



Metropolitan Transportation Authority

Capital Program Committee Meeting

February 2025

Committee Members

Janno Lieber, Chair
Meera Joshi, Vice Chair
Andrew Albert
Gerard Bringmann
Norman Brown
Samuel Chu*
Michael Fleischer
Dan Garodnick
Randy Glucksman
Marc Herbst
David Jones
Blanca Lopez*
David Mack*
Haeda Mihaltses*
John Ross Rizzo
John Samuelson
Vinnie Tessitore
Neal Zuckerman

Capital Program Committee Meeting

MTA Board Room, 2 Broadway 20th Floor

Monday, 2/24/2025

12:45 - 1:45 PM ET

1. SUMMARY OF ACTIONS

C&D CPC Summary of Actions - Page 3

2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES

C&D CPC Committee Minutes - Page 4

4. 2025-2026 COMMITTEE WORK PLAN

C&D CPC Committee Work Plan - Page 10

5. PRESIDENT'S UPDATE

6. C&D SAFETY REPORT

C&D CPC Safety Report - Page 11

7. CAPITAL PROGRAM STATUS REPORT

C&D Commitments, Completions, and Funding Report - Page 13

8. C&D PROCUREMENTS

C&D Procurements - Page 29

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Skanska Railroad Construction JV	\$5,737,000	Award of two modifications, one for replacement of two cross girders and two columns on the Express Track of the 61 st Street Woodside Station and the other for the procurement and fabrication of four platform girders and certain temporary steel elements.
Contracts	Tutor Perini Corporation	\$7,500,000	Award of a modification to resolve a claim of Extra Work associated with the modification and/or replacement of rail ties.
Contracts	Cubic Transportation Systems	\$4,500,000	Award of a modification that will replace bus validator mounting hardware with a new bracket system and an updated wiring configuration, and provide for the Contractor to accelerate the completion of other outstanding Change Work.

MINUTES OF MEETING
MTA CAPITAL PROGRAM COMMITTEE
January 27, 2025
New York, New York
11:30 AM

CPC Members present:

Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Norman Brown
Hon. Gerard Bringmann
Hon. Daniel Garodnick
Hon. Randolph Glucksman*
Hon. Marc Herbst
Hon. David Jones
Hon. Blanca López
Hon. Haeda Mihaltses
Hon. John-Ross Rizzo

CPC Members not present:

Hon. Michael Fleischer
Hon. John Samuelsen
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman
Hon. Samuel Chu
Hon. Meera Joshi, Vice Chair

MTA staff present:

Alyssa Cobb-Konon
Evan Eisland
Peter Kohner
Steven Loehr
John McCarthy
Monica Murray
Mark Roche
Jamie Torres-Springer

Independent engineering consultant staff present:
Sirish Peyyeti

* * *

Chairman Lieber called the January 27, 2025, Capital Program Committee Meeting to order at 11:42 AM.

Public Comments Period

There were seven public speakers during the hybrid public comment period: Omar Vera, Jason Anthony, Kara Gurl, Christopher Greif, Bruce Hane, Matty Buchys-Hyland*, Aleta Dupree*

*Provided comment virtually.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on December 16, 2024.

CPC Work Plan

There were no changes to the Capital Plan Committee Work Plan.

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

President's Report

MTA Construction & Development Company ("C&D") President Jamie Torres-Springer provided an update on key projects and initiatives, highlighting significant progress in infrastructure improvements, accessibility enhancements, and the continued rollout of the OMNY fare payment system.

One of the most critical projects currently underway is the reconstruction of the Hammels Wye and South Channel Bridge, which connects the A train to the Rockaway Peninsula. Despite challenging weather conditions, demolition is nearly complete, and construction remains on schedule for the planned 17-week timeline. The project is essential for improving long-term service reliability and addressing resiliency issues.

Mr. Torres-Springer also reported on significant milestones in the MTA's ongoing ADA accessibility efforts. The 68th Street-Hunter College station was recently completed as the 100th ADA-accessible station, marking the fulfillment of a long-standing commitment. The project was particularly complex due to site constraints, but the team successfully achieved \$30 million in cost savings through design optimizations and efficient project management. Additionally, the Westchester Square- East Tremont Avenue station on the No. 6 line became the first fully accessible station opened in 2024, followed by Woodhaven Boulevard station on the J/Z line. At Woodhaven, the MTA saved \$40 million by implementing a direct-to-platform elevator design, avoiding costly mezzanine reconstruction. This design approach will now be applied to future stations in both the current and upcoming capital plans, streamlining accessibility improvements while reducing costs and construction time.

The transition to the OMNY fare payment system continues to progress rapidly. Over 1 million reduced-fare OMNY cards have already been distributed, with the remaining 500,000 expected to be mailed out within weeks. The system is nearing full implementation across all fare classes and ridership groups, with recent agreements ensuring OMNY will be available on NICE Bus in Nassau County. Additional card vending machines have been installed throughout the system, with ongoing efforts to enhance reliability and performance.

To improve transparency and public awareness of ongoing infrastructure work, C&D has launched a new weekly newsletter, "This Week in Construction", which will complement the existing "Weekender" service advisory newsletter. This initiative aims to provide riders with clear updates on the benefits of construction projects and the progress being made behind the scenes.

Looking ahead to the 2025-2029 Capital Program, an independent economic assessment conducted by the Partnership for New York City found that the proposed \$68 billion investment will generate a 150% economic return, creating 72,700 high-paying jobs across the state.

Mr. Torres-Springer emphasized that the plan is essential for maintaining the MTA's \$1.5 trillion infrastructure assets. Several Congestion Pricing funded projects are already moving forward, including the next phase of the Second Avenue Subway, signal modernization on the Liberty Line, and accessibility upgrades at 19 additional stations. The MTA has also exercised an option to procure 270 battery-electric buses, reinforcing its commitment to sustainability.

The Infrastructure Business Unit remains a cornerstone of C&D's work, representing one-third of the agency's capital efforts. This division is responsible for state-of-good-repair projects, including tunnel and elevated structure maintenance, power system upgrades, and resiliency initiatives. A recent example of its impact was the swift replacement of a failed transformer at the State Street substation using a unit repurposed from another project. This response helped mitigate potential service disruptions while ensuring continued system reliability.

In closing, Mr. Torres-Springer reaffirmed C&D's commitment to cost efficiency, innovation, and delivering critical infrastructure improvements that enhance service for riders. Future reports will continue to highlight progress on cost-saving innovations, upcoming capital projects, and long-term planning efforts.

Infrastructure Business Unit

Peter Kohner, Senior Vice President, Infrastructure, provided an update on key areas of work, including wayside power, facilities, line structures, and post-Superstorm Sandy resiliency efforts. In 2024, the Infrastructure Unit completed \$1.72 billion in projects and committed \$1.16 billion to new work. Expectations for 2025 remain strong, with continued progress across major initiatives.

Work on the Jamaica Bus Depot project, a 135,000-square-foot LEED-certified facility with an additional 34,000-square-foot administrative building, is progressing. The new depot will accommodate more than 275 buses and include charging stations for over 130 electric buses. However, the project is currently 10 months behind schedule due to permitting challenges related to a temporary parking lot at York College. Despite this delay, efforts are underway to minimize its impact and ensure the facility's completion as close to schedule as possible. The new building structure remains on track for timely delivery. The delay primarily affects the demolition and reconstruction of the old facility, not the core bus depot project.

The Hammels Wye Viaduct, a 1,400-foot-long structure that has suffered from exposure to salt and coastal conditions, is being replaced. The South Channel Bridge, which has historically been unreliable, is also undergoing a full refurbishment, including new motors, gearboxes, and a modernized control system to ensure smooth operation. The 17-week shutdown remains on schedule, with over 150 workers on-site daily. Demolition is complete, and the project is proceeding efficiently. The project is expected to be delivered on time by May 19, 2025, or potentially earlier.

A long-awaited upgrade to the bus radio system was successfully delivered at the end of 2024. The project, initially facing challenges due to contractor performance, has now equipped nearly 6,000 buses with modern voice and digital communication systems, fully integrating them with the MTA's Bus Command Center. The upgrade included new hardware and software for computerized dispatch, and 35 base stations across New York City, parts of New Jersey, and Yonkers to ensure seamless coverage for MTA bus operations.

The 207th Street Yard project, a major resiliency and infrastructure upgrade effort dating back to 2018, has now been completed. This yard, the second largest transit facility in New York City after Coney Island Yard, underwent extensive improvements, including instillation of 2,100 feet of flood-resilient walls to protect against extreme weather events, replacement of 35,000 feet of track and 83 switches, signal and power system upgrades, construction of a new signal and Rapid Transit Office tower, and installation of a new water line for fire suppression. The project was executed in close coordination with New York City Transit to minimize service disruptions while ensuring critical infrastructure improvements.

Delivery Business Unit

Mark Roche, Deputy Chief Development Officer, Delivery, provided an update on strategies being implemented behind the scenes to improve efficiency and cost-effectiveness across MTA projects.

One major development involved shifting the sewer system outside of the 207th Street facility, a lesson learned from Superstorm Sandy, when floodwaters surged up through the sewer system. Instead of traditional excavation, the team utilized micro-tunneling, which allowed the project to avoid costly utility conflicts and street closures. This method has since been adopted in ten additional projects, contributing to overall budget and schedule improvements. The 207th Street project was completed on schedule and \$8 million under budget.

Another efficiency gain was demonstrated on the Grand Concourse Line, where traditional worksite access challenges were addressed by strategically digging a single access hole. This approach significantly reduced material transport costs, increased productivity by 40%, and allowed the project to finish nine months ahead of schedule. Mr. Roche underscored the importance of improving access to worksites as a key cost-saving measure in future projects.

Mr. Roche also reported on a transformative shift in the MTA's approach to structural maintenance and painting. Previously, structures were repainted every 10 years with minimal surface preparation. By adopting more advanced sandblasting and coating techniques used on major bridges, the MTA is now extending the life of structural coatings to 30-40 years. This strategy is expected to save hundreds of millions of dollars over the coming decades, reducing the need for repeated repairs and maximizing the effectiveness of the \$5 billion allocated to transit structures in the upcoming Capital Program.

Finally, Mr. Roche explained efforts underway to improve contractor productivity by rethinking project bundling strategies. Instead of geographically bundling structural repair contracts, which often led to higher costs due to complex track outages, the MTA has shifted to a linear bundling model. This allows specialized contractors to complete a higher volume of similar tasks, such as repairing 1,000 column bases under a single contract, rather than smaller, fragmented assignments. This shift has resulted in better pricing and improved efficiency while ensuring that critical work is completed with minimal disruptions to service.

Capital Strategy and Planning Unit

Next, Alyssa Cobb-Konon, Senior Vice President, Capital Strategy and Planning, provided an update on the urgent need for capital investment to maintain and modernize the system. She emphasized the growing backlog of critical infrastructure work, and the increasing costs, risks, and disruptions associated with deferred maintenance.

One key area of concern is subway power infrastructure. Currently, over one-third of the system's 224 power substations have major components in poor or marginal condition, posing a

growing risk to service reliability. Power-related incidents are among the most disruptive, delaying an average of 34 trains per incident, with some incidents affecting hundreds of trains.

The 2025-2029 Capital Plan proposes a \$3 billion investment to accelerate power substation upgrades, targeting 67 substations identified through detailed analysis as the most critical, including those serving multiple degraded substations in a row and key yard facilities necessary for train deployment.

Resilience against extreme weather events is another priority, as the region experiences more frequent and intense storms. The plan dedicates \$700 million to mitigating stormwater runoff and flooding. This includes improvements at 32 locations to prevent stormwater from entering the subway system at street level, as well as upgrades to underground infrastructure, specifically pump rooms, which are crucial for removing water from tunnels. Delays caused by weather-related flooding are 2.5 times more likely in areas served by pump rooms in poor or marginal condition, and the plan includes funding for upgrades at 14 of the worst-performing and undersized pump rooms.

Ms. Cobb-Konon also addressed the need for significant investment in subway shops and yards, which are among the system's most deteriorated assets. The \$1.6 billion allocated in the Capital Plan aims to modernize facilities that are essential for inspecting, repairing, and cleaning railcars to ensure safe and reliable service. Many of these shops have been in poor condition for decades yet have been consistently deprioritized in past budgets. Some of the oldest shops, such as Livonia and 207th Street, date back to the early 1900s and are unable to accommodate maintenance for railcars built after the 1980s. As the MTA replaces aging railcars, it must also invest in the facilities necessary to maintain them.

Ms. Cobb-Konon concluded by stressing the importance of sustained investment in the MTA's hidden infrastructure.

IEC

Sirish Peyyeti, Program Director of the IEC, provided an update on the oversight and analysis of 53 infrastructure projects for cost and schedule performance. These projects were assessed in the Traffic Light Report presented at the December CPC meeting, with three triggering variances due to schedule delays. The IEC reviewed variance reports for these projects and conducted detailed project monitoring.

One highlighted project was the Jamaica Bus Depot, currently 27% complete. The IEC forecasts a 10-month delay due to pending permit approvals, though alternative strategies to recover lost time are being explored. The delay does not impact the depot's operations, and the project remains within its budget. Key risks, including testing and commissioning activities, hazardous materials abatement, and procurement of bus charging equipment, are actively monitored, with mitigation measures in place.

Mr. Peyyeti noted that the Rockaway Line Resiliency project remains on schedule and within budget. The project team successfully implemented a four-month-long general service diversion, and while track, signal, and communication work at Beach 105th Street is temporarily halted for a technical evaluation, overall progress is steady. Potential supply chain disruptions are being mitigated through multiple suppliers and expedited submittal reviews. Additionally, the project management team is ensuring smooth execution by conducting pre-delivery material inspections, tracking steel and concrete fabrication, and fast-tracking approvals for long-lead design items.

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the January 27, 2025, Capital Program Committee Meeting at 12:36 PM.

Respectfully submitted,
Lizzy Berryman
MTA C&D, Contracts

2025 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

March 2025

President's Update
Signals
Quarterly Traffic Light Report

April 2025

President's Update
Systems & OMNY

May 2025

President's Update
Agency Initiatives

June 2025

President's Update
Rolling Stock
Diversity
Quarterly Traffic Light Report

July 2025

President's Update
Integrated Projects

September 2025

President's Update
Agency Initiatives
Quarterly Traffic Light Report

October 2025

President's Update
Stations

November 2025

President's Update
Railroads

December 2025

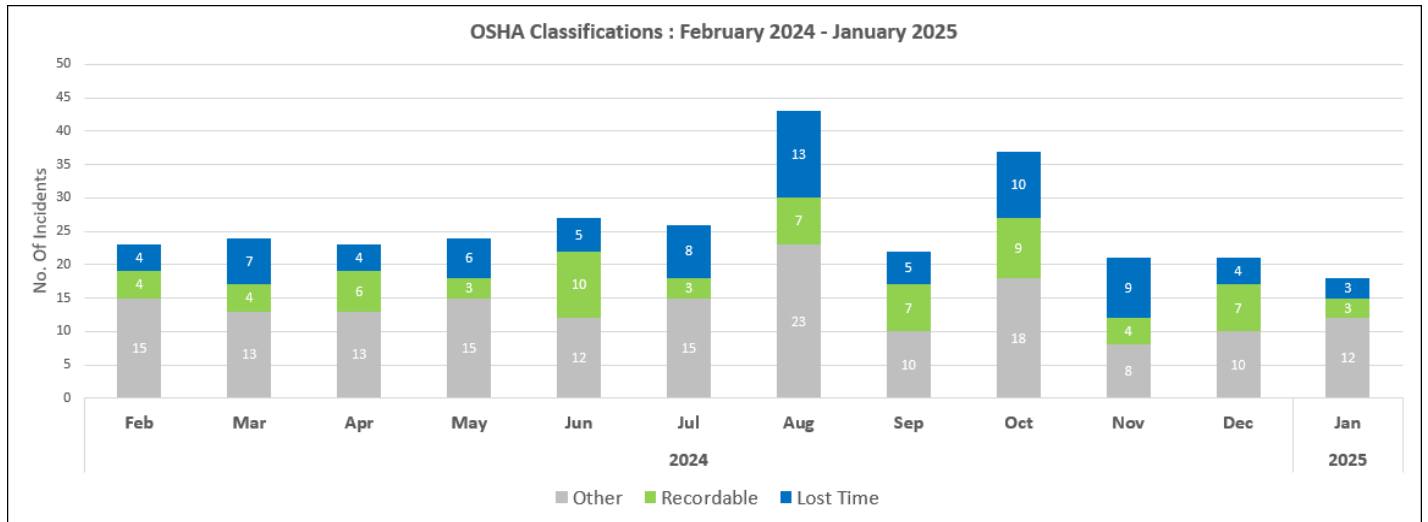
President's Update
Bridges & Tunnels
Quarterly Traffic Light Report

January 2026

President's Update
Infrastructure

February 2025

President's Update
Agency Initiatives



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

FEBRUARY UPDATE:

- 18 safety events were reported in January 2025, including:
 - Three (3) lost time incidents,
 - Three (3) recordable incidents.
- The reported lost time incidents in January 2025 decreased by one incident compared to December 2024.
- The top lost-time and recordable incident types for January 2025 were Struck by/Against (50%), Sprain/Strain (17%), and Slip, Trip, Fall (17%).
- **SERIOUS INCIDENTS: None**

YEAR-TO-DATE TRENDS:

- **LOST TIME INCIDENT TRENDS:** 3 Lost Time incidents have been reported YTD (through January 31, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (33%), Sprain/Strain (33%), and Slip, Trip, Fall (33%). There was a one-incident decrease in reported Lost Time incidents from the previous month.
- **RECORDABLE INCIDENT TRENDS:** 3 Recordable incidents have been reported YTD (through January 31, 2025). The injury types associated with recordable incidents YTD are Struck By/Against, currently at (67%) & Caught In Between (33%). There was a four-incident decrease in the reported recordable incidents from the previous month.
- **SERIOUS INCIDENTS: None**

INSPECTIONS & AUDITS: Active Capital Projects for January – 218 Projects with 371 Sub-Projects

- **JANUARY INSPECTIONS:**
 - **INTERNAL – 278**
 - **EXTERNAL – 815** (79 Third-Party Safety Consultants; 736 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
 - **INTERNAL – 278**
 - **EXTERNAL – 815** (79 Third-Party Safety Consultants; 736 OCIP Visits)
- **JANUARY NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Supervision/Organization, Fall Protection, Industrial Hygiene, Stairs/Ladders, Maintenance and Protection of Traffic (MPT).
- **JANUARY POSITIVE OBSERVATION(S)**—Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Stairs/Ladders,

Electrical, Motor Vehicle/Heavy Equipment, Maintenance and protection of Traffic (MPT), Industrial Hygiene, and Fall Protection.

- **INVESTIGATIONS:**

- Number of investigations for JANUARY– One
 - January 30, 2025 – Property damage incident on the NYCT subway, resulting in a disruption to service. The investigation is ongoing.

MTA C&D STRATEGIC INITIATIVES:

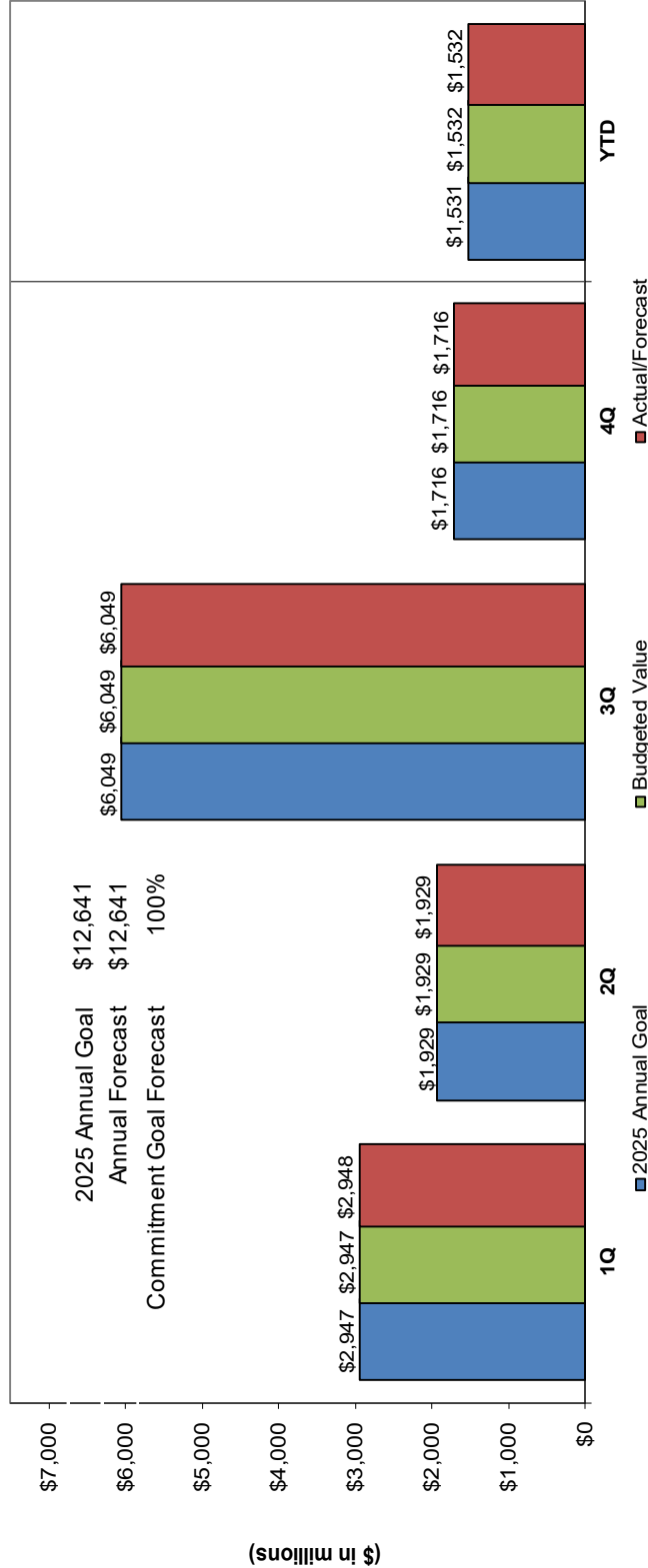
- C&D Safety has successfully embraced the mobile safety inspection application from our OCIP Safety program vendor. We are committed to addressing all concerns our dedicated field and office users raise in partnership with the vendor. Our pursuit of excellence shines through in our bi-weekly meetings with various safety teams, where we diligently review the platform's performance and explore necessary updates and enhancements.
 - To empower our users, we have crafted an engaging video training module for PCEOs and other personnel, ensuring they are ready to utilize the system effectively. A significant enhancement we've introduced is the ability for PCEOs to designate team members to tackle any open corrective actions. Furthermore, our safety team provides comprehensive training for PCEOs and their delegates, guiding them in making the most of the system. We are steadfast in our mission to create an effective and user-friendly platform.
 - C&D Safety is exploring expanding the platform to include safety inspections by the C&D project management team, the Project CEO, and the safety teams of our design builders.
- C&D Emergency Management, working with the C&D project team and the agency's Emergency Management team, successfully completed the scheduled Tabletop Exercise. We are committed to building a resilient emergency management system that will empower MTA stakeholders, enhance coordination, and inspire more efficient operations. Preparations are underway for the next exercise, focusing on scenarios relevant to MTA Capital Project sites.
- C&D is continuing its work with Corporate Quality to address the items identified in the ISO 45001 pre-audit and prepare for the next phase in the certification process, which are the Stage 1 and Stage 2 audits. Our team is fully committed to tackling the remaining tasks and resolving any minor findings. Together, we're striving to achieve full certification for the corporate safety program by the end of Q4'25 or early Q1'26. While C&D continues collaborating with AECOM to finalize the rollout phase, ensuring our practices align with current contracts.
- C&D continues to enhance staff safety training by updating policies to align with the new Safety Management System (SMS) and OSHA standards, including Site Safety Training (SST). The Safety Department aims to foster safety awareness among MTA employees and project personnel while implementing improved procedures for employee health and safety, such as hearing conservation and respiratory protection measures.
- C&D Security continues a collaborative initiative with all MTA Security departments to establish streamlined processes for every Construction and Development (C&D) contract and MTA operating agency. We are committed to developing and enhancing robust security procedures that are specifically and explicitly tailored for C&D staff and projects, ensuring a safer and more efficient future for all.
- C&D Safety, in partnership with the Delivery Service Office (DSO), has made significant progress by adding a safety reporting portal to the C&D Project Performance Portal. This enhancement provides users with valuable, real-time insights into reported incidents across various C&D projects. Future updates to the safety reporting portal will include incident rates, project labor hour reports, site visit observations and ratings, and the integration of safety data from both internal and external sources. These updates will further strengthen our commitment to safety and continuous improvement.
- C&D is committed to proactive safety communication with our staff through the established monthly Safety Zone newsletter, the quarterly Safety Digest, and interactive Safety Moment presentations. This initiative plays a significant role in ensuring that our teams are well informed about important safety information and best practices while also promoting a collaborative culture of safety throughout the organization and striving for continuous improvement in our safety culture. C&D is also considering expanding safety communication and engagement. The communications being examined for this expansion include safety posters, routine safety advisories/alerts, or bulletins.

MTA Capital Program Commitments & Completions

**through
January 31, 2025**

Capital Projects – Commitments – January 2025

MTA-wide 2025 Commitments



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

Actuals: The value of the goals and any additional unplanned commitments as they are achieved during the year.

Forecasts: The updated estimates by quarter for remaining goals as well as any unplanned commitments that might occur during the year.

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

Commitments Summary

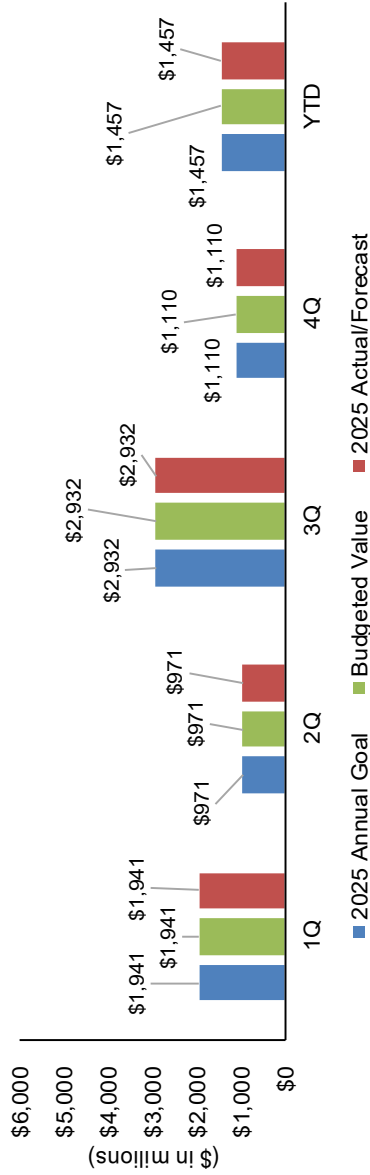
In 2025, the MTA plans to commit \$12.6 Billion worth of capital projects. Through January, the MTA has committed \$1,532 Million, which includes the award of an R211 subway fleet option for NYCT (\$1,390 Million).

In 2025 the MTA has proposed tracking 40 "major" commitments across the agencies and business units. There are 18 major commitments at NYCT, 9 at the LIRR, 3 at MNR, 6 at Expansion and 4 at B&T. Collectively these major commitments total nearly \$9.2 Billion (73% of the overall commitment plan's value). At the end of each quarter in 2025, any schedule variances will be reported on the following pages.

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

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,941	\$971	\$2,932	\$1,110	\$1,457
2025 Actual/Forecast	\$1,941	\$971	\$2,932	\$1,110	\$1,457
Budgeted Value	\$1,941	\$971	\$2,932	\$1,110	\$1,457



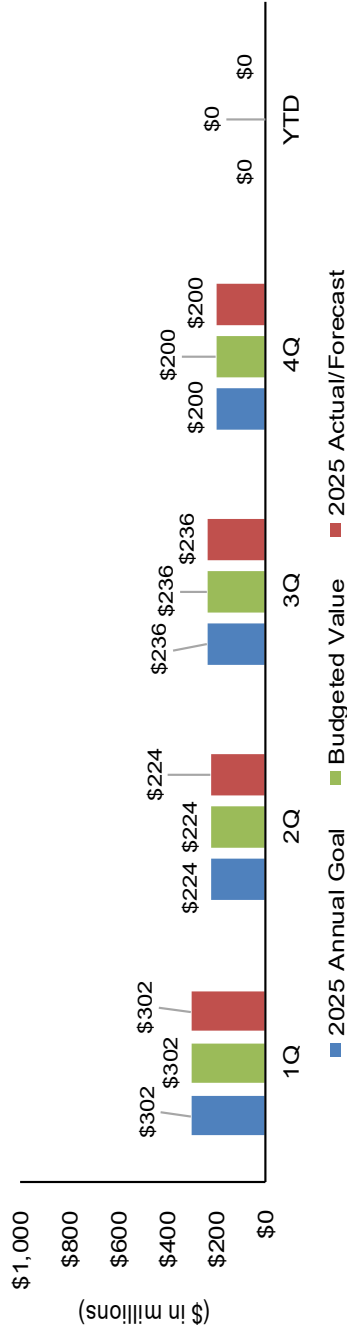
Schedule Variances

There are no major schedule slippages to report for NYCT and MTA Bus.

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$0
2025 Actual/Forecast	\$302	\$224	\$236	\$200	\$0
Budgeted Value	\$302	\$224	\$236	\$200	\$0



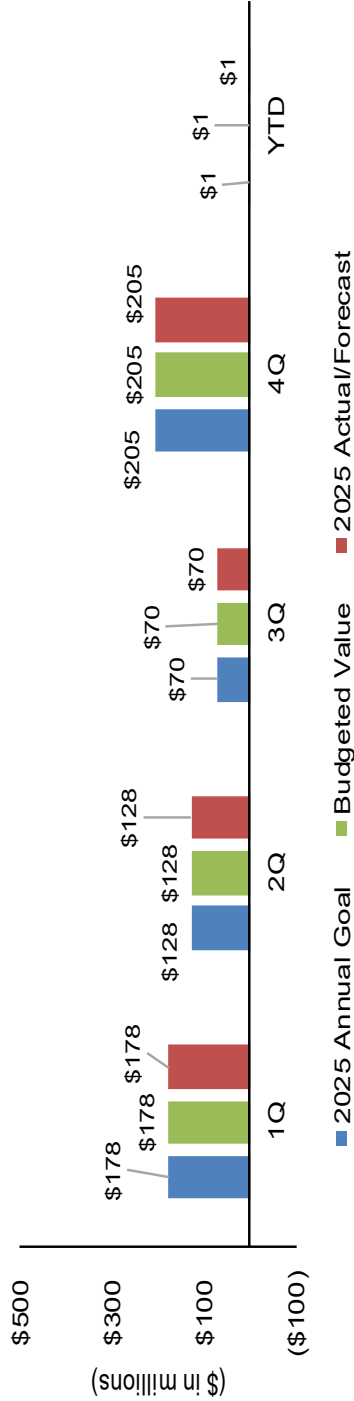
Schedule Variances

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

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$178	\$128	\$70	\$205	\$1
2025 Actual/Forecast	\$178	\$128	\$70	\$205	\$1
Budgeted Value	\$178	\$128	\$70	\$205	\$1



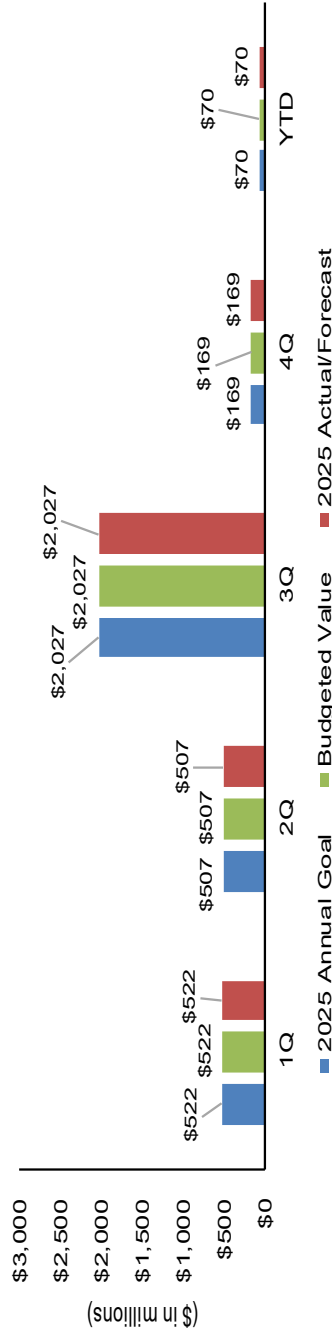
Schedule Variances

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

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

MTA Network Expansion Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$522	\$507	\$2,027	\$169	\$70
2025 Actual/Forecast	\$522	\$507	\$2,027	\$169	\$70
Budgeted Value	\$522	\$507	\$2,027	\$169	\$70



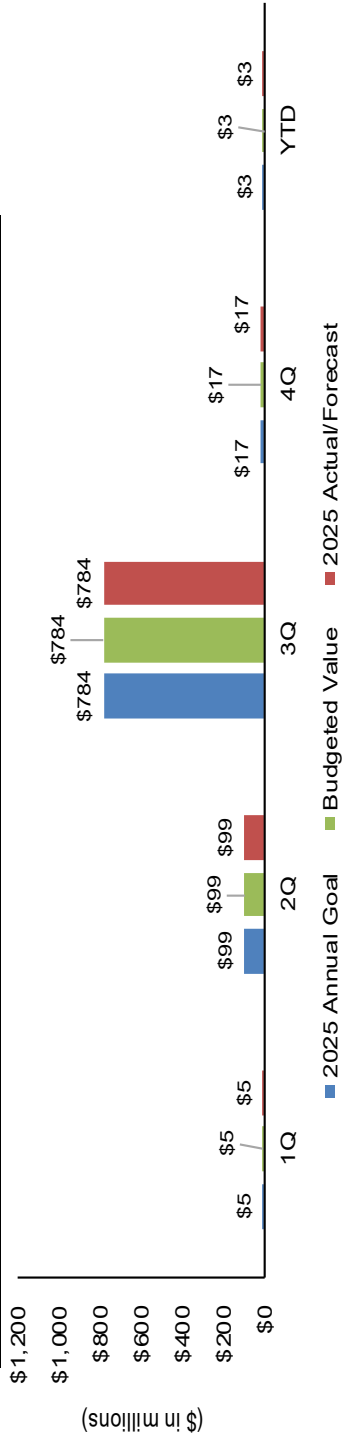
Schedule Variances

There are no major schedule slippages to report for Network Expansion.

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$5	\$99	\$784	\$17	\$3
2025 Actual/Forecast	\$5	\$99	\$784	\$17	\$3
Budgeted Value	\$5	\$99	\$784	\$17	\$3



Schedule Variances

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

Capital Projects – Completions – January 2025

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

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

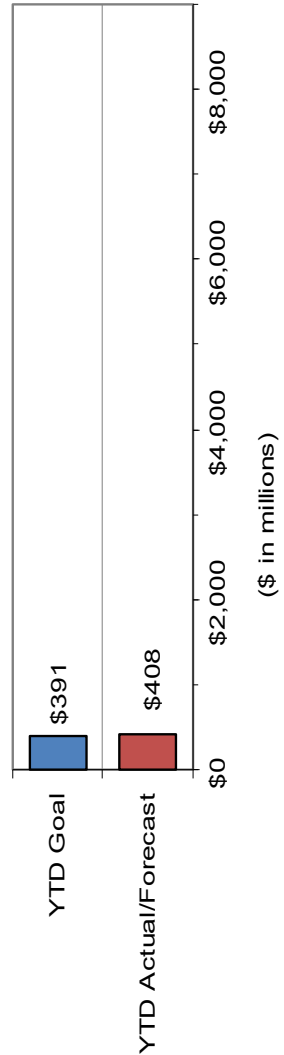
Completions Summary

In 2025, the MTA plans to complete \$9.1 Billion of projects. 44 major completions will be tracked throughout the year. Currently all of these are on time. Major completions include 21 for NYCT, 10 for the LIRR, 5 for Metro-North, 5 for MTA Bus, 1 for Network Expansion and 2 for B&T. Collectively these major completions total \$8.5 Billion (75% of the annual completion plan's value).

Through January, the MTA has completed \$408 Million versus its annual year to date goal. This result includes the completion of ADA station work at NYCT's 14th Street complex (\$296 Million).

Budget Analysis

2025 Annual Goal \$9,084
 Annual Forecast \$9,084
 Completion Goal Forecast 100%

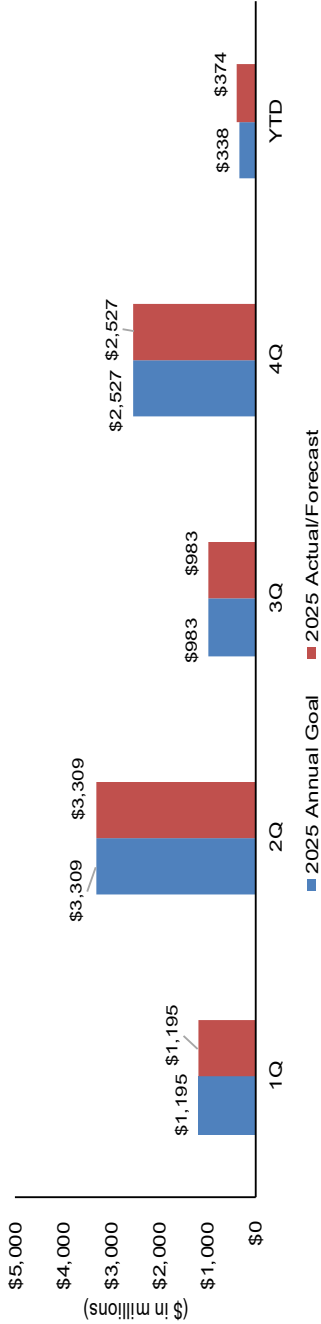


NYCT/MTA Bus Capital Projects – Completions – January 2025 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$3,338
2025 Actual/Forecast	\$1,195	\$3,309	\$983	\$2,527	\$3,374

2025 Goal (Rolling Stock)	\$120	\$1,485	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$120	\$1,485	\$0	\$0	\$36



Schedule Variances

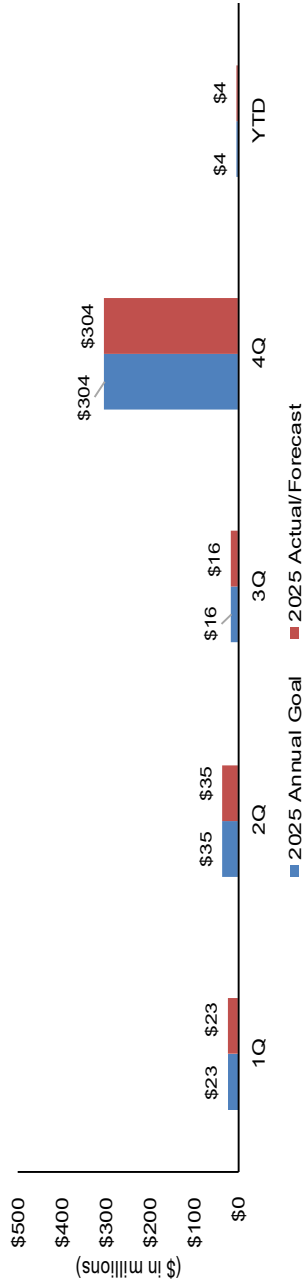
There are no major schedule slippages to report for NYCT and MTA Bus.

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

LIRR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$23	\$35	\$16	\$304	\$4
2025 Actual/Forecast	\$23	\$35	\$16	\$304	\$4

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



Schedule Variances

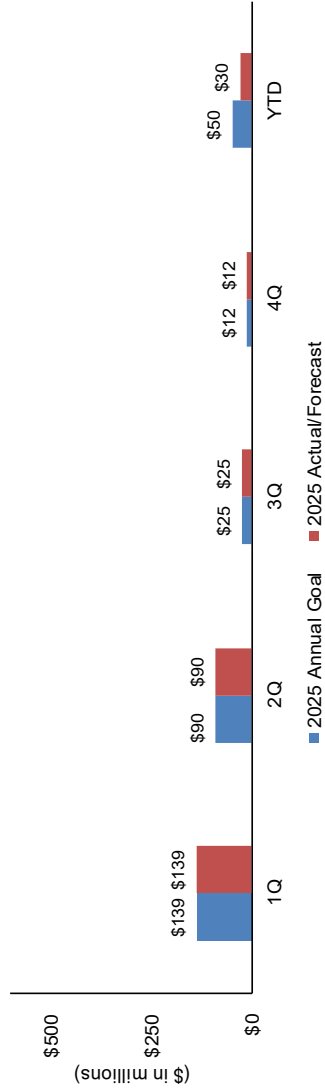
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$50
2025 Actual/Forecast	\$139	\$90	\$25	\$12	\$30

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



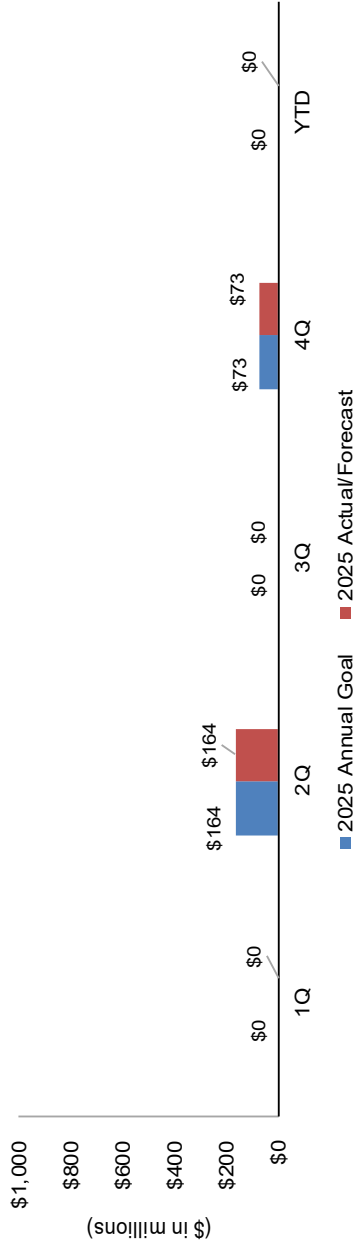
Schedule Variances

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

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

MTA Network Expansion Budget Analysis

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



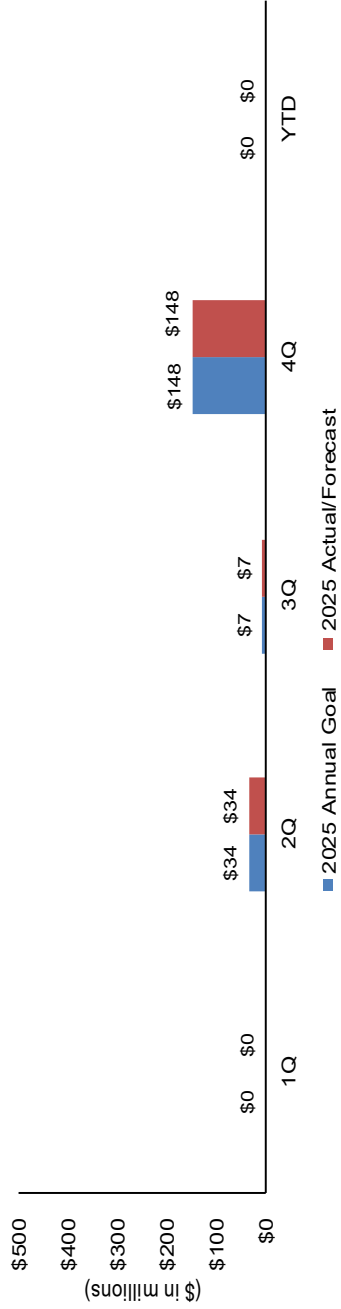
Schedule Variances

There are no major schedule slippages to report for Network Expansion.

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

B&T Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$0	\$34	\$7	\$148	\$0
2025 Actual/Forecast	\$0	\$34	\$7	\$148	\$0



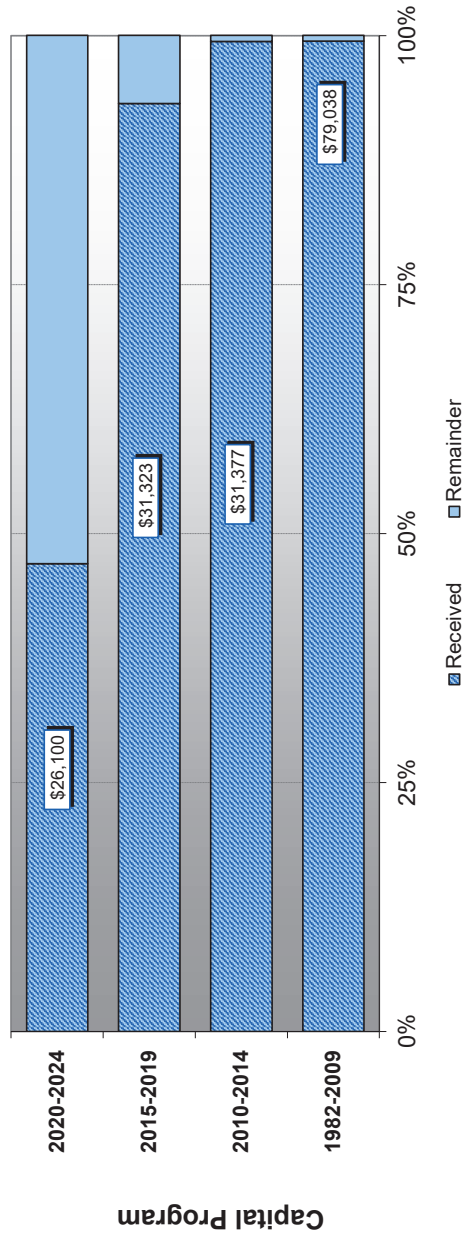
Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (January 2025)

\$ in millions



Capital Funding Detail (January 2025)

\$ in millions

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru December	January	January		
2010-2014 Program						
Federal Formula, Flexible, Misc	\$5,841	\$5,790	\$ -	\$ -	\$5,790	\$51
Federal High Speed Rail	173	173	-	-	173	-
Federal New Start	1,271	1,271	-	-	1,271	-
Federal Security	89	89	-	-	89	-
Federal RRIF Loan	-	-	-	-	-	-
City Capital Funds	528	524	-	-	524	4
City Asset Sales	195	84	-	-	84	110
State Assistance	770	770	-	-	770	-
MTA Bus Federal and City Match	132	113	-	-	113	19
MTA Bonds	11,654	11,654	-	-	11,654	-
Other (Including Operating to Capital)**	1,261	1,261	-	-	1,261	-
B&T Bonds	1,975	1,975	-	-	1,975	-
Hurricane Sandy Recovery						
Insurance Proceeds/Federal Reimbursement	6,677	6,677	-	-	6,677	0
PAYGO	18	18	-	-	18	-
Sandy Recovery MTA Bonds	658	658	-	-	658	-
Sandy Recovery B&T Bonds & Cash	318	318	-	-	318	-
Total	31,561	31,377	-	-	31,377	184

Total

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru December	January	January		
2015-2019 Program						
Federal Formula	\$4,706	\$4,706	\$ -	\$ -	\$4,706	\$ -
Federal Flex & Other (Incl HSR/Security/Core Capacity)	649	628	-	-	628	20
Federal New Start	1,400	1,400	-	-	1,400	-
State Assistance	9,118	8,248	-	-	8,248	871
City Capital Funds	2,092	2,066	-	-	2,066	27
City Non-Tax Levy Revenue Sources	600	-	-	-	-	600
MTA Bonds	9,098	9,098	-	-	9,098	-
Asset Sales/Leases	906	326	-	-	326	581
Pay-as-you-go (PAYGO)**	2,105	2,105	-	-	2,105	-
Other	267	70	-	-	70	197
B&T Bonds & PAYGO/Asset Sale	2,677	2,677	-	-	2,677	-
Total	33,619	31,323	-	-	31,323	2,295

Total

	Funding Plan		Received/Secured		Secured to date	Remainder
	Current	Thru December	January	January		
2020-2024 Program						
Capital from Central Business District Tolling	\$15,000	\$ -	\$ -	\$ -	\$ -	\$15,000
Capital from New Revenue Sources	10,000	5,604	-	-	5,604	4,396
MTA Bonds and PAYGO	7,385	723	-	-	723	6,662
Other Contribution	589	-	-	-	-	589
Federal Formula	9,921	10,615	-	-	10,615	(694) a
State of New York	3,169	811	-	-	811	2,358
City of New York	3,007	3,031	-	-	3,031	(24) a
Federal New Start (SAS Ph2)	2,005	2,005	-	-	2,005	-
Federal Flexible & Other	1,161	2,563	-	-	2,563	(1,402) a
B&T Bonds	3,327	748	-	-	748	2,579
Total	55,563	26,100	-	-	26,100	29,463

Total

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

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
FEBRUARY 2025**

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$ 17.7 M.

Staff Summary

Subject Request Authorization for Several Procurement Actions					
Contracts Department Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	2/24/25	X		
2	Board	2/26/25	X		

Date: February 21, 2025			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
I. Modifications to Purchase and Public Work Contracts	3	\$	13,237,000
J. Modifications to Miscellaneous Procurement Contracts	1	\$	4,500,000
SUBTOTAL	4	\$	17,737,000
TOTAL	4	\$	17,737,000

Budget Impact

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

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.

FEBRUARY 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | | |
|-------------|---|--------------------|--------------------------------------|
| 1-2. | Skanska Railroad Construction JV
Contract A46030 | \$5,737,000 | <u>Staff Summary Attached</u> |
|-------------|---|--------------------|--------------------------------------|

MTA Construction & Development requests Board approval of two modifications, one for replacement of two cross girders and two columns on the Express Track of the 61st Street Woodside Station and the other for the procurement and fabrication of four platform girders and certain temporary steel elements.

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 3. | Tutor Perini Corporation
Contract No. S47009 | \$7,500,000 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to resolve a claim of Extra Work associated with the modification and/or replacement of rail ties.

J. Modification to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 4. | Cubic Transportation Systems
Contract No. A34024 | \$4,500,000 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction & Development requests Board approval of a modification that will replace bus validator mounting hardware with a new bracket system and an updated wiring configuration and provide for the Contractor to accelerate the completion of other outstanding Change Work.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

 Item Number: **1-2**

Vendor Name (& Location) Skanska Railroad Construction JV (East Elmhurst, New York)	
Description Design-Build Services for Improvements on the Flushing Line	
Contract Term (including Options, if any) September 19, 2022 – May 25, 2025	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	Modification #
A46030	21 & 22
Original Amount:	\$ 199,955,000
Prior Modifications:	\$ 18,862,730
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 218,817,730
Modification No. 21	\$ 1,037,000
Modification No. 22	\$ 4,700,000 (NTE)
This Request	\$ 5,737,000
% of This Request to Current Amount:	2.87%
% of Modifications (including This Request) to Original Amount:	12.30%

DISCUSSION:

Contract A46030 (the “Contract”) is for the rehabilitation of the 61st Street Woodside station, including replacement of an escalator, stairs, structural elements, and replacement of three escalators at the 74th Street Broadway Station in Queens. MTA Construction and Development requests Board approval of Modification No. 21, which provides for the replacement of deteriorated cross girders and columns on the Express Track of the 61st Street Woodside Station, and Modification No. 22, which will authorize the Design-Builder to procure and fabricate new platform girders and other long lead steel items. Modification 22 is a Unilateral Modification that directs the Design-Builder to commence the fabrication of four platform girders and certain temporary steel elements pending final negotiation of the terms of the Work so as to mitigate delay associated with the Work.

Modification No. 21

During concrete demolition of the CM Track, significant corrosion was discovered on existing cross girders at Bents 277 and 278, which had been encased in the concrete slab. Further investigation revealed the need to replace two of the cross girders and two columns. The Contract anticipated that repairs would be necessary to those elements but not full replacement. The Design-Builder’s proposal was submitted in the amount \$1,106,143.89. Negotiations were held and agreement was reached on the amount of \$1,037,000, which is considered fair and reasonable.

Modification No. 22

The Contract provides for steel girder rehabilitation and repairs but, as noted above, did not anticipate the need for replacements. However, the severity of the deterioration uncovered during the work and the opportunity to perform the work during planned track outages, supported a determination to perform the replacement work now, under this contract. There are eight platform steel girders that require replacement, four on the C1 track and four on the C2 track. To take advantage of planned outages and partially mitigate delay to this Contract, this modification will direct the Design-Builder to proceed with the procurement and fabrication of four of the platform girders and certain temporary support steel, up to a not to exceed amount of \$4,700,000. A subsequent modification for the complete scope of work, including additional materials, installation costs and any delay costs incurred will be presented to the Board once negotiated.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

 Item Number: **3**

Vendor Name (& Location)
Tutor Perini Corporation (New Rochelle, NY)
Description
CBTC System Overlay West 8th Street to Church Avenue, Culver Line, "B" Division in the Borough of Brooklyn
Contract Term (including Options, if any)
February 4, 2019 to August 4, 2022
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name:
Delivery, Gregoire Sulmont, Senior Vice President, Signals & Train Control

Contract Number	AWO/Modification #
S-47009	62
Original Amount:	\$ 252,678,000
Prior Modifications:	\$ 12,789,851
Prior Budgetary Increases:	\$ 7,000,000
Current Amount:	\$ 272,467,851
This Request:	\$ 7,500,000
% of This Request to Current Amount:	2.5%
% of Modifications (including This Request) to Original Amount:	2.7%

DISCUSSION:

Contract S-47009 (the "Contract") requires Tutor Perini Corporation ("TPC") to modernize the signal system for the Avenue X and Ditmas Avenue Interlockings on the IND Culver Line in Brooklyn, which serves the F and G trains, and perform a complete Communications-Based Train Control ("CBTC") Signal System Overlay on the IND Culver Line between West 8th Street and Church Avenue in Brooklyn. MTA Construction and Development ("C&D") requests Board approval of a modification in the amount of \$7,500,000, to resolve a claim of Extra Work associated with the modification and/or replacement of rail ties, pursuant to an Arbitration decision, dated January 10, 2024.

The Contract Work includes replacement of existing track and installation of various new equipment at Ditmas Avenue and Avenue X, among other locations. After fabricating new ties for the replacement work, TPC performed site surveys that revealed uneven girders on the existing steel structure that supports the tracks at Ditmas Avenue and Avenue X, which are elevated stations. To ensure the ties would sit level on the uneven girders and meet the contractually required profiles for the new track at these locations, TPC modified the ties by dapping (i.e., notching) them. TPC also attempted to further modify the ties to meet the required profiles by gluing shims called "packing" to them. However, due to problems with the packing process, several hundred of the new ties were damaged and had to be replaced.

TPC took the position that the Work in question was Extra Work for which it was entitled to additional compensation. MTA took the position that the Work was a result of TPC's failure to follow the requirements of the Contract with respect to surveying track conditions before ordering of ties. On May 10, 2022, MTA issued directives for TPC to prosecute the work at no additional cost to MTA. TPC challenged MTA's directives in an Arbitration Notice dated June 8, 2022. In a decision dated January 10, 2024, the contractually appointed Arbitrator found that, notwithstanding TPC's failure to perform a survey before ordering the ties, the work to modify and/or replace the ties was Extra Work under the Contract (the "Extra Work"), and that MTA was "obligated to compensate TPC for the Extra Work." The Arbitrator remanded the matter to the MTA PCEO's office to initiate the Change Order process under the Contract.

After the Arbitration decision, TPC provided its cost data for the Work it claimed was to be compensated pursuant to the Arbitration decision. On February 20, 2024, TPC submitted to the MTA PCEO's office a proposal for direct costs for the Extra Work in the amount of \$7,964,735. On May 24, 2024, TPC submitted a revised proposal in the amount of \$8,003,343. Negotiations were held and agreement was reached on the amount of \$7,500,000 which is considered fair and reasonable.

The Arbitration decision resolved the issue of whether the Work in question constituted Extra Work and provided for the payment of TPC's direct costs. A separate claim for Delay and Impact Costs was held in abeyance pending the Arbitrator's determination as to whether the Work constituted Extra Work. That claim is currently being evaluated and negotiated and will be the subject of a subsequent Modification.

Staff Summary

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **4**

Vendor Name (& Location) Cubic Transportation Systems (San Diego, CA)
Description New Fare Payment System, Bus Validator Rev J Work
Contract Term (including Options, if any) Contract Term: November 1, 2017 – July 31, 2030 Optional Service Extensions August 2030 – July 2040
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
A-34024	36
Original Amount:	\$ 553,827,839
Prior Modifications:	\$ 54,062,917
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 607,890,756
This Request:	\$ 4,500,000
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Original Amount:	10.6%

Discussion:

Contract A-34024 (the “Contract”) requires Cubic Transportation Systems (the “Contractor”) to replace the legacy payment systems in use by New York City Transit (“NYCT”) and MTA Bus Company (“MTAB”) and provides the MTA with a contactless fare payment system under the OMNY brand name. MTA Construction & Development (“C&D”) requests Board approval of a modification in the amount of \$4,500,000, that will replace the mounting hardware on fare payment devices known as bus validators with a new bracket system and an updated wiring configuration, and provide for the Contractor to accelerate the completion of other outstanding Change Work.

The Contract includes the installation of bus validators throughout the bus fleets. Between 2018 and 2021, the Contractor manufactured and installed 11,359 bus validators on the NYCT and MTAB bus fleet with mounting brackets. In January 2021, cracks were found affecting a large number of the mounting brackets resulting in the bus validators falling off their mounts. There was a dispute between MTA and Cubic as to whether the failure of the brackets was a design defect or caused by MTA’s maintenance of the brackets and the Contractor asserted a claim in the amount of \$7,787,706.07 for the cost of replacing the brackets.

During the course of mediation of the dispute, the parties arrived at a solution for a new bracket design that would address any issue of defect and maintenance and result in a longer life for the bracket. Cubic agreed to provide the new bracket to the entire bus fleet, provide an extended warranty for a period of 16 months and address wiring issues associated with the bus validator installation, all within 9 months so as not to impact Substantial Completion. Cubic also agreed to accelerate other Change Work that otherwise would have extended beyond Substantial Completion, all for the sum of \$4,500,000. Thus, MTA will receive an upgraded, more reliable bracket system and a number of other valuable improvements and concessions from Cubic for a price of \$4,500,000 which, considering MTA’s exposure in the dispute and the enhancements to be received, is considered fair and reasonable.