



**Metropolitan Transportation Authority**

# **Capital Program Committee Meeting**

## **March 2025**

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### 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

Monday, 3/24/2025  
11:15 AM - 12:15 PM ET

## 1. SUMMARY OF ACTIONS

*C&D CPC Summary of Actions - Page 3*

## 2. PUBLIC COMMENTS PERIOD

## 3. APPROVAL OF MINUTES - FEBRUARY 24, 2025

*C&D CPC Committee Minutes - Page 4*

## 4. 2025 – 2026 COMMITTEE WORK PLAN

*CPC Committee Work Plan - Page 10*

## 5. PRESIDENT'S UPDATE

## 6. MTA C&D CAPITAL PLAN UPDATE

## 7. C&D SAFETY REPORT

*Committee Safety Report - Page 11*

## 8. CAPITAL PROGRAM STATUS

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

## 9. QUARTERLY TRAFFIC LIGHT REPORT

*Fourth Quarter 2024 Traffic Light Report - Page 29*

## 10. C&D PROCUREMENTS

*C&D Procurements - Page 98*

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
Contracts	AECOM-HNTB, JV	\$186,550,867	Award of a publicly advertised and competitively solicited contract to provide project management consultant services for the Second Avenue Subway ("SAS") Phase 2 Project.
Contracts	Phase 2 Partnership	\$59,962,040	Award of a modification to advance the design of Contract 4, the systems and fit out contract for the SAS Phase 2 Project, from a preliminary design to a fully designed package for a Design-Bid-Build contract.
Contracts	Empire Control Abatement, Inc.	\$487,802	Ratification of a modification to reconcile unit price quantity overruns and underruns.
Contracts	Railworks Transit, LLC	\$4,775,000	Ratification of two modifications for changes to track bed type in segments of the 63rd Street Line.

MINUTES OF MEETING  
MTA CAPITAL PROGRAM COMMITTEE  
February 24, 2025  
New York, New York  
12:00 PM

CPC Members present:

Hon. Janno Lieber, Chair  
Hon. Andrew Albert  
Hon. Gerard Bringmann  
Hon. Norman Brown  
Hon. Daniel Garodnick  
Hon. Randolph Glucksman  
Hon. Marc Herbst  
Hon. Blanca López  
Hon. Haeda Mihaltses

CPC Members not present:

Hon. Samuel Chu  
Hon. Michael Fleischer  
Hon. David Jones  
Hon. Meera Joshi, Vice Chair  
Hon. David Mack  
Hon. John-Ross Rizzo  
Hon. John Samuelsen  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

MTA staff present:

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

\* \* \*

Chairman Lieber called the February 24, 2025, Capital Program Committee Meeting to order at 12:45 PM.

Public Comments Period

There were four public speakers during the hybrid public comment period: Brian Fritsch, Christopher Grief\*, Jason Anthony, and Omar Vera.

\*Provided comment virtually.

Meeting Minutes

Upon a motion duly made and seconded, the Committee approved the minutes of the meeting held on January 27, 2024.

## CPC Work Plan

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

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***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 C&D's progress, achievements, and upcoming priorities. He highlighted the ongoing effort to eliminate the "Jamaica Crawl" through improvements to the Hall Interlocking system, noting transparency in project updates via the "This Week in Construction" newsletter.

Mr. Torres-Springer presented the annual look back, noting that C&D exceeded its 2024 commitment target by 60%, securing \$4.6 billion in project awards despite complexities related to congestion pricing funding. Major awarded projects included: ADA improvements at three Metro-North stations, line structure component repairs on the 7<sup>th</sup> and 8<sup>th</sup> avenue lines, and the Park Avenue Viaduct Phase 2, which supports 98% of Metro-North service into Grand Central. Infrastructure investments were also made to support battery-electric bus charging.

For 2025 look ahead, Mr. Torres-Springer said that C&D aims for a record \$12.6 billion in commitments, including state-of-good-repair projects such as fan plant repairs, full electrification of Track 1 on the Hudson Line, and Verrazzano Bridge cable dehumidification. The year will also see progress on Congestion Relief funded projects, including re-signaling key subway lines, advancing Second Avenue Subway Phase 2, and expanding ADA accessibility.

Several major projects reached completion in 2024, including accessibility upgrades at 68<sup>th</sup> St Hunter College Station, upgrades to Metro-North's Croton-Harmon Shop, the 207th Street Yard resilience project, and accessibility improvements at Cross Bay Bridge and Henry Hudson Bridges. By the end of 2025, C&D expects to complete \$9.1 billion worth of work, including additional ADA projects and infrastructure upgrades across the system.

Mr. Torres-Springer also addressed long-term planning, emphasizing that the \$68 billion 2025–2029 Capital Plan prioritizes critical state-of-good-repair projects. Public engagement efforts continue, with open houses gathering feedback on the plan.

Next Mr. Torres-Springer detailed the Rockaway Peninsula project, a \$600 million initiative combining previously separate projects to minimize service disruption while rebuilding key structures damaged during Hurricane Sandy. The project remains on track for completion before Memorial Day, with significant progress made in recent weeks.

Finally, Mr. Torres-Springer underscored MTA C&D's commitment to cost containment, noting that centralized capital project management has yielded over \$3 billion in savings since 2020. Additionally, the upcoming Capital Plan is designed to deliver increased infrastructure improvements despite a 4% reduction in real-dollar spending, demonstrating efficiency gains through strategic planning and innovative project execution.

### Capital Strategy and Planning Unit

Next, Alyssa Cobb-Konon, Deputy Chief Development Officer, Capital Strategy and Planning,

provided an update on the urgent need for capital investment to maintain and modernize the system. She highlighted the use of state-of-good-repair projections to determine the impact of capital investments on infrastructure conditions. Ms. Cobb-Konon explained a new predictive model that helps to assess deterioration rates and optimize investment priorities, enhancing transparency for the public regarding the value of expenditures.

Beyond achieving a state-of-good-repair, project selection must also account for risk mitigation, particularly regarding climate resilience. As an example, the Hudson Line project incorporates both state-of-good-repair and resilience considerations, ensuring that 25 culverts in poor condition are rebuilt to the correct size to withstand extreme weather events, preventing future service disruptions.

Ms. Cobb-Konon stressed that planning must also align with functional needs, as illustrated by efforts to modernize outdated facilities such as Livonia and 240th Street, which are part of a broader network of shops and yards. These facilities, originally built a century ago, will be redesigned to improve efficiency and service delivery.

### Development Business Unit

Steven Loehr, Deputy Chief Development Officer, Development provided an overview of the Business Unit's role in translating planning and operational priorities into efficiently executed contracts. A key focus of this process is bundling, which strategically groups related projects to maximize work efficiency, minimize service disruptions, and reduce costs. By coordinating construction activities within planned outages, the agency avoids repeated disruptions and optimizes resource use.

Mr. Loehr highlighted the success of bundling in the 2020-2024 Capital Plan, particularly in accelerating ADA station upgrades, where contract consolidation led to a fourfold increase in awarded projects. Bundling also generated cost savings, such as reducing unit costs for escalators by more than 20%. Building on these lessons, the agency is now refining its approach, shifting from simply creating larger projects to designing more integrated and efficient project scopes.

For the 2025-2029 Capital Plan, the agency is taking a systematic, segment-by-segment approach to project planning. By breaking down traditional silos between infrastructure and station projects, they are ensuring that work is executed more holistically. Examples include integrating electrical upgrades with ADA elevator installations and coordinating tunnel structural repairs with nearby station column reinforcements, tasks that were previously treated as separate projects.

This integrated approach extends to railroads, with Metro-North adopting a master plan for major construction efforts. The 2025-2029 plan will be structured into three major construction programs: the Grand Central Artery, Hudson Line resilience work, and Harlem Line stations rehabilitation. The Harlem Line initiative will see 14 stations renovated in successive waves over four years under a single, streamlined execution plan.

Mr. Loehr emphasized that while this approach may seem straightforward, it represents a significant shift in how projects are organized, yielding substantial benefits in cost reduction and minimized disruptions. The agency is committed to continuing this strategy to enhance efficiency and service reliability.

### Contracts Business Unit

Next, MTA C&D Executive Vice President and General Counsel Evan Eisland reported on

contract improvements aimed at reducing cost risks and increasing competition. The Contracts department has actively engaged with contractors and consultants through industry groups to identify and revise provisions that previously created one-sided risk allocations. Key updates include replacing the Chief Engineer as the sole arbitrator of disputes with a neutral arbitrator and introducing a utility relocation risk-sharing provision that limits contractor liability and apportions costs between the MTA and the Design-Builder. New provisions now allow for compensation in cases of track access delays, which were previously non-compensable.

Prompt payment has been another area of focus, with process improvements implemented to ensure quicker payments for contractors. Other contract enhancements address indemnification, standard of care, and insurance requirements, all contributing to a more competitive bidding environment. Mr. Eisland noted that these changes have resulted in a 10.6% contract savings against estimated costs in 2024.

Beyond contract modifications, Mr. Eisland emphasized the importance of selecting the right delivery model for each project. While Design-Build has been a transformative tool, the agency is now taking a more strategic approach to determine when Design-Build is appropriate versus alternative models that may encourage competition and innovation. For smaller contracts, A+B bidding has been effectively utilized to account for both cost and schedule considerations, helping to attract smaller contractors and reduce prices.

For more complex projects, early contractor engagement during procurement has encouraged innovative solutions, as demonstrated in Phase 1 and Phase 2 of the Park Avenue Viaduct project, where a contractor's proposed alternative approach saved \$95 million and reduced the timeline by 51 months. This decision was made based on overall project value rather than lowest bid price.

Mr. Eisland also highlighted innovation in accessibility project delivery, noting that we have awarded six ADA station bundles as well as a number of station complex packages with ADA components. Lessons learned from these projects have enhanced contract structuring and competition, with design builders seeking to participate in multiple packages, contributing to \$243 million in cost savings since 2020. The agency also successfully awarded its first public-private partnership, which introduced Otis Elevator as a new supplier for ADA projects, further increasing market competition.

### Delivery Business Unit

Mark Roche, Deputy Chief Development Officer, Delivery, provided an update on project delivery improvements, highlighting major cost savings and efficiency gains. He cited the CBTC Crosstown project, approved in December 2022 for \$380 million - nearly \$300 million less than initially estimated - achieved by restructuring the project's approach. Instead of traditional oversight, design and construction were handed over to a single entity through a global competition, fostering innovative solutions. This change has attracted more bidders for future projects, increasing competition, and driving further savings.

Roche emphasized a fundamental shift in project reviews, with each design undergoing scrutiny to identify cost-saving alternatives. One such example involved revising accessibility requirements: rather than requiring elevators to first stop at mezzanines before reaching platforms, the agency worked with state officials to update the code, eliminating unnecessary steps and saving nearly \$250 million.

He also detailed improvements in project accountability through A+B bidding, ensuring contractors adhere to proposed track outage schedules. Unlike past practices where contractors were given a set number of outages, bidders must now propose their own outage plans, with

penalties for exceeding them. This new system has reinforced discipline in project execution and minimized disruptions for riders. Mr. Roche concluded by stating that these innovations are transforming project delivery, with more improvements to come.

### Operations Business Unit

Shawn Moore, Chief Administrative Officer, Operations Office, provided an update on operations, workforce development, and cost-saving initiatives. As the Capital Program expands, the agency has recognized the need to strengthen its internal talent pool with specialized project management skills. To address this, the agency has implemented a training program designed to cultivate the next generation of leaders capable of managing projects from inception to completion.

Currently, the program has 126 participants, 64% are engineers, 24% are project and construction managers, and 12% are architects. These trainees are actively involved in over 400 projects across the system, including accessibility improvements, signals, infrastructure resiliency, and station rehabilitations.

Over the past three years, the program has achieved a 92% retention rate, driven by professional development, mentoring, and succession planning. Participants have received hands-on training in track signals, safety protocols, and locomotive simulations, while also working towards professional certifications - 75% have already completed the Fundamentals of Engineering certification.

To build on this momentum, C&D recently advertised for a new cohort of trainees, receiving over 558 applications. The program has demonstrated financial efficiency, reducing labor costs by \$11.4 million and decreasing reliance on external consultants. As the portfolio continues to expand, C&D will assess external hiring practices and implement further cost-reduction strategies.

### Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented four 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:

- 1-2. Award of two modifications to a contract with Skanska Railroad Construction JV (A46030), 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. Award of a modification to a contract for signal system modernization with Tutor Perini Corporation (S47009) to resolve a claim of Extra Work associated with the modification and/or replacement of rail ties; and
4. Award of a modification to a contract for the new fare payment system with Cubic Transportation Systems (A34024) that replaces bus validator mounting hardware with a new bracket system and an updated wiring configuration and provides for the Contractor to accelerate the completion of other outstanding Change Work.

Board Member Marc Herbst recused himself with regard to Procurement Action Items Nos. 1 and 2.



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

Adjournment

Upon motion duly made and seconded, Chairman Lieber adjourned the February 24, 2025, Capital Program Committee Meeting at 1:45 PM.

Respectfully submitted,  
Lizzy Berryman  
MTA C&D, Contracts

## 2025-2026 Capital Program Committee Work Plan

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I. Recurring Agenda Items

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

II. Specific Agenda Items

**April 2025**

President's Update  
OMNY

**May 2025**

President's Update  
Systems

**June 2025**

President's Update  
Rolling Stock  
Diversity  
Quarterly Traffic Light Report

**July 2025**

President's Update  
Signals

**September 2025**

President's Update  
Expansion  
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**

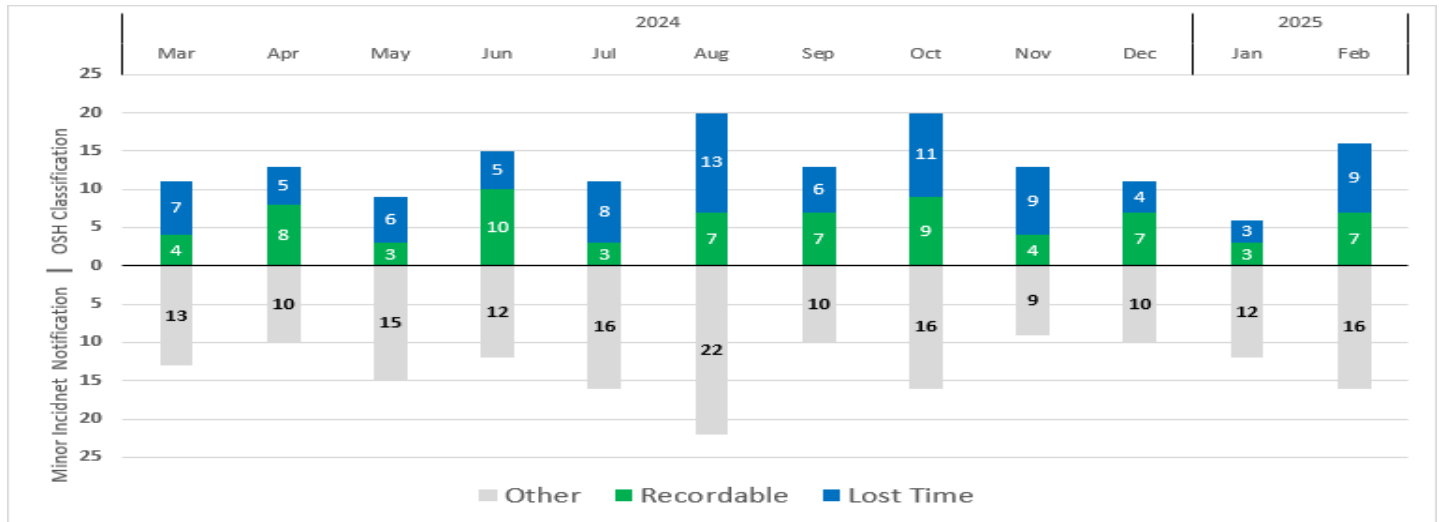
President's Update  
Infrastructure

**February 2026**

President's Update  
Agency Initiatives

**March 2026**

President's Update  
Signals  
Quarterly Traffic Light Report



**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**

**MARCH UPDATE:**

- 32 safety events were reported in February 2025, including:
  - Nine (9) lost time incidents,
  - Seven (7) recordable incidents.
- The reported lost time incidents in February 2025 increased by six incidents compared to January 2025.
- The top lost-time and recordable incident types for February 2025 were Struck by/Against (63%), Caught Between (25%), and Slip, Trip, Fall (12%).
- **SERIOUS INCIDENTS: None**

**YEAR-TO-DATE TRENDS:**

- **LOST TIME INCIDENT TRENDS:** 12 Lost Time incidents have been reported YTD (through February 28, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (59%), Slip, Trip, Fall (25%), Sprain/Strain (8%) and Caught Between (8%). A six-incident increase was reported, Lost Time incidents from the previous month.
- **RECORDABLE INCIDENT TRENDS:** 10 Recordable incidents have been reported YTD (through February 28, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (60%) & Caught In Between (40%). There was a four-incident increase in the reported recordable incidents from the previous month.
- **SERIOUS INCIDENTS: None**

**INSPECTIONS & AUDITS:** Active Capital Projects for February – **214 Projects with 368 Sub-Projects**

- **FEBRUARY INSPECTIONS:**
  - **INTERNAL – 248**
  - **EXTERNAL – 830** (73 Third-Party Safety Consultants; 757 OCIP Visits)
- **YTD TOTAL # OF INSPECTIONS:**
  - **INTERNAL – 526**
  - **EXTERNAL – 1,645** (152 Third-Party Safety Consultants; 1,493 OCIP Visits)
- **FEBRUARY NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Electrical, Maintenance and Protection of Traffic (MPT), Stairs/Ladders, Fall Protection, Motor Vehicle/Heavy Equipment, and Industrial Hygiene.
- **FEBRUARY POSITIVE OBSERVATION(S)**—Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Tools (Hand & Power), Electrical, Maintenance and Protection of Traffic (MPT), Stairs/Ladders, Fall Protection, Motor Vehicle/Heavy Equipment, and Industrial Hygiene.

- **INVESTIGATIONS:**

- Number of investigations for FEBRUARY– None
  - January 30, 2025 – A Property damage incident on the NYCT subway, including disrupted service. The investigation has been finalized, and gaps leading to this incident have been identified. Corrective actions have been proposed and are being implemented. CD Safety will work with the project safety team to monitor compliance.

- **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.
  - C&D Safety continues working with the vendor to explore 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.
  - In addition to the above initiative, we are looking into other temporary solutions like Power Apps to provide an alternative access to our Project Management Teams (PMT) and General Contractors (GC) for future contracts as part of our initiative to obtain safety stats at all levels of our projects.
- C&D Emergency Management is working with the C&D project team to identify and plan the next Tabletop Exercise. CD remains 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 on ISO 45001 certification. It is also continuing to collaborate with AECOM to finalize the rollout phase, ensuring our practices align with current contracts. The safety program's overall policy is being finalized for the C&D President's signature to commence the interim program and begin the certification process.
- C&D continues to enhance staff safety training, updating policies to align with the new Safety Management System (SMS) and OSHA standards, including Site Safety Training (SST). Training programs to enhance the safety training, e.g., OSHA 30, Hearing and Respiratory Conservation programs, and the SST modules are being built and recorded. These will begin the employee training program and further support other program initiatives to enhance the C&D Safety culture throughout.
- 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.
  - C&D Security has completed drafts of our agency WPV policy statement, program, and procedure. Our Human Resources/Labor Relations team is reviewing these documents for comments. Once reviewed, we will meet with HQ Security for their review.
  - C&D Security have also met with HQ Security regarding our ELM training course and will begin formulating the course shortly.
- C&D Safety, in partnership with the Delivery Service Office (DSO), has made significant progress and continues enhancing 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. Additional KPI's are currently being worked on to support the overall health of our projects. 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. C&D Safety has commenced drafting safety posters, routine safety advisories/alerts, and bulletins. 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.

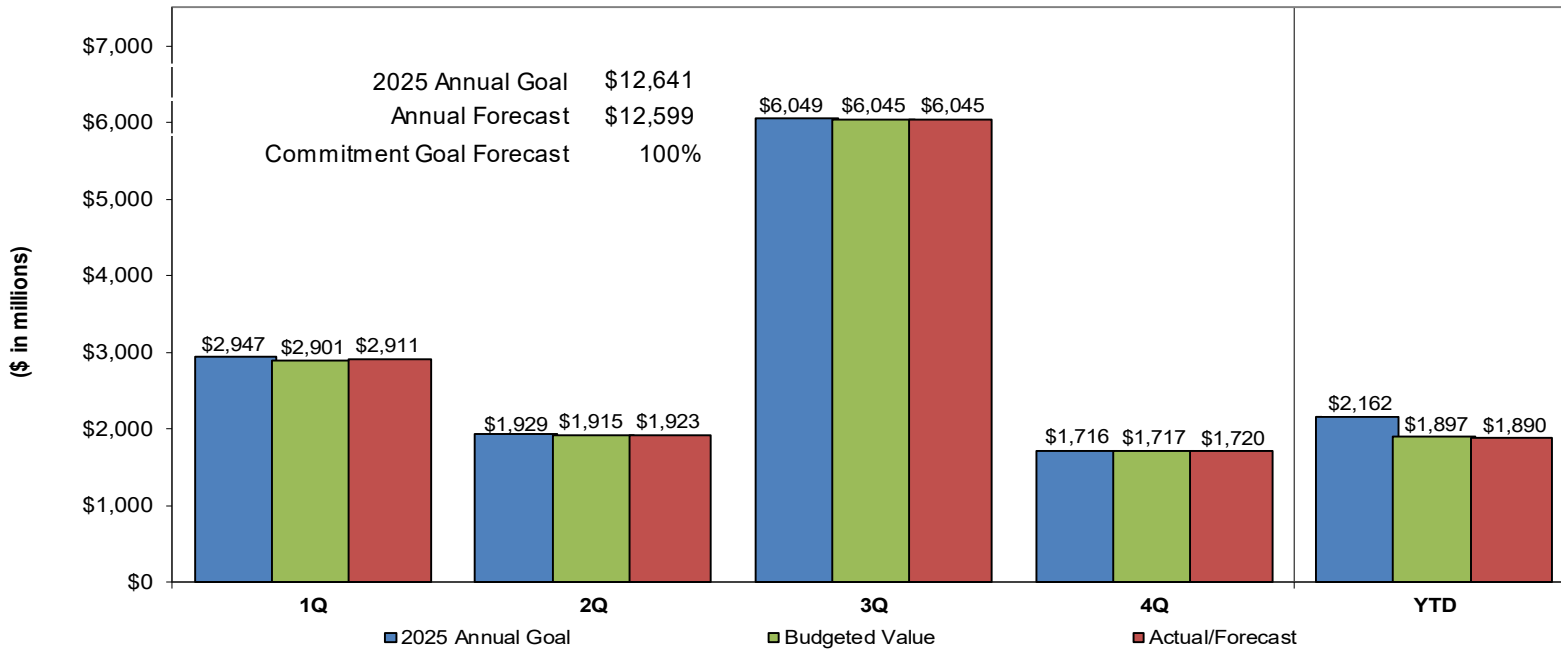
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# MTA Capital Program Commitments & Completions

through  
February 28, 2025

Capital Projects – Commitments – February 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

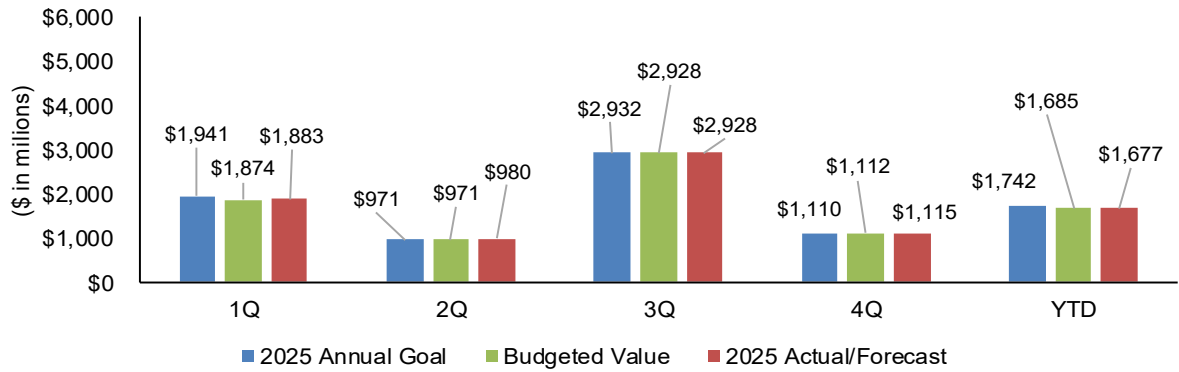
In 2025, the MTA plans to commit \$12.6 Billion worth of capital projects. Through February, the MTA has committed \$1,890 Million, which includes the award of an R211 subway fleet option for NYCT (\$1,390 Million) and the LIRR's dual mode locomotive purchase (\$130 Million).

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. Thru February, all major commitments are on track to be achieved within the year with no reportable delays. \$1,890 Million has been committed against the \$2,162 Million YTD goal. The variance is due to minor commitment delays across several agencies which are expect to be committed later in the year.

**NYCT/MTA Bus Capital Projects – Commitments – February 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	\$1,742
2025 Actual/Forecast	\$1,883	\$980	\$2,928	\$1,115	\$1,677
Budgeted Value	\$1,874	\$971	\$2,928	\$1,112	\$1,685



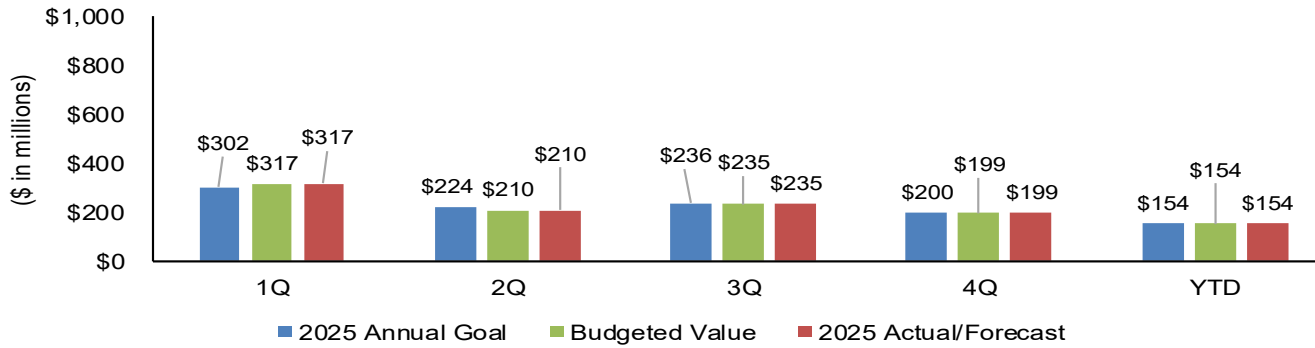
**Schedule Variances**

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

**LIRR Capital Projects – Commitments – February 2025 – Budget Analysis and Schedule Variances**

**LIRR Budget Analysis**

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$154
2025 Actual/Forecast	\$317	\$210	\$235	\$199	\$154
Budgeted Value	\$317	\$210	\$235	\$199	\$154



**Schedule Variances**

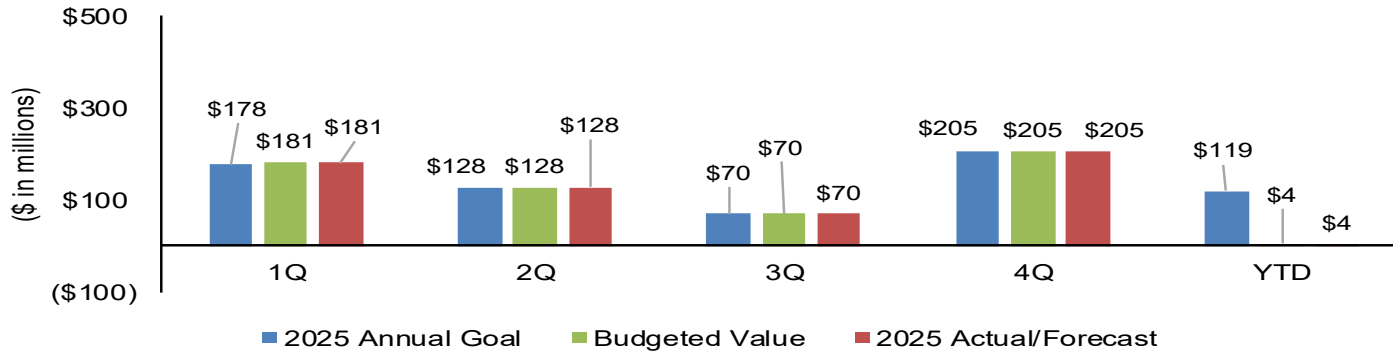
There are no major schedule slippages to report for the Long Island Rail Road.



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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$178	\$128	\$70	\$205	\$119
2025 Actual/Forecast	\$181	\$128	\$70	\$205	\$4
Budgeted Value	\$181	\$128	\$70	\$205	\$4



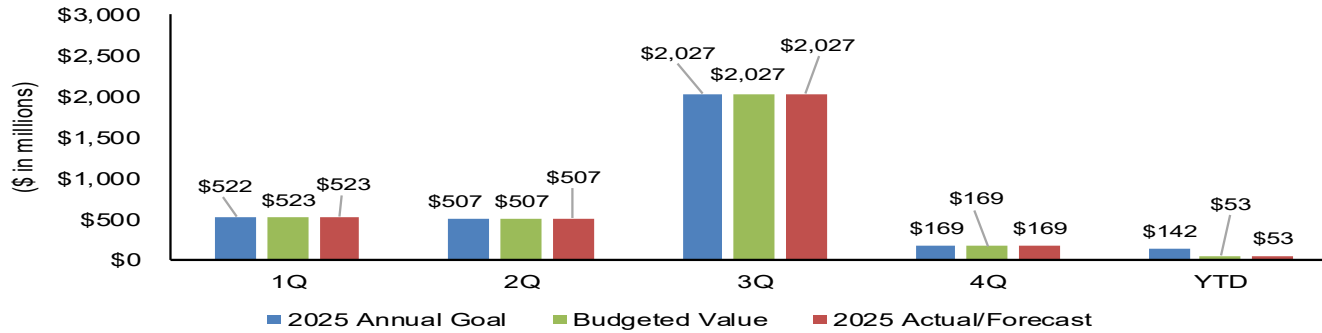
Schedule Variances

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

MTA Network Expansion Projects – Commitments – February 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	\$142
2025 Actual/Forecast	\$523	\$507	\$2,027	\$169	\$53
Budgeted Value	\$523	\$507	\$2,027	\$169	\$53



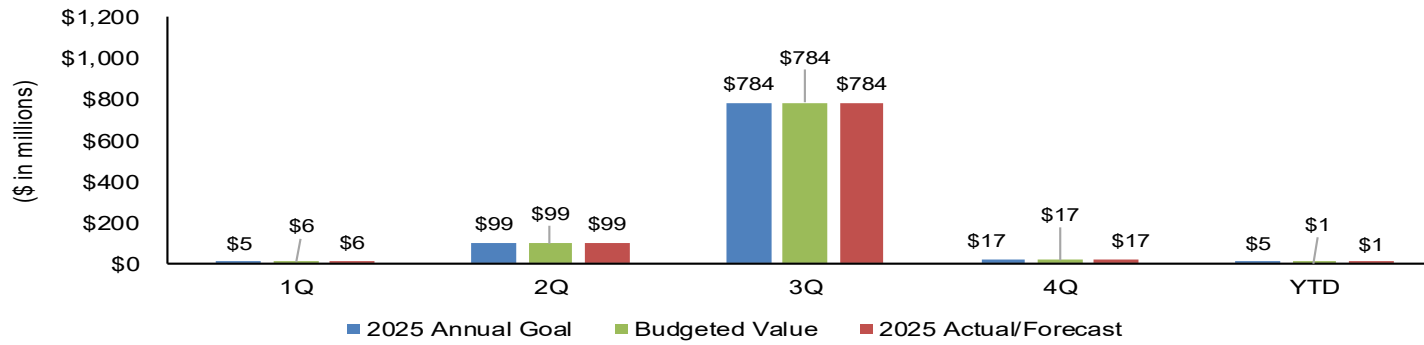
Schedule Variances

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

**B&T Capital Projects – Commitments – February 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	\$5
2025 Actual/Forecast	\$6	\$99	\$784	\$17	\$1
Budgeted Value	\$6	\$99	\$784	\$17	\$1



**Schedule Variances**

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

### Capital Projects – Completions – February 2025

Goal	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	
Total	44	3	2	2	4	1	6	4	2	1	6	1	12	0
Jan-25	2	2												
Feb-25	3	1	2											
Mar-25	3			2			1							
Apr-25	4				4									
May-25	1					1								
Jun-25	7						6		1					
Jul-25	4							3	1					
Aug-25	0													
Sep-25	1									1				
Oct-25	6										6			
Nov-25	1											1		
Dec-25	12												12	

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

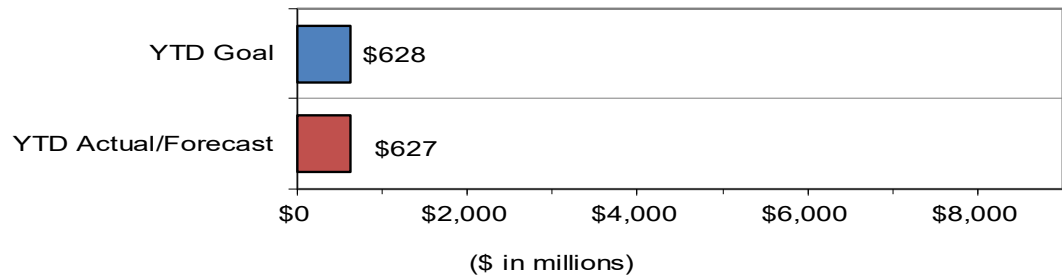
#### Completions Summary

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

Through February, the MTA has completed \$627 Million versus its annual year to date goal of \$628 Million. This result includes the completion of ADA station work at NYCT's 14<sup>th</sup> Street complex (\$296 Million). There are three major completions with delays for NYCT. All are highlighted on the following page.

#### Budget Analysis

2025 Annual Goal	\$9,084
Annual Forecast	\$9,125
Completion Goal Forecast	100%

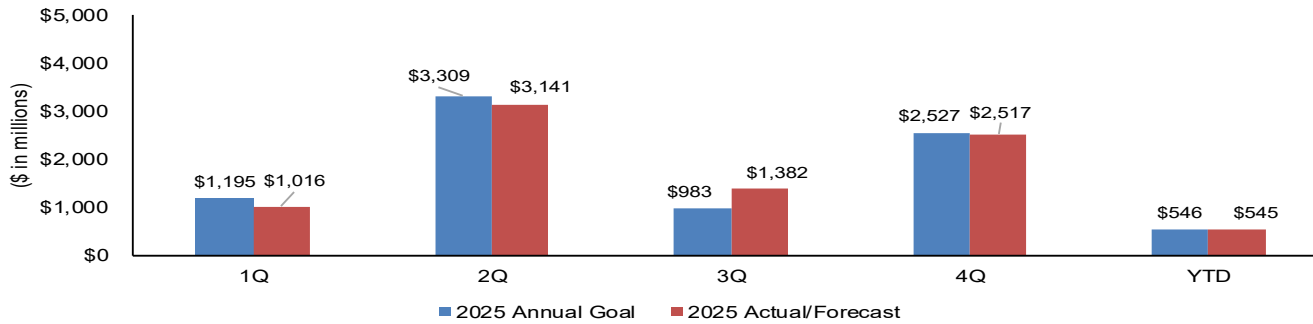


NYCT/MTA Bus Capital Projects – Completions – February 2025 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$546
2025 Actual/Forecast	\$1,016	\$3,141	\$1,382	\$2,517	\$545

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



Schedule Variances

Project	Completion	Goal	Act./Forec.
---------	------------	------	-------------

**1 NYCT/MTA Bus Red Completions (1 new this month)**

Red delays are beyond 2 months of goal.

Stations

<b>ADA: 149 St Complex &amp; Tremont Av (New Item)</b>	Construction	Mar-25	Jul-25
		\$ 163.0	\$ 163.8

Change in schedule due to unforeseen electrical distribution protection needs at the 149th St-Grand Concourse station complex.

Project	Completion	Goal	Act./Forec.
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**2 NYCT/MTA Bus Amber Completions (2 new this month)**

Amber delays are within 2 months of goal.

Stations

<b>Jamaica Station Renewals (New Item)</b>	Construction	Jun-25	Aug-25
		\$ 170.8	\$ 170.9

Change in schedule due to necessary scope modifications at Cypress Hills station related to the construction of the track lubrication room.

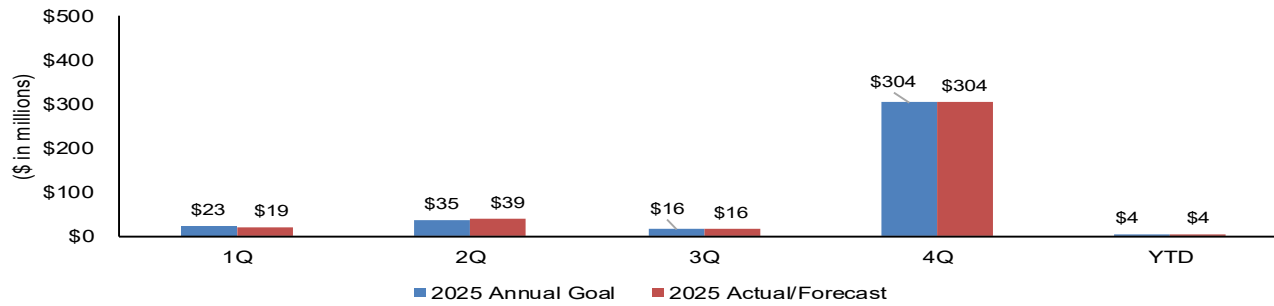
<b>ADA and Renewal: Borough Hall (New Item)</b>	Construction	Jul-25	Aug-25
		\$ 161.2	\$ 161.3

Change in schedule due to the delayed delivery of the Automatic Transfer Switch for the elevator machine room.

**LIRR Capital Projects – Completions – February 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	\$19	\$39	\$16	\$304	\$4
2025 Goal (Rolling Stock)	\$0	\$0	\$0	\$0	\$0
2025 Actual/Forecast (Rolling Stock)	\$0	\$0	\$0	\$0	\$0



**Schedule Variances**

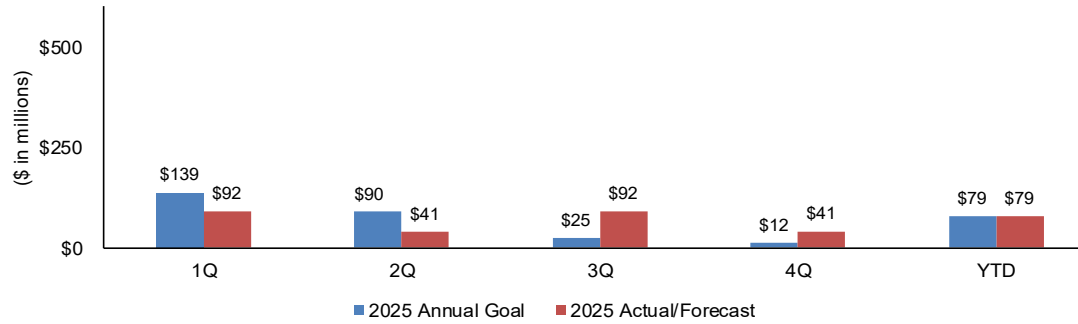
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$79
2025 Actual/Forecast	\$92	\$41	\$92	\$41	\$79

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



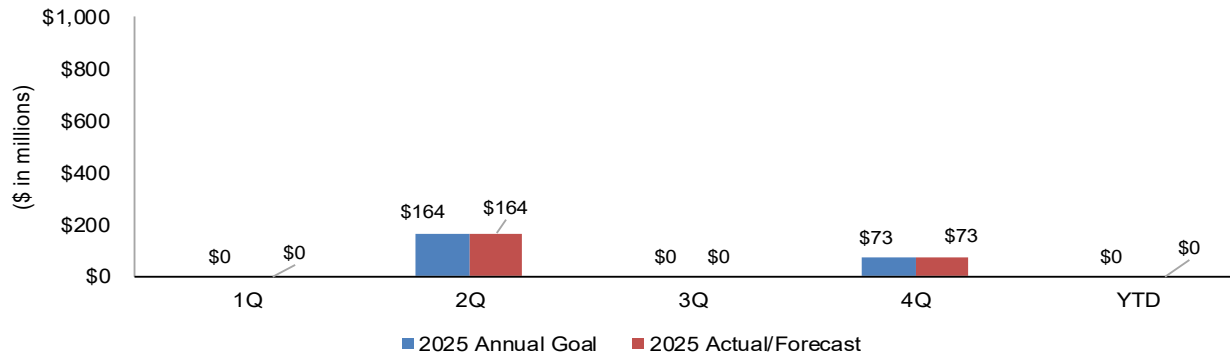
Schedule Variances

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

**MTA Network Expansion Projects – Completions – February 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**

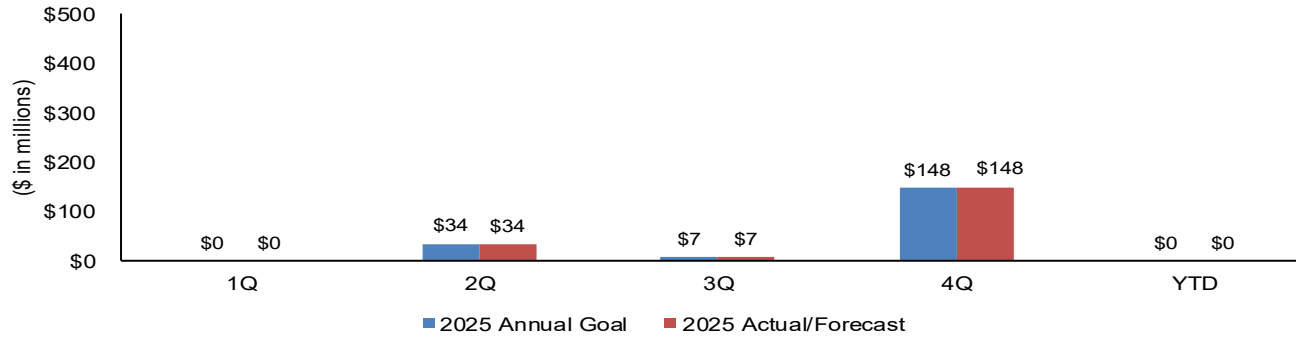
There are no major schedule slippages to report for Network Expansion.



**B&T Capital Projects – Completions – February 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**

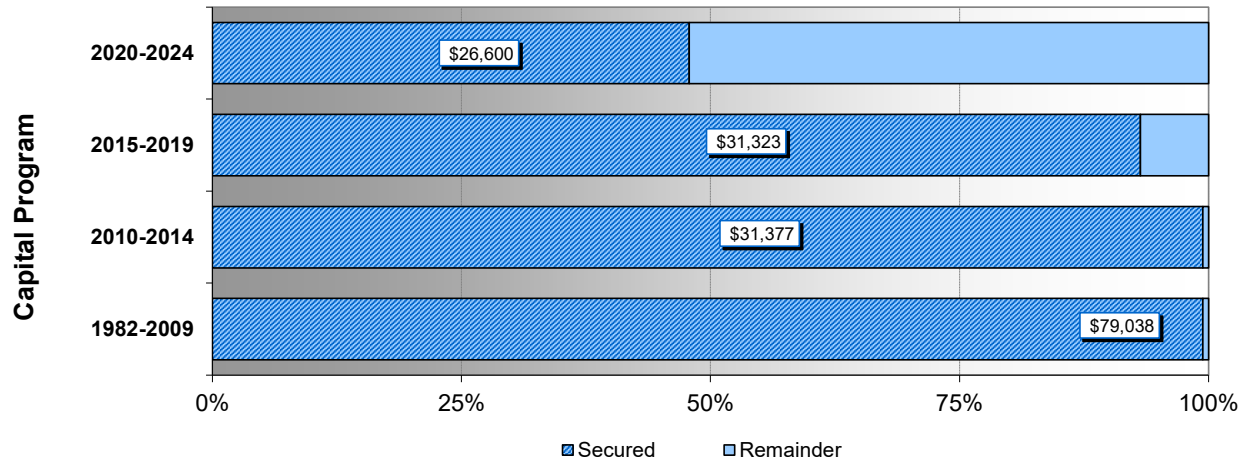
There are no major schedule slippages to report for MTA Bridges and Tunnels.

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## Status of MTA Capital Program Funding

### Capital Funding (February 2025)

\$ in millions



## Capital Funding Detail (February 2025)

\$ in millions

	Funding Plan		Secured*		Remainder	
	Current	Thru January	February	Secured to date		
<b>2010-2014 Program</b>						
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	-	
<b>Total</b>	<b>31,561</b>	<b>31,377</b>	<b>-</b>	<b>31,377</b>	<b>184</b>	<b>1%</b>
<b>2015-2019 Program</b>						
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	-	
<b>Total</b>	<b>33,619</b>	<b>31,323</b>	<b>-</b>	<b>31,323</b>	<b>2,295</b>	<b>7%</b>
<b>2020-2024 Program</b>						
Capital from Central Business District Tolling	\$15,000	\$ -	\$500	\$500	\$14,500	a
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)	
State of New York	3,169	811	-	811	2,358	
City of New York	3,007	3,031	-	3,031	(24)	
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-	
Federal Flexible & Other	1,161	2,563	-	2,563	(1,402)	
B&T Bonds	3,327	748	-	748	2,579	
<b>Total</b>	<b>55,563</b>	<b>26,100</b>	<b>500</b>	<b>26,600</b>	<b>28,963</b>	<b>52%</b>

a) Receipt of \$500m in bond anticipation notes (Sub-ban 2025A) for CBDT funded projects.

\*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.

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

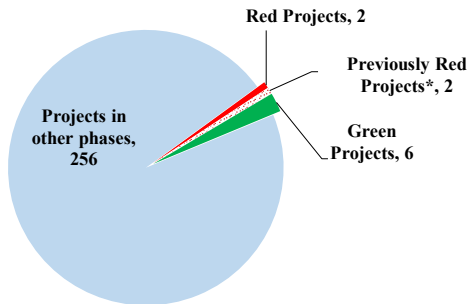


### 4<sup>th</sup> Quarter 2024 Traffic Light Report on the MTA Capital Program

A total of 266 Projects were Reviewed for the 4th Quarter 2024

The 266 active projects include 10 projects in Design, 0 in Post-Design to Construction Award, 256 in Construction

#### 10 of 266 Projects in Design



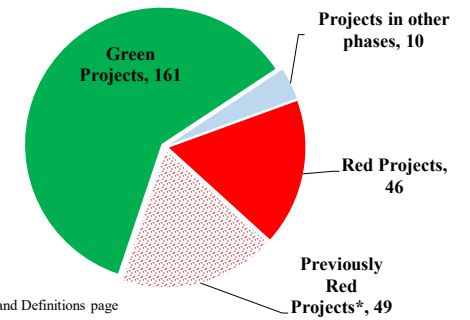
\* see Terms and Definitions page

#### 0 of 266 Projects in Post-Design to Construction Award

Projects in other phases, 266

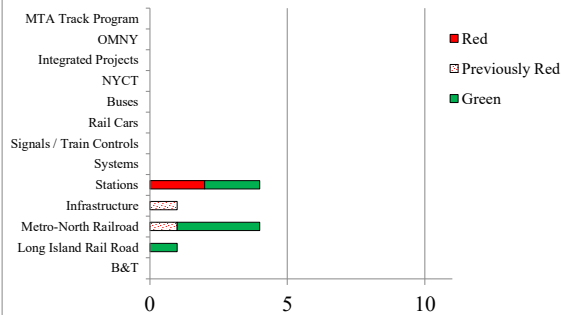
\* see Terms and Definitions page

#### 256 of 266 Projects in Construction

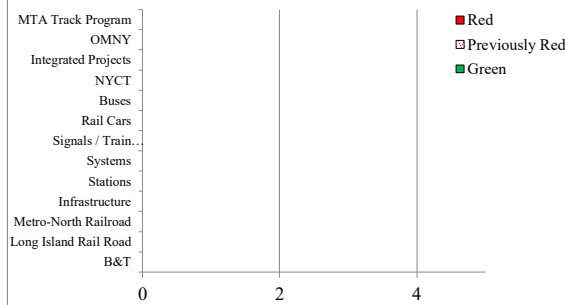


\* see Terms and Definitions page

#### 10 Projects in Design

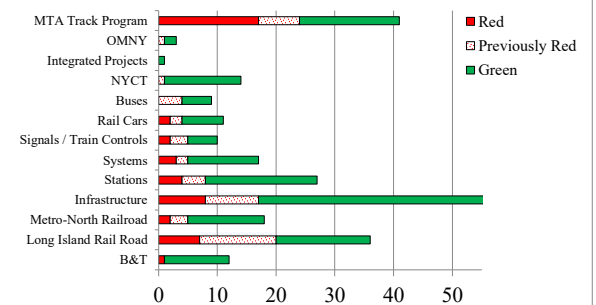


#### 0 Projects in Post-Design to Construction Award



Fourth Quarter 2024: No Projects were reviewed in this phase.

#### 256 Projects in Construction



Fourth Quarter 2024: 256 Projects were reviewed in this phase with 161 designated green, 49 previously red, and 46 red. The 46 red projects had root causes of track access, unforeseen site conditions, scope changes, contractor performance, MTA resource support, and weather delays.

Fourth Quarter 2024: 11 Projects were reviewed in this phase with 6 designated green, 2 as previously red, and 2 red. The 2 red projects had a root causes of Contractor Performance and Funding issues..







## Project Terms and Definitions 4<sup>th</sup> Quarter 2024 Traffic Light Report




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

### Project Terms and Definitions





#### Projects in Design: 10

-  Green: Indices less than 110% and index movement of less than 10%.
-  Red: Cost Index - An EAC increase of 10% (or index movement of 10% or more since the last Traffic Light Report).
-  Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last Traffic Light Report.
-  Previous Red: Previously indicated as **red** with no new substantial change since the last TLR / A project in design that has been designated as Previous Red may be returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

#### Projects in Post Design to Construction Award Phase: 0

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

#### Projects in Construction: 256

-  Green: Indices less than 110% and index movement of less than 10%. Other indices not exceeding those criteria specified in index formulas and criteria.
-  Red: Cost Index - An increase of 10% (or index movement of 10% or more since the last TLR).
-  Red: Schedule Variance - An increase of 3 months or more to substantial completion since the last TLR.
-  Previous Red: Previously indicated as **red** with no new substantial change since the last TLR / A project in construction that has been designated as Previous Red may be



## Project Terms and Definitions 4<sup>th</sup> Quarter 2024 Traffic Light Report

returned to Green when it has been in compliance with the two performance indicators for two consecutive quarters.

### **Projects in Planning:**

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

### **Completed Projects:**

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

### **Report Index Formulas and Criteria:**

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



4th Quarter 2024 Traffic Light Report  
Projects in Design, Post-Design to Construction Award or Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report  
▼ = Index decrease: Trending indicates condition improving since last quarterly report  
■ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Borough Hall Station Bundle Projects</b>									
T8041224	Renewal: Water Remediation at Borough Hall LEX	Construction	\$125,097,007	46	1.00	■	2	▲	G
T8041311	ADA: Borough Hall LEX	Construction	\$40,175,570	46	1.00	■	2	▲	
<b>Broadway Junction Bundle Projects</b>									
T8040714	Replace 3 Escalators at Broadway Junction/FUL	Construction	\$22,657,149	16	1.00	■	0	■	G
T8041234	Platform Components: Broadway Junction / JAM	Construction	\$9,400,135	16	1.00	■	0	■	
T8041346	ADA: Bwy Jct(JAM/CNR/FUL)	Construction	\$347,180,495	16	1.00	■	0	■	
T80413DD	ADA: Bwy Jct(JAM/CNR/FUL) - Design	Construction	\$11,226,473	17	.99	■	0	■	
T8050288	ML Track Replacement: Broadway Junction / JAM	Construction	\$1,411,106	16	1.00	■	0	■	
<b>ADA 14th St Complex Projects</b>									
T7041251	Platform Components: 5 Locs CNR	Construction	\$3,577,939	98	.99	■	1	▲	R
T70412F4	Subway Street Stairs: 14th Street 6AV	Construction	\$3,649,384	98	1.00	■	1	▲	
T70412L2	Platform Components: 14 St 6 AV	Construction	\$8,055,574	98	.99	■	1	▲	
T7041330	ADA: 14th St 6th Ave	Construction	\$4,243,124	98	.94	▲	1	▲	
T7041346	ADA: 6 Av CNR	Construction	\$72,615,486	98	.99	■	1	▲	
T7041347	ADA: 14 St 6AV	Construction	\$29,213,070	98	.98	■	1	▲	
T7041348	ADA: 14 St BW7	Construction	\$51,056,652	98	.99	■	1	▲	
T8041221	Station Ventilators CNR	Construction	\$2,107,462	98	1.00	■	1	▲	
T8041229	Platform Components: 6 Avenue / Canarsie	Construction	\$32,806,122	98	1.00	■	1	▲	





4th Quarter 2024 Traffic Light Report  
Projects in Design, Post-Design to Construction Award or Construction

▲ = Index increase: Trending indicates condition worsening since last quarterly report  
▼ = Index decrease: Trending indicates condition improving since last quarterly report  
■ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA 14th St Complex Projects</b>									
T8041230	Platform Components: 14th Street / 6 Ave	Construction	\$5,042,631	98	1.00	■	1	▲	
T8041283	Track Wall Tiles: 14 St / Broadway-7 Ave	Construction	\$2,359,540	98	1.00	■	1	▲	
T8041304	ADA: 6 Ave / Canarsie	Construction	\$33,993,146	98	1.00	■	1	▲	
T8041305	ADA: 14 St / Broadway/ 7th Ave	Construction	\$31,643,589	98	1.00	■	1	▲	
T8070312	LSCRP 8th Ave CNR	Construction	\$34,975,533	98	1.00	■	1	▲	
<b>ADA 149th Street and Tremont Ave Bundle Projects</b>									
T7041315	ADA: 149 Street-Grand Concourse Complex	Construction	\$117,698,698	77	1.00	■	3	▲	R
T7041338	ADA: Tremont Ave - Concourse Line	Construction	\$55,543,951	94	1.00	■	3	▲	
<b>ADA 68th St-Hunter College Projects</b>									
T7041324	ADA: 68 St-Hunter College LEX	Construction	\$144,643,219	100	1.00	■	0	■	G
T8041225	Platform Components: 68 St. - Hunter College LEX	Construction	\$6,738,734	100	1.02	■	0	■	
T8050244	Mainline Track Replacement 2021 / Hunter College	Construction	\$4,245,102	100	.99	■	0	■	
<b>ADA Package 2 Projects</b>									
T6041323	ADA: 8th Ave/Sea Beach (Southbnd Ph2)	Construction	\$9,960,144	100	.99	■	1	▲	
T7041213	Renewal: Woodhaven Blvd JAM	Construction	\$55,258,689	100	.98	■	1	▲	
T7041314	ADA: Court Square XTN (Elevator Phase)	Construction	\$23,148,499	100	.94	■	1	▲	
T7041316	ADA: Woodhaven Boulevard JAM	Construction	\$47,364,202	100	1.09	▲	1	▲	G
T7041327	ADA & Station Improvements: Westchester Sq PEL	Construction	\$88,784,470	100	.98	■	1	▲	

**4th Quarter 2024 Traffic Light Report  
 Projects in Design, Post-Design to Construction Award or Construction**

▲ = Index increase: Trending indicates condition worsening since last quarterly report  
 ▼ = Index decrease: Trending indicates condition improving since last quarterly report  
 ■ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Package 2 Projects</b>									
T7041335	ADA: Queensboro Plaza FLS	Construction	\$78,574,872	100	1.00	■	1	▲	
T8040708	Replace 5 Elevators at 2 Locations JAM	Construction	\$39,888,996	100	1.00	■	1	▲	
T8041232	Station Renewal: Woodhaven Boulevard/PEL	Construction	\$23,914,231	100	.99	■	1	▲	
T8041329	ADA: Woodhaven Blvd/JAM	Construction	\$27,721,852	100	1.00	■	1	▲	
T8041330	ADA & Station Improvements: Westchester Sq/PEL	Construction	\$33,067,241	100	1.02	■	1	▲	
T8041345	ADA: 181 St 8AV	Construction	\$47,269,017	100	1.00	■	1	▲	
T8050246	ML Track Replacement: Westchester Square /Pelham	Construction	\$1,120,000	100	.93	■	1	▲	
<b>ADA Package 4 Projects</b>									
T7041322	ADA: 95 St 4AV	Construction	\$35,000,000	70	1.00	■	4	▲	R
T8040718	Replace 1 Escalator at Parkchester/PEL	Construction	\$13,840,841	70	1.00	■	4	▲	
T8041227	Platform Components: 137th St/Bwy7	Construction	\$8,188,332	70	1.00	■	4	▲	
T8041331	ADA Parkchester E.177 St PEL	Construction	\$77,448,752	70	1.00	■	4	▲	
T8041347	ADA: Northern Blvd/QBL	Construction	\$39,987,454	70	1.00	■	4	▲	
T8041371	ADA: 137 St BW7	Construction	\$38,220,818	70	1.01	■	4	▲	
T8041375	ADA: 95th St / 4th Ave (Additional Support)	Construction	\$14,157,321	70	1.01	■	4	▲	
<b>ADA Package 3 Projects</b>									
T8040715	Replace 14 Elevators: 5 Stations	Construction	\$74,797,894	42	1.00	■	0	■	
T8041209	Livonia Av-Junius St Station Connector	Construction	\$28,851,078	5	1.00	■	0	■	

**4th Quarter 2024 Traffic Light Report  
 Projects in Design, Post-Design to Construction Award or Construction**

▲ = Index increase: Trending indicates condition worsening since last quarterly report  
 ▼ = Index decrease: Trending indicates condition improving since last quarterly report  
 ■ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Package 3 Projects</b>									
T8041312	ADA: Junius St / NLT	Construction	\$89,280,239	5	1.00	■	0	■	<b>G</b>
T8041314	ADA: Sheepshead Bay/ BRT	Construction	\$49,238,743	52	1.00	■	0	■	
T8041321	ADA: Kings Hwy / Culver	Construction	\$63,847,491	5	1.00	■	0	■	
T8041333	ADA: Mosholu Pk/Jerome	Construction	\$53,210,562	57	1.00	■	0	■	
T8041336	ADA: Rockaway Blvd / Liberty Ave	Construction	\$60,156,491	27	.99	■	0	■	
T8041338	Woodhaven Blvd/Queens	Construction	\$73,241,565	47	1.00	■	0	■	
T8041339	ADA: Steinway St/ Queens	Construction	\$119,385,816	13	1.00	■	0	■	
T8041348	ADA: Church Avenue Brighton	Construction	\$53,108,015	37	1.00	■	0	■	
<b>ADA Package 5 Projects</b>									
S8070107	ADA: Huguenot - SIRTOA	Construction	\$35,437,815	18	1.09	■	0	■	
S80701DD	ADA: Huguenot - SIRTOA - Design	Construction	\$640,608	0	1.00	■	0	■	
T8041256	Platform Components: New Lots Ave/NLT	Construction	\$15,487,059	17	1.05	■	0	■	
T8041257	Station Renewal: 242 Street / BW7	Construction	\$34,984,990	17	1.11	■	0	■	
T8041259	Station Components for 46th St- Bliss St/Flushing	Construction	\$3,407,665	17	1.10	■	0	■	
T8041302	ADA: 96th St/8Av	Construction	\$50,631,773	20	1.06	■	0	■	
T8041306	ADA: 86th St / Lex	Construction	\$72,232,156	18	1.05	■	0	■	
T8041309	ADA: 81st St / 8 Av	Construction	\$63,096,387	23	1.06	■	0	■	
T8041322	ADA: Classon Ave XTN	Construction	\$61,325,407	25	1.07	■	0	■	



4th Quarter 2024 Traffic Light Report  
Projects in Design, Post-Design to Construction Award or Construction

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▼ = Index decrease: Trending indicates condition improving since last quarterly report  
■ = No Change since last quarterly report

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>Stations - ADA Accessibility Program - Projects in Construction</b>									
<b>ADA Package 5 Projects</b>									
T8041323	ADA: New Lots Ave/NLT	Construction	\$53,652,659	21	1.07	■	0	■	<b>G</b>
T8041326	ADA: 36th St / 4 Av	Construction	\$108,898,229	18	1.06	■	0	■	
T8041334	ADA: 242nd Street	Construction	\$48,060,120	17	1.05	■	0	■	
T8041341	ADA: Bway/Astoria	Construction	\$58,985,818	21	1.06	■	0	■	
T8041349	ADA: 33rd St - Rawson St Station/Flushing	Construction	\$91,316,934	18	1.07	■	0	■	
T8041352	46th St- Bliss St/Flushing	Construction	\$79,915,960	18	1.07	■	0	■	
T8041372	ADA: Harlem 148th Street / Lenox	Construction	\$28,580,545	18	1.05	■	0	■	
T8041373	ADA: Court Square 23 Street / Queens	Construction	\$59,847,028	18	1.06	■	0	■	
T8050287	ML Track - 81 St/8AV, 86 St/LEX, 46 St/FLS	Construction	\$47,368,075	17	1.07	■	0	■	
<b>All Other Stations Projects</b>									
<b>Station Renewal - Flushing Line - Bundle 1 Projects</b>									
T7041218	Renewal: 61 St-Woodside FLS	Construction	\$50,002,972	41	1.02	■	16	▲	<b>R</b>
T7070343	Struct Repair: 61st-Woodside FLS DES	Construction	\$3,065,122	30	.95	■	16	▲	
T8040709	Replace 4 Escalators at 2 Locations FLS	Construction	\$41,796,414	73	.98	■	16	▲	
T8041258	Station Renewal: Woodside 61st Station	Construction	\$72,728,650	41	.92	▼	16	▲	
T8070317	Overcoat Painting: 48 St - 72 St FLS	Construction	\$15,257,156	37	.97	■	16	▲	
T8070331	Repair Track/Structure Supporting Steel 61st-Woodside FLS	Construction	\$159,148,102	30	1.22	▲	16	▲	

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**4th Quarter 2024 Traffic Light Report  
Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Escalator Replacement Bundle Projects</b>									
T7040707	Replace 6 Escalators / Various (Bx/M)	Construction	\$58,691,857	93	1.01	▼	0	■	Ⓡ
T7040707	Replace 1 Escalator at Intervale / WPR	Construction	\$7,557,760	96	1.00	■	0	■	
T7040713	Replace 5 Escalators / Various (Bk/M)	Construction	\$34,122,705	97	1.01	■	0	■	
<b>Station Renewal - Jamaica Line Projects</b>									
T7041214	Renewal: 85 St-Forest Parkway JAM	Construction	\$46,312,071	44	1.01	■	0	■	Ⓜ
T7041215	Renewal: 75 St-Elderts Lane JAM	Construction	\$44,934,824	83	.99	■	0	■	
T7041216	Renewal: Cypress Hills JAM	Construction	\$49,757,606	15	1.00	■	0	■	
T8041249	Platform Edges Wrap-Up: 104St & 121St / JAM	Construction	\$242,529	0	1.00	■	0	■	
T8041250	Station Renewal at 85 St - Forest Pkwy / JAM	Construction	\$11,002,525	44	1.00	■	0	■	
T8041251	Station Renewal at 75 St Elderts Lane / JAM	Construction	\$10,693,186	83	.99	■	0	■	
T8041252	Station Renewal at Cypress Hills / JAM	Construction	\$12,100,438	15	1.00	■	0	■	
T8070342	Demolition of Abandoned Structures: 97th CBH/JAM	Construction	\$281,815	0	1.00	■	0	■	
T8080649	PSLAN: Expand Partial to Full at 75 St / JAM	Construction	\$655,672	66	1.00	■	0	■	
<b>Grand Central Bundle Projects</b>									
T7041402	Access Improvements: Grand Central, Phase 2	Construction	\$25,877,745	78	.99	■	0	■	Ⓜ
T8040713	Replace 8 Escalators: Grand Central - 42 St / FLS	Construction	\$90,769,563	78	1.05	■	0	■	
T8041226	Station Ventilators: Grand Central / FLS	Construction	\$17,987,057	95	1.00	■	0	■	

**4th Quarter 2024 Traffic Light Report**  
**Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Replacement of 37 Elevators at 17 Stations Projects</b>									
T8040706	Replace 20 Elevators At 9 Stations - Design Task	Construction	\$5,569,282	15	1.00	▬	0	▬	<b>G</b>
T8040706	Replace 17 Elevators At 8 Stations - Design Task	Construction	\$4,827,997	15	1.00	▬	0	▬	
T8040719	Replace 17 Elevators At 8 Stations	Construction	\$139,609,466	15	1.00	▬	0	▬	
T8040720	Replace 20 Elevators At 9 Stations	Construction	\$161,913,792	15	1.00	▬	0	▬	
<b>Station Renewal - Flushing Line - Bundle 2 Projects</b>									
T7041210	Renewal: 111 St FLS	Construction	\$51,256,599	95	1.01	▬	0	▬	<b>G</b>
T7041211	Renewal: 103 St-Corona Plaza FLS	Construction	\$43,551,258	25	.99	▬	0	▬	
T7041212	Renewal: 82 St-Jackson Heights FLS	Construction	\$39,577,786	95	1.00	▬	0	▬	
T7041217	Renewal: 69 St FLS	Construction	\$42,977,984	32	.99	▬	0	▬	
T7041219	Renewal: 52 St FLS	Construction	\$49,116,945	32	1.00	▬	0	▬	
T8041243	Station Renewal: 111 St / FLS	Construction	\$12,954,928	95	.89	▼	0	▬	
T8041244	Station Renewal: 103 St-Corona Plaza / FLS	Construction	\$14,094,227	25	1.01	▬	0	▬	
T8041245	Station Renewal: 82 St-Jackson Heights / FLS	Construction	\$14,497,324	95	1.17	▲	0	▬	
T8041246	Station Renewal: 69 St / FLS	Construction	\$13,383,988	32	1.00	▬	0	▬	
T8041247	Station Renewal: 52 St / FLS	Construction	\$15,201,111	32	.95	▬	0	▬	
T8041262	Platform Components: 111 St / FLS	Construction	\$6,277,620	95	1.00	▬	0	▬	
<b>Grand Central Circulation Improvements Projects</b>									
T8041239	Grand Central: Center Core East / Flushing	Construction	\$110,234,804	81	1.01	▬	2	▲	<b>G</b>

**4th Quarter 2024 Traffic Light Report**  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>Grand Central Circulation Improvements Projects</b>									
T8041240	Grand Central: Widening Stairs U2/U6 / Lexington	Construction	\$3,468,971	81	1.00	—	2	▲	
<b>Platform Components - Broadway-7th Ave Line Projects</b>									
T8041218	Platform Components: 5 Locs BW7	Construction	\$72,344,190	92	1.00	—	4	▲	<b>R</b>
T8050239	ML Track Replacement 2021 / 86th St (Bway-7th Ave)	Construction	\$9,879,541	0	1.00	—	4	▲	
<b>Station Components Projects</b>									
T8041215	Station Components - Phase 1 (43 Locs) - Design	Construction	\$20,337,262	26	1.04	—	0	—	<b>G</b>
T8041238	Station Components - Phase 1 (43 Locs)	Construction	\$60,214,870	26	1.10	—	0	—	
<b>ADA Package 6 Projects</b>									
T7041342	ADA: Ave I CUL DES	Construction	\$225,039	0	1.00	—	0	—	<b>G</b>
T8041265	Platform components at Burnside Av / JER	Construction	\$18,873,929	0	1.00	▲	0	—	
T8041310	ADA: Myrtle Ave / JER	Construction	\$86,271,977	0	1.00	▲	0	—	
T8041320	ADA: Ave I / CUL	Construction	\$74,011,512	0	1.00	▲	0	—	
T8041376	ADA: Burnside Ave / JER	Construction	\$100,484,528	0	1.00	▲	0	—	
T8041379	ADA: Norwood Avenue / Jamaica	Construction	\$68,553,711	0	1.00	▲	0	—	
T8041380	ADA: Middletown Road / PEL	Construction	\$60,321,123	0	1.00	▲	0	—	
T80413DD	ADA: Middletown Rd / PEL - DES	Construction	\$1,886,591	0	1.00	—	0	—	
T80413DD	ADA: Burnside Ave/JER DES	Construction	\$1,512,461	0	.90	—	0	—	
T80413DD	ADA: Norwood Ave / JAM DES	Construction	\$1,476,905	0	1.00	—	0	—	

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**4th Quarter 2024 Traffic Light Report**  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Stations</b>									
<b>All Other Stations Projects</b>									
<b>ADA Package 6 Projects</b>									
T80413DD	ADA: Ave I CUL DES	Construction	\$1,476,904	0	1.00	—	0	—	
T80502A7	ML Track Replacement (4 stations)	Construction	\$24,851,264	0	1.00	▲	0	—	
<b>ADA Package 8 Projects</b>									
T7041219	Platform Components: Neptune Ave CUL DES	Design	\$190,664	20	.23	▼	11	▲	
T7041341	ADA: Neptune Ave CUL DES	Design	\$546,780	20	.15	▼	11	▲	
T8041208	Misc. Station Component/Renewal Work	Design	\$10,265,651	25	1.00	—	11	▲	
T8041215	Station Component/Renewal Work Design - Fort Hamilton Pkwy	Design	\$336,176	25	1.00	—	11	▲	
T8041215	Station Components Design	Design	\$334,280	25	1.00	—	11	▲	
T80413DD	ADA Design - Neptune Ave - Culver Line	Design	\$1,447,744	25	.92	▼	11	▲	
T80413DD	ADA Design - Jefferson St - Canarsie Line	Design	\$1,330,096	25	1.00	—	11	▲	
T80413DD	ADA Design - Fort Hamilton Pkwy - West End Line	Design	\$1,247,744	25	1.00	—	11	▲	
T80413DD	ADA Design - Nostrand Ave - Fulton St Line	Design	\$1,221,030	25	.98	—	11	▲	
T80413DD	ADA Design - 18th Ave - West End Line	Design	\$1,221,030	25	1.00	—	11	▲	R
<b>All Other Stations Projects</b>									
T8040711	4 Escalators at 2 Locs Dekalb 4Av & 181 St BXC	Construction	\$49,517,599	91	1.00	—	0	—	R
T8040712	Replace 17 Escalators at 6 Stations	Construction	\$207,688,460	47	1.00	—	0	—	G
T8040716	Replace 6 Esc and 2 Stairs (Sut Blvd ARC/W4 8AVE)	Construction	\$81,130,897	56	1.00	—	0	—	G
T8040717	Replace 19 Elevators at Various Locations	Construction	\$165,220,124	43	1.00	—	0	—	G

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**4th Quarter 2024 Traffic Light Report**  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Stations</b>									
<b>All Other Stations Projects</b>									
<b>All Other Stations Projects</b>									
T8040721	Replace 21 Escalators At 6 Stations	Construction	\$217,949,367	17	1.00	—	0	—	G
T8160711	EFR Consolidation: 2 Ave / 6Ave	Construction	\$21,135,776	92	1.00	—	1	▲	R
T8160716	Crew Quarters (EMD) - 7th Ave Station / 6AV	Construction	\$12,942,382	5	1.00	—	0	—	G
T8041255	Station Condition Survey (Group 3)	Design	\$8,510,691	0	1.00	—	0	—	G
T8041255	Station Condition Survey (Group 2)	Design	\$8,436,663	16	1.00	—	0	—	G
T8041255	Station Condition Survey (Group 1)	Design	\$8,191,924	37	1.00	—	3	▲	R
T8041270	Stormwater Mitigation, Package 2	Construction	\$10,919,900	2	1.00	▲	0	—	G
<b>Infrastructure</b>									
<b>207th St Yard Rehab Projects</b>									
ET100210	Power Cable Replacement- 207th Street Yard	Construction	\$46,803,985	100	1.04	▼	0	—	R
ET100218	Sandy Repairs: 207th St Yard Signals	Construction	\$306,668,943	100	.97	▼	0	—	
ET100219	Sandy Repairs: 207 St Yard Track	Construction	\$64,938,112	100	.99	▼	0	—	
ET100220	Sandy Repairs: 207 St Yard Switches	Construction	\$52,072,061	100	.96	▼	0	—	
ET100310	Long Term Perimeter Protection: 207th St Yard	Construction	\$186,808,984	100	1.11	—	0	—	
ET100312	Sandy Mitigation: 207th Street Yard Portal	Construction	\$28,633,659	100	1.01	—	0	—	
<b>Structural Rehab and Overcoat Painting at 180th St Projects</b>									
T6080337	Walkway for 8 Bridges/Dyre	Construction	\$2,173,289	65	1.00	—	0	—	R
T7070301	Struct Rehab/Overcoating - E 180 St Abut WPR	Construction	\$68,729,668	65	.97	—	0	—	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Infrastructure</b>									
<b>Structural Rehab and Overcoat Painting at 180th St Projects</b>									
T7070310	Overcoat: 17 Bridges & Flyover at E 180 St DYR	Construction	\$64,154,261	65	1.00	■	0	■	
T7070357	East 180 Street Flyover / Dyre Av	Construction	\$5,017,221	65	1.00	■	0	■	
T8070341	Demolition of Abandoned Structures - WPR - Phase 2	Construction	\$894,264	65	1.00	■	0	■	
<b>Overcoat Painting - Jamaica Line Projects</b>									
T8070335	Overcoating: Myrtle Avenue - DeSales Place/JAM	Construction	\$82,856,572	34	.99	■	0	■	G
T8070336	Overcoating: Williamsburg Bridge - Myrtle Ave/JAM	Construction	\$71,518,132	34	.96	■	0	■	
T8070337	Overcoating: E New York Yard & Shop Leads/Loops	Construction	\$60,540,305	34	1.01	■	0	■	
T8070347	Demolition of Abandoned Structures - Various Ph 2	Construction	\$84,000	34	1.00	■	0	■	
<b>Steinway Tunnel Portal Resiliency Projects</b>									
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	Construction	\$12,681,940	48	1.00	■	0	■	G
ET070308	Sandy Mitigation: Steinway Portal	Construction	\$20,676,888	60	1.00	■	0	■	
T6070343	Steinway Portal Mitigation	Construction	\$10,874,666	0	1.00	■	0	■	
T6080336	Cathodic Protection, Steinway Tube	Construction	\$1,475,829	78	1.00	■	0	■	
T7080648	Police Radio System: Enhance Coverage-Steinway Tube	Construction	\$5,467,026	30	1.00	■	0	■	
<b>Line Structure Component Repair Program - BW7 &amp; 8AV Projects</b>									
T7070333	LSCRP: Uptown Manhattan (BW7, 8AV)	Construction	\$2,763,437	100	1.52	▲	0	■	
T8070309	LSCRP: Uptown Manhattan - BW7 - Design	Construction	\$2,875,681	0	1.13	■	0	■	
T8070309	LSCRP: Uptown Manhattan - 8AV - Design	Construction	\$1,567,636	0	1.00	■	0	■	
T8070340	81st St & Broadway Sewer Connection - BW7	Construction	\$749,278	0	1.00	■	0	■	

**4th Quarter 2024 Traffic Light Report**  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Infrastructure</b>									
<b>Line Structure Component Repair Program - BW7 &amp; 8AV Projects</b>									
T8070360	LSCRP: Uptown Manhattan - 7AV	Construction	\$92,435,230	0	1.00	■	0	■	<b>G</b>
T8070361	LSCRP: Uptown Manhattan - BW7	Construction	\$68,177,102	0	1.00	■	0	■	
T8070362	Exp Joints Repair 133 St & Lasalle - BW7	Construction	\$17,482,845	0	1.00	■	0	■	
T8070363	Stormwater Mitigation: 81 St & Broadway - BW7	Construction	\$9,665,228	0	1.00	■	0	■	
T8070364	Demolition of Abandoned Structures CBH 125 St	Construction	\$1,770,096	0	1.00	■	0	■	
<b>Hardening of 26 Substations Projects</b>									
ET090307	Hardening of Substations at 24 Locations	Construction	\$98,175,471	51	.99	■	0	■	<b>G</b>
ET090313	Hardening Substations: W. Broadway & Murray St.	Construction	\$2,487,444	51	.95	■	0	■	
ET090314	Hardening Substations: Tudor City	Construction	\$6,124,971	51	.98	■	0	■	
T60412J3	Sandy Mitigation: 26 Substations - Core 1	Construction	\$23,971,377	51	1.00	■	0	■	
T6090219	Sandy Mitigation: 26 Substations - Core 2	Construction	\$6,000,000	51	1.00	■	0	■	
T6090417	Sandy Mitigation: 26 Substations - Core 3	Construction	\$7,500,000	51	1.00	■	0	■	
T6160730	Sandy Mitigation: 26 Substations - Core 4	Construction	\$19,000,000	51	1.00	■	0	■	
<b>Jamaica Bus Depot Reconstruction Projects</b>									
T5120305	Jamaica Depot Replacement Property Acquisition	Construction	\$6,192,109	0	.73	■	0	■	<b>G</b>
T8030219	Jamaica Gantries BEB (Charging)	Construction	\$14,395,148	0	1.00	■	0	■	
T8120303	Jamaica Depot Reconstruction	Construction	\$597,162,068	18	1.03	■	0	■	
T8120307	Bus Parking Lot at York College	Construction	\$26,971,177	99	1.00	■	0	■	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Infrastructure</b>									
<b>Substation Renewal - 3 Locations Projects</b>									
T8090210	Substation Renewal: 13 St / CUL - Design	Construction	\$4,741,749	42	1.00	■	0	■	G
T8090210	Substation Renewal: 82 Rd / QBL - Design	Construction	\$2,324,258	42	1.00	■	0	■	
T8090210	Replace High Tension Switchgear at 1 Location - Design	Construction	\$350,000	42	1.00	■	0	■	
T8090221	Substation Renewal: 13 St / CUL	Construction	\$28,992,599	42	1.00	■	0	■	
T8090222	Substation Renewal: 82 Rd / QBL	Construction	\$26,168,612	42	.99	■	0	■	
T8090223	Replace High Tension Switchgear at 1 Location	Construction	\$9,379,497	42	1.00	■	0	■	
<b>Concourse Yard Substation Projects</b>									
T8090210	Substation Renewals: Various Locations	Construction	\$6,057,226	0	.81	■	0	■	G
T8090210	Replace Control Cable - Zone 25	Construction	\$1,203,170	0	1.00	■	0	■	
T8090233	Concourse Yard Substation	Construction	\$67,145,057	0	1.00	▲	0	■	
T8090234	Replace Control Cable, Zone 25	Construction	\$5,331,868	0	1.00	▲	0	■	
T8090414	Rehabilitation of 1 CBH at Concourse Yard	Construction	\$6,053,620	0	1.00	▲	0	■	
<b>Substation Renewals at 2 Locations Projects</b>									
T7090226	Village Substation Renewal DES	Construction	\$930,490	0	1.08	■	0	■	G
T8090210	Replace High Tension Switchgear at 5 Substations	Construction	\$3,303,690	0	1.00	■	0	■	
T8090210	Village Substation Renewal - Design	Construction	\$3,303,690	0	2.02	■	0	■	
T8090225	Hester St Substation Renewal / 6 Av	Construction	\$47,549,738	0	1.00	▼	0	■	
T8090226	Village Substation Renewal	Construction	\$35,954,494	0	1.00	▼	0	■	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Infrastructure</b>									
<b>Rehabilitation of Pumping Facilities Projects</b>									
T8060508	Pump Rooms & Deep Wells Design	Construction	\$2,345,022	0	1.00	▬	25	▲	R
T8060521	Rehabilitate Pump Room #1028 - Willoughby St/BWY	Construction	\$1,969,458	98	1.00	▬	3	▲	
T8060522	Rehabilitate Pump Room #1029 - Adams St/BWY	Construction	\$14,980,873	98	1.02	▬	3	▲	
<b>Fresh Pond Yard Lighting and Fencing Rehab Projects</b>									
T8100405	Yard Fencing: Fresh Pond Yard	Construction	\$800,000	0	1.00	▬	0	▬	G
T8100418	Yard Lighting: Fresh Pond Yard	Construction	\$11,878,913	80	.98	▬	0	▬	
T8100424	Yard Fencing: Fresh Pond Yard	Construction	\$12,145,057	30	.97	▬	0	▬	
<b>Bus Radio System Projects</b>									
T6120403	Replace Bus Radio System	Construction	\$227,368,397	0	1.05	▬	2	▲	R
T6120444	Repair of East New York Tower	Construction	\$5,925,000	0	1.27	▬	2	▲	
T8120410	Bus Radio System - CCM Contract	Construction	\$24,413,859	100	1.11	▬	2	▲	
U6030226	Bus Radio System	Construction	\$34,763,603	0	1.07	▬	2	▲	
U7030211	Bus Radio System - MTA Bus Share	Construction	\$43,068,173	100	1.02	▬	2	▲	
U7030224	Repair of East New York Tower (MTAB)	Construction	\$1,826,956	0	1.17	▬	2	▲	
U8030233	Bus Radio System - MTAB	Construction	\$1,612,500	0	1.00	▬	2	▲	
<b>New Substations at New Dorp and Clifton Stations Projects</b>									
S7070106	New Power Substation: New Dorp	Construction	\$26,408,403	98	1.08	▬	7	▲	R
S7070107	New Power Substation: Clifton	Construction	\$35,558,714	98	1.16	▬	7	▲	

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**4th Quarter 2024 Traffic Light Report**  
**Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Infrastructure</b>									
<b>Substation Roof and Enclosures PKG 1 Projects</b>									
T8090210	Substation Roofs & Enclosures: 3 Locs Queens - Design	Construction	\$3,858,551	0	1.00	■	0	■	G
T8090224	Substation Roofs & Enclosures: 3 Locs Qns	Construction	\$20,110,283	1	1.00	▲	0	■	
<b>Substation Roof and Enclosures Rehab PKG 2 Projects</b>									
T8090227	Rehab Substation Roof & Enclosure - B'way/W 143 St	Construction	\$6,346,326	0	1.00	▲	0	■	
T8090228	Rehab Substation Roofs & Enclosures - 3 Locations	Construction	\$5,870,488	0	1.00	▲	0	■	
<b>Portable Bus Lift Replacement Bundle Projects</b>									
T8120407	Portable Bus Lift / Equipment Replacement	Construction	\$4,749,063	38	1.00	■	0	■	G
U8030220	Portable Bus Lift / Equipment Replacement	Construction	\$4,564,063	29	1.00	■	0	■	
<b>Substation Component Replacement - Multiple Locations Projects</b>									
T8090210	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$2,237,485	0	1.00	■	0	■	G
T8090210	Replace DC Lineup at Jamaica Yard Substation - Design	Construction	\$1,511,030	0	1.00	■	0	■	
T8090217	Replace Transformers and Associated Equipment at 2 Substations	Construction	\$24,392,643	48	1.09	■	0	■	
T8090218	Replace DC Lineup at Jamaica Yard Substation	Construction	\$13,090,348	16	1.01	■	0	■	
T8090219	Replace High Tension Switchgear at 5 Substations	Construction	\$25,913,325	15	1.00	■	0	■	
T8090220	Replace High Tension Switchgear at 1 Substation	Construction	\$3,766,375	9	1.00	■	0	■	
T8090230	Repair Components 62 Rd Substation QBL	Construction	\$4,067,053	0	1.00	■	-1495	▼	
T8090235	Replace Transformer, Broad Channel Substation	Construction	\$1,662,227	0	1.00	▲	-1495	▼	
<b>Rockaway Line Resiliency and Viaduct Rehabilitation Projects</b>									
ET070310	Rockaway ROW Debris Shielding	Construction	\$18,569,225	46	1.01	■	0	■	

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**4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Infrastructure</b>									
<b>Rockaway Line Resiliency and Viaduct Rehabilitation Projects</b>									
ET070311	Sandy Mit: New Crossover at Beach 105th St. / RKY	Construction	\$82,952,206	31	1.01	■	0	■	<b>G</b>
ET070312	Rockaway Line Long Term Protection	Construction	\$75,424,362	28	1.02	■	0	■	
ET070312	Sandy Mitigation: South Channel Bridge Generator	Construction	\$2,350,748	28	1.00	■	0	■	
ET070313	Rockaway Park Yard Compressor Room (ROW)	Construction	\$18,591,624	5	1.00	■	0	■	
ET070314	Rockaway ROW Debris Shielding: Hammels Wye	Construction	\$64,314	0	.01	■	0	■	
T6080338	Rockaway Bundle Shield and Interlocking	Construction	\$117,988,006	34	1.00	■	0	■	
T8070310	Repl of Elect/Equip: S. Channel Bridge - DES	Construction	\$3,320,572	0	.92	■	0	■	
T8070310	Rehab Hammels Wye - DES	Construction	\$2,716,750	0	1.18	■	0	■	
T8070323	Repl of Elect/Equip: S. Channel Bridge	Construction	\$60,605,469	34	1.00	■	0	■	
T8070324	Rehab Hammels Wye	Construction	\$106,344,382	26	1.00	■	0	■	
T8070325	Elevated Structure Repairs: Over-Land Sections	Construction	\$102,708,449	14	1.00	■	0	■	
<b>Sandy Mitigation for Street Openings and Vent Bays Projects</b>									
ET040341	Sandy Mitigation: Addtl Work at Selected Vent Bays	Construction	\$10,151,507	15	1.04	■	0	■	<b>G</b>
ET040342	Sandy Mitigation: Cortlandt St	Construction	\$1,658,402	15	1.00	■	0	■	
T8041280	Stormwater Mitigation: Cortlandt St	Construction	\$16,623,604	15	.96	■	0	■	
<b>Pump Room Mitigation Projects</b>									
ET060327	Existing Pump Room Enhancements	Construction	\$35,477,112	17	.88	■	0	■	<b>G</b>
T8060526	Sandy Mitigation: Pump Room Enhancements (Loan)	Construction	\$38,715,777	17	.99	■	0	■	



4th Quarter 2024 Traffic Light Report  
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Infrastructure</b>									
<b>Sandy Resiliency: 4 Pump Rooms / 2 Fan Plants Projects</b>									
ET060305	Sandy Mitigation: Fan Plant 2 Locations - DES	Construction	\$317,922	100	1.00	■	0	■	<b>G</b>
ET060336	Sandy Resiliency: 4 Pump rooms(Jerome/Pelham Tube)	Construction	\$6,711,261	10	.98	■	0	■	
ET060342	Sandy Mitigation: Duct Seals: FP 7222, 7232	Construction	\$4,105,438	10	.98	■	0	■	
T8060527	Sandy Mitigation: Jerome Pump Rooms	Construction	\$35,440,478	10	1.00	■	0	■	
T8060528	Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	Construction	\$4,925,371	10	1.00	■	0	■	
<b>Sandy Mitigation: Fan Plant Wrap-up - 3 Locations Projects</b>									
ET060305	Sandy Mitigation: Fan Plant 3 Locations - DES	Construction	\$388,658	100	1.00	■	0	■	<b>G</b>
ET060341	Sandy Mitigation: Ducts at 3 Fan Plants Bklyn/Qns	Construction	\$7,573,606	5	.98	■	0	■	
ET090244	Traction Power Repairs: Various Locations	Construction	\$93,704,217	5	.98	■	0	■	
T6160212	Storm Mitigation Studies	Construction	\$56,300	5	1.00	■	0	■	
<b>Substation Component Replacement Bundle Projects</b>									
T7090206	Replace High Tension Switchgear at 7 Substations	Construction	\$31,247,541	100	1.02	■	-1	▼	<b>R</b>
T8090216	Replace Transformer and Associated Equip - 41 St Substation	Construction	\$6,052,500	100	.87	■	-1	▼	
<b>Overcoat Painting and Structure Repair - Bwy-7th Line Projects</b>									
T8070313	Line Structures Overcoat Painting Design	Construction	\$1,396,602	0	1.51	▲	0	■	<b>G</b>
T8070359	Structure Painting: 225 St - 240 St BW7	Construction	\$132,263,045	0	1.00	▲	0	■	
<b>HVAC Upgrade at College Point and Spring Creek Depots Projects</b>									
U8030231	HVAC/CNG, ph.2 Spring Creek	Construction	\$12,036,952	51	1.00	■	0	■	<b>G</b>
U8030232	HVAC/CNG, ph.2 College Point	Construction	\$22,387,925	10	1.00	■	0	■	





4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Infrastructure</b>									
<b>All Other Infrastructure Projects</b>									
ET100314	Sandy Mitigation: 207th Street Sewers	Construction	\$140,070,519	100	.94	■	0	■	Ⓡ
ET100315	Sandy Mitigation: Resiliency Improvements at Corona Yard	Construction	\$16,925,776	59	1.01	■	0	■	Ⓜ
S8070112	SIR Track and Switch Replacement	Construction	\$84,599,975	21	.96	■	0	■	Ⓜ
T7060506	Rehab Forsyth St Vent Plant	Construction	\$86,740,273	99	.93	■	4	▲	Ⓜ
T7070308	Rehabilitation of Emergency Exit at 168th St. Station, BWY7 Line	Construction	\$18,690,642	56	.96	■	2	▲	Ⓡ
T7090202	Substation Renewal: Av Z CUL	Construction	\$34,311,135	97	1.00	■	3	▲	Ⓜ
T7090219	New Substation: Canal St 8AV	Construction	\$81,781,230	41	1.01	■	0	■	Ⓜ
T7100441	New Railcar Receiving Improvements	Construction	\$115,817,704	88	.95	■	1	▲	Ⓜ
T7120306	Generator: Yukon Depot	Construction	\$11,906,276	100	1.00	■	-1	▼	Ⓡ
T8030230	BEB Charging Infrastructure - Phase 2 (6 Depots)	Construction	\$208,043,721	15	1.00	■	0	■	Ⓜ
T8060505	Rehab Deep Wells & Control Upgrade Nostrand Line	Construction	\$23,185,506	100	1.03	■	0	■	Ⓡ
T8060514	Fan Plant SCADA Head-End Upgrade	Construction	\$18,780,439	87	1.00	■	3	▲	Ⓜ
T8060523	Rehabilitate Pump Room #1026 Rockwell/BWY	Construction	\$28,055,773	27	1.00	■	0	■	Ⓜ
T8060524	Deep Wells Backflushing, 2 Locations	Construction	\$11,835,540	45	1.00	■	0	■	Ⓜ
T8060530	Rehab Pump Room 4 Locs/Various	Construction	\$54,812,904	0	1.00	■	0	■	Ⓜ
T8070344	Paint and Steel Repair, Culver Line South	Construction	\$93,767,598	39	.93	■	1	▲	Ⓜ
T8070345	Steel Repair, Culver Line North	Construction	\$47,134,014	100	.88	■	1	▲	Ⓜ
T8070348	Structure Painting: Myrtle Line Outstanding Work	Construction	\$132,631,968	14	1.00	■	0	■	Ⓜ

**4th Quarter 2024 Traffic Light Report**  
**Projects in Design, Post-Design to Construction Award or Construction**

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Infrastructure</b>									
<b>All Other Infrastructure Projects</b>									
T8070354	LSCRП Lexington / Jerome	Construction	\$84,951,798	22	.97	—	0	—	G
T8070373	Paint: Portal to Kings Hwy/Culver	Construction	\$141,436,419	0	1.00	▲	0	—	G
T8090210	Substation Projects- Design	Construction	\$3,303,690	0	.06	—	0	—	G
T8090215	New Substation: 28 St / 8AV	Construction	\$71,157,643	76	1.00	—	0	—	G
T8090229	HT Switchgear Replacement 2 Locations	Construction	\$21,781,310	0	1.00	▲	0	—	G
T8090232	Washington Heights Substation Renewal / 8AV	Construction	\$70,739,055	0	1.00	▲	0	—	G
T8090411	Rehabilitation of 5 CBHs; Various Locs	Construction	\$58,278,270	48	1.00	—	0	—	G
T8100417	207th St OH Facility	Construction	\$38,939,117	83	.99	—	0	—	G
T8100425	Coney Island Overhaul Shop Roof	Construction	\$73,351,562	0	1.00	▲	0	—	G
T8120304	Roof Topping & Expansion Joints Replacement at MJQ	Construction	\$12,726,225	0	.98	—	-1	▼	R
T8160705	Livingston Plz Elec, Mechanical, Generator Phase B	Construction	\$72,154,407	94	1.04	—	3	▲	R
T8160706	EMD Facility: Hoyt-Schermerhorn FUL	Construction	\$23,877,648	0	1.63	▲	0	—	R
U7030207	Storerooms and Depot Reconfiguration: LaGuardia	Construction	\$7,610,690	72	1.00	—	2	▲	R
U8030219	Generator Repl: Spring Creek and College Pt Depots	Construction	\$17,720,993	35	1.00	—	0	—	G
ET100315	Sandy Mitigation: Resiliency Improvements at Westchester Yard	Design	\$77,732,109	51	1.00	—	0	—	R
<b>Systems</b>									
<b>Upgrade SCADA System - BMT Division Projects</b>									
ET090310	Sandy Mitigation: Back-up Power Control Center	Construction	\$12,811,865	92	.96	▲	0	—	G
T8090406	Upgrade SCADA BMT	Construction	\$44,902,341	92	.88	—	0	—	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development Systems</b>									
<b>Modernization of Fire Alarm Systems - DOS Projects</b>									
T8160604	Fire Alarms and Sprinklers DES	Construction	\$2,135,707	33	.95	■	0	■	
T8160606	Fire Alarm and Sprinklers: Various Locations	Construction	\$82,591,066	33	1.00	■	0	■	G
<b>Communication Room Upgrades Projects</b>									
T8080607	Comm Room Upgrades: APC Replacement (2020-24)	Construction	\$2,237,400	0	1.00	■	4	▲	
T8080660	Comm Room Upgrade: APC Repl	Construction	\$17,694,597	30	1.00	■	4	▲	R
T8080661	Comm Room HVAC: 138th St/Grand Concourse	Construction	\$381,765	27	1.00	■	4	▲	
<b>All Other Systems Projects</b>									
ET040317	Upgrade Emergency Booth Comm System (EBCS)	Construction	\$89,374,870	98	1.08	■	8	▲	R
S7070104	UHF T-Band Radio System Replacement, SIR	Construction	\$51,304,577	48	1.16	■	6	▲	R
T8080616	Liftnet Transition to Ethernet; Ph. 2 - Package 2	Construction	\$7,394,723	69	.97	■	0	■	G
T8080624	PA/CIS Upgrade: Canarsie Line, Phase 2	Construction	\$83,051,280	17	1.00	■	0	■	G
T8080656	PSLAN Upgrades for PA/CIS Phase 0	Construction	\$22,649,769	45	.99	■	7	▲	R
T8080657	Upgrade ASYNC Fiber Optic Network Ring E	Construction	\$32,844,267	23	1.00	■	0	■	G
T8080658	Fiber Optic Cable Replacement (2023)	Construction	\$14,593,143	49	1.00	■	0	■	G
T8080659	Antenna Cable Replacement: Jay Street	Construction	\$9,270,579	12	1.00	■	0	■	G
T8090412	Emergency Alarm Rollout Phase 1	Construction	\$127,086,434	5	1.00	■	0	■	G
<b>Signals / Train Controls</b>									
<b>CBTC - QBL East Projects</b>									
T8050321	CBTC: Queens Blvd East Switch Replacement	Construction	\$22,147,497	63	1.00	■	0	■	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Signals / Train Controls</b>									
<b>CBTC - QBL East Projects</b>									
T8080318	CBTC: Queens Blvd East and 3 Interlockings - Install	Construction	\$430,366,079	63	1.04	■	0	■	G
<b>CBTC - Crosstown Line Projects</b>									
T7080347	CBTC: Crosstown Line and 3 Interlockings DES	Construction	\$688,151	40	1.06	■	0	■	G
T8080323	CBTC: Crosstown Line & 3 Interlockings	Construction	\$592,131,623	42	.99	■	0	■	
T8080328	Bergen St Interlocking Upgrade	Construction	\$25,764,958	40	1.00	■	0	■	
T80803DD	Signal Modernization Design	Construction	\$5,286,917	100	1.00	■	0	■	
<b>CBTC - 8th Ave Line Projects</b>									
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$225,768,659	86	1.02	■	20	▲	R
T7080304	CBTC: 8AV (59 St - High St)	Construction	\$4,100,000	86	1.00	■	20	▲	
T7080335	Interlocking Modernization: 30 St & 42nd St / 8AV	Construction	\$246,872,299	88	.95	■	20	▲	
T7080344	2019 M/L Switch Repl: 10 Switches CBTC 8AV	Construction	\$27,563,382	88	1.00	■	20	▲	
T8080304	SigMod: 8 Av and 2 Interlockings (Add supp costs)	Construction	\$10,037,194	34	1.29	■	20	▲	
<b>Culver Yard Flood Mitigation Projects</b>									
ET100222	Sandy Repairs: Culver Yard (Signals/Track/Switches)	Construction	\$117,038,513	8	1.00	■	0	■	G
T6160210	Hurricane Sandy Recovery Work - Culver Yard	Construction	\$674,942	8	1.00	■	0	■	
<b>CBTC - Culver Line Projects</b>									
T7080307	Interlocking Modernization: Ditmas CUL	Construction	\$112,133,763	97	.91	■	3	▲	R
T7080332	CBTC: CUL (Church Av to W8 St)	Construction	\$143,835,469	97	1.03	■	3	▲	
T7080333	Interlocking Modernization: Ave X CUL	Construction	\$181,218,203	97	.96	■	3	▲	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Signals / Train Controls</b>									
<b>CBTC - Culver Line Projects</b>									
T7080343	2018 M/L Switch Repl: 7 Switches CBTC CUL	Construction	\$39,929,364	97	1.01	■	3	▲	
<b>CBTC - QBL West Projects</b>									
T6080319	CBTC Queens Blvd Ln West Ph 1	Construction	\$86,924,368	98	.99	■	6	▲	R
T7080342	CBTC: 8AV Equip 112 R160 Cars (26 units)	Construction	\$11,900,000	70	1.00	■	6	▲	
T7080350	CBTC QBL West Phase 1 TA Labor	Construction	\$69,658,621	98	1.00	▼	6	▲	
T8080332	CBTC QBL West (additional costs)	Construction	\$5,183,116	93	1.00	■	6	▲	
<b>All Other Signals / Train Controls Projects</b>									
T7080342	CBTC: 8AV Equip 316 R179 Cars (73 units)	Construction	\$36,910,323	63	.99	■	0	■	R
T7080342	CBTC: 8AV Equip 460 R211 Cars (92 units)	Construction	\$36,476,901	61	.99	■	0	■	R
T8080317	CBTC: Queens Blvd East and 3 Interlockings - Furnish	Construction	\$98,878,358	51	1.00	■	0	■	G
T8080329	CBTC: Equip 437 R211 Option 2 Cars	Construction	\$12,475,350	0	1.00	■	0	■	G
<b>NYCT</b>									
<b>ABLE Phase 2B Bundle Projects</b>									
T8120412	Phase 2B (270 Buses) - ABLE	Construction	\$13,303,551	34	1.00	■	0	■	G
U8030229	Phase 2B (30 Buses) - ABLE	Construction	\$1,043,369	62	1.00	■	0	■	
<b>All Other NYCT Projects</b>									
T8040404	Wide Turnstiles: Procurement/Installation	Construction	\$7,921,178	65	1.00	■	0	■	G
T8041235	Station Ventilators Ph 20 - 4 Locations MHTN	Construction	\$10,478,119	66	1.00	■	0	■	G
T8041254	Station Ventilators: Ph 19 - 4 Locs, Brooklyn	Construction	\$9,182,508	90	1.00	■	0	■	G

**4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>NYCT</b>									
<b>All Other NYCT Projects</b>									
T8041263	Replacement of Signage at Various Stations (2022)	Construction	\$10,789,176	0	1.00	■	0	■	G
T8041287	Emergency Lighting: 11 Stations	Construction	\$17,548,782	15	1.00	■	0	■	G
T8070355	Rehab Emergency Exits	Construction	\$9,314,125	72	1.00	■	0	■	G
T8070356	LSCRIP:Defects w/in Stations(I/H) E Bdwy 6AV	Construction	\$17,757,786	75	1.00	■	2	▲	R
T8100430	Improvements to New Cable Shop (2016 Pitkin Ave)	Construction	\$23,064,083	0	1.00	▲	0	■	G
T8120413	Phase 3 (1,000 Buses) - ABLE	Construction	\$18,222,720	0	1.00	■	0	■	G
T8120414	Phase 4 (1,000 Buses) - ABLE	Construction	\$22,407,624	1	1.00	■	0	■	G
T8130205	Critical Systems Upgrade of Track Geometry Cars	Construction	\$10,309,713	0	1.03	■	0	■	G
T8130208	Non-Revenue Vehicles 2023	Construction	\$20,226,398	18	1.42	■	0	■	G
T8160524	Test Pits and Test Holes at Various Locations	Construction	\$11,068,885	0	1.00	▲	0	■	G
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
<b>All Other MTA Track Program Projects</b>									
T8050208	Mainline Track Replacement 2020 / Flushing	Construction	\$59,886,344	93	1.00	■	8	▲	R
T8050232	Mainline Track Replacement 2021 / Jamaica	Construction	\$22,339,948	82	.82	▼	3	▲	R
T8050237	Mainline Track Replacement 2021 / Lenox - WPR	Construction	\$11,829,477	92	1.46	▲	2	▲	R
T8050250	Mainline Track Replacement 2022 / Brighton	Construction	\$49,627,291	81	1.03	■	7	▲	R
T8050258	Mainline Track Replacement 2022 / Liberty	Construction	\$22,598,058	91	.95	■	0	■	R
T8050266	ML Track - 2022/ White Plains Rd	Construction	\$20,622,082	95	1.08	▲	2	▲	R



4th Quarter 2024 Traffic Light Report  
Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
<b>All Other MTA Track Program Projects</b>									
T8050268	Mainline Track Replacement 2023/6th Ave Culver	Construction	\$87,636,053	84	1.15	▲	7	▲	R
T8050272	ML Track - 2023 DES/EFA	Construction	\$16,203,809	50	1.00	▬	0	▬	G
T8050274	Mainline Track Replacement 2023 / Astoria Line	Construction	\$16,839,567	52	1.00	▬	13	▲	R
T8050275	Mainline Track Replacement 2023 / Brighton	Construction	\$28,085,121	37	1.00	▬	13	▲	R
T8050276	Mainline Track Replacement 2023 / Jamaica	Construction	\$12,204,511	82	1.00	▬	2	▲	G
T8050277	ML Track - 2023 / CNR	Construction	\$56,144,604	40	1.00	▬	3	▲	R
T8050279	Mainline Track Replacement 2023 / Lenox-WPR	Construction	\$27,551,107	62	1.40	▲	12	▲	R
T8050284	Mainline Track Replacement 2023 / 4 Avenue	Construction	\$11,292,382	66	1.00	▬	6	▲	R
T8050289	ML Track Replacement 2023/ White Plains Rd	Construction	\$12,882,077	90	1.00	▬	5	▲	R
T8050290	ML Track Replacement 2023/ Bwy (Canal St)	Construction	\$14,037,902	58	1.00	▬	9	▲	R
T8050293	ML Track Replacement 2024/ Pelham	Construction	\$15,271,509	58	1.00	▬	0	▬	G
T8050294	ML Track Replacement 2024/ White Plains Road	Construction	\$23,624,597	32	1.00	▬	0	▬	G
T8050295	ML Track Replacement 2024/ Jamaica	Construction	\$27,559,918	43	.98	▬	0	▬	G
T8050296	ML Track Replacement 2024/ Eastern Parkway	Construction	\$15,666,923	50	1.00	▬	0	▬	G
T8050298	ML Track- 2024 DES/EFA	Construction	\$16,203,809	20	1.00	▬	0	▬	G
T8050299	ML Track Replacement 2024/ 4 Avenue	Construction	\$24,232,055	55	1.00	▬	5	▲	R
T80502A1	ML Track Replacement 2024/ Queens	Construction	\$8,880,647	93	1.17	▲	-1	▼	R
T80502A2	ML Track Replacement 2024/ Brighton	Construction	\$7,526,581	40	1.00	▬	0	▬	R



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

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<b>Construction &amp; Development</b>									
<b>MTA Track Program</b>									
<b>NYCT Department of Subways Track Projects</b>									
<b>All Other MTA Track Program Projects</b>									
T80502A3	ML Track Replacement 2024/Broadway	Construction	\$7,499,425	43	1.00	▬	4	▲	R
T80502A5	ML Track Replacement 2024/Dyre	Construction	\$8,355,210	7	1.00	▬	0	▬	R
T80502A8	Track Force Account - 2024	Construction	\$35,000,000	0	1.00	▬	0	▬	G
T8050328	Mainline Track Switches 2022 / Brighton	Construction	\$21,321,211	68	1.00	▬	10	▲	R
T8050334	ML Switches -2023 DES/EFA	Construction	\$17,713,385	70	1.00	▬	0	▬	G
T8050336	ML Switches - 2023 / FUL	Construction	\$40,796,690	66	1.00	▬	0	▬	R
T8050339	Mainline Track Switches 2023 / Rockaway	Construction	\$17,957,424	84	1.00	▬	0	▬	R
T8050342	Mainline Switches - 2024 DES/EFA	Construction	\$17,713,385	10	1.00	▬	0	▬	G
T8050344	Mainline Track Switches 2024 / Broadway-7th Ave	Construction	\$8,452,182	60	1.00	▬	3	▲	R
T8050346	Mainline Track Switches 2024 / Lenox-WPR	Construction	\$10,116,999	85	1.28	▲	0	▬	R
T8050350	Mainline Track Switches 2024 / Dyre	Construction	\$10,212,624	95	1.03	▬	-1	▼	G
T8050351	Mainline Track Switches 2024 / West End	Construction	\$8,840,060	95	1.00	▬	-1	▼	G
<b>LIRR and MNR Track Projects</b>									
<b>All Other MTA Track Program Projects</b>									
L8030109	2024- Annual Track Program	Construction	\$81,183,363	0	.89	▼	0	▬	G
L8030112	Track Rehab- West Side Storage Yard	Construction	\$7,231,441	53	1.00	▬	0	▬	G
M8030103	Mainline Turnouts - 2024	Construction	\$9,551,900	81	.38	▼	0	▬	G
M8030107	MoW Equipment	Construction	\$37,679,976	26	.90	▬	0	▬	G





4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>MTA Track Program</b>									
<b>LIRR and MNR Track Projects</b>									
<b>All Other MTA Track Program Projects</b>									
M8030112	2024 Cyclical Track Program	Construction	\$26,921,838	91	1.00	▲	0	■	G
<b>Commuter Railroads</b>									
<b>Long Island Rail Road</b>									
<b>Rehabilitation of Bethpage Employee Facilities Projects</b>									
L8060406	Rehabilitation of Employee Facilities - Bethpage	Construction	\$16,553,284	70	1.04	■	7	▲	R
L8060407	Rehab of Employee Facilities - Bethpage SBMP	Construction	\$9,370,043	70	1.05	▲	7	▲	
<b>Babylon Interlocking Projects</b>									
L70502LH	Babylon Interlocking Renewal	Construction	\$32,843,683	44	1.00	■	0	■	G
L8050201	Babylon Interlocking Renewal & New Sidings	Construction	\$92,900,000	44	1.00	■	0	■	
<b>Babylon to Patchogue Signals Projects</b>									
L70502LN	Babylon to Patchogue Signal Improvements	Construction	\$45,078,480	42	.98	■	0	■	R
L8050203	Babylon to Patchogue	Construction	\$10,109,200	42	1.01	■	0	■	
<b>Long Island City Yard Resiliency Projects</b>									
EL0602ZL	Long Island City Yard Restoration - Phase 3B	Construction	\$32,453,511	100	.99	■	0	■	R
EL0603ZS	Long Island City Yard Resiliency - Wall and Pumping System	Construction	\$26,276,403	0	.99	■	0	■	
EL0603ZU	Long Island City Yard - Construction	Construction	\$3,623,459	0	1.20	▼	0	■	
L606016J	Long Island City Yard - Phase 3B Core	Construction	\$26,343,485	0	1.16	▼	0	■	
<b>LIRR Centralized Train Control Integration Projects</b>									
L60502LR	Centralized Train Control - UWB Train Positioning	Construction	\$17,000,000	66	1.00	■	0	■	R



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Long Island Rail Road</b>									
<b>LIRR Centralized Train Control Integration Projects</b>									
L8050204	Centralized Train Control	Construction	\$14,899,603	57	1.05	■	0	■	
<b>LIRR ADA Package Projects</b>									
L8020411	ADA Locust Manor New Elevators	Construction	\$22,787,433	0	1.00	■	0	■	G
L8020413	ADA Copiague Platform and New Elevator	Construction	\$18,090,009	90	1.00	■	0	■	
L8020414	ADA St Albans New Elevator	Construction	\$25,459,146	40	1.00	■	0	■	
L8020420	ADA Amityville Station	Construction	\$15,513,574	90	1.00	■	0	■	
L8020421	ADA Laurelton Station	Construction	\$22,210,135	0	1.00	■	0	■	
L8020422	ADA Massapequa Park Station	Construction	\$15,944,321	80	1.00	■	0	■	
L8020423	ADA Lindenhurst Station	Construction	\$18,026,349	90	1.00	■	0	■	
L8020424	Valley Stream Escalator / Elevator Replacement	Construction	\$23,671,492	20	1.00	■	0	■	
L8020425	Auburndale Elevator Replacement	Construction	\$7,879,055	0	1.00	■	0	■	
<b>LIRR ADA Package 2 Projects</b>									
L8020409	ADA Hollis Station	Construction	\$97,713,934	9	1.00	■	0	■	
L8020412	ADA Forest Hills Platform Extension and Elevator	Construction	\$105,306,086	9	1.00	■	0	■	
L8020426	Babylon Station Platforms	Construction	\$125,915,447	31	1.00	■	0	■	G
<b>All Other Commuter Railroads Projects</b>									
L70204UO	Brookhaven National Lab Station	Construction	\$20,055,280	0	.83	▼	0	■	G
L70701XX	Hall & Babylon Signal Power Motor Generator Repl.	Construction	\$20,851,395	73	.98	■	0	■	R



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Long Island Rail Road</b>									
<b>All Other Commuter Railroads Projects</b>									
L8020417	Tactile Strips - Various Locations	Construction	\$12,800,000	67	1.00	▬	6	▲	R
L80204DD	ADA Accessibility and Components 24 Stations DES	Construction	\$18,100,000	71	1.09	▬	9	▲	R
L8020701	GCT Facility Needs	Construction	\$11,375,186	73	1.00	▬	0	▬	R
L8030101	Construction Equipment	Construction	\$43,460,093	22	1.08	▬	0	▬	G
L8030102	Various Right of Way Projects	Construction	\$10,000,000	50	1.00	▼	0	▬	R
L8030105	Queens Interlocking	Construction	\$128,477,417	62	1.01	▬	0	▬	R
L8030403	JCI - Hall Interlocking Expansion	Construction	\$168,619,389	43	1.00	▬	0	▬	G
L8040103	Systemwide Bridge Assessment Study	Construction	\$37,106,976	43	1.58	▬	0	▬	G
L8040104	Small Business Mentoring Program - Bridges	Construction	\$7,434,544	100	1.00	▬	0	▬	G
L8040109	Webster Avenue Bridge Replacement	Construction	\$17,011,322	15	1.00	▬	0	▬	G
L8050101	Comm. Pole Line	Construction	\$8,000,000	98	1.00	▬	12	▲	R
L8050102	Comm Component Replacement	Construction	\$8,015,076	74	1.00	▬	3	▲	R
L8050103	Fiber Optic Network	Construction	\$24,000,000	49	1.33	▬	0	▬	R
L8050106	Radio Head-End Replacement	Construction	\$12,000,000	26	1.00	▬	6	▲	R
L8050205	Positive Train Control	Construction	\$64,647,338	61	1.03	▬	0	▬	G
L8050205	Signal Replacement and Interlocking Improvements	Construction	\$20,000,000	90	1.00	▬	0	▬	G
L8050207	Positive Train Control (ESA)	Construction	\$33,000,000	82	1.00	▬	12	▲	R
L8060105	Mid Suffolk Yard Phase 2	Construction	\$29,527,770	30	.98	▬	0	▬	R



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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Long Island Rail Road</b>									
<b>All Other Commuter Railroads Projects</b>									
L8060403	Fire Protection Improvements	Construction	\$24,955,366	9	.99	■	0	■	Ⓡ
L8070101	Substation Replacements	Construction	\$18,191,823	100	1.00	■	0	■	Ⓢ
L8070102	Atlantic Avenue Tunnel Lighting	Construction	\$10,000,000	33	1.00	■	0	■	Ⓡ
L8070103	Station & Building Electrical Systems and Platform	Construction	\$8,000,000	55	1.00	■	0	■	Ⓢ
L8070103	Signal Power & Power Pole Line Replacement	Construction	\$8,000,000	55	1.00	■	0	■	Ⓢ
L8070104	3rd Rail - Protection Board & Aluminum Rail	Construction	\$27,000,000	66	1.00	■	0	■	Ⓢ
L8070104	3rd Rail - 2000 MCM Feeder Cable Upgrade	Construction	\$13,000,000	30	1.00	■	0	■	Ⓢ
L8070106	Substation Component Renewal	Construction	\$16,825,781	44	.91	▼	0	■	Ⓡ
L8070107	Jamaica Substation	Construction	\$77,419,767	27	1.00	■	3	▲	Ⓡ
EL0402ZA	East River Tunnel Signal Sys & Infra Restoration	Design	\$181,528,587	100	1.01	■	0	■	Ⓢ
<b>Metro-North Railroad</b>									
<b>86th and 110th St Substations Projects</b>									
M6050103	H&H Power (86th St / 110th St)	Construction	\$18,839,688	100	1.00	■	2	▲	Ⓡ
M7050113	H&H Power (86th St / 110th St)	Construction	\$18,860,269	99	1.41	■	2	▲	
<b>West of Hudson Yard Sidings Projects</b>									
M6060103	West of Hudson Yard Improvements - Passing Sidings	Design	\$1,860,000	32	1.00	■	0	■	
M7060104	West of Hudson Yard Improvements - Passing Sidings	Design	\$7,278,328	32	.98	▲	0	■	Ⓢ

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4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Metro-North Railroad</b>									
<b>Park Avenue Viaduct Replacement Projects</b>									
M8030201	Park Avenue Viaduct Replacement - Phase 1	Construction	\$539,339,996	46	.92	■	0	■	G
M8030215	Park Avenue Viaduct Replacement - Phase 2	Construction	\$250,000,000	46	1.00	■	0	■	
<b>Grand Central Terminal Trainshed Projects</b>									
M7020110	270 Park Avenue GCT Trainshed	Construction	\$10,000,000	74	1.00	■	0	■	G
M7080114	270 Park Avenue GCT Trainshed	Construction	\$9,000,000	74	1.00	■	0	■	
M8020101	GCT Trainshed - Sector 1	Construction	\$200,055,046	74	1.00	■	0	■	
<b>MNR Bronx Stations Bundle Projects</b>									
M8020202	Harlem Line Station Renewals - Bot. Gardens, Wdlwn, and Williams Br.	Construction	\$5,769,062	0	1.00	■	0	■	G
M8020209	3 Bronx Stations [Woodlawn_BG_WB]	Construction	\$153,131,753	0	.96	■	0	■	
<b>All Other Commuter Railroads Projects</b>									
EM050208	Power Infrastructure Restoration-Substations	Construction	\$49,600,843	97	1.00	■	7	▲	R
M7030303	F/A Undergrade Bridge Rehabilitation West of Hudson	Construction	\$9,517,083	100	1.05	■	-1	▼	R
M7030304	Moodna/Woodbury Viaduct (incl timbers/walkways)	Construction	\$15,303,804	0	.95	■	-3	▼	G
M7050101	Replace MA's in Signal Substations	Construction	\$31,538,976	62	1.12	■	9	▲	R
M7050105	Harlem & Hudson Power Improvement - City Water Substation	Construction	\$29,167,521	90	.96	▼	0	■	R
M8020201	Upper Hudson and & Harlem Station Priority Repairs	Construction	\$38,545,784	95	.95	▲	0	■	G
M8020301	Brewster Yard Improvements-SE Parking	Construction	\$173,191,563	6	.81	■	0	■	G
M8030104	Rock Slope Remediation - East of Hudson	Construction	\$6,406,932	100	.87	■	-14	▼	G



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

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<b>Construction &amp; Development</b>									
<b>Commuter Railroads</b>									
<b>Metro-North Railroad</b>									
<b>All Other Commuter Railroads Projects</b>									
M8030212	Replace South Street and Fulton Ave Bridges (MtV)	Construction	\$51,621,275	93	1.06	■	0	■	G
M8040104	Network Infrastructure	Construction	\$13,049,213	25	.90	■	0	■	G
M8040106	Radio System	Construction	\$22,132,097	0	.95	■	0	■	G
M8050109	NHL Pelham Substation Replacement	Construction	\$43,467,068	6	.96	■	0	■	G
M8050110	Rebuild 2 NHL AC Substations	Construction	\$66,388,210	12	.99	■	0	■	G
M8060101	Upgrade Automotive Fuel System	Construction	\$12,447,285	67	.96	■	2	▲	G
M8020101	GCT Trainshed Study and Inspection	Design	\$11,516,586	100	.77	■	0	■	R
M8020102	Park Avenue Tunnel Improvements	Design	\$12,509,607	70	.94	▲	2	▲	G
M8050106	Hudson Line Track 1 Electrification	Design	\$37,327,508	70	.84	■	2	▲	G
<b>B&amp;T</b>									
<b>TN Bridge Tower Protection, Painting, and Elevator Rehab Projects</b>									
D701TN87	Design for Anchorage & Tower Protection	Construction	\$4,601,535	100	.69	■	0	■	G
D801TN49	TN Main Cable and Suspender Rope Investigation	Construction	\$32,029,045	33	.86	■	0	■	
D801TN87	TN Anchorage & Tower Protection	Construction	\$76,026,902	33	.86	■	0	■	
D804TN85	TN Bridge Structural Lighting & Misc Struct Upgrade	Construction	\$14,698,186	33	.76	■	0	■	
D807TNPT	TN Facility-Wide Painting Program - Phase 2	Construction	\$48,554,418	33	.88	■	0	■	
<b>Henry Hudson Bridge Retaining Walls and Shared Use Path Projects</b>									
D801HH37	HHB - North Abutment & Retaining Wall Replacement	Construction	\$4,609,800	100	.71	▲	0	■	

**4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>B&amp;T</b>									
<b>Henry Hudson Bridge Retaining Walls and Shared Use Path Projects</b>									
D802HH07	Henry Hudson Bridge - Shared Use Path	Construction	\$14,947,065	100	.84	■	0	■	G
<b>Painting and Misc Lighting Improvements at VNB Projects</b>									
D804VN12	Misc. Bridge Lighting & Electrical Improvements	Construction	\$26,798,430	29	.88	■	0	■	G
D807VNPT	VN Facility-Wide Painting Program	Construction	\$121,812,958	29	.87	■	0	■	
<b>Structural Rehab. at Cross Bay and Marine Parkway Bridges Projects</b>									
D801CB30	Structural Rehabilitation of CBB	Construction	\$29,644,154	95	.82	■	0	■	G
D801MP16	Miscellaneous Steel Repairs	Construction	\$6,800,000	95	.75	■	0	■	
<b>VN Bridge Lower Level Deck Rehabilitation and Painting Projects</b>									
D802VN81	Lower Level Main Span Deck Rehabilitation - D/B Task	Construction	\$88,757,224	69	.87	■	0	■	G
D807VN81	Structural Painting - Verrazzano Narrows Bridge	Construction	\$16,720,604	69	.95	■	0	■	
<b>Utility Redundancy and Resiliency Improvements at BW and VN Bridges Projects</b>									
D804BW96	Lighting, Power Redundancy & Resiliency Improvements	Construction	\$63,218,904	41	.87	■	0	■	G
D804VN12	SCADA and Electrical Controls System Upgrade at VNB	Construction	\$15,868,795	29	.86	■	0	■	
ED010307	BWB Mitigation - Flood Wall & Other	Construction	\$7,331,795	41	.88	■	0	■	
<b>RFK Bridge Suspended Span Retrofit, Anchorage Rehab, and Painting Projects</b>									
D801RK04	Ward's Island/Queens Anchorage Rehabilitation	Construction	\$15,832,173	15	.81	■	0	■	G
D801RK19	RFK Suspended Span Retrofit	Construction	\$400,540,936	15	.86	■	0	■	
D807RK19	Painting of RFK Suspended Span	Construction	\$44,972,747	15	.88	■	0	■	

**4th Quarter 2024 Traffic Light Report**  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Construction &amp; Development</b>									
<b>B&amp;T</b>									
<b>All Other B&amp;T Projects</b>									
D801RK93	Reconstruct / Relocate Randall's Island Ramps (QR & RM)	Construction	\$116,605,953	100	.88	■	0	■	G
D802VN86	Widening Belt Parkway, Phase 1B	Construction	\$36,733,790	100	.90	■	0	■	G
D805AWX9	Service Building Upgrades	Construction	\$8,566,681	32	.88	■	0	■	G
D805QM36	Relocation of QMT Refueling Station and QSB Switchgear	Construction	\$28,205,028	83	.90	■	4	▲	R
<b>Cross Agency</b>									
<b>Integrated Projects</b>									
<b>Penn Station Access Projects</b>									
G7110107	Penn Station Access D/B Stations - NYS Share	Construction	\$250,000,000	28	.89	■	0	■	G
G7110112	Penn Station Access Demolition & 3P Utilities	Construction	\$24,110,669	28	1.00	■	0	■	
G8110103	Penn Station Access Construction Management	Construction	\$140,450,623	25	1.00	■	0	■	
G8110108	New Rochelle Yard Improvements	Construction	\$146,938,000	28	1.00	■	0	■	
G8110114	Penn Station Access Other Design and Indirects	Construction	\$697,251,450	28	1.00	■	0	■	
G8110114	Penn Station Access Systems	Construction	\$186,074,700	28	1.00	■	0	■	
G8110114	Penn Station Access Catenary	Construction	\$150,931,200	28	1.00	■	0	■	
G8110114	Penn Station Access Pelham Bridge, Drainage, & Site Improvements	Construction	\$141,344,200	28	1.00	■	0	■	
G8110114	Penn Station Access Trackwork	Construction	\$98,949,900	28	1.00	■	0	■	
G8110114	Oak., Co-Op City, DC Substations & 3rd Rail	Construction	\$90,024,900	28	1.00	■	0	■	
G8110114	Penn Station Access Bronx River, Bronxdale, & Eastchester Bridges	Construction	\$69,371,400	28	1.00	■	0	■	
G8110114	Penn Station Access Design, CP215, & Annex Substations	Construction	\$11,812,500	28	1.00	■	0	■	





4th Quarter 2024 Traffic Light Report  
 Projects in Design, Post-Design to Construction Award or Construction

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

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Cross Agency Integrated Projects</b>									
<b>Penn Station Access Projects</b>									
G8110114	Penn Station Access Catenary (Design)	Construction	\$10,395,000	28	1.00	■	0	■	
G8110114	Penn Station Access Van Nest, Bowery Bay, NR Substations	Construction	\$4,354,100	28	1.00	■	0	■	
<b>OMNY</b>									
<b>NYCT OMNY Projects</b>									
T6040405	New Fare Payment System, Phase 2	Construction	\$102,955,710	99	1.00	■	0	■	Ⓜ
T7040401	New Fare Payment System, Phase 2	Construction	\$471,053,495	64	1.00	■	0	■	
T8040405	Additional Work: Fare Collection	Construction	\$63,959,894	22	1.02	▲	0	■	
<b>All Other OMNY Projects</b>									
L8020406	Fare Collection Program	Construction	\$29,080,040	0	.64	■	0	■	Ⓜ
M8020206	New Fare Payment Equipment	Construction	\$55,167,245	30	1.21	■	0	■	Ⓜ
<b>Rolling Stock</b>									
<b>Rail Cars</b>									
<b>MNR M8 Fleet Purchases Projects</b>									
M6010102	M-8 New Haven Line Purchase	Construction	\$221,250,586	0	.99	■	-7	▼	Ⓜ
M7010102	M-8 Fleet Purchase	Construction	\$117,375,862	0	.99	■	-7	▼	
<b>M42 Dual-Mode Locomotives Projects</b>									
M7010101	Locomotive Purchase	Construction	\$260,002,061	40	1.01	■	0	■	Ⓜ
M8010102	Locomotive Replacement	Construction	\$143,189,067	40	.59	■	0	■	
<b>Purchase of R211 B-Division Cars - Kawasaki Projects</b>									
S7070101	Purchase 75 SIR Passenger Rail Cars	Construction	\$257,484,699	15	1.00	■	0	■	

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4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Cross Agency Rolling Stock</b>									
<b>Rail Cars</b>									
<b>Purchase of R211 B-Division Cars - Kawasaki Projects</b>									
T7010101	Purchase 440 B-Division Cars	Construction	\$1,397,536,129	34	1.00	■	0	■	Ⓡ
T7010102	Purchase 20 Open Gangway Prototype Cars	Construction	\$81,374,230	34	1.00	■	0	■	
<b>NYCT and SIRTOA Flat Cars Projects</b>									
S8070111	SIR Purchase: 7 Flat Cars	Construction	\$6,464,484	85	1.00	■	0	■	ⓐ
T8130206	NYCT Purchase: 45 Flat Cars (Fleet Growth)	Construction	\$41,557,394	85	1.00	■	0	■	
<b>All Other Rolling Stock Projects</b>									
ET060317	Sandy Resiliency: Conversion of 2 Pump Trains	Construction	\$28,889,741	36	.96	■	2	▲	ⓐ
T7130208	Purchase 12 3-Ton Crane Cars	Construction	\$32,794,585	61	1.00	■	6	▲	Ⓡ
T7130211	Purchase Locomotives	Construction	\$256,092,473	59	1.00	■	0	■	ⓐ
T7130215	Conversion of 10 R77E Locomotives	Construction	\$34,272,847	70	1.00	■	9	▲	Ⓡ
T8010102	Purchase 640 B-Division Cars (R211 Option 1)	Construction	\$1,929,562,122	5	1.00	■	0	■	ⓐ
L70101ME	M-9 Procurement (110 Cars)	Construction	\$384,305,321	93	1.03	■	36	▲	Ⓡ
L8030101	New Track Geometry Car	Construction	\$20,000,000	6	1.00	■	0	■	ⓐ
<b>Buses</b>									
<b>Purchase of 205 Battery Electric Buses Projects</b>									
T8030201	Purchase 162 Standard Electric Buses	Construction	\$231,241,021	0	1.00	■	0	■	ⓐ
T8030203	Purchase 18 Articulated Electric Buses	Construction	\$43,723,180	1	1.00	■	0	■	
T8030214	Bus Purchase Design	Construction	\$350,000	0	1.00	■	0	■	



4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>Cross Agency Rolling Stock Buses</b>									
<b>Purchase of 205 Battery Electric Buses Projects</b>									
U8030201	Purchase 25 Standard Electric Buses	Construction	\$34,570,895	0	.98	■	0	■	
<b>Purchase of 193 Standard and 72 Articulated BEB Buses Projects</b>									
T8030220	72 Articulated Buses (BEB)	Construction	\$142,632,641	0	1.00	■	0	■	G
T8030221	193 Bat-Electric Buses (BEB)	Construction	\$266,643,357	0	1.00	■	0	■	
<b>Purchase of 60 Battery Electric Buses - New Flyer Projects</b>									
T7030216	Purchase 45 Standard Electric Buses	Construction	\$61,462,073	89	1.02	■	1	▲	R
T8030213	Purchase 15 Standard All-Electric Buses	Construction	\$23,758,359	51	1.07	■	1	▲	
<b>Purchase of 135 Diesel Buses - Nova Projects</b>									
U7030219	Purchase 25 Standard Diesel Buses	Construction	\$16,419,960	97	.97	■	0	■	R
U8030216	Purchase 25 Standard Diesel Buses	Construction	\$18,100,000	88	1.00	■	0	■	
U8030217	Purchase 85 Standard Diesel Buses	Construction	\$61,917,132	86	1.00	■	0	■	
<b>All Other Rolling Stock Projects</b>									
T7030224	AEB Charging Infrastructure - Support of 5 Depots	Construction	\$63,302,804	87	1.00	■	0	■	R
T8030204	Purchase 224 Articulated Buses	Construction	\$281,690,750	1	1.00	■	0	■	G
T8030215	Purchase 5 Standard Battery Elec Buses Test/Eval	Construction	\$10,581,362	13	1.00	■	0	■	R
U8030205	Purchase 250 Express Buses	Construction	\$222,929,368	0	1.00	■	0	■	G
U8030218	173 Standard Diesel Buses (Nova)	Construction	\$149,359,420	76	1.00	■	2	▲	G

**4th Quarter 2024 Traffic Light Report  
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ACEPs which the MTA considers the primary element of the bundled contract

ACEP	Description	Phase	Total Project EAC	% Phase Complete	Cost Index	Cost Trend	Schedule Variance (Months)	Schedule Trend	Traffic Light
<b>MTA Security Program Systems</b>									
<b>Electronic Security System Projects</b>									
T8080644	ESS: Jay St Metro Tech (DES)	Construction	\$1,710,675	100	.91	■	0	■	
T8080645	ESS: West 4th St	Construction	\$14,130,626	10	1.00	■	0	■	G
<b>All Other Systems Projects</b>									
T8080612	Passenger ID CCTV - 88 Locations	Construction	\$65,961,426	98	1.00	■	0	■	R
T8080614	Under River Tubes - Phase 3	Construction	\$108,081,956	35	.99	■	0	■	G
T8080650	Passenger ID CCTV	Construction	\$82,211,551	33	.99	■	0	■	G
T8080664	Connection Oriented Ethernet (COE) 3C	Construction	\$138,615,408	25	1.00	■	0	■	G
<b>B&amp;T</b>									
D804AW73	Rehab/Replace Facility Monitoring & Safety Sy	Construction	\$47,613,381	18	.89	■	0	■	G

**Stations Business Unit Program Overview**

The Stations Business Unit currently oversees 217 active projects (excluding active Financial Closeout projects), including 90 projects in construction, with a budget of \$10.5B. In addition to the ADA Package 3 bundle, C&D’s first Public-Private Partnership includes 21 new elevators at eight stations, notable projects under construction are the State of Good Repair work at 6 stations on the Flushing Line, ADA Package 5 which includes accessibility remediations at 13 stations; the replacement of 54 elevators and 71 Escalators at various locations/lines; installation of three new elevators and Station Renewal work at Borough Hall; and ADA Package 6 which includes accessibility work at 5 stations.

The IEC’s Traffic Light Report currently tracks 31 projects spanning two capital programs. Of those, 6 projects (19%) were flagged red. The reports below describe why and outlines C&D’s remediations.

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

**Individual project descriptions**

<b>Bundled Contract – ADA: 149 St. and Tremont Ave.</b>		
<b>Project Budget at award: \$160.4M</b>	<b>Current Budget: \$172.9M</b>	<b>EAC: \$173.2M</b>
<b>Substantial Completion at Award: July 2023</b>	<b>Current Substantial Completion: July 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 94%</b>

This bundled contract includes the following ACEPs:

- T7041315: ADA 149 St – Grand Concourse Complex
- T7041338: ADA Tremont Avenue

This is a bundled design-build (DB) contract for the installation of six new elevators, new stairs, elevator machine rooms, and ADA boarding areas. In addition, this project includes the reopening of the historic headhouse at 149 St Station and the restoration of its decorative terracotta, brick, and iron features.

During the fourth quarter 2024, the forecasted Substantial Completion (SC) date was extended by a further three months to March 2025, due to scope changes in the communication room at 149 St Station. The existing CCTV cabinet in the communication room needs to be rewired for the system to function as designed and there is no subpanel to power the new PSLAN system. Additionally, equipment is required to be placed/installed in the Reserve EDR room due to conditions in an existing copper detail box located downstream on the contractual scope which needs to be brought up to code to install the contractual 800 Amp switch. The design solution is yet to be finalized and is expected to further impact the project.

Subsequent to the reporting period, based on the analysis of the time impact due to the unforeseen conditions, the SC slipped an additional four months, to July 2025.

<b>Bundled Contract – ADA Package 4, BL01-8732</b>		
<b>Project Budget at award: \$229.1M</b>	<b>Current Budget: \$229.4M</b>	<b>EAC: \$230.5M</b>
<b>Substantial Completion at Award: June 2025</b>	<b>Current Substantial Completion: October 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 75%</b>

This bundled contract includes the following ACEPs:

- T7041322: ADA 95 St – 4<sup>th</sup> Ave
- T8040718: Replace 1 Escalator at Parkchester
- T8041227: Platform Components: 137 St
- T8041331: ADA Parkchester E. 177 St
- T8041347: ADA Northern Blvd
- T8041371: ADA 137 St
- T8041375: ADA 95 St – 4<sup>th</sup> Ave (Additional Support)
- T8041291: Customer Service Center: Parkchester

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

During the fourth quarter of 2024, the Substantial Completion (SC) date was extended by four months to October 2025, due to delayed Con Edison utility relocation at 137 Street Station. Con Edison support delays kept major construction work from progressing. At 137 Street station, Con Edison conduit relocation work was completed by the DB Contractor, but Con Edison couldn't pull their cables through the newly installed conduits. Currently redesign of existing conduit layout with a new manhole addition is underway between the DB Contractor and Con Edison. The Con Edison rework is impacting the critical path and substantial completion at 137 Street station with potential for further delay.

MTA C&D is working with Con Edison to improve our interactions – An MOU is underway to improve how we inter-operate and unify our procedures.

<b>Bundled Contract – ADA Package 8, BL01-9524</b>		
<b>Project Budget at Design Start: \$21.8M</b>	<b>Current Budget: \$21.8M</b>	<b>EAC: \$18.1M</b>
<b>Original Design Completion: November 2024</b>	<b>Current Design Completion: October 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Design</b>	<b>Phase Complete: 25%</b>

This bundled contract includes the following ACEPs:

- T7041219: Platform Components at Neptune Ave
- T7041341 & T80413DD: ADA Neptune Ave
- T8041208: Misc. Station Component/Renewal Work
- T8041215: Station Component/Renewal Work at Fort Hamilton Parkway
- T80413DD: ADA 18 Ave
- T80413DD: ADA Nostrand Ave
- T80413DD: ADA Jefferson St
- T80413DD: ADA Fort Hamilton Parkway

This is the design phase for the bundled design-build contract for the installation of new elevators, stairs, elevator machine rooms, and ADA boarding areas at five stations as well as to perform stations component work at Neptune Avenue and Fort Hamilton Parkway.

During the fourth quarter 2024, the design package completion date was extended by 11 months to October 2025, due to the uncertainty of funding associated with Congestion Pricing. The project was paused in September 2024 and restarted in January 2025 once congestion pricing was un-paused. After the design was restarted, Clifton Station was removed from the project. Clifton (SIR station) required a platform extension to create ADA compliant boarding which added extensive cost. The decision was made by Development to remove Clifton from Package 8. Nostrand Av requires a real estate purchase for the current ADA solution.

<b>T8041255: Station Condition Survey (Group 1)</b>		
<b>Project Budget at Design Start: \$8.2M</b>	<b>Current Budget: \$8.2M</b>	<b>EAC: \$8.2M</b>
<b>Design Completion at Start: November 2024</b>	<b>Current Design Completion: April 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Design</b>	<b>Phase Complete: 45%</b>

This is the station condition survey update for Group 1 of 171 Stations. The survey is being conducted to evaluate and develop station component repair/renewal Scopes of Work for up to 30 selected stations, develop detailed project Scopes of Work, and prepare Design-Build RFP documents.

During the fourth quarter 2024, the design package completion date was extended by five months to April 2025 due to the poor project management including but not limited to changes in key personnel and a lack of leadership from the contractor, who are serving simultaneously as both the Project Management and Design Consultant, which impacted quality control and required re-work. Meetings with the contractor were held and an Action Plan was submitted by the contractor. MTA C&D directed the management team to be changed, and the contractor was also directed to resurvey the 30 stations and revise the defect ratings for all 171 stations at no cost to the MTA. It is important to note that the contractor is also assisting MTA C&D overseeing the surveys of Group 2 of 162 Stations, Group 3 of 160 Stations and providing Quality Control on the development of project detailed Scopes of Work, and the Design-Build RFP documents are being prepared by the respective Design Consultants for these two Groups.

<b>Bundled Contract – Platform Components at 5 Locations / Broadway-7 Ave Line, BL01-8780</b>		
<b>Project Budget at award: \$82.2M</b>	<b>Current Budget: \$82.2M</b>	<b>EAC: \$82.2M</b>
<b>Substantial Completion at Award: October 2024</b>	<b>Current Substantial Completion: March 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 96%</b>

This bundled contract includes the following ACEPs:

- T8041218: Platform Components at 5 Locations – Broadway – 7 Ave Line
- T8050239: Mainline Track Replacement – 86<sup>th</sup> St - Broadway – 7 Ave Line

This is a bundled design-bid-build contract to eliminate deficient conditions at the platform level at five stations on the Broadway-7 Av line and for trackwork at 86 St Station.

During the fourth quarter 2024, the Substantial Completion date was extended by four months to March 2025, due to unforeseen site conditions. When work began, differing ceiling substrate conditions were discovered at

191 Street station and 145 Street Station. The ceiling substrate was found in poor condition with porous concrete, requiring a redesign and a change order with a time extension.

Additional deterioration was also observed at various stations and some State-of-Good Repair items initially planned for repairs under this contract now require full replacement.

<b>Bundled Contract – Flushing Contract 1, BL01-2521</b>		
<b>Project Budget at award: \$309.3M</b>	<b>Current Budget: \$318.3M</b>	<b>EAC: \$342.0M</b>
<b>Substantial Completion at Award: May 2025</b>	<b>Current Substantial Completion: September 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 50%</b>

This bundled contract includes the following ACEPs:

- T7041218 & T8041258: Station Renewal at 61-Woodside
- T8040709: Replace 4 Escalators at 61-Woodside and 74 St. Stations
- T8070317: Line Structure Overcoating from 48 St. to 72 St. Stations
- T8070331 & T7070343: Structure Component Repair at 61-Woodside

This is a bundled design-build contract for the Station Renewal and Line Structural repair work at 61 St-Woodside and 74 St stations. The work includes the repair or replacement of stairs, mezzanine floors, doors and windows, walls and canopies, the replacement of structural thru-spans at 61 St-Woodside Station, repair of steel support beams and girders, overcoating work performed at the track level elevated structure along the Flushing Line from 48 Street to 72 Street, and the replacement of four escalators at 61 St-Woodside and 74 St Stations.

During the fourth quarter 2024, the Substantial Completion date was extended by 16 months to September 2026, due to unforeseen site conditions. During construction, the Designer of Record identified deteriorated steel and determined that the structural girders were in an overstressed condition. Given the severity of the deterioration, it was deemed necessary to address these concerns under the current contract rather than leaving the structure in a compromised state. The added scope totals more than \$30 million for structural girder repairs and replacements. The original project scope did not fully account for the deterioration of the infrastructure beneath the elevated station at 61 St-Woodside Station. In addition, the delay in completing the CM (express track) work will impact the interim completion milestone for the C1 & C2 tracks.



### Infrastructure Business Unit Program Overview

The C&D Infrastructure Business Unit currently oversees 191 active projects comprised of 310 sub-projects, with a budget of \$10B, including 53 projects comprised of 110 sub-projects in construction (\$5B).

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

The IEC’s Traffic Light Report currently tracks 58 projects in the Infrastructure BU. Of those, 8 projects (14%) were flagged red. The reports below describe why these projects were flagged, and what, if any C&D remediations are in progress.

### **Infrastructure BU Response to the IEC Traffic Light Report**

#### Individual Project Descriptions

<b>T7060506: Rehab Forsyth St Vent Plant</b>		
<b>Project Budget at Award: \$91.6M</b>	<b>Current Budget: \$92.7M</b>	<b>EAC: \$91.5M</b>
<b>Substantial Completion at Award: October 2022</b>	<b>Current Substantial Completion: April 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 99%</b>

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

Prior to this reporting period, the reasons for the project delays have included:

- Upon excavation, Verizon ducts and a water main were discovered near a live gas main, requiring Con Edison to redesign the steam pipe and the removal and relocation of these utilities.
- Delays in obtaining NYCDEP permits and approvals, as well as Con Edison’s prohibition of using a backhoe and their unavailability to energize the new ducts.
- The contractor encountered soldier piles from a decommissioned fan plant about 30 feet below the street, which interfered with the new SOE (Support of Excavation) for the new fan plant.
- Software updates.
- Availability of track outages.

During the fourth quarter 2024, the Substantial Completion date was extended by a further four months to March 2025, due to Contractor Performance. Earlier in the project, the Contractor had been directed to eliminate the water infiltration in the existing tunnel, which became apparent during testing. The subcontractor used suboptimal methods and achieved poor results. The Contractor was then directed to employ a specialty subcontractor, which required a change order for extra chemical grouting not specified in the Contract. The leaks were addressed by grout injections throughout the Track Isolation Dampers (TIDs), where the new structure meets the existing structure. The 100-hour test is scheduled for mid-March.

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

MTA C&D has stated there are new project planning requirements to ensure that the conditions causing delays on this Pre-C&D project are avoided on future projects.

<b>T7090202: Substation Renewal – Avenue Z – Culver Line</b>		
<b>Project Budget at Award: \$31.6M</b>	<b>Current Budget: \$34.1M</b>	<b>EAC: \$34.3M</b>
<b>Substantial Completion at Award: September 2021</b>	<b>Current Substantial Completion: June 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 97%</b>

This substation renewal improves the reliability of train service by furnishing adequate electrical power along the Culver Line right-of-way. The scope includes the removal and disposal of an existing mercury arc rectifier, installation of a power silicon rectifier, a liquid-filled transformer, AC high-tension switchgear, DC switchgear and associated equipment, new Con Edison high-tension service, and replacement of associated facilities.

Prior to this reporting period, overall project delays were caused by:

- Flooding which damaged newly installed equipment.
- Lengthy negotiations with the Owner-Controlled Insurance Program (OCIP)
- Issues with Con Edison, specifically Con Edison’s failure to provide timely approvals and changes in testing requirements.

During the fourth quarter 2024, the Substantial Completion date was further extended three months to March 2025, due to delays associated with the new Con Edison high-tension service. Con Edison did not complete the de-energization of feeder cables for Unit A scheduled for mid-November until early January. Con Edison then delayed the February 7 re-energization to March 7. Unit A must be re-energized before Con Edison will de-energize Unit C. As a result, the subsequent feeder-cable outage for Unit C is also further delayed, as are its re-energization and the metering and commissioning required to achieve Substantial Completion. The project team emphasized to Con Edison this project’s priority.

Subsequent to the reporting period the SC date slipped, an additional three months, to June 2025, which is contingent upon the de-energization and re-energization of Unit C before Con Edison’s summer moratorium.

<b>T8060514: Fan Plant SCADA Head-End Upgrade</b>		
<b>Project Budget at Award: \$20.0M</b>	<b>Current Budget: \$19.8M</b>	<b>EAC: \$20.2M</b>
<b>Substantial Completion at Award: August 2024</b>	<b>Current Substantial Completion: May 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 92%</b>

This contract entails the design, furnishing, installation and placing in service a fully redundant server system at the Back-up Command Center (BCC), located on the 9<sup>th</sup> floor of 130 Livingston Plaza. The project will enable the BCC to fully assume control fans now controlled at Rail Control Center (RCC) in case of failure of the RCC Fan Plant server system. The BCC will have full monitoring and control capability, as well as the capability to respond to emergency situations when the RCC is unavailable.

Prior to this reporting period, overall project delays were caused by:

- Water intrusion and flooding, which damaged newly installed equipment.
- Lengthy negotiations with the Owner-Controlled Insurance Program (OCIP)

- Issues with Con Edison

During the fourth quarter 2024, the Substantial Completion date was further extended three months to March 2025, because the NYCT undertook a separate in-house project to reconfigure the circuitry of the power distribution system at the BCC. The power is required for the site acceptance testing (SAT) of all 79 fan plants, using the new SCADA system, from all the control centers.

Subsequent to the reporting period, the SC date slipped an additional two months, to May 2025, for the commissioning of the fan plants and staff training.

<b>T8160705: Livingston Plaza Elec, Mechanical, Generator Phase B</b>		
<b>Project Budget at Award: \$69.0M</b>	<b>Current Budget: \$72.3M</b>	<b>EAC: \$76.4M</b>
<b>Substantial Completion at Award: December 2023</b>	<b>Current Substantial Completion: March 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 94%</b>

This project upgrades the electrical and mechanical infrastructure systems and provides an additional redundant emergency generator system at 130 Livingston Plaza.

During the fourth quarter 2024, the Substantial Completion date was further extended three months March 2025, due to inclement weather and restrictive periods of work that prevented completion of the roofing installation.

<b>T8160706: EMD Facility: Hoyt-Schermerhorn FUL</b>		
<b>Project Budget at Award: \$10.1</b>	<b>Current Budget: \$16.1M</b>	<b>EAC: \$26.0M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: October 2024</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction</b>	<b>Phase Complete: 100%</b>

This in-house construction project (Construction by NYCT resources) reconfigured the existing facility on the mezzanine level of Hoyt-Schermerhorn Station and upgraded systems for EMD personnel use. Its scope includes the reconfiguration of the mezzanine level for EMD locker rooms, training room, roll call room, lunchroom, and management offices, as well as new furniture; relocation of electrical panels and equipment, including conduits inside the fan plant for a future elevator project, and new mechanical and ejector rooms at the platform level; installation of new electrical and HVAC systems; and upgraded fire alarms, sprinklers and communication equipment.

Prior to this reporting period, delays were caused by asbestos abatement removal, procurement delays, and resource shortages due to other ongoing work. Scope changes were required due to code updates, and field conditions, including outdated equipment and HVAC system issues, further delayed progress. Additionally, sprinkler system cutover and safety inspections were postponed by DEP.

During the fourth quarter 2024, the project’s EAC reflects a forecast \$10 million increase, due to added scope. A Capital Budget Modification Sheet to fund the increased construction costs, primarily due to additional work required for new electrical services for a future elevator installation, is in circulation.

The project reached Substantial Completion in October 2024.

MTA C&D has stated there are new project planning requirements to ensure that the conditions causing delays on this Pre-C&D project are avoided on future projects.

<b>Bundled Contract – Bus Radio System</b>		
<b>Project Budget at award: \$257M</b>	<b>Current Budget: \$326.7M</b>	<b>EAC: \$355.4M</b>
<b>Substantial Completion at Award: January 2021</b>	<b>Current Substantial Completion: December 2024</b>	
<b>Trigger: Cumulative Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 100%</b>

This bundled contract includes the following tasks (ACEPs):

- T6120403: Replace Bus Radio System
- T6120444 Repair of East New York Tower
- T81204110 Bus Radio CCM Contract
- U6030226 Bus Radio System
- U7030224 Repair of East New York Tower (MTAB)
- U7030211: Bus Radio System – MTA Bus Share
- U8030233: Bus Radio System - MTAB

This project replaced the existing radio system for NYC Transit and MTA Bus Company with a state-of-the-art digital Bus Radio System (BRS). The BRS project includes design and construction of base stations, retrofit of buses with the new equipment, and provision and setup of equipment at the new Bus Command Center (BCC) in East New York.

Prior to the reporting period, project delays are the subject of ongoing disputes with the contractor leading to the Substantial Completion date delayed by 47 months, from January 2021 to December 2024. The project faced delays related to issues with Third-Party Agreements, site access, utility services, and poor quality/productivity by the contractor in the installation of the new radio system into the 5800 plus buses, as well as impacts from COVID-19.

During the third and fourth quarters of 2024, the Substantial Completion date was extended a cumulative three months, from September 2024 to December 2024, due to slow contractor progress on final system and network testing and commissioning. Overall project delays are the subject of ongoing disputes with the contractor. A budget modification was approved for additional work and project support.

The project achieved Substantial Completion in December 2024.

MTA C&D has stated there are new project planning requirements to ensure that the conditions causing delays on this Pre-C&D project are avoided on future projects.

<b>Bundled Contract - New Substations at New Dorp and Clifton Stations</b>		
<b>Project Budget at Award: \$55.4M</b>	<b>Current Budget: \$55.3M</b>	<b>EAC: \$56.9M</b>
<b>Substantial Completion at Award: July 2020</b>	<b>Current Substantial Completion: July 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 98%</b>

This bundled contract includes the following ACEPs:

- S7070106: New Power Substation: New Dorp

- S7070107: New Power Substation: Clifton

This project will construct two new substations on Staten Island, in the vicinity of the New Dorp and Clifton stations of the Staten Island Railway (SIR). The additional substations will augment the electrical power requirements in these areas, thus improving the reliability of train service along the right-of-way.

Prior to this report period, the project experienced multiple delays early on from the relocation of Con Edison service manholes and ducts. Key issues included delays in activating the SCADA system, waiting for Con Edison to energize substations, and the need to install reactors after initial decisions. A fire/explosion at New Dorp Unit B in March 2023 caused further setbacks, along with instability in the CCTV network. The construction of a new SCADA network was also delayed, while water infiltration in feeder cables required rework. Additionally, the need for redoing negative feeder splices and delays in SCADA testing contributed to the overall project timeline extension.

During the fourth quarter 2024, Substantial Completion was further extended by seven months to July 2025, due to necessary rework. The Contractor was required to resplice water-damaged feeders between the Clifton substation and mainline, after water infiltration was revealed during commissioning. The SCADA site acceptance testing (SAT) for the Clifton substation was delayed from October 2024 to February 2025 due to the resplicing. The SAT has been requested for the week of March 10. After the Clifton substation SAT, the New Dorp substation SAT will occur. The New Dorp substation SCADA SAT is forecasted to be complete by July 31.

MTA C&D has stated there are new project planning requirements to ensure that the conditions causing delays on this Pre-C&D project are avoided on future projects.

<b>Bundled Contract - Rehabilitation of Pumping Facilities</b>		
<b>Project Budget at Award: \$18.3M</b>	<b>Current Budget: \$18.9M</b>	<b>EAC: \$19.9M</b>
<b>Substantial Completion at Start: December 2023</b>	<b>Current Substantial Completion: March 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 98%</b>

This bundled contract includes the following ACEPs:

- T8060521: Rehabilitation of Pump Room #1028 – Willoughby Street/BWY
- T8060522: Rehabilitation of Pump Room #1029 – Adams Street/BWY
- T8060508: Pump Room & Deep Wells Design

The scope includes removal of existing mechanical and electrical equipment, replacement of the concrete floor, sliding door and hatches, installing new pumps, grout injection to prevent water leaks into pump rooms, installing new sump lights and new suction pipes, and repairing deteriorated steel columns.

During the fourth quarter 2024, the Substantial Completion date was extended by three months to March 2025, due to the cancellation of General Orders (GO). Work trains were not available for scheduled weekend GOs in October and November 2024, and another GO was canceled in December 2024. Two weeknight GOs were made available in January and February 2025 to commission the Pump Room at Adams Street and complete the punchlist items. The project team is completing all SATs and the punchlist through close coordination with the user to access to the site to achieve Substantial Completion.

The Pump Room at Willoughby Street was commissioned in May 2024

**Signals / Train Controls Business Unit Program Overview**

The Signal’s Business Unit currently oversees 30 active projects, including 12 projects in construction, with a budget of \$7.3B. Notable projects under construction include CBTC QBL West, CBTC QBL East, CBTC 8 Av, CBTC Culver Line, and CBTC Crosstown Line.

The IEC’s Traffic Light Report currently tracks 10 projects in the Signal’s program. Of those, 2 projects were flagged red. The table below describes why this project was flagged, and what C&D is doing to remediate. The BU is also seeking to identify and remediate issues at the program level, i.e. across projects.

**Signals / Train Controls BU Response to the IEC Traffic Light Report**

**Individual project descriptions**

<b>Contract: CBTC – 8<sup>th</sup> Avenue</b>		
<b>Project Budget at award: \$513.0M</b>	<b>Current Budget: \$879.8M</b>	<b>EAC: \$879.8M</b>
<b>Substantial Completion at Award: January 2025</b>	<b>Current Substantial Completion: December 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 88%</b>

This bundled contract includes the following ACEPs that appeared on the fourth Quarter Traffic Light Report:

- T7080304: CBTC: 8 Av (59 St to High Street) - Comstock
- T7080304: CBTC: 8 Av (59 St to High Street) - Siemens
- T7080335: Signal Systems 2 Interlockings: 30 St & 42 St North/8 Av
- T7080344: Mainline Track Switches 8 Av Switch Replacement
- T8080304: Signal Mod: 8 Av and 2 Interlockings (Add support costs)

This project will provide a Communication Based Train Control (CBTC) system on the 8 Ave Line in Manhattan. The scope of work for this project consists of furnishing and installing signal equipment such as signal heads, automatic stops, switch layouts, track circuits, redundant Programable Logic Controller (PLC) and a CBTC communication-based control overlay control which provides for a moving block system in lieu of a fixed block system associated with the conventional approach. Automatic Train Supervision (ATS) functions and track work are also included.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended by 20 months to September 2026, due to a train control system design error and a rework was required. The issue was identified during the safety assessment process. Until the new design is implemented, MTA is required to reset the axle counters from the equipment rooms. Further updates are needed for the software, personnel training, safety case and associated documentation.

Subsequent to the reporting period the SC slipped an additional three months to December 2026.

<b>Contract: CBTC – Queens Blvd Line West Phase 1</b>		
<b>Project Budget at award: \$577.0M</b>	<b>Current Budget: \$773.5M</b>	<b>EAC: \$780.7M</b>
<b>Substantial Completion at Award: March 2021</b>	<b>Current Substantial Completion: March 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 98%</b>

This bundled contract includes the following ACEPs that appeared on the fourth Quarter Traffic Light Report:

- T6080319: CBTC: QBL West Phase 1
- T7080342: CBTC: 8 Avenue, Equipment 112 R160 cars (26 units)
- T7080350: CBTC: QBL West Phase 1 TA Labor
- T8080332: CBTC: QBL West (additional costs)

This project will provide the first phase of the installation of Communications Based Train Control (CBTC) on the Queens Boulevard Line in Queens and Manhattan to replace the existing conventional signal system from 50 St in Manhattan to Union Turnpike in Queens. This is the first phase for the Queens Boulevard Line. The QBL is the third line to be upgraded to CBTC technology.

The CBTC and its associated ATS has been in service over the entire territory since early 2022. Since then, the project has been focused on reaching the availability targets and completing all the deliverables (e.g., trainings and tools). The contractor is following a delivery plan to correct the software issues that generate service incidents and that need to be addressed to close the Contract.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended an additional six months to June 2025, due to ongoing software issues for system stability and ATS functionality.

The project team was able to mitigate the delays, reducing the extension to 3 months, with SC to be declared in March 2025.

**Systems Business Unit Program Overview**

The C&D Systems Business Unit (BU) is responsible for the delivery of all C&D Systems projects and supporting other Business Units in implementing C&D Systems best practices. The C&D Systems BU manages projects totaling approximately \$4B. This includes 65 projects (including sub-projects) with a budget of \$2.2B, 21 of which are in construction (\$1B), per the Project Status Report (PSR). In addition, the C&D Systems BU manages a public/private partnership license agreement that is not included in the PSR: namely, a \$1B Cellular/WiFi Expansion. Some of the current major core projects include, upgrading of Public Address/Customer Information Signs (PACIS), systems-wide expansion of the Connection Oriented Ethernet (COE) wide-area network, deploying a new Enhanced Emergency Booth Communication System, and upgrading the Supervisory Control and Data Acquisition (SCADA) system for the BMT Division’s traction power and building an Emergency Power Control Center. The C&D Systems BU continues to identify and address issues at the program level and is routinely evaluating and adapting its organizational structure to best manage staffing challenges by streamlining workflows and procuring consultant support.

The Traffic Light Report tracks 17 projects in the Systems Business Unit. Of those, 3 were flagged red (18%). The reports below describe why these projects were flagged, and any C&D mitigations:

**Individual project descriptions**

<b>ET040317: Upgrade Emergency Booth Comm System (EBCS) A37628 (Patel/Ragheb)</b>		
<b>Project Budget at Award: \$78.0M</b>	<b>Current Budget: \$85.0M</b>	<b>EAC: \$89.3M</b>
<b>Substantial Completion at Award: December 2020</b>	<b>Current Substantial Completion: August 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 98%</b>

The completed project upgrades the Emergency Booth Communication System (EBCS) and Mass Call in all Station Agent Booths and has recently been strategically extended with new additional scope to capture greater value from the technical upgrades completed. The EBCS is the life safety communication system that provides emergency and security communications between the Rail Control Center (RCC) and personnel in all 464 Station Agent Booths.

Delays to the original contractual Substantial Completion date of December 2020 are due to late Factory Acceptance Testing (FAT) completions, cybersecurity incidents, system integration issues and in-house manpower support constraints.

During the fourth quarter 2024, the Substantial Completion was pushed out a further eight months, to August 2025, due to a change in scope of work which addresses a new NYS code update requiring two-way communications to be added to all new elevators. The new added system, referred to as the Emergency Elevator 2-Way Communication System (EE2CS), builds upon the new coms included in the EBCS system and avoids the expense of implementing a second communication system.

Subsequent to the reporting period, a budget modification for the shortfall has been approved.



<b>T8080656: PSLAN Upgrades for PA/CIS Phase 0 W47032 W Chau/Yu</b>		
<b>Project Budget at Award: \$13.7M</b>	<b>Current Budget: \$28.4M</b>	<b>EAC: \$33.4M</b>
<b>Substantial Completion at Award: May 2025</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 49%</b>

The design and construction activities under this project are provided by in-house work forces to upgrade the Public Station Local Area Network (PSLAN) to include full Public Address and Customer Information Screens (PA/CIS). The completion of a full PSLAN network will enable IP (Internet Protocol) connections for digital displays (countdown clocks) for the PACIS (Public Address/Customer Information Screen) Phase 0 “B” Division upgrade. The digital displays will provide train arrival times and service announcement information to enhance customer experience.

During the fourth quarter 2024, the Substantial Completion date was pushed out seven months December 2025, due to the lack of force account support for power bulletins, a shortage of lighting maintainers, and production levels not meeting the forecast.

<b>Bundled Contract - Communication Room Upgrades (Mathelier / Ragheb)</b>		
<b>Project Budget at Award: \$20.3M</b>	<b>Current Budget: \$20.3M</b>	<b>EAC: \$20.3M</b>
<b>Substantial Completion at Award: March 2025</b>	<b>Current Substantial Completion: March 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 20%</b>

This bundled contract includes three ACEPs:

- T8080607: Comm Room Upgrades: APC Replacement (2020-24)
- T8080660: Comm Room Upgrade: APC Replacement
- T8080661: Comm Room HVAC: 138th St/Grand Concourse

The contract will replace 25 Power Plants in station communication rooms to address potential power issues and ensure uninterrupted operation of equipment within communication rooms

During the fourth quarter 2024, the Substantial Completion date was pushed out four months to July 2025, due to support constraints from MTA resources with the following:

- Factory Acceptance Tests: Delayed approvals of the Factory Acceptance Inspection (FAI) and Factory Acceptance Testing (FAT) schedule.
- Submittal Approval Delays: All catalog cuts were submitted and experienced approval delays due to the unavailability of support staff.

Subsequent to the reporting period, the SC date was extended an additional eight months to March 2026.

### Long Island Rail Road Program Overview

The LIRR Business Unit currently oversees 61 active projects with a budget of \$1.3B, including 35 projects in construction (\$1.2B). Notable projects under construction include Hall Interlocking, Queens Interlocking, and ADA Packages 1 and 2. Non-C&D LIRR projects tracked by the LIRR BU include 40 active projects with a budget of \$470M.

The IEC’s Traffic Light Report currently tracks 38 projects in the C&D Long Island program. Of those, 7 projects (19%) were flagged red. The description below describes why these project tasks were flagged, and what C&D is doing to remediate.

### **Long Island Rail Road Response to the IEC Traffic Light Report**

#### Individual project descriptions

<b>L8020417: Tactile Strips – Various Locations</b>		
<b>Project Budget at award: \$12.8M</b>	<b>Current Budget: \$12.8M</b>	<b>EAC: \$12.8M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: December 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 67%</b>

This project includes the replacement of platform edge Tactile Warning Strips at 24 LIRR stations. Tactile Warning Strips are a safety feature designed to improve safe use by the visually impaired. Tactile Warning Strips are horizontal surface preparations installed along the track-side edge of station platforms, easily detectable underfoot and by cane.

During the fourth quarter 2024, the forecasted Substantial Completion date was further extended by six months to December 2026, due to a planned winter shutdown of construction projects from December through February in both winter 2025 and 2026. The C&D project team, in conjunction with LIRR, concluded that the in-house LIRR forces on the projects could be more efficiently directed to other higher-priority projects during the winter with no impact on cost.

<b>L80204DD: ADA Accessibility and Components 24 Stations Design</b>		
<b>Project Budget at award: \$10.0M</b>	<b>Current Budget: \$16.5M</b>	<b>EAC: \$18.1M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: September 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Design</b>	<b>Phase Complete: 58%</b>

This project includes the preliminary design and early support costs associated with ADA Station Improvements for the 2020-2024 Capital Program. A third-party General Engineering Consultant (GEC) will prepare preliminary designs for the installation and replacement of various ADA components at up to 24 LIRR Stations.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended by nine months to September 2025, due to a strategic change in scope. The preliminary design of four additional LIRR stations (Bellmore, Mineola, Floral Park and Bellerose) was added to the GEC contract. The scope at Bellmore and Mineola station includes elevator replacements for ADA compliance. The scope at Floral Park Station includes platform replacement, station building renovations, and site work for SOGR and ADA compliance. The scope at Bellerose includes platform replacements, a new elevator and ramps for SOGR and ADA compliance. This modification will enable an early 2025-2029 program award of Floral Park and Bellerose Stations.

<b>L8050101: Communication Pole Line</b>		
<b>Project Budget at award: \$8.0M</b>	<b>Current Budget: \$8.0M</b>	<b>EAC: \$8.0M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 85%</b>

This project will replace the deteriorated line poles and applicable hardware at various locations along the railroad Right of Way. These poles carry the cable lines providing service to the LIRR Communications System including fiber optic cable (data, telephone, CCTV), signal cabling & supervisory, and substation control lines.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended by 12 months to December 2025, due to additional funding being allocated to the project, thereby allowing more communication poles and hardware to be replaced.

<b>L8050106: Radio Head-End Replacement</b>		
<b>Project Budget at award: \$6.0M</b>	<b>Current Budget: \$12.0M</b>	<b>EAC: \$12.0M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: September 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 67%</b>

The current LIRR redundant Radio Head-End system installed in 2014 is based on legacy analog Time Division Multiplexing (TDM) infrastructure that is no longer supported. To continue to keep system operations in a state of good repair, the LIRR Communications Department is upgrading the Radio Head Ends Equipment to a fully digital Radio Over Internet Protocol (ROIP) system, using current industry protocols with enhanced system flexibility, system maintainability, and operational reliability. Additionally, the LIRR Communication Department will replace all 115 radio base stations, as they are no longer supported by the manufacturer and it is difficult to obtain the necessary replacement parts for repair.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended by six months to September 2025, due to additional funding being allocated to incorporate the installation of new dispatcher consoles, eliminating the need for a separate project.

<b>L8050207: Positive Train Control</b>		
<b>Project Budget at award: \$33.0M</b>	<b>Current Budget: \$33.0M</b>	<b>EAC: \$33.0M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 82%</b>

This project supports additional efforts required to update Positive Train Control (PTC) and related required changes to East Side Access (ESA) territory. PTC design changes need to follow the Harold design changes and construction dates, including items such as East River Tunnel milepost corrections, corrections to asset chaining and other system improvements required in the segment.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended by 12 months to December 2025, due to additional work and system corrections that need to be completed for the ESA tunnels and Harold Interlocking, which work includes the East Bound Re-route being advanced with Amtrak. Work includes updates to PTC system to reflect East Bound Reroute field condition changes which necessitated PTC design changes.

<b>Bundled Contract: Rehabilitation of Bethpage Employee Facilities</b>		
<b>Project Budget at award: \$26.7M</b>	<b>Current Budget: \$26.7M</b>	<b>EAC: \$31.5M</b>
<b>Substantial Completion at Award: October 2023</b>	<b>Current Substantial Completion: January 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 70%</b>

This bundled contract includes the following ACEPs:

- Rehabilitation of Employee Facilities – Bethpage
- Rehab of Employee Facilities - Bethpage SBMP

This project includes upgrading a recently acquired warehouse and office building to convert it and the property into an LIRR facility and Engineering Department Force Account headquarters. This facility will replace and relocate the existing LIRR facility operations in Bethpage and relieve the MTA LIRR of those rental property obligations.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended seven months to July 2025, due to the addition of paving the parking lot to the 3P scope of work (valued at \$4.6M). The paving was originally designed in-house, and construction was to be performed by the LIRR paving contractor. Furthermore, it was determined that existing site drainage was inadequate, requiring a complete redesign.

Subsequent to the reporting period, the forecasted Substantial Completion date was extended an additional six months, from July 2025 to January 2026, due to a delay in funding from the pause of Congestion Pricing.

<b>L8070107: Jamaica Substation</b>		
<b>Project Budget at award: \$57.5M</b>	<b>Current Budget: \$77.4M</b>	<b>EAC: \$77.4M</b>
<b>Substantial Completion at Award: August 2025</b>	<b>Current Substantial Completion: July 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 27%</b>

This project will replace the Jamaica Substation. This substation is operating beyond its useful life and needs replacement and technological upgrades. A design-build contractor will construct a new substation that meets / exceeds LIRR specifications and standards. The scope includes the replacement of retaining walls within the yard and the design, fabrication and installation of a new two floor prefabricated modular substation with basement. This substation will come with pre-installed AC switchgear, rectifiers, DC switchgear, control cabinets, associated equipment, and demolition of the old Substation.

During the fourth quarter 2024, the forecasted Substantial Completion date was extended by three months to July 2026, due to a change in process. After award, there was a change in the law that transferred jurisdiction for storm water permitting (SWPPP) from NYSDEC to NYCDEP. The application was submitted four times with NYCDEP and resolution is still pending.

### Metro-North Railroad Program Overview

The MNR Business Unit currently oversees 42 active projects, including 20 projects in construction, with a budget of \$2.1B. Notable projects under construction include the Brewster Yard Improvements – Southeast Parking, Grand Central Terminal Trainshed, Park Avenue Viaduct Replacement, and ADA improvements at 3 Bronx Stations (Woodlawn, Williams Bridge and Botanical Gardens).

The IEC’s Traffic Light Report currently tracks 22 projects in the C&D Metro-North program. Of those, two projects (9%) were flagged red. The description below describes why these project tasks were flagged, and what C&D is doing to remediate.

### **Metro-North Railroad Response to the IEC Traffic Light Report**

#### Individual project descriptions

<b>EM050208: Power Infrastructure Restoration - Substations</b>		
<b>Project Budget at award: \$39.5M</b>	<b>Current Budget: \$49.6M</b>	<b>EAC: \$49.6M</b>
<b>Substantial Completion at Award: February 2017</b>	<b>Current Substantial Completion: July 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 97%</b>

This project will replace three Hudson Line substations damaged by Superstorm Sandy. While the three substations, located at Tarrytown, Riverdale and Croton-Harmon, were repaired after Sandy and returned to service, their useful lives were reduced and required full replacement to provide the functionality and reliability needed to continue running full Hudson Line service. The newly installed substations at Tarrytown and Riverdale are fully operational.

The substations at Tarrytown and Riverdale have been fully operational since 2021. Croton-Harmon Substation transformers failed following the commissioning and their replacement transformers delayed the project. FAT was needed they are being shipped from Italy. They will be installed and commissioned upon arrival. This work is covered by the contractor’s warranty.

During the fourth quarter of 2024, the forecasted Substantial Completion date was further extended by seven months to July 2025. The vendor for the replacement transformers delayed the completion of the Factory Acceptance Test (FAT) punch list until September 2024, despite the FAT being completed in early May 2024. After the shipment was released in September, the vendor encountered logistical challenges in transporting the transformers overseas. The Buy America requirement to use a U.S.-flagged vessel further complicated the process, as the vendor had to route the transformers through a port with regular U.S.-flagged vessel availability. There were additional delays due to the permit approvals required for road transportation from the manufacturing facility in Italy to the port of Antwerp, Belgium.

To mitigate further delays, the contractor has completed the demolition of the existing transformer and AC bus duct well in advance of the new transformers’ arrival on-site. Coordination meetings are being held with the contractor to align the remaining work schedule with the transformer delivery.

Shipment to the job site is expected by early March 2025. There will be no increase in the EAC, as the cost of the replacement transformers is covered under the contractor’s insurance warranty and there are sufficient funds for force account work.

<b>M7050101: Replace Motor-Alternator sets (MA's) in Signal Substations</b>		
<b>Project Budget at award: \$21.2M</b>	<b>Current Budget: \$28.1M</b>	<b>EAC: \$31.6M</b>
<b>Substantial Completion at Award: July 2021</b>	<b>Current Substantial Completion: November 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 66%</b>

This project provides for the replacement of two MA sets along with related equipment located in the Mott Haven Yard Substation. MA sets provide continuous 100 Hz power to the signal infrastructure. A backup MA set along with related equipment in portable enclosure will also be purchased under this project to provide backup 100 Hz power during construction. This portable unit will also be used as a backup for other MA sets scheduled for replacement in subsequent Capital Programs.

This legacy project includes the replacement of 2 Motor Alternators in Mott Haven signal substation. The replacement is done by using a temporary mobile/backup substation while the permanent is being replaced. The reasons for the over three-year delay are: (1) Con Ed not providing outages and power source to the mobile sub in a timely manner and (2) Equipment issues while commissioning the mobile substation.

During the fourth quarter of 2024, the project completion date was extended by a further 11 months to November 2025, due to: The Contractor was scheduled to remobilize in summer 2024 after the Mobile Substation was put into service and asbestos abatement completed. However, there were delays in the asbestos abatement because Con Edison cancelled outages at Mott Haven Yard which were needed for the substation work.

After remobilization, the Contractor underestimated the time required for demolishing the outdoor equipment. Additional delays stemmed from winter weather and the late submission and approval of shop drawings and work plans. The most significant delay, however, was due to battery fabrication for the substation, with lead times increasing from 10 weeks to 40 weeks due to supply chain issues. The batteries could not be fabricated earlier due to shelf-life limitations.

The project team is also prioritizing critical and near-critical field construction activities to prevent further delays to the project schedule.

**Bridges and Tunnels Business Unit Program Overview**

The B&T Business Unit (part of C&D) currently oversees 106 active projects with a budget of \$4B, including 19 projects in construction, with a budget of \$1.2B: RK-19 Ph 2 Suspended Span Retrofit/Painting \$511.5M, VN-PT Facility Wide Painting Program \$138.8M, VN-81X Lower Level Main Span Deck Rehabilitation and Painting \$121M, TN-87/TN-PT Tower Protection and Painting \$198M, BW-96/VN-12 Power Redundancy & Resiliency Improvements at the BWB and VNB \$98.5M.

The IEC’s Traffic Light Report currently tracks 12 B&T projects spanning two capital programs. Of those, 1 project under B&T’s management was flagged red. The report below describes why this project was singled out, and what B&T is doing to remediate.

**B&T BU Response to the IEC Traffic Light Report**

**Individual project descriptions**

<b>D805QM36: Relocation of QMT Refueling Station and QSB Switchgear</b>		
<b>Project Budget at award: \$31.0M</b>	<b>Current Budget: \$31.0M</b>	<b>EAC: \$29.6M</b>
<b>Substantial Completion at Award: September 2024</b>	<b>Current Substantial Completion: April 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 93%</b>

This project will provide design and construction services for the relocation of the refueling station from inside of the Queens Midtown Tunnel (QMT) service building to the new Borden Avenue Parking area. It also relocates critical electrical switchgear from the basement to an area on the first floor of the service building above the 500-year flood elevation.

During the fourth quarter 2024, the Substantial Completion date was further extended by four months to April 2025 due to significant supply chain issues with electrical components and the delivery of the Automatic Transfer Switches (ATs). MTA C&D is working with the contractor to mitigate the delays to the extent possible. The ATs are currently on schedule for delivery in March 2025 and substantial completion is currently forecast for April 2025.

**NYCT Department of Subways Program Overview**

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

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

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

**NYCT Department of Subways Response to the IEC Traffic Light Report**

**Individual project descriptions**

<b>T8050208: Mainline Track Replacement 2020 - Flushing Line</b>		
<b>Project Budget at award: \$59.8M</b>	<b>Current Budget: \$59.9M</b>	<b>EAC: \$59.9M</b>
<b>Substantial Completion at Award: December 2021</b>	<b>Current Substantial Completion: August 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 94%</b>

This project will reconstruct segments of mainline track, along the Flushing Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended by a further eight months to August 2025, due to the unavailability of General Orders. This project works in coordination with other projects on the Flushing Line. Any schedule/material/manpower impacts to those projects has a trickledown effect on MOW Track ability to complete this project. The project is expected to be completed during the second quarter of 2025.

<b>T8050250: Mainline Track Replacement 2022 - Brighton Line</b>		
<b>Project Budget at award: \$32.9M</b>	<b>Current Budget: \$47.9M</b>	<b>EAC: \$50.5M</b>
<b>Substantial Completion at Award: April 2023</b>	<b>Current Substantial Completion: June 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 82%</b>

This project will reconstruct segments of mainline track, along the Brighton, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.



During the fourth quarter 2024, the Substantial Completion date was extended by a further seven months to June 2025, due to inclement weather each time General Orders (GOs) were scheduled in 2024. The required four Weekend General Orders are scheduled in between March and May 2025 for the Installation of the remaining panels.

<b>T8050266: Mainline Track Replacement - 2022 - White Plains Rd Line</b>		
<b>Project Budget at award: \$19M</b>	<b>Current Budget: \$19.0M</b>	<b>EAC: \$20.6M</b>
<b>Substantial Completion at Award: December 2023</b>	<b>Current Substantial Completion: March 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 95%</b>

This project will reconstruct segments of mainline track, along the WPR Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the third and fourth quarters of 2024, the Substantial Completion date was extended by a cumulative four months to January 2025, due to a manpower shortage. The project incurred a delay due to a lack of resources for final completion work and inspections.

Subsequent to the reporting period, the SC date slipped an additional two months to March 2025.

<b>T8050268: Mainline Track Replacement 2023 - 6 Av/Culver Line</b>		
<b>Project Budget at award: \$52.9M</b>	<b>Current Budget: \$75.6M</b>	<b>EAC: \$87.0M</b>
<b>Substantial Completion at Award: April 2024</b>	<b>Current Substantial Completion: October 2025</b>	
<b>Trigger: Cost and Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 87%</b>

This project will reconstruct segments of mainline track, along the 6 Av-Culver Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the project had a budgetary shortfall of \$11.4 million and the Substantial Completion date was extended by seven months to October 2025, due to the addition of scope. The project took advantage of material availability and scheduled GOs to increase its project scope, from 117 to 445 track panels.

<b>T8050274: Mainline Track Replacement – 2023 - Astoria Line</b>		
<b>Project Budget at award: \$16.8M</b>	<b>Current Budget: \$16.8M</b>	<b>EAC: \$16.8M</b>
<b>Substantial Completion at Award: June 2025</b>	<b>Current Substantial Completion: June 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 53%</b>

This project will reconstruct segments of mainline track, along the Astoria Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended by a further 13 months February 2026, due to coordination issues with NYC DOT another agency. This project consists of installing 50 Type III Panels at two locations. The first project location, at S/O Ditmars - N/E Astoria-Hoyt, has been completed. The project

was unable to obtain GOs for the second location, because DOT bridge project is taking priority. Work will now start in the second quarter 2025.

<b>T8050275: Mainline Track Replacement 2023 - Brighton Line</b>		
<b>Project Budget at award: \$28.1M</b>	<b>Current Budget: \$28.1M</b>	<b>EAC: \$28.1M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: March 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 52%</b>

This project will reconstruct segments of mainline track, along the Brighton Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended by 13 months to March 2026, due to the unavailability of General Orders.

<b>T8050277: Mainline Track Replacement - 2023 - Canarsie Line</b>		
<b>Project Budget at award: \$56.1M</b>	<b>Current Budget: \$56.1M</b>	<b>EAC: \$56.1M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 64%</b>

This project will reconstruct segments of mainline track, along the Canarsie Line that have reached the end of their useful life. Locations were determined based on the latest condition survey. Signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended by three months to March 2025, due to the unavailability of weekend GOs.

Subsequent to the reporting period, the SC date slipped an additional nine months to December 2025.

<b>T8050279: Mainline Track Replacement 2023 - Lenox-White Plains Road Line</b>		
<b>Project Budget at award: \$19.6M</b>	<b>Current Budget: \$19.6M</b>	<b>EAC: \$27.5M</b>
<b>Substantial Completion at Award: September 2024</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 63%</b>

This project will reconstruct segments of mainline track, along the Lenox – WPR Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was further extended by 12 months to December 2025, due to material availability. WM E Tremont was originally scheduled to start in 2023 and was delayed because of the need for special fabricated ties and the ties arrived in 2024. The work was then scheduled in early 2025, but was cancelled because after walking the job site, it was determined that the rigger ties interlaced under live contact rails on both north and southbound tracks, requiring a full shutdown. That is currently under discussion for the third quarter 2025.

<b>T8050284: Mainline Track Replacement 2023 - 4 Avenue Line</b>		
<b>Project Budget at award: \$11.3M</b>	<b>Current Budget: \$11.3M</b>	<b>EAC: \$11.3M</b>
<b>Substantial Completion at Award: June 2024</b>	<b>Current Substantial Completion: July 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 66%</b>

This project will reconstruct segments of mainline track, along the 4 Avenue Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the track scope, the signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended by a further six months to July 2025, due to the unavailability of General Orders (GOs). This project was delayed due to the unavailability of GOs needed to complete the portion of work N/O 45<sup>th</sup> St. - S/O 36<sup>th</sup> St. last year.

<b>T8050289: Mainline Track Replacement 2023 – White Plains Line</b>		
<b>Project Budget at award: \$12.9M</b>	<b>Current Budget: \$12.9M</b>	<b>EAC: \$12.9M</b>
<b>Substantial Completion at Award: March 2024</b>	<b>Current Substantial Completion: April 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 92%</b>

This project will reconstruct segments of mainline track, along the White Plains Road Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey.

During the fourth quarter 2024, the Substantial Completion date was further extended by five months to April 2025, due to a scope change. While performing this work it was determined that a greater amount than planned signals and contact rails needed to be replaced.

<b>T8050290: Mainline Track Replacement 2023 - Broadway Line</b>		
<b>Project Budget at award: \$14.0M</b>	<b>Current Budget: \$14.0M</b>	<b>EAC: \$14.0M</b>
<b>Substantial Completion at Award: June 2024</b>	<b>Current Substantial Completion: January 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 58%</b>

This project will reconstruct segments of mainline track, along the Broadway Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey.

During the fourth quarter 2024, the Substantial Completion date was further extended by five months to April 2025, due to a scope change. A greater amount than planned signals and contact rails was determined to need replacement. To date, 750 Tk. Ft. of the 1,098 Tk ft. has been completed.

Subsequent to the reporting period the SC date slipped another nine months, to January 2026, because of operational conflicts.

<b>T8050299: Mainline Track Replacement 2024 - 4 Avenue Line</b>		
<b>Project Budget at award: \$24.2M</b>	<b>Current Budget: \$24.2M</b>	<b>EAC: \$24.2M</b>
<b>Substantial Completion at Award: November 2024</b>	<b>Current Substantial Completion: November 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 55%</b>

This project will reconstruct segments of mainline track, along the 4 Avenue Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. Signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended by a further five months to November 2025, due to the unavailability of General Orders (GOs). Work is scheduled to resume in March 2025 to complete the project.

<b>T80502A1: Mainline Track Replacement 2024 - Queens Line</b>		
<b>Project Budget at award: \$7.6M</b>	<b>Current Budget: \$7.6M</b>	<b>EAC: \$9.0M</b>
<b>Substantial Completion at Award: November 2024</b>	<b>Current Substantial Completion: October 2024</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction Closeout</b>	<b>Phase Complete: 96%</b>

This project will reconstruct segments of mainline track, along the Queens Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. Signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the project had a budgetary shortfall of \$1.2 million due to higher than anticipated expenses for track construction, materials and RTO support costs. The Project achieved Substantial Completion October 2024. Funding will be moved from other projects in the 2024 Track and Switch Program which had monetary underruns.

Subsequent to the reporting period the shortfall increased to approximately \$1.4 million.

<b>T80502A3: Mainline Track Replacement 2024 - Broadway Line</b>		
<b>Project Budget at award: \$7.5M</b>	<b>Current Budget: \$7.5M</b>	<b>EAC: \$7.5M</b>
<b>Substantial Completion at Award: June 2024</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 43%</b>

This project will reconstruct segments of mainline track, along the Broadway Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. Signals and contact rails will also be replaced as required.

During the fourth quarter 2024, the Substantial Completion date was extended four months to August 2025, due to the unavailability of GOs at the N/O 28th St. - S/O 34th Street location.

Subsequent to the reporting period, the SC date slipped an additional four months to December 2025.

<b>T8050328: Mainline Track Switches 2022 - Brighton Line</b>		
<b>Project Budget at award: \$21.3M</b>	<b>Current Budget: \$21.3M</b>	<b>EAC: \$21.3M</b>
<b>Substantial Completion at Award: June 2023</b>	<b>Current Substantial Completion: April 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 68%</b>

This project will replace mainline switches, along the Brighton Line that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the switches scope, signal and cable work will also be completed as needed.

During the fourth quarter 2024, the Substantial Completion date was further extended by 10 months to April 2026, due to the unavailability of GOs. The full shutdowns required are not available because revenue service to Coney Island is needed during the spring and summer. Of the six switches to be installed, four have been completed. The remaining two Type VI Switches, 525A & 525B, are scheduled for Installation in 4<sup>th</sup> Quarter 2025 and then inspections bring the SC out to April 2026.

<b>T8050344: Mainline Track Switches 2024 - Broadway-7 Av Line</b>		
<b>Project Budget at award: \$8.5M</b>	<b>Current Budget: \$8.5M</b>	<b>EAC: \$8.5M</b>
<b>Substantial Completion at Award: December 2024</b>	<b>Current Substantial Completion: February 2026</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 60%</b>

This project will replace mainline switches, along the Broadway-7 Avenue Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the switches scope, signal and cable work will also be completed as needed.

During the fourth quarter 2024, the Substantial Completion date was further extended by three months to March 2025, due to the unavailability of GOs for the Installation of switch #409. Two of the original scoped 3 switches for this project have been installed, but required revenue service along this line and track configuration do not permit the full shut down GOs needed to install the remaining switch.

Subsequent to the reporting period, the SC slipped and additional 11 months to February 2026, because of added signal and cable work.

<b>T8050346: Mainline Track Switches 2024 - Lenox-White Plains Road Line</b>		
<b>Project Budget at award: \$7.8M</b>	<b>Current Budget: \$7.9M</b>	<b>EAC: \$12.6M</b>
<b>Substantial Completion at Award: February 2025</b>	<b>Current Substantial Completion: February 2025</b>	
<b>Trigger: Cost</b>	<b>Phase: Construction</b>	<b>Phase Complete: 100%</b>

This project will replace mainline switches, along the Lenox-WPR Line, that have reached the end of their useful life. Locations were determined based on the latest condition survey. In addition to the switches scope, signal and cable work will also be completed as needed.

During the fourth quarter 2024, the project had a budgetary shortfall of \$2.2 million due to an unforeseen site condition at N/O 149th St- Grand Concourse. After work began, it was discovered the adjacent track was in poor condition and 365 Tk. Ft. of Type II Ekki Hiti was added. The Project achieved substantial Completion on time. Overruns will be balanced by the underruns in other active projects in the 2024 Track and Switch Program.

Subsequent to the reporting period the shortfall increased to approximately \$5 million.

**Rail Car Procurements Response to the IEC Traffic Light Report**
**Individual project descriptions**

<b>T7130208: Purchase of 12 3-Ton Crane Cars</b>		
<b>Project Budget at award: \$32.1M</b>	<b>Current Budget: \$32.8M</b>	<b>EAC: \$32.8M</b>
<b>Substantial Completion at Award: September 2023</b>	<b>Current Substantial Completion: June 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 63%</b>

The purpose of this project is to purchase Twelve 3-ton Crane Cars. The crane cars will be used for transport and movement of MOW equipment, including but rails, track panels and signal equipment. The cars will be designed to operate in non-revenue service for a useful life of 25 years. The work is being performed by Arva Industries Inc in Ontario, Canada.

During the fourth quarter 2024, the Substantial Completion date was extended six months, from December 2024 to June 2025, due to a design error. The original design required the operator to crank the handbrake an excessive number of times. The contractor redesigned the handbrake system and lowered the number of cranks. In addition, the original service brake design would not allow the vehicle to be parked by itself on NYCT’s steepest grade while fully loaded. The contractor redesigned the rigging as required. To date, 11 crane cars have been delivered with 10 in service and the other undergoing acceptance testing. The last car delivery is scheduled for May 2025 with acceptance forecast for June 2025.

<b>T7130215: Conversion &amp; Upgrade of Ten R77E Locomotives</b>		
<b>Project Budget at award: \$34.3M</b>	<b>Current Budget: \$34.3M</b>	<b>EAC: \$34.3M</b>
<b>Substantial Completion at Award: July 2023</b>	<b>Current Substantial Completion: December 2025</b>	
<b>Trigger: Schedule</b>	<b>Phase: Construction</b>	<b>Phase Complete: 73%</b>

This contract provides for the upgrade and conversion of ten NYC Transit R77E single-cab locomotives from third-rail powered direct current ("DC") propulsion to diesel-electric powered DC propulsion. This upgrade will increase the number of locomotives available for critical work within the NYC Transit subway system. Locomotives are required to enable NYC Transit to conduct critical in-house track maintenance and work in support of the Capital Plan by transporting flatcars bearing materials to, and debris fi-om, the work sites, and to provide support for work performed within the transit system by outside contractors. In addition to flatcars, locomotives transport other work cars throughout the transit system such as vacuum trains, pump trains, and snow throwers.

During the fourth quarter 2024, the Substantial Completion date was further extended nine months, from December 2024 to September 2025, due to contractor performance. The two major technical issues causing the latest delay are:

1. Electrical wiring qualification testing was delayed due to the carbuilder’s struggle to obtain NYCT approval after several test procedure revisions and working sessions. Approval has been granted.
2. The diesel engine’s certification testing, which is required by the engine manufacturer for the intended locomotive application, exceeded the coolant temperature specification limits under specific test loads.

The carbuilder and the engine manufacturer, with the support of a contracted air flow expert, are currently assessing the engine exhaust air flow and resultant temperatures by analyzing all available data and conducting

simulation tests. In conjunction, the carbuilder is also modifying its engine exhaust mixing chamber design to optimize air flow and exhaust temperatures.

Pre-shipment testing of the first locomotive is halted until this matter is resolved. However, production of the remaining fleet continues while working around potential engine exhaust system modifications and the mixing chamber redesign.

Subsequent to the reporting period the SC date has slipped an additional three months to December 2025.



**Projects in CPC’s Risk-Based Monitoring Program  
(4<sup>th</sup> Quarter 2024 Traffic Light Report – Period Ending December 31, 2024)**

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

**Projects in CPC's Risk-Based Monitoring Program**

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





**Projects in CPC’s Risk-Based Monitoring Program  
(4<sup>th</sup> Quarter 2024 Traffic Light Report – Period Ending December 31, 2024)**

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

## **Contracts Department**

**Evan Eisland, Executive Vice President and General Counsel**

**PROCUREMENT PACKAGE  
MARCH 2025**

## PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$ 251.8 M.

# Staff Summary

<b>Subject</b> Request Authorization for Several Procurement Actions					
<b>Contracts Department</b> Evan Eisland, Executive Vice President and General Counsel					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Capital Program Committee	3/24/25	X		
2	Board	3/26/25	X		

<b>Date:</b> March 21, 2025			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
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>
F. Personal Service Contracts	1	\$	186,550,867
H. Modifications to Personal Service Contracts	1	\$	59,962,040
<b>SUBTOTAL</b>	<b>2</b>	<b>\$</b>	<b>246,512,907</b>

MTA Construction & Development proposes to award Ratifications in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	3	\$	5,262,802
<b>SUBTOTAL</b>	<b>3</b>	<b>\$</b>	<b>5,262,802</b>
<b>TOTAL</b>	<b>5</b>	<b>\$</b>	<b>251,775,709</b>

**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.

MARCH 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**F. Personal Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

1. **AECOM-HNTB JV** **\$186,550,867** **Staff Summary Attached**  
**Contract D81483**

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract to provide project management consultant services for the Second Avenue Subway Phase 2 Project.

**H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

(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.)

2. **Phase 2 Partnership, a Joint Venture of** **\$59,962,040** **Staff Summary Attached**  
**WSP USA Inc. and STV Incorporated**  
**Contract No. CM1190**

MTA Construction and Development requests that the Board approve a modification to advance the design of Contract 4, the systems and fit out contract for the Second Avenue Subway Phase 2 Project, from a preliminary design to a fully designed package for a Design-Bid-Build contract.

# Staff Summary

## Schedule F: Personal Service Contracts

Item Number	1				
Department, Department Head Name:					
Program Executive – Saqib Rizwan, Senior Vice President					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	03/24/25	X		
2	Board	03/26/25	X		
<b>Internal Approvals</b>					
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
AECOM-HNTB JV	D81483
Description	
Project Management Consultant Services for the Second Avenue Subway Phase 2 Project	
Total Amount	
\$186,550,867	
Contract Term (including Options, if any)	
91 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

### ACTION/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract (the “Contract”) to AECOM-HNTB JV (“AECOM-HNTB”), a joint venture consisting of AECOM USA, Inc. and HNTB New York Engineering and Architecture, PC, to provide project management consultant services for the Second Avenue Subway (“SAS”) Phase 2 Project (the “SAS Phase 2 Project”). The Contract is in the not-to-exceed amount of \$186,550,867 and for a duration of 91 months.

### DISCUSSION

The SAS Phase 2 Project will extend the existing Q Line subway service from its northern terminus located at 96<sup>th</sup> Street and 2<sup>nd</sup> Avenue to a new terminus at 125<sup>th</sup> Street and Lexington Avenue. Three new stations will be added along this new alignment at 106<sup>th</sup> Street and 2<sup>nd</sup> Avenue, 116<sup>th</sup> Street and 2<sup>nd</sup> Avenue, and 125<sup>th</sup> Street and Lexington Avenue. The SAS Phase 2 Project is comprised of four contracts. Construction Contract C26201 (“Contract 1”) is a Design-Bid-Build contract for utility relocation and building remediation/protection along Second Avenue in Manhattan. Construction Contract C26202 (“Contract 2”) is a Design-Build contract for the rehabilitation of certain existing tunnels, the construction of two bored running tunnels and associated cross passages, and for the construction of the structural shells for the 116<sup>th</sup> Street and 125<sup>th</sup> Street Stations. Construction Contract C26203 (“Contract 3”) is a Design-Build Contract for the tunnel and structural shell of the 106<sup>th</sup> Street Station. Construction Contract C26204 (“Contract 4”) is the systems contract that provides for the construction of station entrances and ancillary buildings, fit out of the new stations and tunnels with architectural finishes and mechanical, electrical, plumbing, vertical circulation elements, and installation of track, traction power, communication, and signal and train control systems.

This Contract will provide consultant services for the administration and management of Contracts 2, 3, and 4, including procurement support, design compliance, construction compliance, and management of testing and commissioning. Contract 1, which was awarded in December 2023, is being managed separately.

Selection for the Contract was determined via a one-step qualifications-based procurement process required by the Brooks Act for federally funded engineering services contracts. Under the Brooks Act, contracts are negotiated with the firm that is determined to be the most technically qualified by the selection committee based on established evaluation criteria. Price

is not a consideration in the selection or ranking of the firm. A Request for Proposals was publicly advertised resulting in the submission of proposals from three firms:

- AECOM-HNTB
- Bechtel Infrastructure Corporation (“Bechtel”) and
- Second Avenue Subway East Harlem Collaborative - a Jacobs + TYLin Engineering JV (“Jacobs-TYLin JV”)

The proposals were evaluated and scored by a selection committee consisting of representatives from C&D Delivery, Development, and Contracts, utilizing the following pre-established selection criteria: Experience of Key Personnel; Management Approach demonstrating effective resource allocation, early mobilization ability, and management of cost, schedule, and risk; Plan of Approach demonstrating an understanding of the Project requirements, needs of the user groups, and subway operations; Relevant Experience demonstrating company experience with projects of similar size, complexity, and scope; Oral Presentation and Interview; Quality Assurance; and other relevant matters.

After reviewing technical proposals, the selection committee voted to shortlist all three firms for oral presentations. Upon conclusion of the oral presentations, the selection committee determined AECOM-HNTB to be the highest technically ranked and recommended AECOM-HNTB for negotiations. AECOM-HNTB proposed a qualified team with experience managing projects with multiple design and construction interfaces, presented a strong plan of approach and robust management approach. The firm and its proposed team have extensive experience performing similar work on projects of similar magnitude and complexity. AECOM-HNTB’s proposed management team (specifically the design, commercial and construction managers, and the systems integration and commissioning manager) gave the committee confidence in their ability to successfully ramp up and support the Project. AECOM-HNTB’s proposal demonstrates a strong understanding of the project’s complexities – containing strategies to mitigate project risks as well as establish relationships with key third party stakeholders that will facilitate progression of the work. Although both the Bechtel and Jacobs-Tylin teams demonstrated strengths in a number of areas, neither team demonstrated as strong a command of all of the factors being considered for this Contract as the AECOM-HNTB team.

AECOM-HNTB’s initial cost proposal was \$238,355,000. Negotiations were conducted, focusing on the scope of work, levels of effort, incentives, liquidated damages, rates and fixed fee. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. Two post proposal addenda were issued to, among other things, add scope of work for an intern program that the project management consultant will help manage, as well as to reflect the current schedule to revenue service. After the negotiations concluded, AECOM-HNTB submitted a Best and Final Offer (“BAFO”) in the amount of \$186,550,867 and the BAFO was determined to be fair and reasonable.

This Contract incorporates a performance evaluation program (“PEP”) that will be applied to the fee. The PEP provides an opportunity for the Consultant to earn additional profit through excellent performance in managing its project and a reduction in the fee for unsatisfactory performance. In addition, the Consultant is eligible to earn an incentive payment if Contract 4 achieves early Substantial Completion or if Contracts 2 and 3 achieve certain milestones early. Further, the Consultant will incur liquidated damages for each day that Contract 4 does not achieve substantial completion or the relevant milestones for Contracts 2 and 3 are late. The total of these available incentive payments is capped at \$4,410,000, and the total all liquidated damages is similarly capped at \$4,410,000. Finally, to discourage turnover of certain key personnel, the Consultant is eligible for an incentive capped at \$320,000 if certain key personnel remain on the SAS Phase 2 Project for 5 consecutive years.

In connection with the review of AECOM’s responsibility pursuant to the All-Agency Responsibility Guidelines, AECOM was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the MTA Chairman in consultation with the MTA General Counsel in January 2021.

### **DBE INFORMATION**

The MTA Department of Diversity and Civil Rights has established a Disadvantage Business Enterprise (“DBE”) goal of 22.5% for the Contract. AECOM-HNTB is committed to meeting the required goal requirements and its utilization plan is under review. AECOM-HNTB has not completed any MTA contract with goals; therefore, no assessment of its DBE performance can be determined at this time.

### **IMPACT ON FUNDING**

Funding for the Contract is included in the MTA’s 2015-2019 and 2020-2024 Capital Programs.

### **ALTERNATIVES**

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



# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: **2**

<b>Vendor Name (&amp; Location)</b> Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated (New York NY)
<b>Description</b> Design Consultant for Phase 2 of the Second Avenue Subway
<b>Contract Term (including Options, if any)</b> 133 Months
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer

<b>Contract Number</b> CM1190	<b>AWO/Modification #</b> 29
<b>Original Amount:</b>	\$ 120,453,095
<b>Prior Modifications:</b>	\$ 75,013,435
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 195,466,530
<b>This Request:</b>	\$ <b>59,962,040</b>
<b>% of This Request to Current Amount:</b>	30.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	1.1%

### DISCUSSION:

The Contract provides for the consultant, Phase 2 Partnership (“P2P”), a joint venture consisting of WSP USA Inc. and STV Incorporated, to provide design services for Phase 2 of the Second Avenue Subway project (the “SAS Phase 2 Project”). MTA Construction and Development (“C&D”) requests that the Board approve a modification for an amount not-to-exceed \$59,962,040 for P2P to advance the design of Contract 4, the systems and fit out contract for the SAS Phase 2 Project, from a preliminary design to a fully designed package for a Design-Bid-Build contract.

The Contract provides design and construction phase support services for four construction contracts to build Phase 2 of the SAS project, which will extend the existing Q Line subway service from its northern terminus located at 96<sup>th</sup> Street and 2<sup>nd</sup> Avenue to a new terminus at 125<sup>th</sup> Street and Lexington Avenue. Construction Contract C26201 (“Contract 1”) is a Design-Bid-Build contract for utility relocation and building remediation/protection along Second Avenue in Manhattan, between 104<sup>th</sup> Street and 112<sup>th</sup> Street, including the cross streets, in preparation for the cut-and-cover construction of the new 106<sup>th</sup> Street Station. Construction Contract C26202 (“Contract 2”) is a Design-Build contract for the rehabilitation of certain existing tunnels, the construction of two bored running tunnels and associated cross passages, and for the construction of the structural shells for the 116<sup>th</sup> Street and 125<sup>th</sup> Street Stations. Construction Contract C26203 (“Contract 3”) is a Design-Build Contract for the tunnel and structural shell of the 106<sup>th</sup> Street Station. Contract C26204 (“Contract 4”) is the systems contract that provides for the construction of station entrances and ancillary buildings, fit out the new stations and tunnels with architectural finishes and mechanical, electrical, plumbing, vertical circulation elements, and installation of track, traction power, communication, and signal and train control systems. Contract 1 was awarded in December 2023 and Contract 2 is currently in procurement.

Contract 4 was originally envisioned as a Design-Build Contract. However, during the preliminary design phase, C&D’s public outreach resulted in feedback from the bidding community that there was little to no interest in a Design-Build contract for this work and that a Design-Bid-Build contract would result in greater competition and lower cost by allowing contractors to offer competitive bids on a defined scope of work. In addition, there is no benefit to using the Design-Build delivery model for Contract 4 because, among other things, the systems and finishes to be installed will need to be consistent with and able to seamlessly connect to the existing subway system. Converting this Contract to a Design-Bid-Build Contract will also avoid delays to the schedules of the preceding Contracts 2 and 3, as development of the designs for those contracts are dependent upon final design information from Contract 4 that would be delayed if, as in the case of Design-Build contracts, the final design would not be developed until after award.

In support of the originally envisioned design-build concept, Contract 4’s design has been advanced to 30% completion. This modification provides for the services required to advance the 30% design to the 100% final design required for a Design-Bid-Build Contract and support for the Request for Proposal procurement process that will be used to identify and award Contract 4.

The Consultant submitted its cost proposal in the amount of \$67,694,905. Following negotiations, P2P submitted a Best and Final Offer (“BAFO”) of \$59,962,040 which is considered fair and reasonable.

Pursuant to Public Authorities Law §1264, a design build waiver has been requested from the New York State budget director.

**MARCH 2025**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

**3. Empire Control Abatement, Inc.                      \$487,802                      Staff Summary Attached**  
**Contract A37751**

MTA Construction and Development requests that the Board ratify a modification to reconcile unit price quantity overruns and underruns.

**4-5. Railworks Transit, LLC                                      \$4,775,000                      Staff Summary Attached**  
**Contract M44146**

MTA Construction and Development requests that the Board ratify two modifications for changes to track bed type in segments of the 63<sup>rd</sup> Street Line.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions

Item Number: **3**

<b>Vendor Name (&amp; Location)</b> Empire Control Abatement, Inc. (Plainview, NY)
<b>Description</b> Stormwater Mitigation at Street Stairs – Phase 1
<b>Contract Term (including Options, if any)</b> June 2, 2023 – June 6, 2024
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer

<b>Contract Number</b> A-37751	<b>AWO/Modification #</b> 4
<b>Original Amount:</b>	\$ 4,297,000.00
<b>Prior Modifications:</b>	\$ 63,685.00
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 4,360,685.00
<b>This Request:</b>	\$ <b>487,802</b>
<b>% of This Request to Current Amount:</b>	11.2%
<b>% of Modifications (including This Request) to Original Amount:</b>	12.8%

### DISCUSSION:

This Contract provides for the rehabilitation and modification of 16 street level egress stairs across four New York City Transit stations in Manhattan, the 34<sup>th</sup> Street Herald Square Station, 34<sup>th</sup> Street Penn Station, the 28<sup>th</sup> Street Station, and the 18<sup>th</sup> Street Station, to mitigate or prevent the ingress of stormwater run-off into the stations. MTA Construction and Development (“C&D”) requests that the Board ratify this modification, in the amount of \$487,802, to reconcile unit price quantity overruns and underruns.

The Contract is predominantly made up of unit price items, with funding allocated for a maximum number of each item to be utilized in the Work at a pre-determined unit price representing all costs for each item. Several of the items needed to perform the Work, primarily concrete, handrail, metal stair tread, and signage, exceeded the amount provided for in the Contract. There were also quantity underruns in items such as tile, metal posts, and guardrails.

Based on a reconciliation of the unit price items expended during the course of the Contract, the Contractor submitted a cost proposal in the amount of \$599,131.85. The parties agreed to a negotiated price of \$487,801.25, because the additional quantities required for certain of the items justified a reduced unit price. The negotiated priced is considered fair and reasonable.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions

Item Number: **4-5**

<b>Vendor Name (&amp; Location)</b> RailWorks Transit, LLC (East Farmingdale, NY)
<b>Description</b> Mainline Track Replacement, 63 <sup>rd</sup> Street Line – IND, Jamaica and Myrtle Avenue Lines – BMT in the Boroughs of Manhattan, Queens and Brooklyn
<b>Contract Term (including Options, if any)</b> December 28, 2021 – December 28, 2023
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
M44146	12 & 36
<b>Original Amount:</b>	\$ 92,739,500
<b>Prior Modifications:</b>	\$ 7,801,218
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 100,540,718
Modification No. 12	\$ 1,950,000
Modification No. 36	\$ 2,825,000
<b>This Request:</b>	<b>\$ 4,775,000</b>
<b>% of This Request to Current Amount:</b>	4.75%
<b>% of Modifications (including This Request) to Original Amount:</b>	13.56%

### DISCUSSION:

This Contract provides for mainline track replacement on the 63<sup>rd</sup> Street Line in Manhattan & Queens, the Jamaica Line in Queens and the Myrtle Avenue Line in Brooklyn. MTA Construction and Development (“C&D”) requests that the Board ratify two modifications in the amounts of \$1,950,000 and \$2,825,000, respectively, for changes to track bed type in segments of the 63<sup>rd</sup> Street Line.

The Contract work consisted of replacement of rails, demolition of existing concrete track plinths (the raised base on which the rail sits), and replacement with new Solid Cast Polymer (“SCP”) Block plinths. During performance of the work, the Contractor determined that the depth of the track bed fill concrete in several track segments near the Roosevelt Island Station was not as shown on the as-built drawings and insufficient for the installation of the specified SCP Block plinths while maintaining the existing track profile. To address this differing site condition, these modifications provide for the construction of new concrete plinths or repair of existing concrete plinths in various track segments, along with the use of lower profile Resilient Fastener-Direct Fixation Fastener plates to fasten the new rails to the plinths.

Modification No. 12 addresses two track segments on Track T2 near the Roosevelt Island Station, totaling 1,504 linear feet and includes the demolition and reconstruction of the existing concrete track plinths.

The Contractor submitted a proposal in the amount of \$2,757,074. Negotiations were held and agreement was reached on a net cost of \$1,950,000 for this completed work, which is considered fair and reasonable.

Modification No. 36 addresses one track segment on Track T1 near the Roosevelt Island Station, totaling 3,018 linear feet and includes the repair of the existing concrete plinths.

The Contractor submitted a cost proposal in the amount of \$3,820,041. Negotiations were held and agreement was reached on a net cost of \$2,825,000 for this completed work, which is considered fair and reasonable.

In order to mitigate delays to the project, the C&D project team directed the Contractor to proceed with the work. The SCP Block plinths had already been purchased by the Contractor and will be stored and utilized by the MTA in future project(s).

In connection with the review of RailWorks Transit’s responsibility pursuant to the All-Agency Responsibility Guidelines, RailWorks Transit was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in March 2022.