, 1 for Network Expansion, and 2 for B&T.

Through August, the MTA has completed \$4.08 Billion versus its annual year-to-date goal of \$5.81 Billion. This result includes the completion of the R211 Base Order (\$1.47 Billion) and ADA station work at NYCT's 14th Street complex (\$303 Million). There are 16 major completions with delays across all agencies. All are highlighted on the following two pages. Three Major projects, ADA Package 4 (\$220 Million) & Replace 19 Elevators (\$160 Million), ADA and Renewal: Borough Hall (\$161 Million) have a completion delayed until early 2026, contributing to the year-end forecast shortfall.

Budget Analysis

2025 Annual Goal \$9,084
 Annual Forecast \$8,132
 Completion Goal Forecast 90%

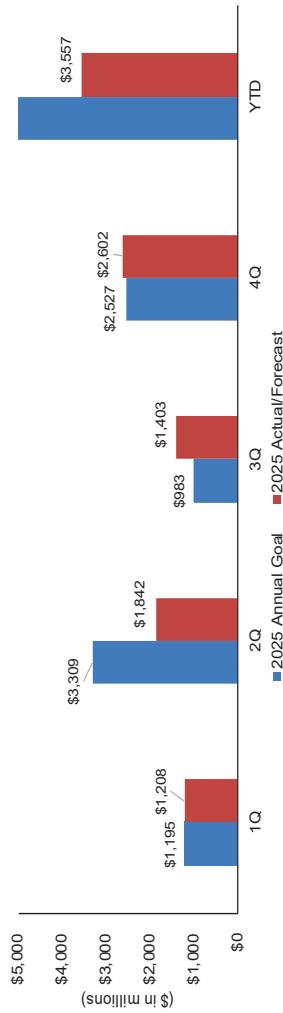


NYCT/MTA Bus Capital Projects – Completions – August 2025 – Budget Analysis and Schedule Variances (1 of 2)

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$5,310
2025 Actual/Forecast	\$1,208	\$1,842	\$1,403	\$2,602	\$3,557

2025 Goal (Rolling Stock)	\$120	\$1,485	\$0	\$0	\$1,605
2025 Actual/Forecast (Rolling Stock)	\$163	\$1,485	\$0	\$0	\$1,648



Schedule Variances

Project	Completion	Goal	Act./Forec.
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8 NYCT/MTA Bus Red Completions (2 new this Quarter)

Red delays are beyond 2 months of goal.

Stations

ADA: 149 St Complex & Tremont Av	Construction	Mar-25	Nov-25
		\$ 163.0	\$ 166.0

Change in schedule due to unforeseen electrical distribution protection needs with the existing EDR at the 149th St-GC station complex and track access coordination for remaining work at Tremont Ave.

ADA Package 4	Construction	Oct-25	Jun-26
		\$ 220.6	\$ 216.8

Change in schedule due to coordination with Con Ed on cable work at the 137th St City College station.

Replace 19 Elevators	Construction	Oct-25	Apr-26
		\$ 160.1	\$ 159.6

Change in project schedule due to added communications scope, including intercom and CCTV server upgrades



NYCT/MTA Bus Capital Projects – Completions – August 2025 – Budget Analysis and Schedule Variances

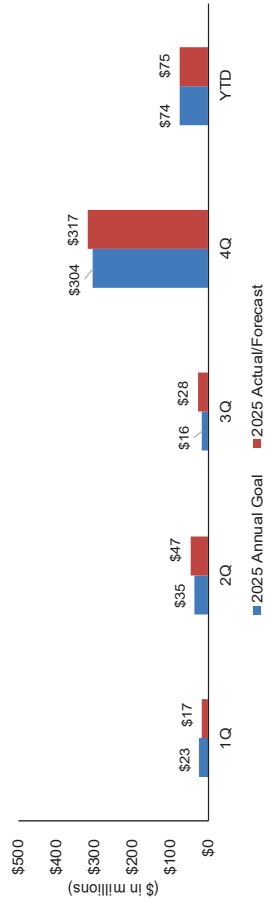
Schedule Variances						
Project	Completion	Goal	Act./Forec.	Project	Completion	Goal
8 NYCT/MTA Bus Red Completions (2 new this Quarter) Continued						
ADA and Renewal: Borough Hall (New this month)	Construction	Jul-25	Feb-26	4 NYCT/MTA Bus Amber Completions (1 new this Quarter)		
		\$ 161.2	\$ 161.0	Amber delays are within 2 months of goal.		
Change in schedule due to remaining contractual work and coordination with outside agencies on utility scope.						
Sandy Mitigation: Substation Hardening	Construction	May-25	Nov-25	Jamaica Station Renewals	Construction	Jun-25
		\$ 159.2	\$ 112.0			Aug-25 (A)
Change in schedule due to unforeseen field conditions related to utilities and soil, as well as a pending easement for structural work at Pierrepont substation. Cost reflects latest estimates.						
MTA Bus	Construction	Mar-25	Jun-25 (A)			172.0
Storeroom Expansion - LaGuardia		\$ 7.6	\$ 7.6	Grand Central Access Improvements: Main Mezzanine Finishes	Construction	Jul-25
The contractor/subcontractor has encountered a manpower shortage issue, which has resulted in a project delay.						
Signals & Comm	Construction	25-Jun	25-Sep	Purchase 25 Hybrid Locomotives	Construction	25-Oct
		\$453.20	\$448.20			\$257.84
Change in project schedule reflects operational issues with accepted units.						
CBTC Culver	Construction	25-Jun	25-Sep	Rolling Stock		
The delay and the budget modification are due to a pending arbitration award. Change in estimate reflects latest cost at completion.						
Shops & Yards	Construction	25-Jun	30-Sep	Paint/Structure Repair: White Plain Road and Dyre (New this month)	Construction	Oct-25
		\$110.00	\$110.00			\$ 135.9
Change in schedule to remaining tasks related to fire safety systems						
Change in schedule due to remaining steel repair and painting work.						
Rail Car Acceptance and Testing Facility, Brooklyn (New this month)	Construction	25-Jun	30-Sep			Dec-25
		\$110.00	\$110.00			135.9

LIRR Capital Projects – Completions – August 2025 – Budget Analysis and Schedule Variances

LIRR Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$23	\$35	\$16	\$304	\$74	
2025 Actual/Forecast	\$17	\$47	\$28	\$317	\$75	

2025 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0	\$0



Schedule Variances

Project	Completion	Goal	Act./Forec.	Project	Completion	Goal	Act./Forec.
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1 LIRR Red Completions

Red delays are beyond 2 months of goal.

Communications & Signals

Radio Head-End Replacement

Project completion was extended due to additional scope and cost requests for the installation of dispatcher consoles, base stations, radio consoles, and supporting work. The team had requested additional budget to support this, which was approved early in 2025.

Shops & Yards

Fire Protection Improvements

(New this month)

Delay due to limited outage availability and potential main line delays led to the rescission of directional drilling approval.

Construction

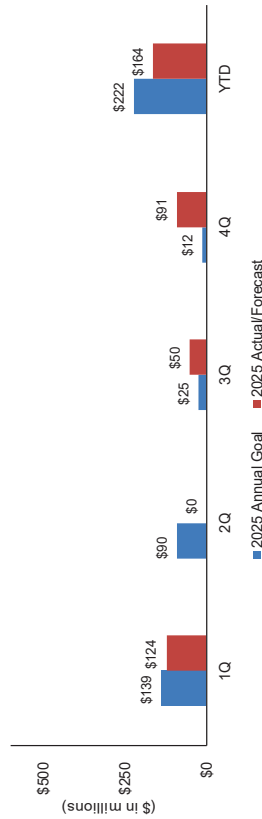
Oct-25 \$ 25.0 Nov-25 25.0

MNR Capital Projects – Completions – August 2025 – Budget Analysis and Schedule Variances

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$222
2025 Actual/Forecast	\$124	\$0	\$50	\$91	\$164

2025 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



Schedule Variances

Project	Completion	Goal	Act./Forec.
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1 MNR Red Completions

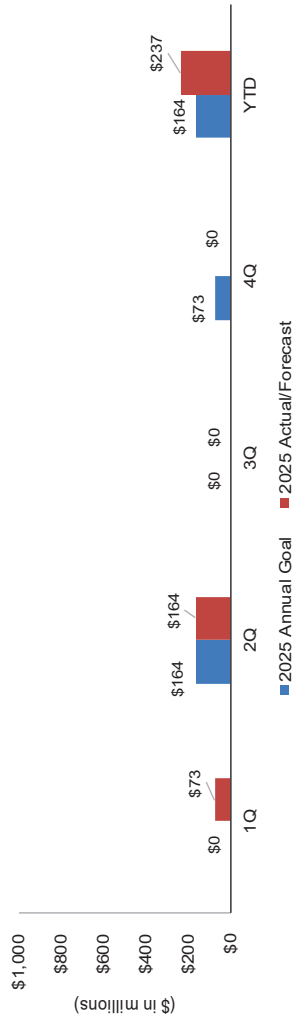
Red delays are beyond 2 months of goal.

Power			
Power Infrastructure Restoration-Substations - Sandy	Construction	Jul-25 \$50.0	Dec-25 \$50.0
The project timeline shifted due to extended punch list corrections and adjustments to the burn-in and testing schedule following transformer installation.			

MTA Network Expansion Projects – Completions – August 2025 – Budget Analysis and Schedule Variances

MTA Network Expansion Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$0	\$164	\$0	\$73	\$164	
2025 Actual/Forecast	\$73	\$164	\$0	\$0	\$237	



Schedule Variances

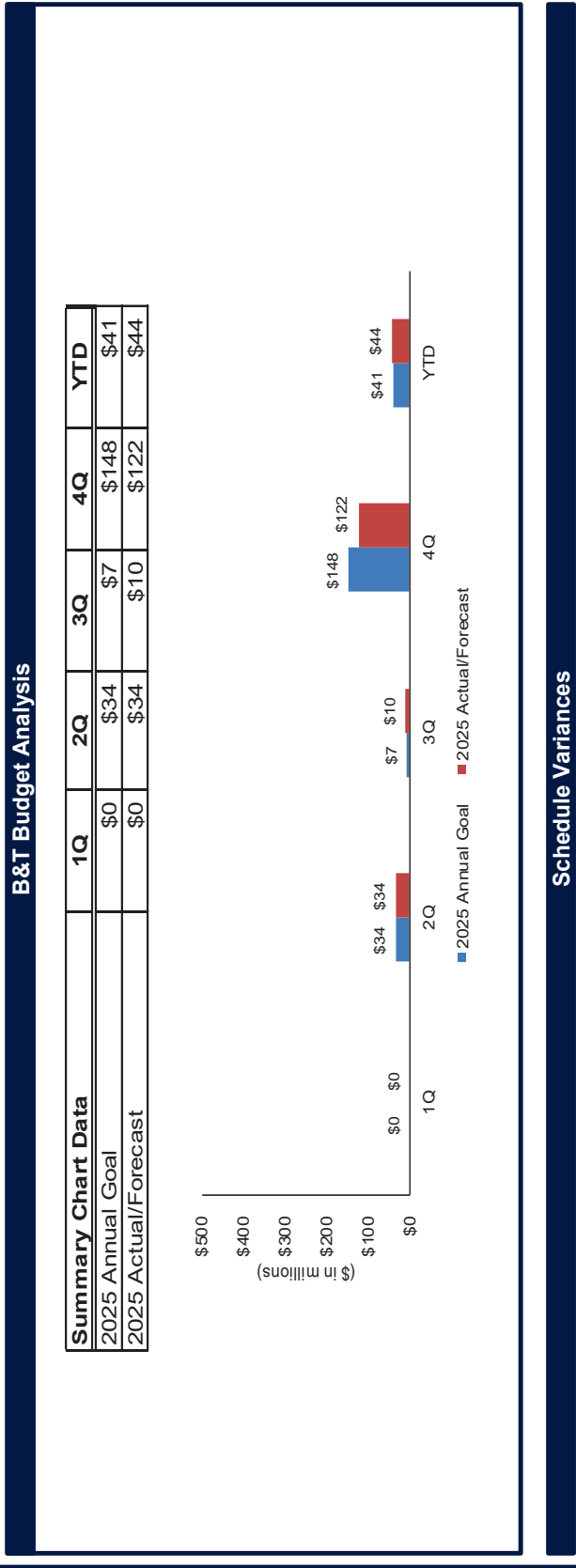
Project	Completion	Goal	Forecast
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1 Network Expansion Completion

Amber delays are within 2 months of goal.

<i>East Side Access</i>			
East Bound Re-Route	Construction	Apr-25	May-25 (A)
		\$ 163.60	\$ 163.65
East Bound Re-Route was activated and put into service 5/19/25.			

B&T Capital Projects – Completions – August 2025 – Budget Analysis and Schedule Variances

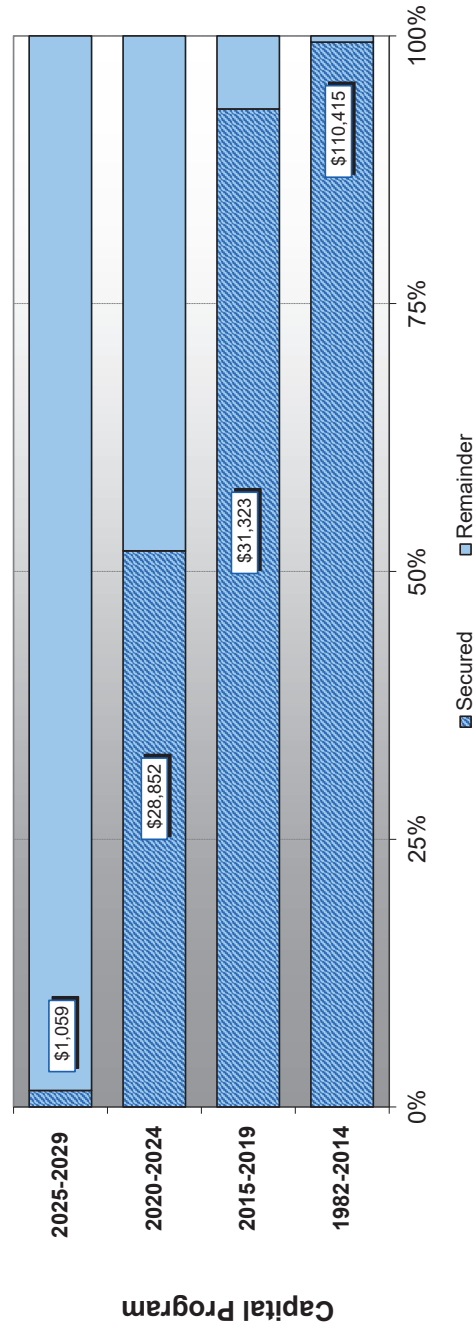


There are no major schedule slippages to report for MTA Bridges and Tunnels.

Status of MTA Capital Program Funding

Capital Funding (July & August 2025)

\$ in millions



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

Capital Funding Detail (July & August 2025)

\$ in millions

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

	Funding Plan		Secured*		Secured to date	Remainder
	Current	Thru June	July & August	July & August		
2020-2024 Program**						
Capital from Central Business District Tolling*	\$15,000	\$999	\$ -	\$ -	\$999	\$14,001
Capital from New Revenue Sources*	10,000	5,604	-	-	5,604	4,396
MTA Bonds and PAYGO	7,385	1,540	-	-	1,540	5,845
Other Contribution	589	-	-	-	-	589
Federal Formula	9,921	10,615	-	-	10,615	(694)
State of New York	3,169	1,211	-	-	1,211	1,958
City of New York	3,007	3,031	-	-	3,031	(24)
Federal New Start (SAS Ph2)	2,005	2,005	-	-	2,005	-
Federal Flexible & Other	1,161	2,563	14	14	2,577	(1,416) a
B&T Bonds	3,327	748	521	521	1,269	2,058 b
Total	55,563	28,317	535	535	28,852	26,711 48%

	Funding Plan		Secured*		Secured to date	Remainder
	Current	Thru June	July & August	July & August		
2025-2029 Program						
MTA Capital Lockbox	\$31,500	\$ -	\$ -	\$ -	\$ -	\$31,500
Federal Formula, Flexible and Competitive Grants and Loans	\$14,000	-	1,019	1,019	1,019	12,981 c
MTA Bonds and PAYGO	\$9,700	-	-	-	-	9,700
State of New York	\$4,200	-	-	-	-	4,200
City of New York	\$3,000	40	-	-	40	2,960
Additional MTA Self-Funding	\$3,000	-	-	-	-	3,000
B&T Bond & PAYGO	\$3,000	-	-	-	-	3,000
Total	68,400	40	1,019	1,019	1,059	67,341 98%

a) Receipt of \$14m discretionary grants: \$8m from US Senator Gillibrand and US Representative Meng for LIRR Forest Hills Platform ADA project, \$5m from the Carbon Reduction Program for ADA project at the NYCT Middletown Road Station, \$992k from the FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program to fund the NYCT tactile guideways and wayfinding project.

b) \$521m in TBTA bond proceeds to fund B&T capital projects.

c) Receipt of \$1 billion in federal formula funds for transit and commuter rail capital projects in the 2025-2029 Capital Programs.

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.

* Other than proceeds of bonds and notes payable from the Capital Lockbox, secured Capital Lockbox funds, including Capital from Central Business District Tolling and Capital from New Revenue Sources in the 2020-2024 program, are expected to be recognized in December 2025 and annually thereafter.

**As noted in prior receipt reports: the 2020-2024 Capital Programs letter amendment was approved in December 2024. Federal Formula, City capital and Federal Other (Receipt of FRA funds for PSA post Plan approval) plan values will be updated to reflect in the next full plan amendment

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE SEPTEMBER 2025

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$ 141M.

Staff Summary

Page 1 of 1

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eiland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	09/29/25	X		
2	Board	09/30/25	X		

Date: September 25, 2025			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
B. Competitive Requests For Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$	TBD
C. Competitive Requests For Proposals (Award of Purchase and Public Work Contracts)	2	\$	110,514,750
SUBTOTAL	3	\$	110,514,750

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	3	\$	30,518,417
SUBTOTAL	3	\$	30,518,417
TOTAL	6	\$	141,033,167

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

SEPTEMBER 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

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

1.	To Be Determined Contract No. To Be Determined	\$To Be Determined	<u>Staff Summary Attached</u>
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MTA Construction and Development requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate for all MTA Design-Build contracts through the end of 2028 and determine that it is in the public interest to issue Requests for Proposals for such contracts pursuant to New York State Public Authorities Law Section 1265-a(4)(f) and Section 1209(9)(f) and the All-Agency General Contract Procurement Guidelines.

Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

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

2-3.	Forte Construction Corp. Contract No. A37811	\$103,700,000	<u>Staff Summary Attached</u>
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Mid-American Elevator Co., Inc. Contract No. 600000000037020	\$6,814,750	<u>Staff Summary Attached</u>
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MTA Construction & Development ("C&D") requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build Services for ADA Upgrades – Package 7 to provide American with Disabilities Act upgrades at two New York City Transit stations. Board approval is also requested to award a long-term elevator maintenance contract.

Staff Summary

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

Page 1 of 2

Item Number 1					
Department, Department Head Name: Contracts, Legislative Services & Compliance, Samuel Schaffner, Senior Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	09/29/25	X		
2	Board	09/30/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Executive Vice President & General Counsel	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	To Be Determined
Description	
All-Agency Omnibus Authorizing Resolution to solicit all Design-Build Contracts by RFP through the end of 2028	
Total Amount	
To Be Determined	
Contract Term (including Options, if any)	
To Be Determined	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☒ Yes ☐ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☒ Operating ☒ Capital ☒ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development ("C&D") requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate for all MTA Design-Build contracts through the end of 2028 and determine that it is in the public interest to issue Requests for Proposals ("RFPs") for such contracts pursuant to New York State Public Authorities Law Section 1265-a(4)(f) and Section 1209(9)(f) and the All-Agency General Contract Procurement Guidelines. Board approval of each proposed contract award will continue to be required.

DISCUSSION

Design-Build contracting is a delivery method used extensively by the MTA and, in fact, Public Authorities Law Section 1264(1) requires that all MTA agencies use Design-Build contracting for certain projects absent a specific waiver from the New York State Budget Director. It is impractical and inappropriate to solicit Design-Build contracts by competitive bidding because the competitive bid process does not allow for the MTA to consider, in addition to price, factors such as design and construction approaches, experience of the proposer, and negotiated contract terms. The experience and creativity of the design and construction team are also particularly important factors to consider when selecting a Design-Build contractor. For all of these reasons the competitive RFP process rather than the competitive bid process is the industry norm and best practice for soliciting Design-Build contracts.

Sections 1265-a subdivision 4(f) and 1209 subdivision 9(f) of the Public Authorities Law, however, require MTA to obtain authorization from the Board to solicit purchase and public work contracts by RFP rather than by sealed bids. Because MTA makes extensive use of the Design-Build delivery method and because the RFP process is the best practice for Design-Build projects, it would be inefficient to seek an authorizing resolution from the Board prior to soliciting each individual Design-Build contract. Therefore, MTA C&D is requesting that the Board provide an omnibus authorization to solicit all Design-Build contracts by competitive RFP rather than by sealed bids through the end of 2028. By eliminating the need for

the Board to approve individual authorizing resolutions for individual Design-Build projects, this omnibus resolution will expedite award of Design-Build contracts. All proposed contract awards resulting from these competitive RFPs will continue to be submitted to the Board for approval prior to award.

The October 2022 Board approved a previous Omnibus Authorizing Resolution allowing MTA agencies to use the RFP method to solicit Design-Build contracts through the end of 2025. This request will allow C&D to use the RFP method to solicit Design-Build contracts through the end of 2028.

In accordance with MTA policy regarding the use of Design-Build contracts, it is MTA's intent generally to pay stipends to Design-Build RFP proposers that are not selected yet provide proposals that are responsive to the RFP requirements. This will be done to enhance competition by defraying proposal costs.

IMPACT ON FUNDING

There is no impact on funding. This action only changes the method by which contracts for the required work are solicited.

ALTERNATIVES

Request Board approval to use the competitive RFP process instead of sealed bids with individual authorizing resolutions for each Design-Build contract. This is not recommended because the Design-Build method is used extensively, it is not a best practice to solicit Design-Build projects by sealed bids and it would be inefficient to obtain Board authorization to use a competitive RFP via individual authorizing resolutions for each Design-Build contract.

Staff Summary

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

Page 1 of 3

Item Number 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	09/29/25	X		
2	Board	09/30/25	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 Construction Corp. 2. Mid-American Elevator Co., Inc.	A37811 600000000037020
Description	
Design-Build Services for ADA Upgrades – Package 7	
Total Amount	
1. Design Build Contract \$103,700,000 2. Long Term Elevator Maintenance Contract \$6,814,750 3. Stipend \$375,000	
Contract Term (including Options, if any)	
1. A37811 1,000 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 & Development (“C&D”) requests Board approval to award to Forte Construction Corp. (“Forte”), a publicly advertised and competitively solicited contract for Design-Build Services for ADA Upgrades – Package 7 (the “Contract”) to provide American with Disabilities Act (“ADA”) upgrades at two New York City Transit (“NYCT”) stations. The Contract is in the amount of \$103,700,000 and for a duration of 1,000 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 \$6,814,750 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 \$125,000 to be paid to each of the three unsuccessful proposers for a total amount of \$375,000.

DISCUSSION

This Contract is one of a series of projects in support of the MTA’s commitment to make stations ADA accessible, providing design-build services for ADA upgrades at the Kingsbridge Road (4) and 167th Street (B, D) stations in the Bronx. The work consists of installing four new ADA-compliant elevators, two at each station. In addition, the work includes the relocation of street utilities, state of good repair work including fire alarm and suppression systems at both stations and the construction of new fare controls on both the northbound and southbound platforms at the Kingsbridge Road station. C&D also seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract, providing for all maintenance, repairs, tests and inspections, and emergency services required to ensure optimum performance and longevity of the elevators and ancillary equipment. 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 their 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 for 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 ten Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior Design-Build experience, past performance and diversity compliance). Based on these criteria, the following firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- Forte
- ECCO III Enterprises, Inc. ("ECCO"),
- Kiewit Infrastructure Co. ("Kiewit"), and
- MLJ Contracting Corp. and TC Electric, LLC ("MLJTC2")

Prior to issuance of the RFP, Kiewit informed C&D that it would not participate in Step 2 of the procurement process because it was focusing its resources on other projects. Gramercy Group, Inc. ("Gramercy"), the next highest ranked proposer from Step 1, was selected to replace Kiewit for Step 2, and ECCO, Forte, Gramercy and MLJTC2 were issued the RFP.

In response to the RFP, ECCO, Forte, Gramercy, and MLJTC2 all submitted technical and price proposals. ECCO and Gramercy both proposed Modern Elevator as the elevator manufacturer and installer, while Forte and MLJTC2 proposed Mid-American Elevator Co. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYCT Department of Elevator and Escalators, 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 preestablished 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: ECCO: \$157,477,000 (maintenance - \$6,044,091); Forte: \$108,910,000 (maintenance \$6,814,702); Gramercy: \$131,600,000 (maintenance: \$6,044,091); and, MLJTC2: \$123,400,000 (maintenance: \$6,814,702).

The selection committee invited Forte and MLJTC2 to participate in negotiations. ECCO III and Gramercy were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Forte and MLJTC2 included detailed discussions of the proposers' general conditions and other costs, their approach to design and construction, and utility price assumptions. Following negotiations, the two proposers were asked to submit Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: Forte: \$103,700,000 (maintenance \$6,814,750); and MLJTC2: \$120,300,000 (maintenance: \$6,814,750).

The selection committee unanimously recommended Forte for award of the Contract and Mid-American Elevator Co., Inc. for the award of the long-term elevator maintenance contract. In addition to providing the lowest competitive price, the selection committee determined that Forte's technical proposal demonstrates an ability to complete the work safely, ahead of schedule, and within budget. Forte's proposal provides a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. Forte's \$103,700,000 and Mid-American's Proposal of \$6,814,750 are deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB/Local Hiring Information

The MTA Department of Diversity and Civil Rights has established a DBE goal of 22.5% for the Contract. This Contract also includes a 20% local hiring goal, requiring Forte to make best efforts to hire workers from the surrounding zip codes and economically disadvantaged areas. Forte is committed to meeting the goals requirements. Forte has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

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 completed any MTA contracts with goals, therefore, no assessment of its performance can be determined 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 Program. 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.

SEPTEMBER 2025**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)

- 4. Infinity Contracting Services Corp. \$2,415,600 Staff Summary Attached**
Contract No. C33495

MTA Construction and Development requests Board approval to ratify a modification to the Contract to restore to a state of good repair Track Pit No. 8 at the 207th Street Overhaul Shop.

- 5. Atkins-HNTB JV \$3,102,817 Staff Summary Attached**
Contract No. PS21002

MTA Construction and Development requests Board approval to ratify a modification to the Contract for additional design services for CBTC implementation and for enhanced cellular coverage on New York City Transit's Fulton Street and Liberty Avenue lines and to extend the period of performance by nine months to December 31, 2025.

- 6. Siemens Mobility, Inc. \$25,000,000 Staff Summary Attached**
Contract No. S48013-1

MTA Construction and Development requests Board approval to ratify a modification to add to the Contract the development of hardware and software for 5G-based Data Communication System train equipment, support for the installation and testing of the new 5G-based equipment on two R160-class and two R179-class subway trains, and ordering long lead components of the new equipment for installation on the full R160 and R179 fleets.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: **4**

Vendor Name (& Location) Infinity Contracting Services Corp. (College Point, New York)	
Description Component Repairs at the 207 th Street Overhaul and Maintenance Facilities, in the Borough of Manhattan	
Contract Term (including Options, if any) December 20, 2022 – February 17, 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 #
C33495	006
Original Amount:	
	\$ 21,416,000
Prior Modifications:	
	\$ 438,294
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 21,854,294
This Request	
	\$ 2,415,600
% of This Request to Current Amount:	
	11.05%
% of Modifications (including This Request) to Original Amount:	
	13.33%

DISCUSSION:

Contract C33945 (the “Contract”) is for repairs to improve the existing structural condition at the 207th Street Overhaul and Maintenance Facility in Manhattan (the “Overhaul Shop”). The Contract includes work to replace exterior walls and windows, roll-up doors, deteriorated structural steel beams, provide repairs to spalled concrete, sewer and electrical work, and replace deteriorated HVAC units. MTA Construction and Development (“C&D”) requests Board approval to ratify a modification to the Contract to add the repair work required to restore Track Pit No. 8 at the 207th Street Overhaul Shop to a state of good repair.

The Overhaul Shop operates 24/7, providing repairs and rebuilding train engines and components critical to train operations. The first floor of the Overhaul Shop has several tracks and track pits dedicated to these repairs. After years of wear and tear, exacerbated by a leaking roof and leaking overhead vents (which have since been repaired), and despite temporary repairs performed over the years, Track Pit No. 8 developed substantial areas of broken and spalled concrete as well as rotten wood track ties creating an unsafe situation which caused NYCT- Department of Facility Management to take the pit out of service. Track Pit No. 8 is one of 11 such work areas in the Overhaul Shop and its loss represents a 13% reduction in repair capacity at the shop. Accordingly, NYCT – Department of Car Equipment determined that the restoration of Track Pit No. 8 to be an Immediate Operating Need on January 17, 2025.

This modification provides for the restoration of Track Pit No. 8 to a state of good repair. In order to address this Immediate Operating Need and return Track No. 8 to operation as soon as possible, on February 17, 2025, the President of MTA C&D authorized the work to proceed up to a not-to-exceed amount of \$1,000,000.

The Contractor’s proposal was submitted in the amount of \$2,933,235.92. Negotiations were held and agreement was reached in the amount of \$2,415,600, which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: **5**

Vendor Name (& Location) Atkins-HNTB JV (New York, NY)	
Description General Engineering Services for NYC Transit Communications Based Train Control	
Contract Term (including Options, if any) April 1, 2022 – March 31, 2025	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ n/a	
Procurement Type ☒ Competitive ☐ Non-competitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
PS21002	7
Original Amount:	\$ 18,154,956
Prior Modifications:	\$ 9,409,198
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 27,564,154
This Request:	\$ 3,102,817
% of This Request to Current Amount:	11.2%
% of Modifications (including This Request) to Original Amount:	68.9%

DISCUSSION:

The Contract provides for general engineering consultant services to assist the MTA in the implementation of its Communications Based Train Control (“CBTC”) program for New York City Transit subway service. MTA Construction and Development (“C&D”) requests that the Board ratify a modification to add to the Contract additional design services for CBTC implementation and for enhanced cellular coverage on New York City Transit’s Fulton Street and Liberty Avenue lines and to extend the period of performance of the Contract work by nine months, to December 31, 2025, for an amount not-to-exceed \$3,102,817.

The Contract work includes design, engineering and procurement support, and program administration in support of the expansion of CBTC to the Fulton Street Line (IND, B-Division), the Sixth Avenue & 63rd Street Line (IND, B-Division), and the Crosstown Line (IND, B-Division). This modification will provide for the revision of the contract documents on the Fulton Line RFP package to expand the CBTC wayside system onto the Liberty Avenue Subway Line and add a distributed antenna system and associated infrastructure for enhanced cellular coverage on both the Fulton and Liberty Lines. This modification will also provide for the procurement, configuration and implementation of a technical requirements management software application that will be used to organize and track technical requirements for the Fulton-Liberty Line Contract and for subsequent CBTC projects. In order to mitigate schedule delays, authorization was obtained from the President of C&D on January 24, 2025, to commence work under this Modification.

The consultant, Atkins-HNTB JV, submitted its cost proposal in the amount of \$3,610,084. Following negotiations, the consultant submitted a final price of \$3,102,817, which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: 6

Vendor Name (& Location) Siemens Mobility, Inc. (New York, NY)	
Description Supplemental Agreement for CBTC Carborne Equipment for R179 Cars for the 8th Avenue Line	
Contract Term (including Options, if any) March 27, 2019 – March 9, 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 #
S-48013-1	11
Original Amount: (including options)	\$ 20,675,412
Prior Modifications:	\$ 4,181,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 24,856,412
This Request:	\$ 25,000,000
% of This Request to Current Amount:	100.6%
% of Modifications (including This Request) to Original Amount:	141.1%

DISCUSSION:

Contract S-48013-1 (the “Contract”) provides for the furnishing and support of installation of wi-fi based carborne Communication Based Train Control (“CBTC”) equipment for MTA’s fleet of R179 subway cars. MTA Construction and Development (“C&D”) requests Board ratification of a Contract modification to add the development of hardware and software for 5G-based Data Communication System (“DCS”) equipment, support for the installation and testing of the new 5G-based DCS equipment on two R160-class and two R179-class subway trains, and ordering long lead 5G DCS components for installation on the full R160 and R179 fleets.

5G-based DCS is a dramatic technological improvement over the wi-fi based DCS system that the MTA currently uses for radio communication between the carborne CBTC controllers and the wayside CBTC zone controllers. 5G provides enhanced transmission capacity for advanced operation and maintenance capabilities not available with the wi-fi based DCS system and enables integration of new, state-of-the-art, cybersecurity features providing enhanced CBTC system protection and system resilience. Moreover, in contrast to the current wi-fi based system, which is proprietary and approaching obsolescence and will ultimately not be supported, 5G provides access to a competitive global radio equipment market, fostering vendor diversity, innovation and cost efficiency. For those reasons, MTA intends to use 5G-based DCS on its new CBTC installations.

The 5G system is currently being implemented on the Crosstown line and the contract for implementation on the Fulton and Liberty lines is currently in procurement. Consequently, the 5G-based DCS train equipment must be added to the R160 and R179 trains which operate on those lines. This Contract modification provides for Siemens Mobility, Inc. (“Siemens”) to develop the hardware and software for the 5G-based DCS train equipment, support the installation and testing of the new 5G-based DCS equipment on two R160-class and two R179-class subway trains, and order the long lead 5G DCS components that will be required to equip the full R160 and R179 fleets with 5G based DCS train equipment. Procuring the remainder of the equipment and supporting the installation on the full fleets will be performed under a separate contract.

In June 2024, the President of MTA C&D authorized Siemens to commence this work to expedite the deployment of 5G DCS equipped R160 and R179 trains on the Crosstown line.

Siemens submitted a cost proposal of \$35,439,028. Negotiations yielded a final price of \$25,000,000, which has been determined to be fair and reasonable.