Metropolitan Transportation Authority

Capital Program Committee Meeting

October 2026

Committee Members

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

Capital Program Committee Meeting

Monday, 10/26/2026
12:15 - 1:30 PM ET

1. SUMMARY OF ACTIONS
C&D CPC Summary of Actions - Page 3

2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES, September 27, 2026
C&D CPC Minutes - Page 4

4. 2025-2026 COMMITTEE WORK PLAN
CPC Committee Work Plan October 2026 - Page 9

5. PRESIDENT'S UPDATE

6. RAILROADS BUSINESS UNIT REPORT
CPC Railroads Report - Page 10
IEC Report on Park Avenue Viaduct Replacement - Page 17
IEC Report on Grand Central Train Shed Sector 1 - Page 23
IEC Report on Brewster Yard Phase 1 - Page 26
IEC Report on MNR Three Bronx Stations - Page 32
IEC Report on ADA Station Improvements Package 2 - Page 38
IEC Report on Jamaica Capacity Improvements- Phase 2 - Page 43

7. C&D SAFTEY REPORT
C&D Safety Report - Page 48

8. CAPITAL PROGRAM STATUS REPORT
C&C Report - Page 50

9. C&D PROCUREMENTS
C&D Procurements - Page 68

CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for OCTOBER 2026

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Arup US, Inc.	$14,476,846	Approval to award a publicly advertised and competitively solicited contract for design and engineering services to support the rehabilitation and upgrade of New York City Transit fan plants and pump rooms.
Contracts	Judlau Contracting, Inc.	$2,840,000	Ratification of a modification to replace 22 girder flanges at New York City Transit's 52nd & 69th Street Stations (7 Line) on the Flushing-bound track platforms.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
September 28, 2026
New York, New York
12:00 PM

MTA Board Members present:
- Hon. Janno Lieber, Chair & CEO
- Hon. Andrew Albert
- Hon. Daniel Garodnick
- Hon. Randolph Glucksman
- Hon. Marc Herbst
- Hon. Melanie Hertzog
- Hon. David Jones
- Hon. Dr. John-Ross Rizzo
- Hon. Christopher Leathers
- Hon. Blanca Lopez
- Hon. Haeda B. Mihaltses
- Hon. Edward Valente

MTA Board Members not present:
- Hon. Gerard Bringmann
- Hon. Michael Fleischer
- Hon. Samuel Chu
- Hon. Janette Sadik-Khan
- Hon. David Mack
- Hon. Melva M. Miller
- Hon. Lisa Sorin
- Hon. James O'Donnell
- Hon. John Samuelsen
- Hon. Midori Valdivia
- Hon. Neal Zuckerman

MTA staff present:
- Jamie Torres-Springer
- Evan Eisland
- Bill Montanile

* * *

Chairman Lieber called the September 28, 2026, Capital Program Committee Meeting to order at 12:25PM.

Public Comments Period

There was one public speaker during the hybrid public comment period: Kara Gurl

CPC Work Plan
There were no updates to the Work Plan.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on September 28, 2026. A spelling update was noted for correction.

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

President's Report

Mr. Jamie Torres-Springer, President of MTA Construction & Development ("C&D"), delivered his report, beginning with a summary of significant progress achieved over the summer across multiple capital programs.

Mr. Torres-Springer reviewed advancements at the Broadway Junction ADA and station transformation project, highlighted infrastructure resilience initiatives to protect the Metro-North Hudson Line, the most vulnerable line in the entire system, and discussed the study of a thermal energy network, which aims to reduce temperatures in the Brooklyn Bridge–City Hall and Chambers Street stations while capturing and recycling the heat to warm municipal buildings during winter.

He reported that an RFP for compressed natural gas and alternative-fuel buses has been issued, representing the most substantial bus fleet upgrade since 2013. He also announced that all stations on the Interborough Express will be ADA accessible, and that the full RFP for the final contract for the Second Avenue Subway Phase 2 will be released before the end of the year. Additionally, two major ADA station projects: Kings Highway on the F and 149th Street–Hostos on the 2, 4, and 5 have opened.

Stations Business Unit Update

Mr. Bill Montanile, Senior Vice President of the Stations Business Unit, began his update to the Committee by noting that the Stations Business Unit is responsible for 493 stations across all five boroughs. The portfolio now exceeds $20 billion, the largest in its history with more than $11.5 billion dedicated specifically to ADA accessibility. The unit is currently active in 91 stations, performing highly visible customer-facing improvements ranging from structural steel replacement to staircase widening, all while maintaining station operations.

Since the last report, the Stations Business Unit has completed over $300 million in work. This includes eight newly accessible ADA stations; state-of-good-repair improvements at three stations; and replacement of elevators and escalators across 23 stations. Notably, the Grand Central Station Complex improvement program finished on time and $46 million under budget, adding 14 new staircases, widening 24 others, and increasing public circulation space by 20%, all while maintaining safe operations in one of the busiest stations in the system.

Also, since the last report, the Business Unit has awarded five projects totaling $1 billion dollars and remains on target to award an additional $2 billion dollars.

Next, Mr. Montanile highlighted the acceleration of ADA delivery since the creation of C&D in 2020. While only 115 ADA stations were completed from 1988 to 2020, an average of fewer than three per year, C&D has completed 48 ADA stations in the last six years alone, tripling the annual delivery rate. Today, 33 ADA stations are under construction, with three more set to open this year, 14 scheduled to open next year, and an additional 81 in planning; Systemwide accessibility will rise from 163 stations today to 277 stations, accounting for more than 55% of the network.

Mr. Montanile then highlighted the elevator modernization program, which has replaced over 140 elevators since 2020, including 21 this year. Two additional replacement contracts will be completed by October, marking the system's achievement of full elevator state-of-good repair work. Improved pre-testing and quality oversight have resulted in elevators being delivered one month faster on average compared to 2025.

Turning to escalator replacement, Mr. Montanile described major innovations at the Smith–9th Streets station, the system's highest elevated station, where limited track access required abandoning the original plan to deliver escalator trusses by work train. Instead, engineers created a temporary roof opening to crane trusses directly into the station. This reduced customer disruption, improved safety, sped up installation, and resulted in a permanent roof access hatch for future escalator work.

He then summarized major structural rehabilitation efforts on the Flushing Line, which he described as among the most challenging elevated structures in the system due to age, corrosion, and operational constraints. At the 61st Street Woodside station, destructive testing revealed deterioration far beyond initial expectations, leading to an addition of 240 tons of new steel and 520 tons of temporary shoring. Crews replaced multiple 95-foot girders from the street while trains continued to run overhead. Lessons from this project have already improved risk identification and scoping practices for future renewals.

The five-station Flushing Line renewal project continues to progress, with the 103rd Street–Corona Plaza station platform now reopened and the 52nd Street and 69th Street station platforms scheduled to return to service in January. Nearly 200 tons of structural steel have been installed, addressing a century of corrosion and ensuring long-term reliability for this line.

Mr. Montanile also highlighted work on two new ADA stations on the Flushing Line. Due to space constraints beneath the viaduct, the design team developed innovative street level fare control and direct street-to-platform elevators. This approach avoided costly structural alterations, improved circulation, and accelerated delivery. Elevator shaft construction is well underway, with completion set for next year.

He concluded with an update on the transformative Broadway Junction project, which includes seven new elevators, three escalator replacements, two control house projects, a new pedestrian bridge connecting major transfer points, and 41 tons of additional steel repairs. All

together these investments create a more connected, accessible and pedestrian friendly neighborhood with visible improvements at all levels of the complex.

IEC Monitoring Report

Mr. Calvin Gordon, Deputy Program Director of the Independent Engineering Consultant (IEC), presented the Second Quarter Traffic Light Report. Of the 256 projects reviewed, 171 reported no schedule or cost variances.

Mr. Mark Saluca, IEC Stations Lead, provided additional detail on monitored station projects, noting significant elevator and escalator deliveries and acknowledging some schedule delays due to unforeseen field conditions.

Capital Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented 4 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. Authorization to amend the Board's prior approval of a non-competitive contract with Siemens Mobility, Inc. (Contract W32813) for upgrades to New York City Transit's Automatic Train Supervision system for its B-Division and approve an extension to the Contract term by 275 days to facilitate equipping the R160 and R179 subway fleets with 5G DCS equipment;

2. Adoption of a resolution declaring competitive bidding impractical or inappropriate pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines and that it is in the public interest to authorize C&D to issue a competitive Request for Proposals in lieu of sealed bids for the award of the contract (Contract No. C40521) for the rehabilitation of essential structures and systems at the Michael J. Quill Bus Depot in Manhattan;

3. Authorization to increase the total aggregate budget for a series of indefinite quantity contracts (Contracts Nos. CM-1641 – CM-1648, CM-1705, CM-1706) for asbestos and lead disturbance management and air monitoring services in the amount of $20 million; and,

14. Authorization to increase the total aggregate budget for a series of indefinite quantity contracts (Contracts Nos. D81691, D81694 – D81700, D81702, D81703) with New York State-certified Minority and Women-Owned Business Enterprises and Service-Disabled Veteran-Owned Businesses for architectural and engineering design, project management and inspection services in the amount of $14,350,000.

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

Adjournment

With no further business to discuss, and upon a motion duly made and seconded, Chairman Lieber adjourned the meeting at 1:08 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

Metropolitan Transportation Authority

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

October 2026
President's Update
Railroads

November 2026
President's Update
Signals

December 2026
President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2027
President's Update
Infrastructure

February 2027
President's Update
Agency Initiatives

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

April 2027
President's Update
Expansion

May 2027
President's Update
Agency Initiatives

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

July 2027
President's Update
Agency Initiatives

September 2027
President's Update
Stations
Quarterly Traffic Light Report

MTA Capital Program Committee Update
Railroads Business Unit: LIRR & Metro-North Projects
October 2026

C&D's Railroads Business Unit last reported to the Capital Program Committee in November 2025. Since then, progress has been made on a number of key initiatives across both Long Island Rail Road (LIRR) and Metro-North Railroad (MNR) with notable accomplishments and ongoing activities summarized below.

Program Status:

Metro-North Railroad:

Overall C&D is managing approximately $6.3 billion in capital projects for Metro-North Railroad. This includes $2.9 billion in construction and $1.4 billion in projects advancing through design and procurement. This includes an overall total of 15 active construction and 10 design projects.

Year-to-date, C&D has achieved substantial completion on 5 construction projects and 6 in-house projects, including Sandy Substations Replacement, Fleetwood Parking Lot, and Park Avenue Tunnel 86th Street Emergency Exit Repairs. A contract for the Hudson Line Blueprint design services was also awarded.

Procurement is ongoing for the following major projects: Hudson Line Bundle (Track 1 electrification, Culverts replacement and rock slopes remediation), GCT Security Phase 1, Diesel Exhaust Fluid Fueling Facilities and Mott Haven/Melrose Tunnel Stormwater Mitigation and Drainage Improvements.

Long Island Rail Road:

C&D is currently managing approximately $4.3 billion in capital projects for Long Island Rail Road. This includes $2.2 billion in construction and $843 million in projects advancing through design and procurement. This includes an overall total of 18 active construction and 15 design projects.

In 2026, several key LIRR capital projects totaling $302 million were successfully completed, including Queens Interlocking, East Yaphank Station, and Mid Suffolk Yard Phase 2.

Construction activities are currently progressing on South Shore Bridge Painting, the ADA Package 2 improvements at Hollis and Forest Hills Stations, ADA Package 3 at Floral Park and Bellerose Stations, East End Bridge Replacement project and the West Side Yard Flood Wall

C&D is advancing procurement for the next slate of LIRR stations and accessibility improvements in the 2025-2029 Capital Plan, including the Port Washington Station Renewal design and construction, the Stations Component Replacement Program, and the Elevator and Escalator Replacement Program at multiple locations.

This document summarizes progress on 5 active projects:

Park Avenue Viaduct Replacement

The Park Avenue Viaduct (PAV) replacement project will replace the over 130- year-old railroad viaduct from E115th Street to E123rd Street (Phase 1) and E127th Street to E132 street (Phase 2), along Park Avenue in Harlem. The project encompasses the entire replacement of the existing viaduct including foundations, structure, tracks, power, communications and signals. As reported at previous CPC meetings, the viaduct has reached the end of its useful life.

This section of the viaduct is an elevated steel structure that carries four third-rail powered tracks over Park Avenue. All trains from the Hudson, Harlem and New Haven Lines use the viaduct to reach Grand Central Terminal. Approximately 750 trains per day traverse the viaduct, making it one of the most critical MNR assets.

The PAV replacement project is providing multiple improvements to the community, including improving the lighting under the PAV to increase safety in the neighborhood; significantly improving the aesthetics of the community by replacing the existing painted brown structure with a welcoming new, light gray, galvanized steel structure, which will brighten the neighborhood; an arts and design component. The project maintains service to the Harlem 125th Street station, the 3rd busiest station for MNR.

PROJECT STATUS	Original	Forecast
Substantial Completion (Phase 1)	April 2026	April 2026
Substantial Completion (Phase 2)	Sept. 2027	Sep. 2027
Budget (Phase 1 & 2)	$833.6M	$782M
The project is approximately 94 % complete		

Since the last report, the project achieved on-time completion of Milestone 1 which correlates to the substantial completion of the Phase 1 work. The project completed the replacement of Phase 2 Structure in its entirety. In total, the project replaced 196 bridge units in 28 weekend two-track outages within both Phases 1 and 2. Six of these outages included both phases simultaneously. Following the bridge replacements, the project is performing track-level system restoration including rail, signal power and communication cables.

Grand Central Train Shed Sector 1

The Grand Central Train Shed Rehabilitation Sector 1 project will bring 64,000 square feet of the train shed structure to a state of good repair. The project replaced the train shed roof supporting the street roadways and sidewalks and provided major repairs to the substructure columns, girders and crash walls to be in compliance with the current codes and standards. The project is the first Public-Private Partnership (PPP) between JP Morgan Chase (JPMC), the owner of 270 Park Avenue, where JPMC is acting as an agent for MTA to deliver design and construction of the project.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2026	December 2026
MTA Budget	$293.5M	$276.0M
The project is approximately 93% complete		

The construction was awarded to John Civetta and Sons and commenced on January 31, 2022. All roof replacement work is complete, with the exception of a small area located under 48th Street that supports the tower hoist for the construction of the 270 Park building. The project is projected to be completed $18.0M under budget and is on schedule. The project is a testament to a very successful partnership between JPMC and MTA and with effective cooperation from City agencies and local stakeholders. Metro-North Railroad has provided sufficient support with track usage and 3rd rail outages that has been necessary to keep the project on schedule.

Brewster Yard Phase 1 – Southeast Station Garage

This project is the first phase of the expansion of Metro-North's Brewster Yard. The project will relocate customer parking onsite to help create additional yard capacity and increase train storage capacity. The project was awarded to Civetta-Stonebridge JV LLC and commenced in January 2024.

The project team has implemented schedule analyses, work re-sequencing, early work packages, and enhanced stakeholder coordination to mitigate impacts and advance construction.

Major improvements include the new parking garage, a pedestrian bridge connecting the new parking facility to the station overpass and platforms, a vehicular bridge providing access to the garage, and intermodal facilities.

PROJECT STATUS	Original	Revised	Forecast
Substantial Completion	April 2026	April 2027*	June 2027
Budget	$196M	$196M	$196M
The project is approximately 40% complete *Substantial completion forecast affected by temporary pause in 2024 due to funding uncertainty.			

Current status of the project:

- Parking Garage: Garage foundations are complete, and precast garage erection is progressing, with two of nine erection sequences completed. Underground drainage work is also underway.
- Independent Way Access & Vehicular Bridge: The Independent Way access roadway and pedestrian walkway are nearing completion. The vehicular bridge substructure is progressing, with abutments substantially

complete and center pier, retaining wall, and approach roadway work ongoing.

- Pedestrian Bridge & Station Connection: The pedestrian overpass substructure is complete and ready for bridge steel erection and connection to the existing station overpass
- Site Infrastructure and Drainage: Dewatering and box culvert replacement are progressing, along with detention basin construction. Site-wide drainage and stormwater improvements are also advancing.
- Utilities and Power: Aerial power was relocated underground to facilitate bridge construction. A new NYSEG power feed is being installed to serve the new garage site.

MNR Three Bronx Stations

MNR ADA Improvements at Three Bronx Stations is performing ADA and station improvements at Williams Bridge, Woodlawn, and Botanical Garden stations on the Harlem Line.

At Williams Bridge Station and Woodlawn Station, the project is installing four new elevators and elevator machine rooms; replacing both platforms including the piers and foundations; replacing the stairways on both platforms; and installing new platform canopies.

At Botanical Garden Station the project is replacing both platforms; rehabilitating the station overpass including two full elevator replacements; performing ADA upgrades to stairs, ramps, and walkways; and full replacement of the historic wood canopy.

All three stations will receive new station elements including platform shelters, benches, lean bars, and recycling centers. MTA Arts & Design will coordinate the installation of new artwork at each station. The stations will receive new customer information displays, public address systems, and security cameras.

PROJECT STATUS	Original	Forecast
Substantial Completion	May 2027	May 2027
Budget	$169.9 M	$157.8 M
The project is approximately 70% complete		

Current status of the project:

- Work is being performed concurrently at the three stations in two phases with long term track outages. During each phase of the project, the stations remain in service with the use of temporary platforms.
- The first phase of the project, the construction at the southbound stations, was completed in April 2026.
- The project is currently working on the second phase of the project, the construction at the northbound platforms. New platforms, canopies, staircases, and elevator shafts have been completed. Work is in progress on the platform finishes, elevator mechanical equipment, and the electrical & communication systems.

ADA Station Improvements – Package 2

The LIRR ADA Stations Package 2 scope includes complete rehabilitation of Babylon, Hollis and Forest Hills Stations, which are all currently under construction. Babylon work includes replacement of the existing two center-island 12-car platforms with new canopies, two new elevators, replacement of two existing elevators and escalators, plaza upgrades, lighting, and customer communications systems.

Hollis' scope includes full platform replacements with an extension of the platforms from 4 to 8 cars, new platform canopies, one new elevator on the south side, new ADA ramp on north side, rehabilitation of the existing pedestrian tunnel, one new pedestrian tunnel, new lighting, and new communications systems.

Forest Hills scope includes full platform replacements with an extension of the platforms from 6 to 10 cars, new platform canopies, updated ramps, station restroom rehabilitation, new lighting, and new communication systems.

PROJECT STATUS	Original	Revised	Forecast
Substantial Completion	December 2026	November 2027*	November 2027
Budget	$329.1 M	$340.7 M	$340.7 M
The project is approximately 69% complete *Substantial completion forecast for Hollis and Forest Hills station affected by temporary pause in 2024 due to funding uncertainty.			

Current status of the Babylon improvements:

- Two new 12-car center-island platforms at Babylon Station opened to the public in May 2026.
- Canopy, waiting room, signage, lighting, and communications system finishing work is ongoing.
- Two new elevators are in service; two additional elevators and the new escalator are scheduled to be placed in service in November 2026.
- Plaza work continues, including lighting, bathroom upgrades, signage installation, and flatwork.
- Babylon final completion is on schedule for Spring 2027.

Current status of the Hollis improvements:

- Phase 1 completed; new 4-car west end platforms opened to the public in May 2026, including new platforms, canopy, west-end stairs, and pedestrian tunnel under the Yard Lead Track.
- Phase 2 reconstruction underway on the east end of the station.
- South side progress includes new elevator construction and ongoing platform foundation work; platform installation targeted for January 2027.
- North side work includes back-of-house construction, new platform footings, and commencement of ADA ramp construction.

Current status of the Forest Hills improvements:

- Phase 1 completed in June 2026; south side 4-car platform and north side 6-car platform opened to the public, including new platforms, shelter shed, stairs/ramp, historic signage, lighting, and railings.
- Phase 2 reconstruction underway on the west end of the station.
- South side Phase 2 is in progress with a new stair and ramp opened in June; platform foundations complete.
- North side Phase 2 is in progress with platform foundation work ongoing; back-of-house construction underway

Jamaica Capacity Improvements Phase 2 - Hall Interlocking Expansion

The Jamaica Capacity Improvements (JCI) Program advances LIRR's plan for the future of railroad operations through Jamaica. This plan: (1) supports LIRR Service to Grand Central Madison Terminal; (2) increases Jamaica Station/Interlocking(s) capacity/speed for increased train service to/from all three west end city terminals and future growth; and (3) results in a state of good repair to Jamaica's aged infrastructure.

JCI Phase 2 construction will span several Capital Programs and will result in a complete realignment/reconstruction of the Jamaica interlockings, tracks, and associated railroad infrastructure.

The Hall Interlocking Expansion includes the eastward extension of existing E-Yard tracks via the construction of a new bridge over 150th Street. The work also involves replacing/modifying existing retaining walls, associated track/third rail modifications and state of good repair. This project launched a 280-foot 2 track bridge to create two additional parallel routes within Hall Interlocking (new tracks E2 and E3) which is critical to the overall master plan of JCI Phase 2.

PROJECT STATUS	Original	Forecast
JCI Phase 2 Hall Exp.	October 2026	October 2026
Budget	$168.6 M	$168.6 M
The project is approximately 99% complete		

Current status of the project:

- The bridge steel reached the east abutment on May 9th, 2025.

- Bridge deck waterproofing installation is complete.
- The 3rd party specialty dump train completed all backfill and ballast deliveries.
- The rail and ties were delivered, and the contractor has begun E3 track installation.
- The Guy R Brewer Blvd State of Good Repair concrete repairs on the abutments has progressed.
- The State of Good Repair work along the Atlantic Branch Tracks is nearing completion.

October 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Railroads
Metro-North Railroad (MNR) – Park Avenue Viaduct Replacement

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

MNR – Park Avenue Viaduct Replacement

Scope

The Park Avenue Viaduct Replacement is a design-build project that provides for the reconstruction of critical segments of the 133-year-old, structural steel viaduct/bridge. The viaduct/bridge carries four Metro-North Railroad tracks above Park Avenue from the Park Avenue Tunnel at East 97th Street to Harlem River in East Harlem. The bridge is used by 98% of all Metro-North trains. The Park Avenue Viaduct is the conduit for all Metro-North Trains into and out of Grand Central Terminal and it is at varying degrees of steel degradation and deterioration. It has surpassed its original design intent and function.

The replacement of the structural steel viaduct/bridge segments will be performed in two phases. Phase 1 replaces viaduct segments from East 115th Street to East 123rd Street and Phase 2 replaces viaduct segments from East 127th Street to midblock East 131st Street and East 132nd Street.

Major project elements include:

- Demolition of critical segments of the existing structure and all ancillary components
- Design, reconstruction and upgrade of all project components including, but not limited to, foundations, substructure, superstructure, drainage, trackwork (including direct fixation fastener (DFF) and continuous welded rail (CWR) systems), communication and signals, traction power, utility relocations and abrasive blasting and structural bridge painting.

MNR – Park Avenue Viaduct Replacement

Schedule

MTA C&D awarded the Park Avenue Viaduct Replacement Phase 1 Design-Build contract to Halmar International, LLC in December 2022 with a construction duration of 39 months.

In May 2024 MTA elected to award Phase 2 to Halmar to take advantage of the successes achieved in Phase 1. The Phase 2 award added 18 months to the contract and established September 2027 as the contract Substantial Completion (SC).

Milestone	Contract Baseline	Update #38 DD 8/1/2026	IEC Forecast	Variance (Months)
Milestone 1 – Phase 1 Completion	4/2026	4/2026 (A)	4/2026 (A)	0
Substantial Completion	9/2027*	4/2027	9/2027	0

* The Substantial Completion date was agreed upon after awarding Phase 2, and it includes the completion of Phase 2.

- The project is currently 93% complete based on the expenditures to date.
- The Phase 2 final superstructure steel bridge section was completed in July 2026.

In the IEC's opinion the September 2027 SC is achievable.

MNR – Park Avenue Viaduct Replacement

Budget

The current project budget is $834M.

MTA C&D's EAC is $782M, which accounts for utilization of contingency only for negotiated changes and assumes no further utilization of remaining reserve.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	$834M	$834M	$782M	$782M

- The IEC forecasts the project will complete under budget, with an EAC of $782M. This EAC captures executed modifications, potential change orders, utilization of contingency and risk for remaining work.

MNR – Park Avenue Viaduct Replacement

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- Risk: Delay associated with addressing Direct Fixation Fastener (DFF) damage or defect.
  - Mitigation: The DB has developed and implemented an approved DFF replacement procedure and incorporated the replacement work into the project schedule, and utilized lessons learned from the first replacement in September 2025 and subsequent replacements.
- Risk: Failure to secure the required track outages and Force Account support from MNR.
  - Mitigation: The DB has established a Track Outage Calander for single track outages for the remaining project, which includes look-ahead schedule for the force account needs. The PMC has been reviewing and coordinating with the DB and MNR user groups to ensure efficiency and to mitigate the potential risks.
- Risk: Delays associated with delivery of long lead items.
  - Mitigation: The DB identified long lead items and obtained acceptance to order/fabricate. One significant long lead item remaining is the DFF. The DB and PMC have coordinated to review and inspect the remaining DFF plates at the fabricator to ensure high quality during fabrication.

The IEC finds the Project Management Team and Design-Builder are effectively mitigating the project risks that have arisen and it's the IEC's opinion that the mitigation strategies are reasonable and should yield similar results for the remaining identified risks.

MNR – Park Avenue Viaduct Replacement

Observations

- Building on the successes of Phase 1, the MTA made a strategic decision to incorporate Phase 2 work into the existing contract with the Phase 2 award in May 2024. The decision has proven successful as the contract is on pace to finish months ahead of schedule and under Budget.
- The project team (MTA C&D, Project Management Consultant and MNR groups), through strong collaboration, cooperation and coordination with the Design-Builder executed the bridge replacement outages with precision and efficiency; successfully replacing 196 structural steel bridge sections during Phase 1 and Phase 2 without a single disruption to train operations.
- C&D harnessed and vetted the design-builder's creativity and ownership for the means and methods it uses to implement an innovative trackwork protective system called the "intertrack containment system". The innovation permitted working on the tracks while trains operated on the adjacent tracks on their normal schedules. This system permitted the work to be performed in a safe, efficient and effective manner, with reduced flagging, yielding both cost and schedule savings.

October 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Railroads
Metro-North Railroad (MNR) – Grand Central Terminal Train Shed Sector 1

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

MNR – Grand Central Terminal Train Shed Sector 1

Scope

The Grand Central Terminal Train Shed Sector 1 project (Sector 1) is a collaboration between the MTA and JP Morgan Chase Bank (JPMC) and replaces 65,000 square feet of train shed roof. The work is being performed in conjunction with JP Morgan Chase's reconstruction of 270 Park Avenue Building.

Sector 1 reconstructs the train shed roof below the streets surrounding the building - East 47th Street from Madison Avenue eastward to the center line of the existing Park Avenue Mall, which continues northward at the Park Avenue Mall centerline from East 47th Street to East 48th Street and along East 48th Street west towards Madison Avenue for approximately two-thirds of the distance between Park and Madison Avenues.

The train shed roof needs reconstruction due to deterioration of the 100-year-old waterproofing system that has deteriorated structural steel members.

Major project elements include:

- Replacement and rehabilitation of the superstructure and substructure within the upper level of the train shed including columns, girders, roadway stringers, structural deck, waterproofing and removal and replacement of utilities.

MNR – Grand Central Terminal Train Shed Sector 1

Schedule

Sector 1 is a collaboration between the MTA and JP Morgan Chase Bank (JPMC). JP Morgan Chase awarded this project to John Civetta & Sons in October 2021.

Milestone	Contract Baseline	Update #50 DD 5/1/2026	IEC Forecast	Variance (Months)
Substantial Completion (SC)	12/2026	12/2026	12/2026	0

- The project is currently 95% complete.
- In the IEC's opinion, the December 2026 Substantial Completion is achievable.

Budget

The current Budget and the Estimate at Completion (EAC) are $227M and $225M, respectively.

- Total Project Budget (MTA & JP Morgan Chase) is $277
  - JP Morgan Chase's Budget Contribution is $50M
- After a review of total project cost, contract modifications and available contingency the IEC concludes the project will be completed under current budget.

Observations

- The Grand Central Train Shed Sector 1 contract is a public-private partnership (PPP) collaboration between MTA and JP Morgan Chase Bank that has proven successful; completing the contract on time and under budget.
- Sector 2, which is a continuation of the train shed reconstruction performed in Sector 1 was awarded in July 2026.

October 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Railroads
Metro-North Railroad (MNR) - Brewster Yard Improvements Phase 1: Southeast Parking

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

MNR – Brewster Yard Improvements Phase 1: Southeast Parking

Scope

The Brewster Yard Improvements Phase 1: Southeast Station Parking project is a Design-Build (DB) initiative located at Southeast Station in Putnam County, New York. The project relocates, upgrades, and expands existing customer surface parking from the western side of the station to a new multi-level parking facility situated on an undeveloped 52-acre parcel east of the mainline tracks. Relocating this parking is essential to clear land for the planned northern expansion of Brewster Yard. This will enable increased train storage and capacity along the Harlem Line.

The scope of work includes:

- Construction of a new 1,320 spaces, ADA compliant, multi-level parking facility topped with a solar photovoltaic canopy, and two elevators.
- Construction of a vehicular fly-over bridge extending Independent Way over the existing mainline and future yard tracks to access the parking facility.
- Build a pedestrian overpass bridge and waiting room that will connect the new parking facility to the existing station platforms.
- Civil and roadway infrastructure improvements including a new access road, a loop road separating bus and car drop-off lanes, a maintenance road, and an employee surface parking lot.
- Stormwater management and utility modifications, including a detention basin and the replacement of an existing culvert.

MNR – Brewster Yard Improvements Phase 1: Southeast Parking

Schedule

MTA C&D awarded the Design-Build (DB) contract in January 2024 to Civetta-Stonebridge JV with 27-months duration.

- A Stop Work Order (SWO) was issued in June 2024 due to the suspension of congestion pricing implementation. The SWO was lifted in February 2025, and site work resumed in April 2025.
- A time extension was negotiated to increase the project duration by one year to April 2027.

Milestone	Contract Baseline	Update #17 (9/1/2026)	IEC Forecast	Variance (Months)
Substantial Completion (SC)	04/2027	07/2027	06/2027	2

- The project is currently 40% complete based on the expenditures to date.
- Current field activities:
  - Independent Way bridge retaining walls and embankment fill placement.
  - Parking garage precast concrete segments erection.
  - Roadway and surface parking lot grading and subbase placement.
  - MNR power utility relocation along the mainline tracks.

- A 3-month delay is forecast in the contractor's schedule due to electrical and communication scope changes, crane mobilization, and New York State Electric & Gas (NYSEG) service relocation impacts.
- Structural steel procurement delays for the Independent Way bridge will defer erection past the scheduled October track outage. This work, however, is not on the schedule critical path and is not expected to impact the project completion.

The IEC forecasts a Substantial Completion date of June 2027, A recovery plan has been recently submitted and is under evaluation.

MNR – Brewster Yard Improvements Phase 1: Southeast Parking

Budget

The current project budget is $196M, $21M down from the budget at award following a reduction of the project reserve allocation. The project is forecast to complete within budget.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	$217M	$196M	$177M	$182M

- A contract modification of $4.7M has been executed for impact cost of the SWO.
- MTA C&D's Estimate at Completion (EAC) stands at $177M, which accounts only for negotiated changes and assumes no further utilization of remaining reserve.
- The IEC forecasts an EAC of $182M, which captures risk for remaining work.

MNR – Brewster Yard Improvements Phase 1: Southeast Parking

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- Risk: Delays in structural steel availability for the Independent Way vehicular bridge threaten the project's ability to utilize the scheduled October track outage.
  - Mitigation: The Project Management Team (PMT) is coordinating an alternative track outage. Sufficient funds to cover this dedicated outage are allocated within the project budget.
- Risk: Construction quality issues, specifically regarding waterproofing integrity and architectural aesthetics, could require significant rework and impact the project schedule.
  - Mitigation: The PMT is implementing a comprehensive Quality Assurance plan that fully includes the prime contractor, subcontractors, and material suppliers. This collaborative approach will promote strict adherence to contract specifications through routine inspections, material testing, and approvals. This aims to prevent defects and minimize rework.
- Risk: Delays during the systems testing and commissioning phase could impact the final integration of facility systems and extend the project's schedule.
  - Mitigation: Early development of Testing and Commissioning plans and proactive stakeholder engagement are being prioritized to streamline the review process and prevent late-stage bottlenecks.

The IEC finds the MTA Project Management Team comprised of MTA C&D/PMC is effectively mitigating the noted risks and it's the IEC's opinion that the mitigation strategies are reasonable.

MNR – Brewster Yard Improvements Phase 1: Southeast Parking

Observations

- Shifting Independent Way bridge steel erection schedule will necessitate a separate dedicated track outage. This will require close coordination with Metro-North Railroad force account teams to guarantee outage availability.
- To mitigate further startup delays after the originally scheduled crane was damaged prior to arriving on site, the project management team and MNR coordinated the rapid approval and delivery of a replacement crawler crane to install precast concrete sections.

October 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Railroads
Metro-North Railroad (MNR) – ADA Improvements at Three Bronx Stations on the Harlem Line

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Scope

To support MTA's Americans with Disabilities Act (ADA) accessibility goals, MTA Construction & Development (C&D) has procured this Design-Build (DB) project to provide ADA upgrades and reconstruct three Metro-North Railroad (MNR) Harlem Line stations in the Bronx: Woodlawn, Williams Bridge, and Botanical Garden.

Project scope elements include:

- Replacement of the inbound and outbound platforms, piers, and foundations
- ADA Upgrades to ramps, and walkways
- New installation and replacement of stairways
- Four new elevator installations and two replacements
- New platform canopy, and shelters
- Replacement of the wood canopy at Botanical Garden station in consultation with New York State Historic Preservation Office (NYSHPO).
- Rehabilitation of Botanical Garden station overpass and stairs
- New Customer Service Initiative (CSI) elements including CCTV, Public Address, and Customer Information Displays

Construction will be performed concurrently at all three stations during two sequential long-term track closures supplemented by weekend and night outages. To maximize efficiency during these closures, the work has been planned in two phases:

- Phase 1 – Inbound Track 4
- Phase 2 – Outbound Track 3

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Schedule

MTA C&D awarded the Design-Build (DB) contract to MLJ Contracting Corporation with a Notice to Proceed in November 2024 and a contract duration of 30.5 months.

Milestone	Contract Baseline	Update #20 DD 9/1/2026	IEC Forecast	Variance (Months)
Woodlawn Station Completion	04/2027	04/2027	04/2027	0
Williams Bridge Station Completion	04/2027	04/2027	04/2027	0
Botanical Garden Station Completion	04/2027	04/2027	04/2027	0
Project Substantial Completion (SC)	05/2027	05/2027	05/2027	0

- Since last year's report, the project team recovered from initial delays during Phase 1 (inclement weather, unforeseen conditions, etc.) by increasing productivity through extended shifts and weekend work. The inbound tracks and all three permanent platforms were successfully returned to service in Q1-2026.
- Phase 2 construction started on schedule in Q2-2026 with the demolition of the existing platforms, foundations, and stairs. Significant work has been completed to date, including all three new outbound platforms, their foundations and structural canopies, as well as elevator steel and glass enclosures.
  - Building on this progress, installation of the stairs and elevator equipment, along with ancillary systems (electrical, mechanical, and communications) work, continues to advance. The permanent outbound platforms and track are set to return to service in November 2026.
- The scheduled work at the Botanical Garden overpass is ongoing, with reopening expected before the end of the year.
- New elevator installations and replacements remain scheduled for completion by Q2-2027.

The IEC finds that the project is on track to achieve contractual SC, provided the contractor continues to effectively coordinate and allocate sufficient resources, specifically for the elevator work, to manage concurrent station completions.

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Budget

Since our last report, the project budget has been modified to reflect overall contingency. The project remains on budget and stands at $170M.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	$170M	$170M	$158M	$162M

Based on current expenditures and the review of pending change orders, available contingency and potential risks on remaining work, the IEC's analysis indicates the budget is sufficient to complete the project.

- At this stage, the potential for significant cost impacts has been reduced given known field conditions and the defined nature of the remaining work.

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- Risk: Critical schedule impacts if the contractor does not achieve planned productivity.
  - Mitigation: Contractor working extended shifts and increasing manpower.
- Risk: Subcontractors may not have the resources to complete the job on schedule.
  - Mitigation: Resequencing activities to prioritize work that can be completed with available resources.

The IEC concurs with the above mitigations and should continue close monitoring of these risks.

MNR – ADA Improvements at Three Bronx Stations on the Harlem Line

Observations

- The IEC acknowledges that MNR has maintained uninterrupted rail operations across Phase 1 and the ongoing Phase 2 work through extensive planning and coordination by C&D.
- The contractor has started working extended shifts and weekends to minimize potential schedule risks.
- The contractually required intertrack barriers, an MNR initiative, have significantly reduced flagging needs across all stations compared to the resources typically necessary to support this type of work. C&D indicates this has yielded cost savings, increased time efficiency and safety.
- Effective coordination and strong support among C&D, MNR, and the FACC Group enabled the timely reopening of the inbound platforms and a seamless transition into Phase 2. This collaborative effort has continued as the project moves toward testing and commissioning.

October 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Railroads
Long Island Rail Road (LIRR) – ADA Station Improvements Package 2

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

LIRR – ADA Station Improvements Package 2

Scope

LIRR ADA Station Improvements Package 2 is a 36-month Design-Build (DB) contract awarded to Forte Construction Corporation to reconstruct and extend station platforms, provide new elevators, ramps and stairs and replace existing elevators, escalators and ramps to improve ADA accessibility at Babylon, Forest Hills and Hollis Stations. The contract also includes platforms constructed with an Automated Snow and Ice Melting System (ASIMS), State of Good Repair (SOGR) and back-of-house improvements at all stations.

Major project elements include:

- Demolition and reconstruction of two center, 12-car platforms at Babylon Station.
- Extending the existing platforms from six to ten cars and four to eight cars at Forest Hills and Hollis Stations, respectively.
- Provision of new automated snow and ice melting systems/platforms (ASIMS), one new boiler room at each station and back-of-house improvements.
- Rehabilitation of existing pedestrian tunnel and construction of two new, under-platform pedestrian tunnels.

LIRR – ADA Station Improvements Package 2

Schedule

The contract was awarded to Forte Construction Corporation in December 2023 with a Substantial Completion of December 2026. The stop work order exercised at Forest Hills and Hollis from June 2024 to February 2025 didn't affect the work at Babylon, as the design-builder continued performing scheduled construction activities during that period.

The Substantial Completion (SC) at Babylon remains December 2026 whereas the SC for Hollis and Forest Hills was revised to November 2027.

The contract/scope of work is being executed in two phases (Phase 1 & Phase 2) at each station.

Milestones	Contract Baseline	Update #20 (9/1/2026)	IEC Forecast	Variance (Months)
Babylon Station	12/2026	12/2026	12/2026	0
Forest Hills Station	12/2026	11/2027	11/2027	0
Hollis Station	12/2026	11/2027	11/2027	0
Substantial Completion (SC)	12/2026	11/2027	11/2027	0

- The overall project is currently 70% complete while Babylon is 91% complete based on the expenditures to date.
- Babylon Station - The project team completed the reconstruction of the two 12-car length platforms and reopened them to the public ahead of Memorial Day 2026 by implementing Phase 1 (west end platform) lessons learned in Phase 2 (east end platform) reconstruction. The team pre-planned and executed work ahead of schedule to mitigate a worker action that would have caused systemwide disruptions. LIRR Babylon commuters have had full use of the two new platforms since mid-May 2026 without further risk of platform restrictions.
- Forest Hills & Hollis Stations – The implementation of Babylon lessons learned at Forest Hills and Hollis Phase 1 (East End Forest Hills and Hollis West End) platform reconstructions mitigated common risks. The work was executed more efficiently with the platform sections being opened in the Summer of 2026 per the revised schedule.

It is the IEC's opinion, given the current progress and the remaining activities, the November 2027 SC will be achieved.

LIRR – ADA Station Improvements Package 2

Budget

- The C&D Budget of $341M has increased by $11M and EAC of $342M by $12M since last report due to the impact of the stop work order.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	$330M	$341M	$342M	$338M

- The IEC's review of project expenditures, executed, negotiated, pending change orders, risk and remaining contingency indicates an EAC of $338M which is an $8M increase since last report.
- In the IEC's opinion, the project can be completed within the increased budget.

LIRR – ADA Station Improvements Package 2

Risks and Mitigations

The IEC has identified the following risks and associated mitigations from the project's risk register, based on their projected impact on cost and schedule.

- Risk: Unforeseen conditions, hidden during preliminary design surveys, could delay work at Forest Hills and Hollis.
  - Mitigation: C&D working with the DB to perform test pits and detailed SOGR inspections early to allow for proper planning and execution of the work.
- Risk: Insufficient coordination among contractor, subcontractor and in-house forces could reduce critical progress/productivity.
  - Mitigation: C&D and design-builder are coordinating and conducting regular on-site meetings with all parties to better align all groups with the upcoming work schedules.
- Risk: Prolonged testing and commissioning (T&C) process could negatively impact schedule and SC.
  - Mitigation: The C&D Team is implementing T&C lessons learned, from the successfully commissioned and placed-in-service elevators, escalators and other systems at Babylon, for all remaining T&C.

It is the IEC's opinion that the proposed mitigations are appropriate for the identified risk as the proactive and coordinated efforts of the C&D team and the DB have reduced or eliminated the risk encountered earlier and should yield similar results for the ones remaining.

Observations

- ADA Package 2 has benefitted from the MTA C&D's proactive and strong coordination and management of the project challenges. The team's utilization of lessons learned, proper planning and early execution of scheduled work ahead of potential systemwide disruption allowed the project to maintain scheduled and mitigate the project risks.

October 2026
Capital Program Committee
Independent Engineering Consultant
Project Review

Business Unit: Railroads
Long Island Rail Road (LIRR) - Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Michael Baker INTERNATIONAL | MTA Independent Engineering Consultant

LIRR - Jamaica Capacity Improvements - Phase 2
Hall Interlocking Expansion

Scope

Jamaica Capacity Improvements (JCI) is a multi-phase program being advanced across multiple capital plans. JCI Phase 2 is divided into 12 construction stages that are sequenced to maintain active railroad operations while progressively reconfiguring Jamaica-area track and interlocking infrastructure. The Phase 2 program is intended to improve train throughput, accommodate 12-car trains at Jamaica Platforms A–E, address state-of-good-repair needs, and increase operational flexibility.

- Hall Interlocking Expansion is one of the first major construction elements of JCI Phase 2, encompassing Stages 3 and 4H. The project extends the existing E-Yard tracks eastward and establishes infrastructure for future parallel routing through Jamaica.
- The Hall Interlocking Expansion is a major Design-Build project, delivered through a combination of third-party Design-Build construction and LIRR Force Account work.
- Major Design-Build scope includes new track, ties, ballast, turnouts, signal huts, concrete foundations, drainage, third-rail infrastructure, and construction of the 150th Street Flyover Bridge.

LIRR - Jamaica Capacity Improvements - Phase 2
Hall Interlocking Expansion

Schedule

Third-party construction reached Substantial Completion in Nov 2025, and the project is 85% complete. Remaining work is to be completed by agency Force Account and is on schedule for beneficial use in October 2026.

- With major Design-Build construction substantially finished. The remaining 15% of the project's completion consists primarily of LIRR Force Account track, signal, and third-rail modifications, final systems integration and testing, and outstanding closeout activities
- Current activities include switch conversions, signal pretesting, third-rail and signal modifications, and preparation for the east lay up track cut and throw into the new E3 track.
- The project has two distinct Substantial Completion milestones to reflect the completion of the Design-Build scope in November 2025 and the remaining LIRR Force Account work anticipated for completion in October 2026.
- After the overall project substantial completion, the Design- Builder will return as required to address remaining punch-list items and support final contract close-out activities.

Project Milestones	Contract baseline	Current Forecast	IEC Forecast
Design Builder Substantial Completion	6/2025	11/2025 (A)	11/2025 (A)
Project Substantial Completion	7/2025	10/2026	10/2026

Budget

Following Design-Builder Substantial Completion in November 2025, the IEC continues to monitor completion of remaining punch-list and contract closeout requirements, including outstanding work, final documentation, and any associated schedule or cost impacts.

- The current project budget remains at $169M since the last reporting period.
- Based on the current project status and remaining work, the IEC anticipates that the project will be completed within the approved budget.

LIRR - Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

Risks and Mitigations

As the project advances through final Force Account work and closeout, remaining exposure is primarily associated with operational access, resource availability, and final systems integration.

- Risk: Availability of Required Track Outages
  - Remaining switch-conversion, track, signal, third-rail, testing, and final cutover activities depend on the availability of required outage windows.
  - Mitigation: Continue advance coordination with LIRR Operations and Transportation; maintain look-ahead planning; align work sequencing with confirmed access windows; and escalate potential outage conflicts early.

  The IEC confirms that the necessary required outages have been scheduled.

- Risk: Force Account Availability for Remaining Work
  - Remaining track, signal, third-rail, testing, and closeout activities rely on shared LIRR Force Account resources that may also be required by competing projects.
  - Mitigation: Continue monitoring discipline-specific staffing; prioritize critical and time-sensitive work; coordinate resource needs in advance; and elevate constraints before they affect final integration and closeout.

  The IEC will assess any schedule impacts resulting from identified Force Account resource constraints.

- Risk: Final Systems Integration
  - Remaining signal, third-rail, switch, testing, and cutover activities require successful integration of multiple systems and disciplines before the new infrastructure can be placed into service.
  - Mitigation: Continue coordinated pretesting, discipline interface reviews, and cutover planning among Signal, Electric Traction, Track, PTC, Operations, and other applicable Force Account groups. Resolve interface issues in advance of final testing and confirm readiness prior to scheduled cutover activities.

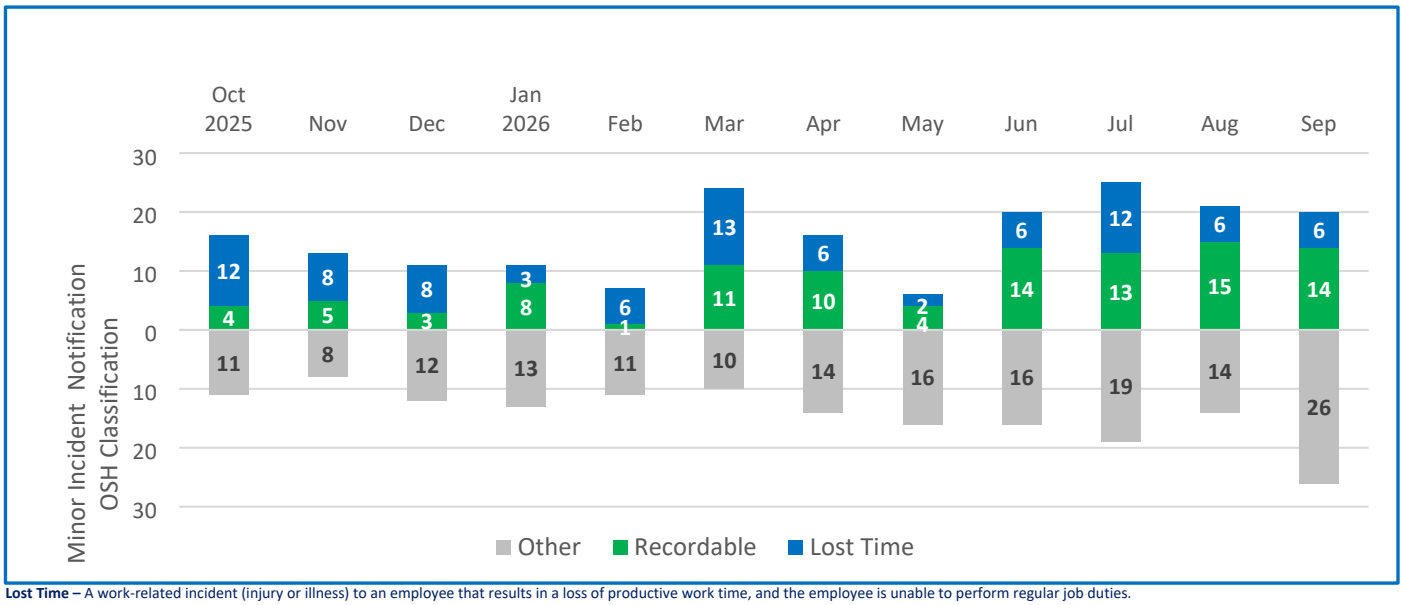
  IEC considers the final systems integration risk manageable, provided prerequisite testing, interface coordination, and readiness activities are completed in advance of the scheduled cutover.

LIRR - Jamaica Capacity Improvements - Phase 2 Hall Interlocking Expansion

IEC Observations

- Major third-party construction risks have largely been retired following Design-Build Substantial Completion. Remaining project exposure is primarily associated with completion and integration of Force Account work.
- Based on the current schedule and confirmed near-term outage planning, the IEC forecast remains consistent with the project's October 2026 Overall Substantial Completion milestone.

SAFETY SUMMARY



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

SAFETY NARRATIVE

SEPTEMBER UPDATE:

CONTRACTOR WORKER INCIDENTS:

- A total of 46 safety incidents were reported in September 2026, including:
  - Six (6) lost time incidents.
  - Fifteen (14) recordable incidents.
- The number of reported lost time incidents in September 2026 remained unchanged at six (6) incidents, the same as August 2026.
- The top lost time and recordable incident types for September 2026 were Caught In Between (40%), Struck By/Against (30%), Sprain and Strain (20%), Medical Event (5%), and Slip, Trip, Fall (5%).

SERIOUS INCIDENTS:

- There were no serious incidents recorded for September.

C&D EMPLOYEE INCIDENTS :

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

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** A total of 60 lost-time incidents were reported year-to-date through September 30, 2026. The injury types associated with lost-time incidents YTD are Struck by/Against (37%), Sprain/Strain (32%), Slip, Trip, and Fall (18%), Caught in Between (11%), and Medical Event (2%). The number of reported lost-time incidents increased by one (1) from the previous month.
- **RECORDABLE INCIDENT TRENDS:** A total of 90 recordable incidents were reported year-to-date through September 30, 2026. The injury types associated with recordable incidents YTD are Struck By/Against (39%), Caught Between (26%), Slip, Trip, and Fall (14%), Sprain/Strain (12%), Medical Event (7%), and Electrical (2%). Incidents did not increase compared to the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for September- **173 Projects with 330 Sub-Projects**

- **SEPTEMBER INSPECTIONS:**
  - **INTERNAL – 621**
  - **EXTERNAL – 622** (76 Third-Party Safety Consultants; 546 OCIP Visits)
- **YTD TOTAL INSPECTIONS:**
  - **INTERNAL – 4681**
  - **EXTERNAL – 6613** (682 Third-Party Safety Consultants; 5931 OCIP Visits)

- **SEPTEMBER TOP NEGATIVE OBSERVATIONS –** Negative Findings identified through various inspections include General Safety/Housekeeping, Fall Protection, Ladders and Stairways, Fire Protection/Prevention, Maintenance and Protection of Traffic (MPT), and Industrial Hygiene.
- **SEPTEMBER TOP POSITIVE OBSERVATIONS -** Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Ladders and Stairways and Electrical.

- **INVESTIGATIONS (SERIOUS INJURY):**
  - There were no serious injuries recorded for September.
  - The investigation into the July 8, 2026, incident where a laborer experienced a slip-and-fall into an excavated trench has been completed. The Incident Close Out meeting was held on September 23, 2026, and the project team is awaiting the final documents.

MTA C&D STRATEGIC INITIATIVES:

- **Emergency Management**

  The C&D Emergency Management Division is expanding Everbridge implementation across the Railroads, building on B&T's successful onboarding. Recent progress includes targeted Everbridge 360 training, standardized procedures, a SharePoint guidance site, and development of audit tools and a leadership dashboard. The Check-In/Out initiative is improving real-time visibility into project locations and supporting coordinated responses during routine work, GO windows, severe weather, and major events. The team also completed closing meetings for nine flood mitigation audits and continued contractor compliance audits to reinforce readiness and adherence to emergency procedures. Following a recent security incident, the team used Everbridge Situational Awareness to identify nearby C&D project sites and provide information to C&D Security for outreach, heightened vigilance, and preparedness for potential protest activity.

- **Safety Training**

  The team successfully conducted OSHA 30-Hour Construction Safety & Health training last month, with strong participant engagement and meaningful discussions focused on current projects and activities. The session has now been formally approved to provide attendees with 12 Professional Development Hours (PDH), adding further value to the program. We updated training materials based on feedback from the inaugural session, and we will continue refining them to ensure clarity, relevance, and alignment with participant needs. In addition to OSHA training activities, work is ongoing to develop and finalize the NYC Site Safety Training (SST) modules. These efforts support the broader goal of establishing a consistent, high-quality training framework across C&D Safety Oversight and the organization as a whole.

- **Safety ESS Program**

  Contract negotiations for the Enterprise Safety Software (ESS), included in the current MTA software RFP, are in their final stages. Following board approval, ESS will provide C&D with a unified platform for managing corporate safety programs, project activities, and third-party inspections, with potential to expand across MTA agencies. In preparation for the next phase, we are developing a rollout and adoption plan aligned with the C&D Safety Management program, with a focus on change management, training, and user engagement.

- **Safety Management System**

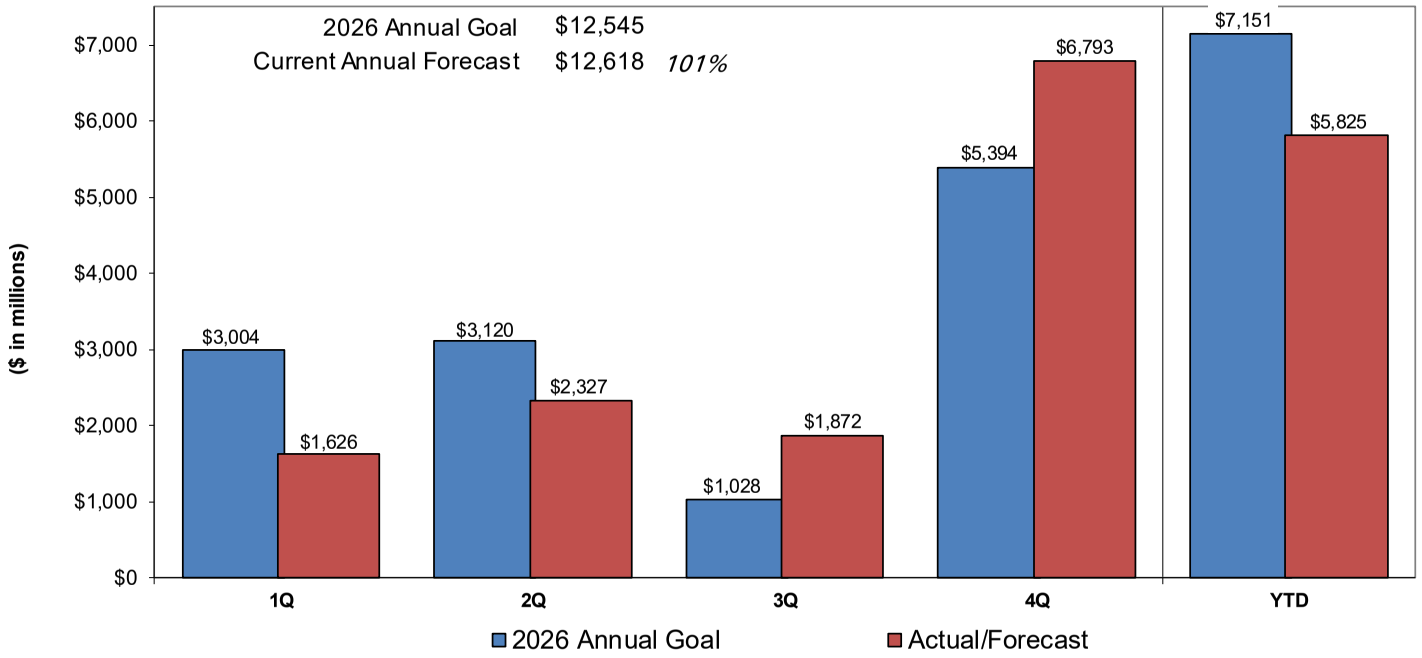
  The Safety team is preparing for the rollout of the updated Contractor Safety Management System (SMS), laying the groundwork for a consistent, well-communicated update to how contractor safety expectations are organized and applied across C&D. We are finalizing the document's content and formatting, confirming alignment with our current contract requirements, and building out the materials needed to support a smooth rollout. Our approach is layered, starting with awareness at the executive and Business Unit Safety Directors, followed by hands-on training for PCEOs and PMC Safety Representatives.

MTA Capital Program
Commitments & Completions

through
September 30, 2026

Capital Projects – Construction Commitments – September 2026

MTA-wide 2026 Construction Commitments



Annual Goals: Dollar and time-based programmatic milestones for the commitment of contracts established at the start of each year.
Actuals: The value of the goals and any additional commitments as they are achieved during the year.
Forecasts: The updated estimates by quarter for remaining goals as well as any unplanned commitments that might occur during the year.

Construction Commitments Summary

In 2026, the MTA plans to make $12.545 billion worth of new construction commitments. Through September, the MTA has committed approximately $5.8 billion versus a goal of $7.1 billion. Commitments made to date included roughly, $1.1 billion for SAS2 Contract 3, $889 million as part of the GCT Trainshed Sector 2 project, $376 million of Paint and Structure Repair work by NYCT, $325 million worth of ADA work for NYCT and $135 million worth of ADA work for LIRR, $201 million for the LIRR West Side Yard Mitigation project, $128 million for the purchase of 92 Express Buses and $614 million for the purchase of 425 Articulated Buses, $127 million worth of Structure and Station work on Staten Island, $624 million of track work advanced by the NYCT Department of Subways, $61 million for Metro-North's Cyclical Track Program, and $115 million worth of track work for the LIRR. The $1.3 billion shortfall is largely attributable to project delays, with several projects expected to be awarded later in the year. The MTA expects to achieve approximately 101% of its $12.545 billion plan by year-end.

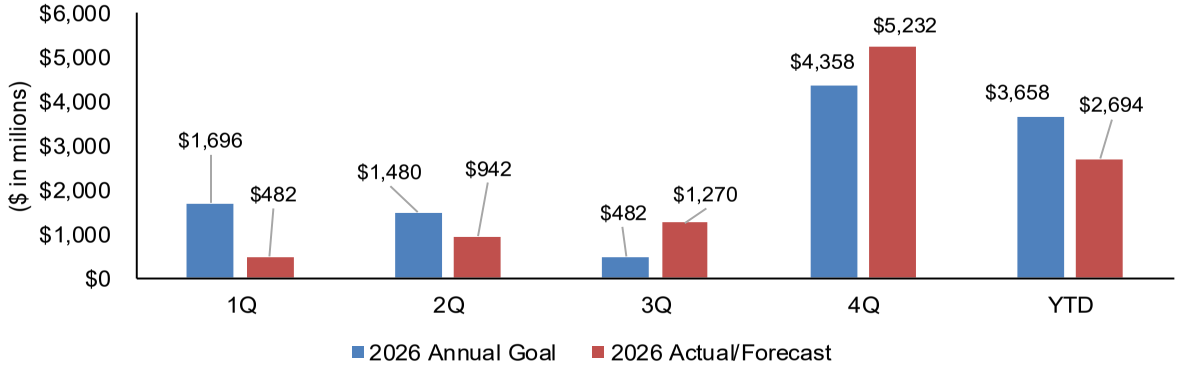
The MTA is tracking 35 major commitments in 2026. Any delays to major commitments throughout the first three quarters are reported on the following pages. Any additional delays to major commitments will be reported at the conclusion of 2026.

Metropolitan Transportation Authority

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

NYCT and MTA Bus Budget Analysis

NYCT and MTA Bus Agency: Commitments Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$1,696	$1,480	$482	$4,358	$3,658
2026 Actual/Forecast	$482	$942	$1,270	$5,232	$2,694



Schedule Variances

Project	Commitment	Goal	Act./Forec.
6 NYCT/MTA Bus Amber Commitments (2 new this quarter)			
Amber delays are within 2 months of goal.			
Infrastructure			
Fan Plant Component Repairs (New)	Construction	Sep-26 $ 220.53	Nov-26 $ 215.33
Change in award date reflects ongoing vendor qualification process following bid opening on 9/22/26. The bid opening date was previously extended due to bidder questions.			
Platform Safety			
Secure, Accessible & Modern Fare Gates (2026) (New)	Construction	Sep-26 $ 100.00	Oct-26 $ 118.91
Change in award date reflects revised bid opening date of 10/9/26.			
Line Structure			
SIR Stations and Structures (2020-24)	Construction	Mar-26 $ 127.06	Apr-26 (A) $ 128.41
The change in the award date was due to extended bidder qualification process. Project awarded 4/3/26.			

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

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

Schedule Variances

Project	Commitment	Goal	Act./Forec.
4 NYCT/MTA Bus Red Commitments			
Red delays are delayed more than 2 months of goal.			
Line Structure			
Structural Repairs and Painting, 9th Ave Portal to Stillwell	Construction	Mar-26 $ 375.12	Jun-26 (A) $ 376.26
Change in award date was due to a longer than expected bidder qualification process. The project was awarded 6/18/2026.			
Column Repairs: Rockaway, New Lots, and Liberty	Construction	Mar-26 $ 147.87	Oct-26 $ 147.87
The change in award date reflects a revised bid opening date due to bidder questions and results of an environmental survey.			
Signals & Communication			
ATS-B Complement & Siemens 5G DCS Radio Production Phase	Construction	Mar-26 $ 193.90	Nov-26 $ 187.07
Contract approved by March Board but final clearance requires approval with the Office of the State Comptroller, which is still pending.			

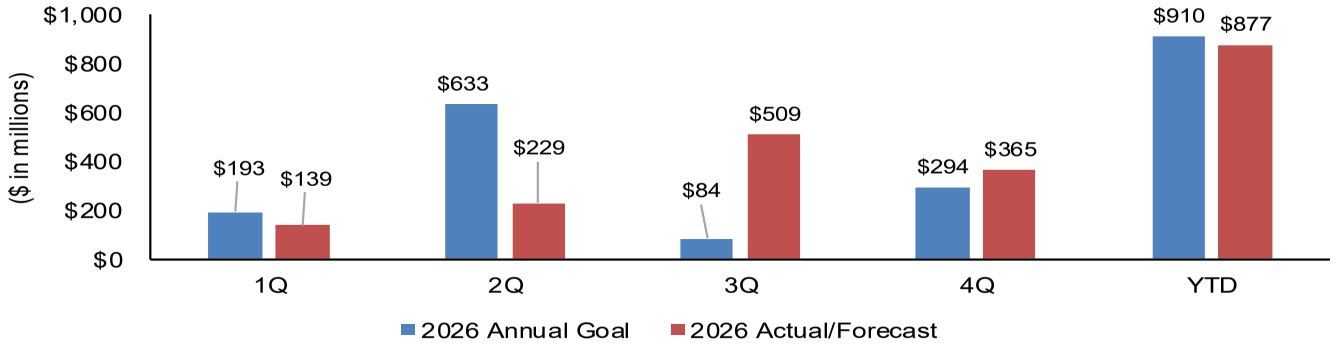
Project	Commitment	Goal	Act./Forec.
Buses			
Purchase 425 Articulated Buses	Purchase	May-26 $ 637.01	Sep-26 (A) $ 614.37
The delayed award resulted from extended negotiations.			

Metropolitan Transportation Authority

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

LIRR Budget Analysis

LIRR Agency: Commitments Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$193	$633	$84	$294	$910
2026 Actual/Forecast	$139	$229	$509	$365	$877



Schedule Variances

1 LIRR Amber Commitments

Amber delays are within 2 months of goal.

Line Structure

Project	Commitment	Goal	Act./Forec.
East End Bridge Replacement	Construction	May-26	Jun-26 (A)
		$ 71.28	$ 50.88

The award date was extended after receiving multiple requests for extenstions from proposers. The contract was awarded on 6/08/2026.

2 LIRR Red Commitments

Red delays are delayed more than 2 months of goal.

Stations

Project	Commitment	Goal	Act./Forec.
ADA Station Improvements - Package 3	Construction	Apr-26	Aug-26 (A)
		$ 246.63	$ 241.55

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

Yards and Shops

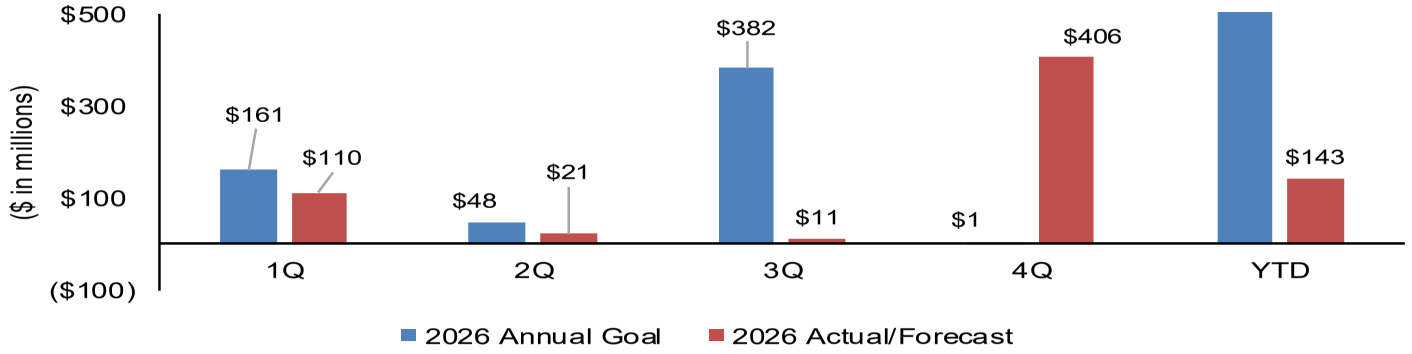
Project	Commitment	Goal	Act./Forec.
West Side Yard Mitigation	Construction	May-26	Sep-26 (A)
		$ 201.31	$ 200.81

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

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

MNR Budget Analysis

MNR Agency: Commitments Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$161	$48	$382	$1	$591
2026 Actual/Forecast	$110	$21	$11	$406	$143



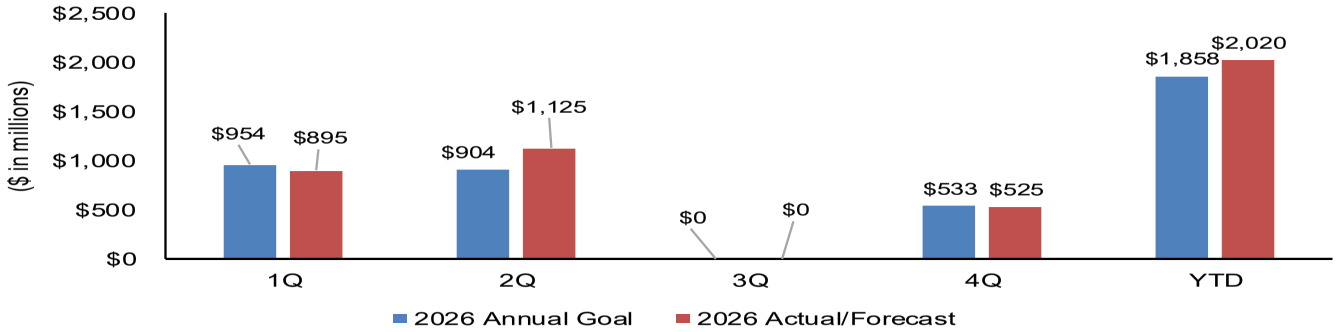
Schedule Variances

Project	Commitment	Goal	Act./Forec.
2 MNR Red Commitments (2 new this quarter)			
Red delays are beyond 2 months of goal.			
Track and Line Equipment			
Hudson Line Bundle (New)	Construction	Sep-26	Dec-26
		$ 295.45	$ 353.01
Due to Request for information phase (RFI) the procurement has been prolonged.			
Grand Central Terminal			
GCT Fire Stand Pipe Phase II (New)	Construction	Aug-26	Jun-27
		$ 71.43	$ 71.43
The delay is a result of coordinating schedules w ith another Metro-North project at Grand Central Terminal: the GCT Trainshed Sector 2 project.			

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

MTA Major Projects & Expansion Budget Analysis

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



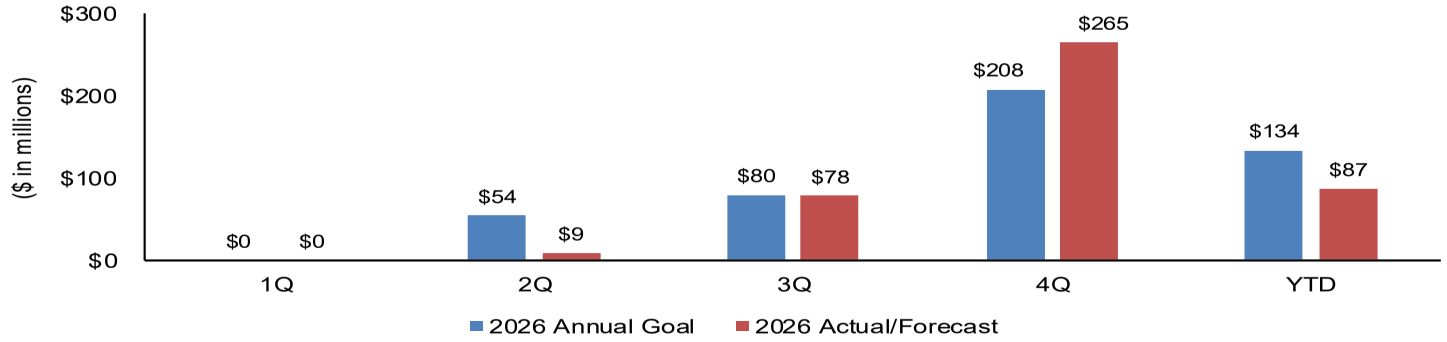
Schedule Variances

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

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

B&T Budget Analysis

B&T Agency: Commitments Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$0	$54	$80	$208	$134
2026 Actual/Forecast	$0	$9	$78	$265	$87



Schedule Variances

1 B&T Amber Commitments (New)

Amber delays are within 2 months of goal.

Structure

Project	Commitment	Goal	Act./Forec.
Miscellaneous Structural Rehabilitation-VN (New)	Construction	Sep-26	Oct-26
		$ 52.98	$ 40.22

Change in award date reflects revised bid opening date due to bidder questions.

1 B&T Red Commitments (1 new this quarter)

Red delays are beyond 2 months of goal.

Systems

Project	Commitment	Goal	Act./Forec.
Adv. Traveler Info. Systems (ATIS) & VMS (Video Messaging Signs) Upgrade (New)	Construction	Jun-26	Oct-26
		$ 23.70	$ 23.40

The commitment has been delayed pending completion of background checks for major subcontractors.

Capital Projects – Construction Completions – September 2026

Goal \ Forecast		MTA-wide 2026 Major Completions												Post
		Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	2026
Total	36	0	0	1	1	1	1	2	2	0	6	2	13	7
Jan-26	0													
Feb-26	0													
Mar-26	4			1			1				1		1	
Apr-26	1				1									
May-26	4					1					1	1	1	
Jun-26	2							1			1			
Jul-26	3							1	1				1	
Aug-26	0													
Sep-26	3										1		1	1
Oct-26	6										2		1	3
Nov-26	1													1
Dec-26	12								1			1	8	2

BLUE = Actual/Forecast earlier than Goal
GREEN = Actual/Forecast matches Goal
AMBER = Actual/Forecast within 2 months of Goal
RED = Actual/Forecast beyond 2 months of Goal

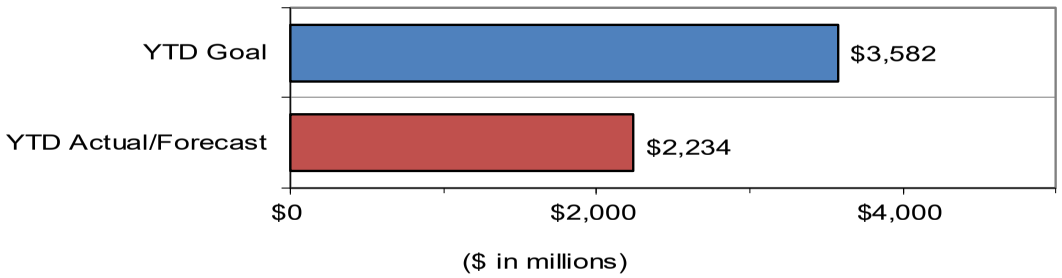
Construction Completions Summary

In 2026, the MTA expects to complete 80% of its $7.135 billion worth of projects for a target completion goal of $5.708 billion. Through September, the MTA has completed $2.2 billion of its YTD goal of $3.6 billion. The YTD variance of ~$1.3 billion is mostly due to projects that are either expected to be completed later in 2026 or that have slipped out of the year. Projects that will be completed later in 2026 include a variety of NYCT Track and Structure projects, ADA and Station Renewal at Borough Hall, ADA at 149th Street and Tremont Ave, and the Replace 37 Elevators at 17 Stations project. Seven NYCT "major" projects totaling $1.2 billion slipped into 2027, while unplanned projects worth $493 million were added to the 2026 annual forecast.

In 2026, the MTA is tracking 36 "major" completions. Of these, 18 major NYCT projects have slipped from their original goal, 1 major Metro-North project has slipped, and 1 major MTA Bus project has slipped. The delays are explained on the following pages. All other major completions remain on target.

Budget Analysis

2026 Total Planned Completions	$7,135	
2026 Target Completions Goal	$5,708	*80%*
Current Annual Forecast	$6,195	*87%*



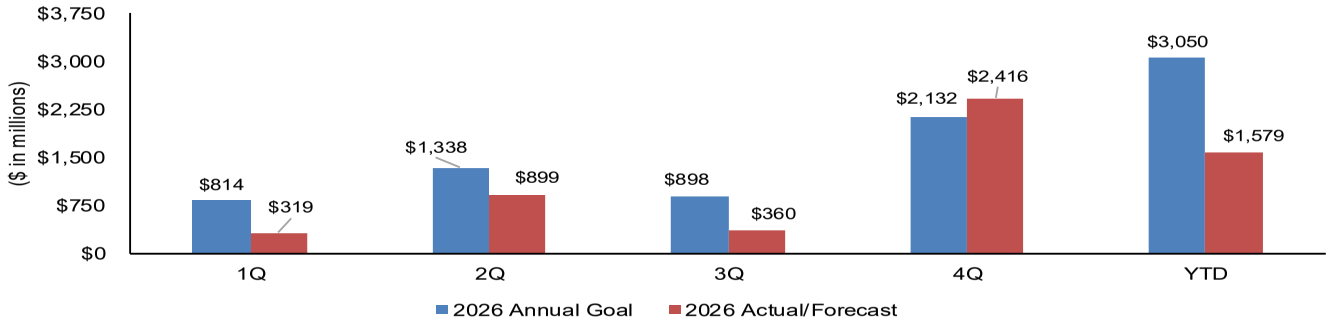
Metropolitan Transportation Authority

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

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$814	$1,338	$898	$2,132	$3,050
2026 Actual/Forecast	$319	$899	$360	$2,416	$1,579

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



Schedule Variances

5 NYCT/MTA Bus Amber Completions (1 new this month)

Amber delays are within 2 months of goal.

Stations

P3 ADA and Elevators (New) — Construction — Goal: Dec-26 ($ 647.2) — Act./Forec.: Jan-27 ($ 645.2)

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

Replace Escalators Systemwide — Construction — Goal: Oct-26 ($ 212.5) — Act./Forec.: Dec-26 ($ 211.0)

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

Replace 37 Elevators at 17 Stations — Construction — Goal: Sep-26 ($ 293.0) — Act./Forec.: Oct-26 ($ 293.0)

Schedule change due to updated environmental documentation and requirement for air sampling monitoring for the remaining work at Atlantic Avenue station.

Sandy

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

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

Staten Island Railway

Track and Switch Rehabilitation: SIR Mainline (Switches) — Construction — Goal: Jun-26 ($ 83.4) — Act./Forec.: Jul-26 (A) ($ 84.4)

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

Metropolitan Transportation Authority

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

Schedule Variances

14 NYCT/MTA Bus Red Completions (2 new this month)

Red delays are delayed more than 2 months of goal.

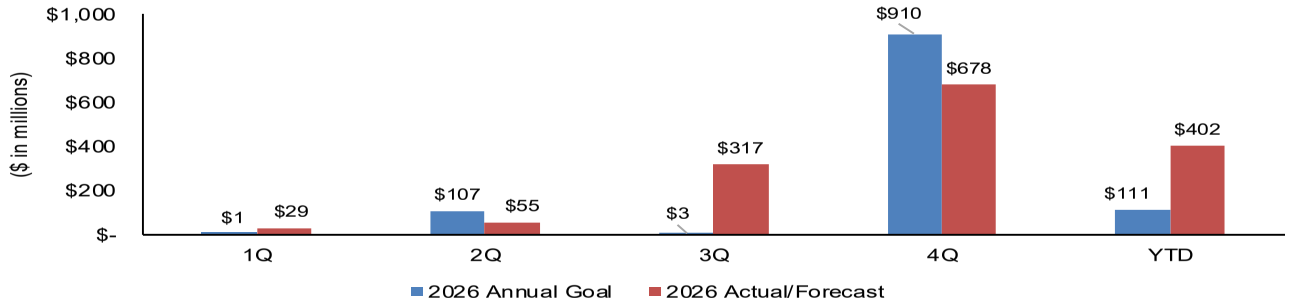
Project	Completion	Goal	Act./Forec.
Line Structure			
Struct Paint and Repair, Myrtle Line Outstanding Work (CIP8) (New)	Construction	Oct-26	Mar-27
		$ 130.7	$ 130.7
Change in schedule is due to slower-than-anticipated progress on steel repairs and the need to address additional column base defects.			
WPR & Dyre (Paint and Struct Repair)	Construction	Sep-26	Dec-26
		$ 143.7	$ 139.6
Change in schedule reflects procurement of replacement paint subcontractors, track access needs for remaining steel repairs, and ongoing coordination on remaining scope.			
Paint/Structure Repair: King's Hwy - West 8th St / Culver	Construction	Dec-26	Dec-27
		$ 98.5	$ 98.5
Change in schedule due to pending Surety takeover agreement and a necessary Notice to Proceed to the completion contractor.			
Rehabilitate Forsyth St. Fan Plant	Construction	May-26	Dec-26
		$ 87.6	$ 87.8
Change in schedule due to equipment supply constraints impacting installation and testing of specialized systems.			
Line Structure Component Repair Program: LEX & JER (New)	Construction	Oct-26	Mar-27
		$ 82.1	$ 81.6
Change in schedule due to an increase in repair locations and coordination of track access to complete the additional work.			
New Revenue Vehicles			
Purchase 25 Hybrid Locomotives	Purchase	Mar-26	Jun-26 (A)
		$ 257.8	$ 253.8
The delay was partly attributable to prior fleet defect issues which required corrective actions from the vendor. Corrective actions extended well into 2026.			
Track			
Continuous Welded Rail 2023	Construction	Sep-26	Sep-27
		$ 77.7	$ 60.6
Change in schedule reflects track access opportunities and workforce prioriziation.			
Sandy			
Sandy Mitigation: Upgrade Emergency Booth Comm	Construction	Jul-26	Dec-26
		$ 84.9	$ 92.9
Change in schedule due to additional work orders and limited availability of in-house workforce for station surveys.			
Sandy: Power Repairs and Fan Plant Wrap-up	Construction	Nov-26	Mar-27
		$ 91.0	$ 91.0
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts.			
Stations			
ADA Borough Hall and Renewal	Construction	Mar-26	Oct-26
		$ 161.0	$ 164.7
The change in schedule is due to impacts stemming from a gas line connection which delayed street level work.			
ADA: Package 4	Construction	Jun-26	Oct-26
		$ 216.6	$ 221.4
Change in schedule reflects delay in completion of scope by third party utility providers.			
ADA: 149 St Complex & Tremont Av	Construction	May-26	Nov-26
		$ 165.3	$ 167.6
Change in schedule reflects delay in completing fire alarm testing, CCTV system, elevator testing, and ongoing water intrusion in elevator shafts.			
Depots			
HVAC/CNG, Phase 2: Spring Creek & College Point	Construction	Mar-26	Dec-26
		$ 34.4	$ 34.4
Change in schedule is due to ongoing fire alarm work to integrate existing devices with the new system.			
Communications			
PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	Oct-26	Nov-27
		$ 83.3	$ 80.8
Change in schedule reflects delays caused by ongoing infrastructure and cabinet work and stricter operating requirements at stations.			

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$ 1	$107	$3	$910	$111
2026 Actual/Forecast	$29	$55	$317	$678	$402

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



Schedule Variances

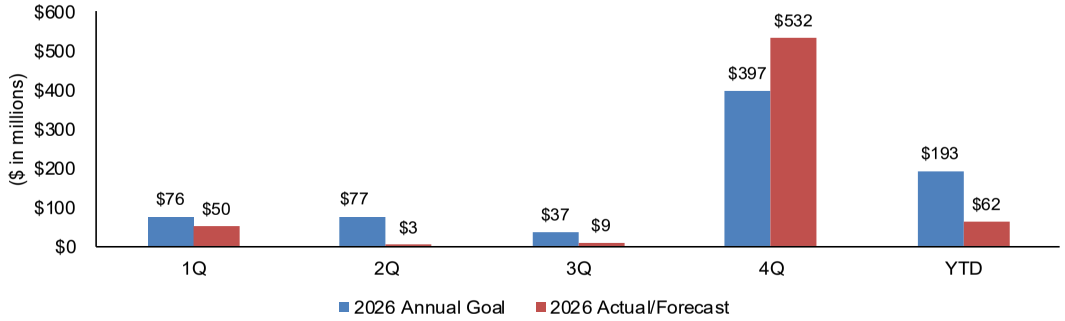
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$76	$77	$37	$397	$193
2026 Actual/Forecast	$50	$3	$9	$532	$62

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



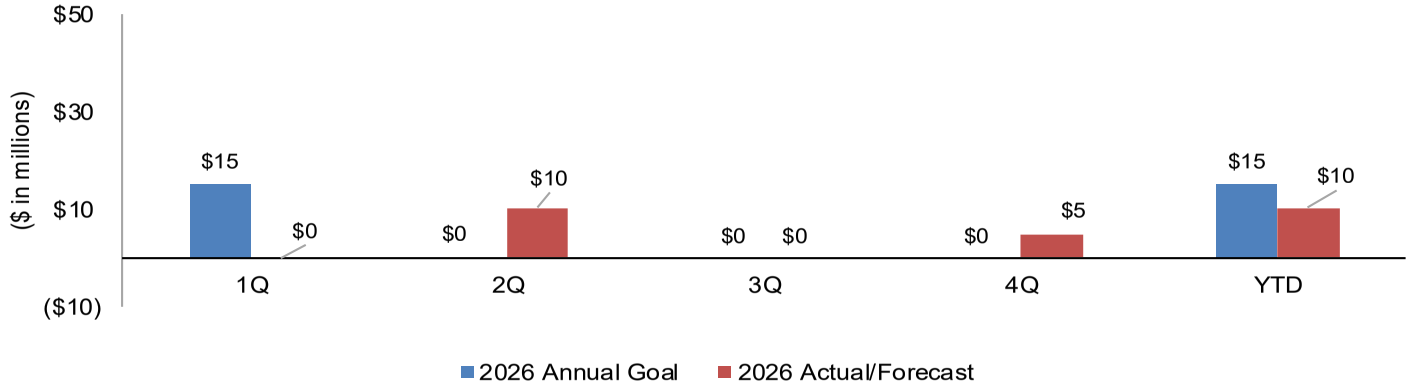
Schedule Variances

Project	Completion	Goal	Act./Forec.
1 Metro-North Red Completions			
Red delays are delayed more than 2 months of goal.			
Stations			
New Fare Payment Equipment	Construction	May-26	Oct-26
		$ 72.0	$ 72.0
A recent additional work order to the contract has impacted the delivery schedule, including a temporary pause for the development of functionality.			

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

MTA Major Projects & Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$15	$0	$0	$0	$15
2026 Actual/Forecast	$0	$10	$0	$5	$10



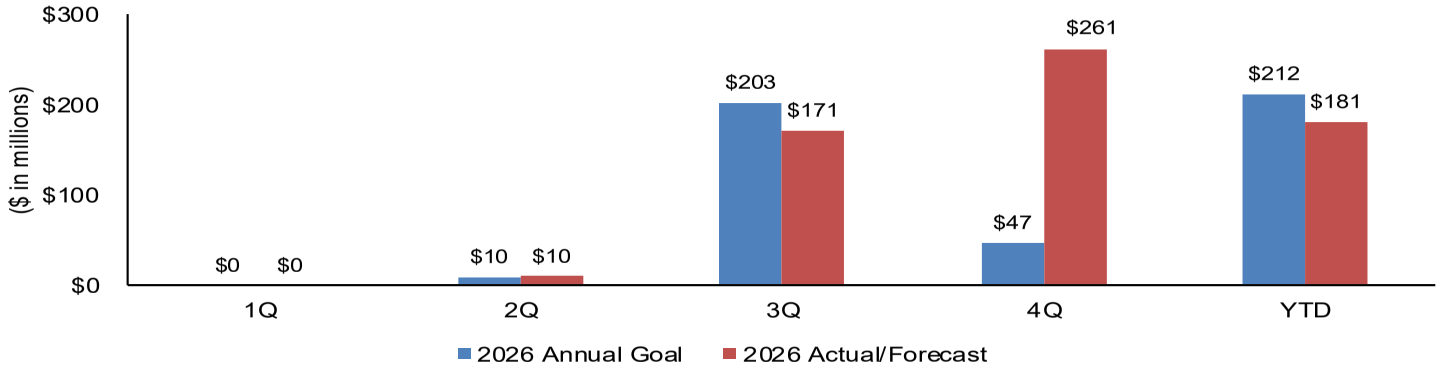
Schedule Variances

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

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

B&T Budget Analysis

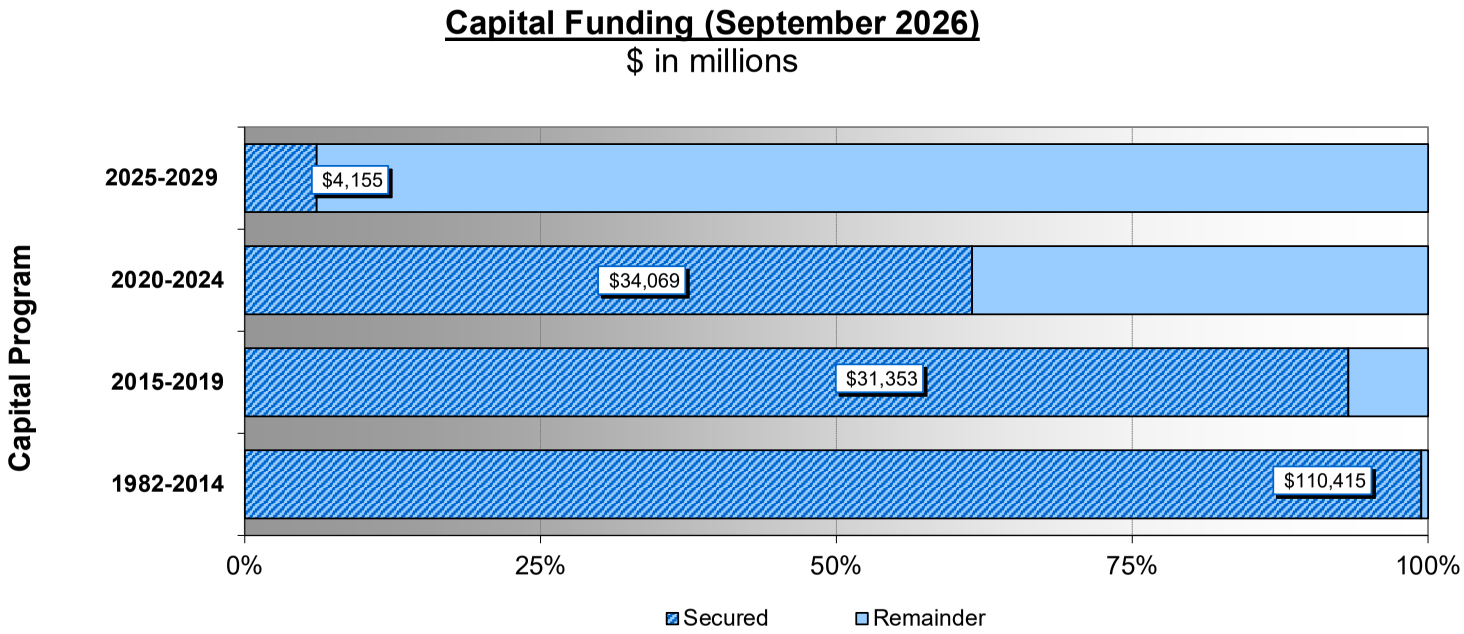
Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2026 Annual Goal	$0	$10	$203	$47	$212
2026 Actual/Forecast	$0	$10	$171	$261	$181



Schedule Variances

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

Status of MTA Capital Program Funding



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

Capital Funding Detail (September 2026)

$ in millions

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

2020-2024 Program	Funding Plan Current	Secured Thru August	Secured September	Secured Secured to date	Remainder	
Capital from Central Business District Tolling*	$15,000	$1,799	$ -	$1,799	$13,201	
Capital from New Revenue Sources*	10,000	7,251	742	7,994	2,006	a
MTA Bonds and PAYGO	6,041	1,540	-	1,540	4,501	
Other Contribution	177	3	-	3	175	
Federal Formula	9,984	10,657	91	10,747	(764)	b
State of New York	3,159	1,945	-	1,945	1,214	
City of New York	3,052	3,031	-	3,031	21	
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-	
Federal Flexible & Other	2,761	2,832	55	2,887	(126)	c
B&T Bonds & CBDT Infrastructure	3,253	2,118	-	2,118	1,135	
Total	**55,432**	**33,181**	**888**	**34,069**	**21,363**	**39%**

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

a) Receipt of $742 million in NRS proceeds for the Transit and Commuter Rail 20-24 Capital Program.
b) Receipt of $91 million in federal formula funds for 20-24 Capital Program.
c) Receipt of $55 milion in federal flexible funds for NYCT 2nd Ave Station-6 Ave Line ADA project in the 20-24 Capital Program.

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

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

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE
OCTOBER 2026

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed expenditure of $ 17.3 M.

Staff Summary

Subject	Request Authorization for Several Procurement Actions
Contracts Department	Evan Eisland, Executive Vice President and General Counsel
Date:	October 20, 2026

Board Action

Order	To	Date	Approval	Info	Other
1	Capital Program Committee	10/26/26	X		
2	Board	10/28/26	X		

Internal Approvals

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

Purpose

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

Discussion

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

Schedules Requiring Majority Vote		# of Actions	$	Amount
F. Personal Service Contracts		1	$	14,476,846
	SUBTOTAL	1	$	14,476,846

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

Schedules Requiring Majority Vote		# of Actions	$	Amount
K. Ratification of Completed Procurement Actions		1	$	2,840,000
	SUBTOTAL	1	$	2,840,000
	TOTAL	**2**	**$**	**17,316,846**

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

OCTOBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts
(Staff Summaries required for all items greater than $1M.)

1. Arup US, Inc. **$14,476,846** ***Staff Summary Attached***
Contract No. D81761

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design and engineering services for the rehabilitation and upgrade of New York City Transit fan plants and pump rooms.

Staff Summary

Schedule F: Personal Service Contracts

Item Number 1
Delivery, Peter Kohner, Senior Vice President, Infrastructure

Board Reviews

Order	To	Date	Approval	Info	Other
1	Capital Program Committee	10/26/26	X		
2	Board	10/28/26	X		

Internal Approvals

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

SUMMARY INFORMATION

Vendor Name	Contract Number
Arup US, Inc.	D81761

Description

Design Services for the Rehabilitation of Fan Plants and Pump Rooms

Total Amount

$14,476,846

Contract Term (including Options, if any)

60 months

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/RECOMMENDATION

MTA Construction and Development ("C&D") requests Board approval to award to Arup US, Inc. ("Arup") a publicly advertised and competitively solicited contract (the "Contract") for design and engineering services to support the rehabilitation and upgrade of New York City Transit ("NYCT") fan plants and pump rooms. The Contract is in the not-to-exceed amount of $14,476,845.34 with delivery of final contract documents due within 16 months from Notice to Proceed.

DISCUSSION

Under the Contract, Arup will conduct site surveys to establish the existing site conditions; prepare design and bid documents and support C&D in the procurement process for three bid packages to rehabilitate and upgrade six NYCT fan plants and 14 pump rooms located in Manhattan, the Bronx, Brooklyn and Queens. Arup will also provide construction phase services for each contract after award, including submittal and shop drawing reviews and change order support.

A one-step procurement process was conducted for this Contract. A Request for Proposals ("RFP") was publicly advertised and five firms submitted proposals in response to the RFP:

- Arup
- AECOM USA, Inc. ("AECOM")
- TYLin-Mott MacDonald Joint Venture, a joint venture consisting of TYLin International Engineering & Architecture P.C. and Mott MacDonald NY, Inc. ("TYLin-MM JV")
- Hardesty & Hanover, LLC ("H&H")
- LiRo Engineers, Inc. ("LiRo")

The selection committee consisting of representatives from C&D Delivery, Development, and Contracts, evaluated the proposals utilizing the following pre-established selection criteria: project understanding and proposed technical approach; experience and availability of key personnel and subconsultants; proposed management approach and schedule; experience in relevant areas; diversity practices; proposed pricing for the work; and other relevant matters.

After reviewing technical proposals, the selection committee ranked the proposals in the following order:

AECOM
Arup
TYLin-MM JV
H&H
LiRo-Hill.

The selection committee then reviewed price proposals. The price proposals were as follows:

Arup	$14,672,987.04
AECOM	$15,982,020.20
TYLin-MM JV	$21,426,527.20
LiRo-Hill	$24,043,239.39
H&H	$25,393,382.46

After considering both technical qualifications and cost, Arup and AECOM were shortlisted for negotiations as both firms were deemed the most technically qualified and offered the most competitive price proposals. The selection committee determined that Arup demonstrated a strong understanding of the objectives and requirements of the project. Additionally, Arup's technical proposal provided a detailed description of the challenges associated with the project and proposed reasonable solutions to mitigate those issues. AECOM likewise demonstrated a thorough understanding of the design, rehabilitation component replacement and facility hardening work required in the scope of work. Both firms proposed teams with extensive experience with projects of similar size, magnitude and complexity. In addition, each firm presented well-defined plans of approach, detailing their plan to achieve all critical milestones mentioned in the scope of work. In contrast, H&H's and LiRo's proposed key personnel did not demonstrate significant experience with pump room and fan plant rehabilitation projects when compared to Arup and AECOM and TYLin-MM JV presented an approach that lacked project-specific details.

Negotiations were conducted with Arup and AECOM focusing on the level of effort required for each task, and proposed labor and overhead rates. Both firms confirmed the team's ability to complete the scope of work and provide all deliverables for the Project. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. After negotiations concluded, Arup and AECOM submitted Best and Final Offers ("BAFO") in the not-to-exceed amounts of $14,476,845.34 and $15,270,066.68, respectively. The selection committee voted to award the Contract to Arup because Arup offered the lowest price and was determined to offer the best overall value to the MTA in light of its technical proposal and BAFO. Arup's BAFO of $14,476,845.34 is deemed to be fair and reasonable.

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

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights has established a 15% Minority-owned Business Enterprise, 15% Women-Owned Business Enterprise and 6% Service-Disabled Veteran Owned Business goals for this Contract. DDCR determined that Arup responded satisfactorily to the M/WBE, SDVOB requirements established for this Contract. Arup has not recently completed any MTA contracts with goals; therefore, no assessment of the performance is available at this time.

IMPACT ON FUNDING

Funding for the Contract is included in the NYCT portion of the MTA's 2025-2029 Capital Program.

ALTERNATIVES

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

OCTOBER 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

2. Judlau Contracting, Inc. **$2,840,000** ***Staff Summary Attached***
Contract No. A46026

MTA Construction and Development requests Board ratification of a modification to replace 22 girder flanges at New York City Transit's 52nd & 69th Street Stations (7 Line) on the Flushing-bound track platforms.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (& Location)	
Judlau Contracting, Inc. (East Elmhurst New York)	
Description	
Repairs at Five Stations on the Flushing Line, in the Borough of Queens	
Contract Term (including Options, if any)	
January 3, 2023 – October 20, 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 #**
A46026	71

Original Amount:	$	216,982,730
Prior Modifications:	$	34,540,423
Prior Budgetary Increases:	$	41,507,261
Current Amount:	$	251,523,153
This Request	**$**	**2,840,000**
% of This Request to Current Amount:		1.09%
% of Modifications (including This Request) to Original Amount:		1.31%

DISCUSSION:

Contract A46026 is for state of good repair improvements at five stations on the Flushing Line in Queens and includes the repair and/or replacement of structural steel, platform reconstruction, and other state of good repair work. MTA Construction and Development ("C&D") requests Board ratification of a modification to replace 22 girder flanges at New York City Transit's 52nd & 69th Street Stations (7 Line) on the Flushing-bound track platforms.

The Contract specifies the replacement quantities of top and bottom flanges to platform girders at both the 52nd & 69th Street Stations and requires the performance of more thorough condition surveys to identify any additional structural repairs. The condition survey performed at the 52nd & 69th Street Stations uncovered 22 additional deteriorated flanges that will be replaced under this modification. To mitigate the schedule impact associated with this change, approval was obtained from the President of MTA C&D for the work to proceed in a not-to-exceed amount of $1.5 million while negotiations were proceeding.

The Contractor's proposal for this work was $6,043,662.20. Negotiations resulted in an agreed upon lump sum price of $2,840,000 for the full scope of Work (including the $1.5 million not to exceed value authorized by the President), which is considered fair and reasonable.

This modification provides an extension of 112 calendar days to the Milestone No. 2 Completion Date, from October 9, 2026 to January 29, 2027, for the completion of all work requiring a diversion of service or flaggers on or adjacent to the C2 Track at 52nd & 69th Street Stations. The modification also provides an extension of 148 calendar days to the Substantial Completion date from October 20, 2026, to March 17, 2027.