



Metropolitan Transportation Authority

Capital Program Committee Meeting

May 2025

Committee Members

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

Capital Program Committee Meeting

Wednesday, 5/28/2025
9:00 - 10:00 AM ET

1. SUMMARY OF ACTIONS

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2. APPROVAL OF MINUTES- APRIL 28, 2025

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3. PUBLIC COMMENTS PERIOD

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6. SYSTEMS UPDATE

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	DeFoe Corporation	\$35,628,265	Award of a publicly advertised and competitively solicited contract for Design-Build services to eliminate a center lane merge where the RFK Bridge's exit ramp meets the FDR Drive in order to enhance traffic safety and increase traffic flow on the RFK Bridge.
Contracts	Various	\$0	Award of modifications to extend twenty-six Indefinite Quantity contracts (13 federal and 13 state) for consultant construction management and inspection services for 18 months, through December 31, 2026 and authorization to increase the aggregate budget for these contracts by \$400 Million.

Minutes of the Joint Meeting of the New York City Transit Authority and MTA Bus Committee, the Joint Long Island Rail Road Committee and Metro-North Railroad Committee, the Capital Program Committee, and the Triborough Bridge and Tunnel Authority Committee.

**April 28, 2025
2 Broadway
New York, NY 10004
9:55 AM**

The following Committee Members were present:

Hon. Janno Lieber
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. Randy Glucksman
Hon. Marc Herbst
Hon. Meera Joshi
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. David Mack
Hon. Haeda Mihaltses
Hon. John Ross Rizzo
Hon. Lisa Sorin
Hon. Edward Valente
Hon. Neal Zuckerman

The following Committee Members were not present:

Hon. Michael Fleischer
Hon. David Jones
Hon. John Samuelsen
Hon. Midori Valdivia

MTA staff present:

Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Jai Patel, Deputy Chief Financial Officer, Catherine Sheridan, President B&T, Demetrius Crichlow, President NYCTA, Justin Vonashek, President MNR, Robert Free, President LIRR, Sirish Peyyeti, IEC, Jamie Torres-Springer, President C&D, John McCarthy, Chief External Relations & Policy, Juliette Michaelson, Deputy Chief External Relations, Jessica Lazarus, Deputy Chief Commercial Ventures, Paige Graves, General Counsel, Evan Eisland, EVP and General Counsel C&D, Chris Pangilinan, Chief Operations Planning, NYCT, Rachel Cohen, Director Contracts Management, NYCT, Bill Amarosa, Senior VP Subways, NYCT, Frank Annicaro, President MTA Bus, and Lisette Camilo, MTA Chief Administrative Officer.

Chairman Lieber called the April 28, 2025, Joint Committee Meeting to order at 10:25 AM.

1. Public Comments Period

There were seventeen public speakers during the hybrid public comment period.

Gian Pedulla, Educational Vision Services
Robert Whitaker, TWU Local 100
Mark Saccomagno, TWU Local 100
Anna Humphrey, Center for Independence of the Disabled, NY
Iris Kelly, Disabled in Action
Michael Ring, Disabled in Action
Aleta Dupree,* Team Folds
August Hoyt,* Transportation Alternatives Youth Activist Committee
David Kupferberg,* Passengers United
Jesse Figueroa,* Veterans of Foreign Wars of the United States
Charlton D'Souza,* Passengers United
Jason Anthony, LIRR ADA Task Force
Christopher Greif, ADA Accessibility Transportation Group
Jean Ryan, Disabled in Action
Omar Vera, private citizen
Kara Gurl, PCAC

*Provided comment virtually.

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.

2. Fare and Toll Evasion Progress Report

John McCarthy, Chief of Policy and External Relations, began the fare and toll evasion progress report by framing the issue as a core business concern, emphasizing the importance of increasing ridership, simplifying fare payment, and making fare and toll evasion more difficult. He reminded the Board Committees that fare and toll revenue comprises approximately 40% of the MTA's operating budget, making it essential to ensure that customers are using and paying for the service. Mr. McCarthy noted the pandemic's severe impact on transit use and the agency's finances, but praised the Board's decision to double down on service rather than cut back. He conveyed that this investment has yielded positive results, with improvements such as increased off-peak subway service, major LIRR upgrades, and faster bus service in Queens. He also highlighted major investments in system safety, including expanded NYPD presence, onboard security cameras, and mental health outreach teams. He said these actions have helped drive consistent growth in ridership, now reaching 6 million daily customers - double that of the entire U.S. airline industry. Mr. McCarthy reported that subway journey times reached a record 86% in March, while both commuter railroads reported over 90% on-time performance. He stated that

fare revenue has increased 67% since 2021, not only from new riders but also from a higher share of riders paying fares.

The fare and toll evasion progress report continued with Shanifah Rieara, Chief Customer Officer, highlighting how the MTA has significantly improved fare and toll payment convenience to encourage ridership. She emphasized the success of the OMNY "Tap and Go" system, which eliminates the need for physical MetroCards by allowing riders to pay using contactless credit cards, smartphones, or smartwatches. She noted that for those who prefer physical cards, OMNY cards are still available and can be refilled online or set to auto-reload. Ms. Rieara said that riders also benefit from fare capping, never paying the equivalent of more than 12 trips per week, providing both flexibility and cost savings. Ms. Rieara noted that OMNY is now available across all 472 subway stations, the full bus fleet, and all customer segments, including reduced-fare, paratransit, pre-tax, and student riders. She credited station agents having moved out of traditional booths as a key step in making the system more accessible and welcoming, allowing the station agents to provide in-person assistance. On commuter railroads, the TrainTime app now accounts for over 70% of ticket purchases, marking a fourfold increase since 2017 and reflecting a major digital shift in fare collection. Similarly, she noted that the move to open-road tolling on bridges and tunnels, implemented in 2017, has reduced congestion and improved safety. The E-ZPass system, with various payment options, was further enhanced through a new website and the launch of the Tolls NY app, simplifying toll payment management.

Demetrius Crichlow, President, New York City Transit, credited Chair Lieber for setting the tone by urging the agency to "leave no stone unturned" in addressing fare evasion, and outlined a series of coordinated interventions that, when implemented together, have produced measurable results.

President Crichlow described a multi-pronged strategy for subways aimed at closing the primary avenues of fare evasion. He reported that the deployment of gate guards has led to a 36% decrease in fare evasion at those stations. In addition, the MTA has undertaken systemwide modifications to prevent the act of "backcocking" turnstile arms, a common tactic used by fare evaders. 90% of stations had been modified to eliminate this vulnerability, with full coverage expected by summer. President Crichlow also highlighted the introduction of delayed egress systems at emergency exits, which impose a 15-second delay before the door opens. These deterrents are now active at 70 stations and are designed to encourage customers to exit through turnstiles instead. He noted that at locations where fins and sleeves have been installed at turnstiles, fare evasion by jumping has dropped by 60%. These measures, he stressed, are most effective when layered, reinforcing one another to create a station environment that is significantly harder to exploit. President Crichlow acknowledged the essential role played by the NYPD and MTA Police Department. Their increased presence has not only supported transit workers but also contributed meaningfully to the reduction in fare evasion, especially in large and complex stations.

Turning to the issue of fare evasion on buses, President Crichlow described it as one of his core priorities since assuming leadership. He noted that fare evasion on buses had risen unchecked for years, reaching a peak of nearly 50% by the spring of the previous year. In response to this challenge, he led an overhaul of fare enforcement strategy on buses, calling on his team to reimagine how the Eagle Teams are deployed. This included changing how bus operators

manage rear-door boarding, previously a major point of vulnerability, and working closely with NYPD to ensure better coverage and deterrence. Operators were directed to limit rear-door access and to encourage front-door boarding.

President Crichlow reported that Eagle Teams now conduct visible enforcement at approximately 140 locations each week, covering about 1,500 bus trips per day. He said their presence is intended not only to enforce payment but to serve as a clear deterrent to fare evasion. President Crichlow reported that since these changes were implemented, bus fare evasion has decreased each quarter he has been in office. While he acknowledged that more work remains, he expressed confidence in the direction of progress and the effectiveness of the current strategy.

Long Island Rail Road President Rob Free followed with a presentation emphasizing that revenue protection remains one of the agency's top priorities. While acknowledging that extensive initiatives are underway in the subway system, he highlighted that both commuter railroads have also implemented targeted strategies to address fare evasion. One of the key focus areas has been improving the efficiency of ticket collection for both customers and onboard staff.

President Free explained that the railroads have been working to ensure that customers have their tickets purchased and ready for inspection before boarding. This effort has been supported through clear and repeated communications across various platforms, including onboard and station announcements, as well as digital signage throughout the system. LIRR has instituted pre-boarding ticket validation programs at select locations, building on the existing event-based programs. These initiatives have been well received by both revenue teams and paying customers, the latter of which appreciate the agency's efforts to hold fare evaders accountable. He noted a marked increase in customers boarding trains with tickets already purchased and activated. Due to the program's success, pre-boarding validation is now conducted every weekday at Penn Station.

Another important measure President Free discussed is the updated onboard invoicing program, known as the "Commitment to Pay" system. This program targets riders who attempt to intentionally evade paying fares. Under the revised system, riders must now provide valid identification in order to receive a Commitment to Pay invoice. If they cannot present valid ID, MTAPD is contacted to remove the individual from the train. Depending on the circumstances, this could result in enforcement actions such as a summons or even arrest. Since this policy was implemented, the LIRR has seen a 66% decrease in the number of Commitment to Pay invoices issued in locations previously known for high rates of fare evasion. Metro-North has reported a 31% decrease.

President Free cited these statistics as clear evidence of behavioral change. He emphasized that these gains in fare enforcement and revenue protection have not come at the expense of service quality. Both railroads continue to operate at record levels of on-time performance. He concluded by crediting the success of these efforts to strong collaboration between frontline employees, labor partners, and the MTAPD, whose continued support has been vital to implementing these initiatives effectively.

Metro-North President, Justin Vonashek, continued the presentation by emphasizing that one of the key drivers of success in fare compliance on the commuter railroads has been the strong partnership among management, labor, train crews, and the MTAPD. He explained that when a

rider refuses to pay or creates conflict with a conductor, the train crew immediately calls in the police. From 2023 to 2024, this approach has led to a dramatic increase in summonses and arrests for fare evasion, as the MTAPD has significantly expanded its support.

President Vonashek highlighted that police officers are now riding more trains and taking fare disputes off of the trains, preventing delays that would otherwise affect thousands of paying customers. This proactive policing ensures that the system continues to operate efficiently and fairly. Additionally, MTAPD officers are now stationed within both railroads' operations control centers, allowing for improved real-time coordination and a sharp reduction in police-related train delays. He noted that this strengthened partnership has restored confidence among train crews, who now trust that when they call for assistance, the police will respond swiftly and reliably.

MTA Bridges and Tunnels President Cathy Sheridan detailed the agency's aggressive efforts to enforce toll payment compliance. She reported that over the past three years, enforcement actions against persistent toll violators have increased by 350%, and vehicle towing related to these violations has risen by 155%. These measures have proven effective, leading to a 44% increase in revenue recovery during that period.

President Sheridan also highlighted MTA Bridges and Tunnels' leadership in a growing multi-agency task force aimed at cracking down on “ghost plate” drivers who deliberately cover, alter, obstruct, or use fake license plates to evade tolls. The task force now includes 12 law enforcement agencies, and its work has yielded significant results: in just over a year, they have issued more than 45,000 summonses, towed over 4,400 vehicles, and made more than 1,000 arrests.

She emphasized that this enforcement will continue both at bridge and tunnel crossings and within the congestion relief zone, as the agency seeks to deter and eliminate what she described as intentional and shameless toll evasion.

John McCarthy returned to the presentation by acknowledging the substantial work done across MTA agencies to make it easier for customers to pay and to crack down on fare and toll evasion. He reiterated the agency's belief that simply playing defense is insufficient; real accountability is needed, particularly for repeat offenders and those who enable fare and toll evasion. Mr. McCarthy stated that the decision of the criminal justice system to stop prosecuting theft of service has negatively affected both the MTA's budget and the safety of the MTA system. In response, the MTA continues to work closely with law enforcement to ensure fare evasion is met with appropriate penalties.

He also highlighted the role of Katie Falasca, the MTA's criminal justice advocate, who collaborates with the District Attorneys' Offices to push for full prosecution of crimes committed in the transit system, especially when such crimes accompany other offenses. Police Commissioner Tisch has maintained a strong police presence in trains and stations and recently announced an expansion of quality-of-life enforcement initiatives into the subway system. These initiatives focus on behaviors that degrade the rider experience and erode confidence in safety, such as smoking, putting feet on seats, and aggressive panhandling.

Mr. McCarthy stressed that in addition to enforcement, the MTA remains focused on improving and protecting transit service. This includes leveraging transit improvements from congestion relief zone revenues. The agency is also preparing for service disruptions such as the upcoming East River Tunnel closures by Amtrak, actively working to minimize the impact on LIRR customers.

Mr. McCarthy outlined several upcoming developments. By the end of the year, full OMNY tap-and-go payment functionality will be available systemwide with the final installation of card vending machines. In 2026, proof-of-payment enforcement will expand to buses, with Eagle Teams able to board and scan riders' payment cards to verify fare compliance. Railroad ticketing policies will also be updated later this year to ensure equity and accountability, as fare-paying riders continue to express frustration over others who evade payment.

He noted continued infrastructure improvements: full implementation of backcocking modifications at turnstiles will be completed by summer; delayed egress gates will expand; and perhaps most significantly, new modern fare gates will be installed at 20 stations this year, a major upgrade announced by Governor Hochul in her State of the State address.

The presentation concluded with remarks from MTA Construction and Development President Jamie Torres-Springer. He summarized the presentation by reinforcing that the Board Committees had just heard a comprehensive, agency-wide strategy to tackle fare evasion, encompassing enforcement, short-term physical modifications, and long-term system transformation. He emphasized that while enforcement remains the most critical tool in the immediate term, the future lies in a large-scale physical overhaul of fare control infrastructure.

Mr. Torres-Springer announced that the MTA has earmarked \$1.1 billion in its 2025-2029 Capital Plan to roll out modern faregates at 150 subway stations over the next five years. These gates represent cutting-edge technology designed to both prevent fare evasion and improve accessibility. Procurement is already underway, with four vendors shortlisted. Their equipment will be piloted at 20 stations this year, giving the MTA the opportunity to test and calibrate the systems before broader deployment.

He explained that although some of the new gate designs may look familiar from other systems, they incorporate major technological advancements. Each proposed gate features core baseline characteristics, including wide-aisle gates to replace emergency exits and standard gates to replace traditional turnstiles. Most use paddle mechanisms that are difficult to force, prop open, or climb over. They also include the latest advancements in sensor technology, object detection, and machine learning, ensuring gates open only for fare-paying passengers.

This system will be supported by a sophisticated backend that allows for real-time monitoring and adjustment of gate settings. The goal is to strike a careful balance between accessibility and fare enforcement. These gates will not only improve compliance but also enhance the experience for riders with mobility devices, luggage, or strollers.

Chair Lieber reiterated that the Blue-Ribbon Panel was created in 2022 to provide a detailed plan to address fare evasion given the capacity of the existing infrastructure. The Chair stated that we are ardent advocates of the City's Fair Fares program, and are actively engaged in increasing

eligibility and enrollment in the program. The MTA continues to push back on fare evasion moving forward.

In response to a question from Board Member Mihaltses regarding the selection criteria for the pilot stations of the new modern fare gates, President Torres-Springer stated that while one criterion is the number of incidents of fare evasion, another is geographic diversity. Certain infrastructure enhancements, such as camera systems that allow for better monitoring as to how the gates function in a variety of settings, will help determine each fare gate design's viability in the system.

In response to a question from Board Member Albert in connection with the mechanism that prevents backcocking and how it allows exiting, President Crichlow stated that the control arm can only go in one direction once it starts. Chair Lieber stated that it simply works, and it took months of labor to produce the adjustment for the turnstile mechanism.

Board Member Lopez clarified that OMNY is coming to Westchester County and thanked the team for their communication and cooperation.

Board Member Zuckerman commended the team that the Chair put together for tackling fare evasion and stated that the MTA is doing everything it can to recover revenue. Board Member Zuckerman questioned what a natural floor is for loss of revenue based on other transit systems similar to "shrinkage" in retail. In response, Ms. Patel stated that while the floor is unknown among all transit systems because there is no universal standard to recording revenue loss, we know that the MTA has the highest farebox recovery ratio among all transit agencies.

In response to a question from Board Member Sorin regarding whether there are any pilot fare gates in the Bronx, President Torres-Springer stated that although the current list is incomplete, the Bronx will get its share of modern fare gates.

Board Member Glucksman thanked Board Member Zuckerman for speaking out on behalf of the MTA.

In response to a question from Board Member Herbst regarding LIRR service interruption resulting from Amtrak's scheduled East River Tunnel shutdown for the next three years, President Free stated that schedule adjustments were made to accommodate the anticipated work with the opening of Grand Central Madison. In addition, LIRR issued a letter to Amtrak earlier this month expressing its concerns with the closure, including existing delays on current projects, the preparatory work for the closure, and contingency measures for any issues. President Free stated that LIRR urged Amtrak to consider partial closures during overnights and weekends to lessen the risk to LIRR's operations, as LIRR is the largest carrier between the three agencies and therefore at most risk. President Free stated LIRR sought transparency from Amtrak on the details of their approach to this project to protect LIRR's operations. Chair Lieber noted that the two tunnels in this project predominantly serve Amtrak and it has been a long time coming since Superstorm Sandy.

In response to a further question from Board Member Mihaltses regarding how long it would take to replace the fare gates, President Torres-Springer stated that the deployment will be

relatively quick based on all the current preparatory work. Chair Lieber stated that there will not be a full station shut down by taking advantage of multiple entrances at each station.

In response to a question from Board Member Brown regarding the timing of the East River Tunnel project given how poorly Amtrak supplied labor in prior projects such as East Side Access while the MTA was blamed for delays, President Free stated that a further concern is that Amtrak is facing funding constraints and possible staffing cuts, which would impact labor in project oversight and daily operation oversight.

Board Member Leathers thanked Chief Kemper and Chief Taffe and the MTAPD for their continued support of train conductors in maintaining safety and security of the system.

The full report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the presentations.

3. OMNY Report

Jessica Lazarus, Deputy Chief, Commercial Ventures, provided the Board Committees with an update on the MTA's transition from MetroCard to OMNY. She began by reaffirming that a central part of the MTA's strategy to combat fare evasion is making fare payment easy, simple, and accessible. Over the past 11 months, the focus has been on expanding OMNY access to all customer segments - a goal that has now been achieved. Ms. Lazarus noted that tap-and-go has become the dominant form of payment across both subway and bus systems. Adoption has been particularly strong among bus riders, who include a higher proportion of non-full-fare customers. Two-thirds of all NYC Transit riders now use OMNY, primarily because it offers convenience, time savings, and cost efficiency. Riders no longer need to prepay for multiple rides or wait in line at vending machines.

Using a detailed chart of March's transit trips, Ms. Lazarus illustrated the distribution of ridership by fare category. While full-fare riders make up the largest group, the presentation focused on the remaining one-third of customers still using MetroCard. She described targeted strategies for each customer segment to ensure a smooth transition before MetroCard sales cease on December 31, 2025.

Among full-fare customers, approximately 15% still use MetroCards. These riders tend to prefer physical cards and are expected to switch to physical OMNY cards as new OMNY vending machines replace MetroCard machines in stations. Ms. Lazarus highlighted one-on-one customer education happening at stations, aided by supplemental station agents. These interactions not only introduce customers to OMNY vending machines but also educate them about the flexibility of reloading cards online or at local retail partners. She noted that customers are often pleased to learn they can now receive free rides after 12 taps per week.

Ms. Lazarus then addressed users of the 7-day unlimited MetroCard, a product heavily distributed through local businesses. She emphasized that the \$34 upfront cost of the 7-day MetroCard offers no advantage over OMNY's weekly fare cap, which allows customers to pay less if they ride less. These same retailers are now selling and reloading OMNY cards, and the

MTA has launched business-facing resources and outreach through Business Improvement Districts (BIDs) and elected officials to support them. Many retailers have welcomed the change, as OMNY eliminates the need for them to prepay for fare inventory and serves a broader customer base.

Around 60% of monthly MetroCard users purchase their cards through pre-tax commuter benefit programs. That group is now rapidly converting to OMNY, with many large employers replacing the MetroCard with reloadable OMNY cards or contactless debit cards. Ms. Lazarus highlighted the example of New York City employees who now use tap-and-go debit cards for transit. Riders report improved experiences, especially because unused funds remain accessible in their accounts.

In December, the MTA converted all reduced-fare customers to OMNY, issuing personalized cards and discontinuing MetroCard issuance for new applicants. Adoption among this group has reached 65%, and efforts continue through in-person and virtual customer service, as well as broad public outreach via advertising and radio.

Ms. Lazarus also addressed the Fair Fares program, which is managed by the City of New York. The MTA has ensured that OMNY is now compatible with Fair Fares and is supporting the City's efforts to issue OMNY cards to new and existing program participants. Outreach includes city-run marketing campaigns and enrollment centers at MTA stations..

Finally, Ms. Lazarus spoke about the "other" category, which includes specialized fare programs such as paratransit, uniformed agencies, and MTA employee passes. Ms. Lazarus emphasized that while two-thirds of transit customers have already adopted OMNY, the MTA has detailed, segment-specific strategies to reach the remaining one-third customer base. The goal is to ensure a seamless and successful transition for all riders before MetroCard sales end on December 31, 2025.

The report continued with Tim Kaiser, Vice President, OMNY Project Delivery, who reported that significant progress has been made on the installation of OMNY vending machines. Over 670 machines have been deployed at more than 325 subway stations, representing roughly two-thirds of the system.

Mr. Kaiser confirmed that OMNY will be launched on the Westchester Bee-Line and Nassau Inter-County Express bus systems by the end of 2025, in alignment with the conclusion of MetroCard sales. These will be the final two affiliates to onboard to OMNY, which is already active on the JFK AirTrain, Roosevelt Island Tram, and Hudson Rail Link. The JFK AirTrain is also progressing toward the integration of enhanced OMNY-compatible gates, with vendor contracting underway.

Mr. Kaiser stated that the team remains on schedule to complete installation of all 980 public-facing vending machines by Labor Day 2025, with approximately 20 machines added each week. The final OMNY system will include about 40 fewer vending machines than the current MetroCard infrastructure, with machines strategically located in high-cash-use areas and ADA-accessible stations. OMNY-only sales have already launched at several stations, including Roosevelt Avenue–Jackson Heights, 74th Street Broadway, 23rd Street, 21st Street, and Court Square, with legacy MetroCard vending equipment being removed daily through the end of

2025. Station agents have been assigned to assist customers during the transition. MetroCard payment will continue to be accepted into 2026 to allow for a smoother changeover.

Mr. Kaiser stated that the completion schedule for OMNY integration is on track for all categories. Vending machine program is moving ahead as planned. All student and reduced-fare programs have successfully transitioned to OMNY, while Fair Fares and Paratransit integration is ongoing and expected to continue through 2025. Remaining affiliates are set to onboard by the end of the year. A limited release of OMNY virtual cards, compatible with Apple Wallet and Google Wallet, is planned for later this year, following thorough testing and piloting.

Looking ahead to 2026, the program will shift its focus to backend enhancements, including upgrades to inventory management systems and improvements to the B2B portal.

Contracts were awarded last year to Metro-North Railroad and Long Island Rail Road to replace the physical ticketing systems and upgrade the TrainTime mobile app. Following successful inspections of the new vending machines in December 2024, software development is nearing completion. Factory acceptance testing is set for May this year. Pilot deployments at both railroads are scheduled for June 2025, with full rollout and public-facing implementation expected by the second quarter of 2026. Upgrades to the TrainTime app are ongoing.

Mr. Kaiser concluded by reaffirming that both the New York City Transit and railroad OMNY programs remain on budget and on schedule, with substantial progress achieved over the past year.

President Torres- Springer noted that C&D is pleased that the project is on schedule and on budget since it took over the role of completing delivery of OMNY, with Tim Kaiser in charge of delivery and Amy Linden in charge of OMNY operations and services. Already OMNY vending machines are at 98% availability and are twice as reliable as MetroCard vending machines, which are important for cash collection for those who need or prefer to use cash.

Chair Lieber noted the importance of station agents and educating customers on the use of OMNY during this integration period. Due to the anticipated large proportion of customers, about 70 to 80 percent, that will not be using a physical OMNY card, there will be a reduced number of OMNY vending machines compared with MetroCard vending machines. Chair Lieber complimented the entire C&D team for their excellent execution on this mega project.

4. IEC Report

Sirish Peyyeti, Program Director of the MTA's Independent Engineering Consultant (IEC), delivered an update on the IEC's monitoring responsibilities related to the OMNY project. Since the IEC's last report in May 2024, the OMNY project has continued to make progress. To date, 670 OMNY vending machines have been installed and are operational across 325 stations. The remaining 310 machines are scheduled for installation by the third quarter of 2025. Distribution of OMNY cards to students and reduced-fare customers has been completed, while the rollout of cards for paratransit and Fair Fares customers is underway and expected to be finished by the fourth quarter of 2025.

Once all vending machines have been installed and the remaining OMNY cards distributed, the system will be in full beneficial use for all paying New York City Transit customers. Additionally, the Westchester Bee-Line and Nassau Inter-County Express bus systems are in the process of implementing OMNY, with completion expected by the fourth quarter of 2025.

The IEC's review indicates that the current budget is adequate to complete the OMNY project. The contractor schedule, as approved by MTA C&D, forecasts substantial completion by December 2025. The IEC concurs that this target is achievable. However, there remains a risk that the project could be delayed to the second quarter of 2026. This risk stems from the requirement that substantial completion is contingent upon the MTA's approval of Cubic's Final Revenue Service Acceptance Testing. This testing requires a 90-day consecutive period during which all OMNY taps must be validated on the backend, and all program elements must meet contractual performance standards. The risks are due to Cubic's staffing challenges, existing software defects, and time required to rectify issues uncovered during initial testing and subsequent validation testing.

President Torres-Springer stated that despite the potential risk due to software defects identified by the IEC, the OMNY system will be in place, and the contractor will provide a system that is functional but scalable in a massive capacity.

In response to a question from Board Member Mihaltses regarding the implementation of OMNY for tourists and infrequent travelers, Ms. Rieara stated that they are working with NYC & Company and amplifying customer messaging -- including ads at major transit hubs, airports, and high crossing locations -- to educate customers. Station agents outside the booths are also extremely important in assisting customers while waiting on long lines. President Torres-Springer stated that they have worked with various agencies to implement OMNY at Roosevelt Island Tram and the Port Authority of NY and NJ's AirTrain at JFK and Jamaica, NY.

Board Member Chu noted the amazing progress of the MTA so far on crime and fare evasion, despite all the obstacles, hurdles, and challenges, while increasing performance and modernizing the system, when other agencies have retracted service. He stated that MTA has always been the benchmark that others look to, including with respect to congestion pricing. Mr. Chu commended the entire MTA team for the work that has been done to get to where the MTA is today.

In response to a question from Board Member Glucksman regarding the fee for a physical OMNY card, Ms. Lazarus stated that there is currently a discounted \$1 fee for an OMNY card, just like the MetroCard. Board Member Glucksman further questioned how OMNY cards will be integrated with the railroads, Ms. Lazarus stated that railroad customers will continue to purchase tickets through the new ticket vending machines at stations or on the TrainTime app. In the future, the TrainTime app will be integrated with the transit system so that a single account may access both the rider's subway/bus transaction history and purchased railroad tickets.

In response to a question from Board Member Lopez regarding the integration of paratransit customers into the OMNY system, Ms. Lazarus stated that paratransit customers will be receiving an OMNY card where funds can be loaded, or they can receive reduced fares on their account through the Paratransit office.

In response to a question from Board Member Sorin regarding educating businesses who do not have BIDs, Ms. Lazarus stated that over the last two years, they have been working with elected officials and have even gone door to door speaking with small retail businesses that sell MetroCards to promote converting to OMNY sales. In response to a further question from Board Member Sorin regarding the difference between a virtual card and the phone, Ms. Lazarus stated that each tap of a virtual OMNY card will reduce a preloaded amount, where a tap linked to a credit card will charge a fare each time. President Torres-Springer stated that the virtual OMNY card can be added to your Apple or Google Wallet similar to other cards. Chair Lieber noted that there are 18 MTA Customer Service Centers across the boroughs where customers can trade in MetroCards for value on the OMNY system.

5. Capital Procurement Actions

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

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

1. Award of a publicly advertised and competitively solicited contract with Atlas ATC Engineering Inc. (Contract D81709) for special inspection and testing services;
2. Award of a publicly advertised and competitively solicited contract to Nordic Signals Consulting ApS (Contract S81714) for consultant services to support New York City Transit's Communication-Based Train Control Signal Modernization Program;
3. Award of a modification to a contract with Cubic Transportation Systems (Contract A32024) to provide enhanced capabilities to the existing OMNY point-of-sale network and reduced fare and paratransit functions and technical support for these enhancements;
4. Ratification of a modification to a contract with Siemens Industry, Inc. (Contract S48004-1) to provide a database validation tool, a cloud-based ATS expandability tool and multiple changes to the carborne controller software to improve system performance and reliability; and,
5. Ratification of a modification to a contract with Restani-ASW JV, LLC (Contract VN-81X) to furnish and install temporary structural shoring to the underside of portions of the Belt Parkway Ramp from the Verrazzano-Narrows Bridge.

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.

6. New York City Transit Procurement Action

Lisette Camillo, Chief Administrative Officer, presented one procurement action to the Joint Committee.

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

1. Award of a publicly advertised and competitively solicited three-month miscellaneous service contract of \$1.7 million to Sovereign Hydroseal East Inc for the injection of cementitious grouts into the tunnel subbase underneath the track bed at Essex Street Station, which is built above soil that is often water logged due to its proximity to the East River.

7. Meeting Minutes

Upon a motion duly made and seconded, the Joint Committee approved the minutes of each of the individual Committee meetings held on March 24, 2024.

8. Adjournment

Upon a motion duly made and seconded, Chair Lieber adjourned the Joint Committee Meeting at 12:35 PM.

Evan Eisland
General Counsel and
Corporate Secretary
MTA C&D

Haley Stein
Acting Vice President, General Counsel and
Corporate Secretary
Metro-North Commuter Railroad Company

David Farber
General Counsel and
Corporate Secretary
NYCT and MTA Bus

Haley Stein
Vice President,
General Counsel and Corporate Secretary
Long Island Rail Road Company

Paul L. Friman

General Counsel

and Corporate Secretary

Triborough Bridge and Tunnel

Authority

2025-2026 Capital Program Committee Work Plan

I. Recurring Agenda Items

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

II. Specific Agenda Items

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

April 2026

President's Update
OMNY

May 2026

President's Update
Systems

MTA Board & Capital Program Committee Update

C&D Systems Projects

May 2025

MTA Construction & Development's last report to the Capital Program Committee on C&D Systems projects was in April 2024. Of the 9 contracts scheduled to be awarded last year in 2024, 1 project was awarded. The total value of the projects awarded in 2024 was \$7.9M, a decrease of \$652 million from the previous year, 2023. The pause in implementing the Central Business District Tolling Program (CBDTP) impacted the awards in 2024.

The Systems Business Unit provides expert project delivery for mission critical systems and control centers to integrate advanced technology into Transit assets. It serves as a Center of Excellence for strategic planning for other projects. Typical projects include Control Centers and systems integration, emergency & customer communications, camera and electronic security systems deployment and communication networks.

The MTA is facing a generational challenge, and opportunity, in its mission critical systems and facilities. Succeeding in our operational, reliability, and sustainability goals, while in a rapidly evolving and demanding systems landscape, has become formidable. However, the capabilities and performance that new solutions offer us have also grown. These include more unified, intelligent Mission Critical Command and Control Systems, Customer Movement and Communication Management Systems, Plant (Power, Fans, Pump) Management Systems, Backbone Infrastructure (including Fiber and Radio Frequency communications), and Data Center Facilities.

To achieve greater benefits in these areas, MTA C&D has instituted the Industrial & Systems Engineering (I&SE) function within its C&D Systems Business Unit. Industrial & Systems Engineering is tasked with working across the organization to identify, define, and deliver superior mission critical solutions to meet the businesses' needs in these areas. Using a combination of proven first principles, real world experience, and agency partnerships, Industrial & Systems Engineering will establish a capability-driven approach to drive the engineering of more powerful and appropriate industrial systems and facilities. Ultimately, I&SE's goal is for the MTA to be the leading Industrial and Systems Engineering (I&SE) organization in North American transportation.

To those ends, the I&SE function has proposed and is supporting restructuring of the Systems Business Unit to a function-based design in **four mission critical** areas:

1. **Monitoring and Control** - systems used as eyes-and-ears to assess and monitor situations and directly manage the operations
2. **Communications** - systems used to audibly and visually communicate publicly or internally
3. **Networks (Telecoms)** - the backbone of the digital nervous system, transporting data
4. **Facilities & Computing** - where data, technology, and people come together to act

In the coming months the BU will adjust not only with this structure in mind, but also within its operational processes. C&D's new enterprise-wide Project Controls process will be fully

integrated into the business unit's daily activity on projects as soon as it is corporately launched. We will also be growing the degree of pragmatic systems engineering we employ in our technical work and management. Our approach will be tailored and aligned with industry practices to make the business unit's technical delivery more efficient and seamless between agency-consultant-contractor interfaces, as well as providing a higher degree of standardization across projects.

Looking ahead, in 2025, the C&D Systems plans to award 9 projects with a value of \$233M (pending approvals). Planned project completions are 13 projects with a total value of \$356M. Challenges are primarily Human Resources constraints (attrition and staffing difficulty in attracting staff as outside companies are offering higher salaries).

This document summarizes the progress on three of our projects:

**BMT Traction
Power Control
System
Upgrade
C34866/7**

The project will improve reliability and operation of the existing BMT traction power control system and provide redundancy in case of failure.

It will replace the antiquated Master Terminal Units at the Power Control Center with touchscreen LED monitors and a state-of-the-art video wall and construct a new Emergency Backup Power Control Center.

Work will be performed at 13 power substations, 14 communications rooms, and the Power Control Center.

PROJECT STATUS	Original	Forecast
Substantial Completion	August 2025	August 2025
Estimate at Completion	\$68.5 M	\$61.9 M
The project is approximately 98% complete.		

**COE Phase 3C
W-47021**

The COE (Connected Oriented Ethernet) project will enhance security and surveillance by providing increased bandwidth on our networks for real-time high-definition video camera streaming.

The Phase 3C project is a component in the COE program that began over a decade ago. This project will bring integration of Connected Oriented Ethernet (COE) Equipment in Communication Rooms system-wide, replace approximately 150,000 feet of fiber optic cable, and reconfigure Passenger Identification (PID) cameras installed by others to be accessible remotely across the COE network for 125 Locations.

PROJECT STATUS	Original	Forecast
Substantial Completion	December 2028	August 2028
Estimate at Completion	\$144.6 M	\$144.3 M
The project is approximately 29% complete.		

**Emergency
Alarms
Replacement
S-32288**

Emergency Alarms and Emergency Telephone (EA/ET) devices are installed along the right-of-way, every 500-feet, and are used to shut off power locally, to the local section of third rail, as well as send a signal to the Rail Control Center and Power Control Center.

This project is to install EA/ETs at 31 elevated stations and 5 subway stations. In addition to new EA/ETs, it includes security monitoring and network upgrade components in 13 Circuit Breaker Houses, and 13 Power Substations.

While this work will complete in the 2nd Quarter of 2028 and is projected to come in on-budget at \$129M, a five-month delay to substantial completion was recently projected. This is due to field surveys for asbestos, which will require additional planning and coordination with the PCEO team, NYCT Environmental, OSS, and the Contractor to resolve. The surveys are currently ongoing, with work commencing at locations as soon as they are deemed free of asbestos. A recovery plan for the schedule is being worked on by the Contractor in coordination with the C&D PCEO's Office.

PROJECT STATUS	Original	Forecast
Substantial Completion	June 2028	February 2028
Estimate at Completion	\$129.5 M	\$128.6 M
The project is approximately 8% complete.		

**May 2025
Capital Program Committee
Independent Engineering Consultant -
Project Review**

**Business Unit: Systems
New York City Transit (NYCT)
Connection-Oriented Ethernet (COE), Phase 3C**

NYCT – COE, Phase 3C

Scope:

The Connection-Oriented Ethernet (COE) project commenced in 2013. It is being implemented in six phases over multiple capital programs. Phase 3C is the final phase. The objective of the COE project is to upgrade the existing NYCT network to enhance the capacity and speed of the Closed-Circuit Television (CCTV) and security systems.

The main scope elements of the Phase 3C Design-Build contract include:

- Expanding the existing NYCT Connection-Oriented-Ethernet (COE) network to reach all stations.
- Migrating Passenger Identification (PID) cameras for 125 stations from locally recorded to remote access across the newly built COE loops and integrating them into the NYPD and NYCT security systems.
- Replacing 65 fiber optic cable spans (approximately 150,000 feet in total) with new 36-strand fiber optic cable.
- Connecting and integrating previously installed COE equipment into 49 COE branch loops, supporting 363 branch sites.
- The building of the 49 COE Branch Loops is planned for roll out in three phases:
 - First phase: 10 Priority COE Branch loops
 - Second phase: 30 COE Branch Loops
 - Third phase: 9 COE Branch Loops

NYCT – COE, Phase 3C

Schedule:

MTA C&D awarded COE Phase 3C to Five Star Inc. in December 2023 with a construction duration of 60 months and a Substantial Completion (SC) in December 2028.

- Milestone #1: NYCT approval of Quality-of-Service design document – Completed.
- Milestone #2: Install and test 36-strand fiber optic cables between RCC & PCC.
- Milestone #3: Complete the work related to first 10 priority COE branch loop.

Milestone	Contract Baseline	Contractor Schedule Update #6	IEC Forecast	Variance (months)
Milestone #1	May 2024	Feb 2025 (A)	Feb 2025 (A)	9
Milestone #2	Dec 2024	May 2025	May 2025	5
Milestone #3	Jun 2025	Jun 2025	Jun 2025	0
Substantial Completion	Dec 2028	Dec 2028	Dec 2028	0

* Variance is calculated based on Contract Baseline and the schedule update.

- The delay in achieving Milestone #1 was non-critical and resulted from late administrative submittals. Similarly, the delay affecting Milestone #2 is also considered non-critical.
- The critical path for the first 3½ years of the project depends on cable installation work included in a separate contract. At the IEC's suggestion, the project team is exploring mitigation alternatives.
- The project is 16% complete based on expenditures to date.

The IEC's analysis indicates that work is progressing as planned and the project is currently on schedule.

NYCT – COE, Phase 3C

Budget:

The current project budget and Estimate at Completion (EAC) stand at \$144M.

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$144M	\$144M	\$144M	\$144M

The IEC finds there is sufficient funding to complete all remaining work, based on the analysis of available contingency, the project reserve, and expenditures to date.

NYCT – COE, Phase 3C

Risks and Mitigations:

- Risk: Delay due to supply chain and long lead items may impact the implementation.
 - Mitigation: Maintain a long lead item list throughout the project and conduct periodic check-in on item status.
- Risk: Delay in getting access to tracks, due to need for flagging support and conflicts with other NYCT construction work, may impact the installation schedule.
 - Mitigation: Prioritize flagging for this project and utilize schedule float or re-sequence activities, where possible, if support services are delayed.
- Risk: Limited NYCT support staff for software acceptance and system integration testing of COE loops may impact implementation and the beneficial use schedule.
 - Mitigation: C&D and the contractor to request the support from NYCT stakeholder's months in advance and authorize overtime when necessary.

The IEC concurs with the above mitigations.

NYCT – COE, Phase 3C

Observation:

- The network equipment for the COE system was procured through multiple contracts beginning in 2013 and funded by a federal grant. Some Fujitsu network components have reached the end of manufacturing; however, all equipment remains supported and maintained under a 7-year Return Maintenance Agreement (RMA). A 3-year renewal of the RMA is currently under negotiation. IEC has confirmed that MTA stakeholders are efficiently monitoring equipment obsolescence issues.

**May 2025
Capital Program Committee
Independent Engineering Consultant -
Project Review**

**Business Unit: Systems
New York City Transit (NYCT) – Emergency Alarm Roll-Out**

NYCT- Emergency Alarm Roll-Out

Scope:

NYCT currently uses an electro-mechanical type Emergency Alarm box (EA) and copper cables interconnecting the Emergency Telephone (ET) system that was designed in early 1900s for underground areas. The EA boxes are installed along the Right of Way and both EAs and ETs are located approximately every 500 feet along the track. In the event of an emergency, a person opens the EA box, and pulls down the handle, which shuts off the power to a section of the third rail. This action will also automatically send a signal to the Substation, Rail Control Center (RCC) and Power Control Center (PCC). The project scope elements include:

- Install Emergency Alarm (EA) and Emergency Telephone (ET) systems at 31 elevated Subway Stations and associated upgrades at 14 Substations.
- Upgrade an existing Emergency Alarm System at five Subway Stations and one (1) Substation. Each station will include an Intelligent Emergency Telephone (IET).
- Provide specific software licenses, servers, workstations, network management systems and security monitoring systems.
- Allow for de-energization of electric power for designated sections of third-rail track.
- Communicate Emergency Alarm signals to the Keltron EA Monitoring Cabinet within the associated Substations.
- Provide Emergency Telephones for voice communication with the Power Control Center (PCC) and the Rail Control Center (RCC).

The contract was awarded to the Design-Build Contractor L.k. Comstock/ STV.

NYCT - Emergency Alarm Roll-Out

Schedule:

MTA C&D awarded Emergency Alarm contract to L.k. Comstock in January 2024 with a construction duration of 49 months and a Substantial Completion (SC) in February 2028.

- Milestone #1: Successfully complete the Factory Acceptance Test (FAT) of the Keltron System (communication system) – Completed.
- Milestone #2: Completion of all installations.

Milestone	Contract Baseline	Contractor Schedule Update #10	IEC Forecast	Variance* (months)
Milestone #1	Feb 2025	Feb 2025 (A)	Feb 2025 (A)	0
Milestone #2	Sep 2027	Feb 2028	Feb 2028	5
Substantial Completion	Feb 2028	June 2028	June 2028	5

* Variance is calculated based on Contract Baseline and the schedule update.

- The Contractor's recent schedule forecasts a Substantial Completion (SC) delay to June 2028 due to resurveying for asbestos.
 - C&D has not accepted the Substantial Completion delay and has requested the Contractor to provide recovery schedule.
 - IEC will review and analyze the recovery schedule once it is submitted by the contractor and will provide its assessment.
- The project is 8% complete based on expenditures to date.
- Surveys were completed at all project locations.
 - However, the Contractor performed the surveys without the consideration of asbestos. As a result, a Stop Work Order on all field activities was issued by the C&D on February 7, 2025 until the asbestos survey issue is resolved.
 - C&D Project CEO partially lifted the Stop Work Order in mid-April to allow the Contractor to begin the asbestos survey and run conduits at Jamaica locations.

The IEC anticipates that the Substantial Completion delay could be longer if asbestos abatement is required.

NYCT - Emergency Alarm Roll-Out

Budget:

	Budget at Award	Current Budget	Project EAC	IEC EAC
Current Status	\$129M	\$129M	\$125M	\$125M

The IEC finds there is sufficient funding based on the available contingency, the project reserve, and expenditures to date. However, if abatements are required following the asbestos survey, it could impact the budget. The IEC will provide an assessment once a decision has been made.

NYCT - Emergency Alarm Roll-Out

Risks and Mitigations:

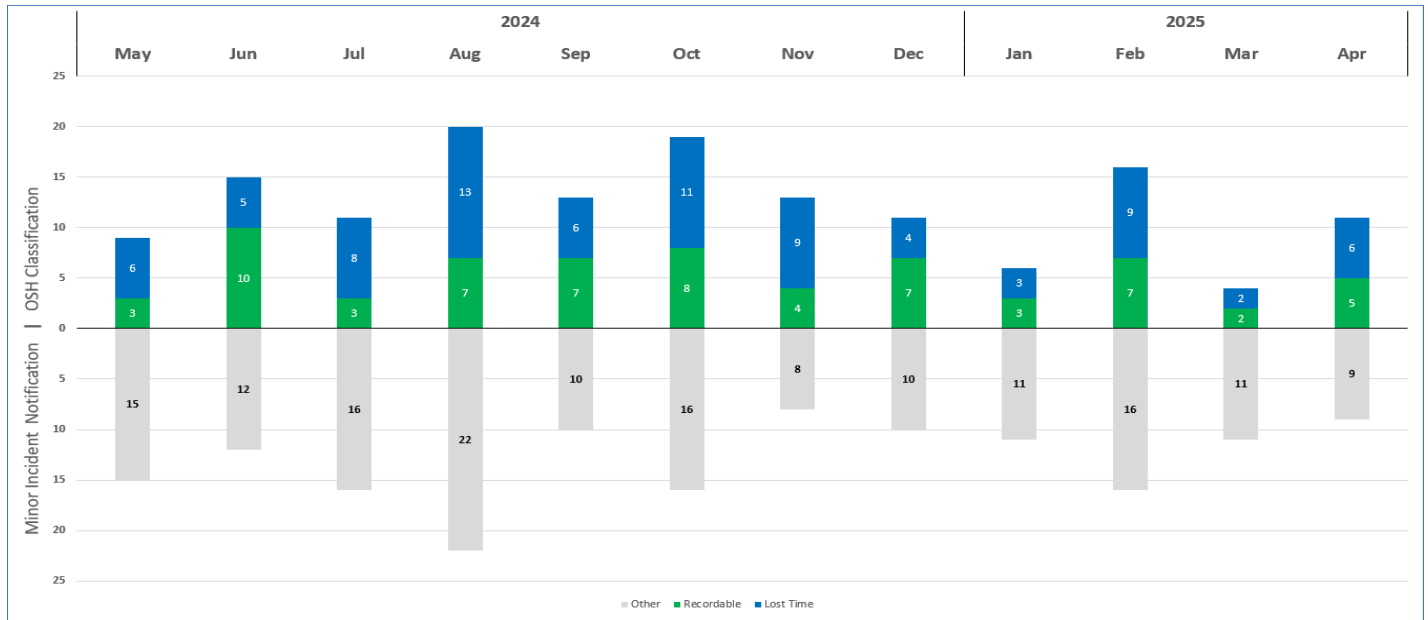
- Risk: A delay in awarding the Project Management Consultant (PMC) contract could impact the project schedule due to resources constraints at C&D.
 - Mitigation: The MTA is in the final stages of the procurement process to award the PMC contract and issue a Notice to Proceed.
- Risk: A delay in getting access to tracks due to the need for flagging support and conflict with other construction works by NYCT.
 - Mitigation: C&D and the Contractor to schedule field activities in advance. They should continue to follow up to elevate flagging priority for this contract.
- Risk: Cost and Schedule impacts due to additional survey for asbestos and possible abatements.
 - Mitigation: MTA will investigate the possibility of applying asbestos reports from previous/ongoing contracts to avoid impact to the EA project.

The IEC concurs with the above mitigations.

NYCT - Emergency Alarm Roll-Out

Concern:

- A lack of resources and delays in awarding the Project Management Consultant (PMC) contract have contributed to project management challenges and delays in the review and approval of design documents by MTA stakeholders. Additionally, the contractor conducted surveys without accounting for asbestos, resulting in a five-month delay in Substantial Completion.
- The approval of design documents, shop drawings, and submittals has taken longer than expected, which could impact the construction schedule.



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

APRIL UPDATE:

- 20 safety events were reported in April 2025, including:
 - Six (6) lost time incidents,
 - Five (5) recordable incidents.
- The reported lost time incidents in April 2025 increased by four incidents compared to March 2025.
- The top lost-time and recordable incident types for April 2025 were Struck by/Against (36%), Slip/Trip/Fall (27%), Caught Between (27%), and Sprain/Strain (10%).
- SERIOUS INCIDENTS: 1**
 - A laborer positioned in front of a Mobile Elevated Work Platform (MEWP) for flagging duties was struck by the MEWP's front wheel as it moved forward, causing him to fall and be caught between by the equipment tire.

YEAR-TO-DATE TRENDS:

- LOST TIME INCIDENT TRENDS:** 20 Lost Time incidents have been reported YTD (through April 30, 2025). The injury types associated with lost time incidents YTD are Struck by/Against (40%), Slip, Trip, Fall (25%), Caught Between (25%) and Strain/Sprain (10%). A four-incident increase was reported in Lost Time incidents from the previous month.
- RECORDABLE INCIDENT TRENDS:** 17 Recordable incidents have been reported YTD (through April 30, 2025). The injury types associated with recordable incidents YTD are Struck By/Against (59%) & Caught In Between (30%). There was a three-incident increase in the reported recordable incidents from the previous month.

INSPECTIONS & AUDITS: Active Capital Projects for March – 206 Projects with 356 Sub-Projects

- APRIL INSPECTIONS:**
 - INTERNAL – 218**
 - EXTERNAL – 853** (88 Third-Party Safety Consultants; 765 OCIP Visits)
- YTD TOTAL # OF INSPECTIONS:**
 - INTERNAL – 991**
 - EXTERNAL – 3,279** (318 Third-Party Safety Consultants; 2,961 OCIP Visits)
- APRIL NEGATIVE OBSERVATION(S)** – Negative Findings identified through various inspections include General Safety/Housekeeping, Fire Protection/Prevention, Stairs/Ladders, Fall Protection, Electrical, Maintenance and Protection of Traffic (MPT), Barricades/Enclosures, Supervision/Organization, Industrial Hygiene, Scaffolds/Aerial Work Platforms.
- APRIL POSITIVE OBSERVATION(S)**—Positive Findings identified through various inspections include Supervision/Organization, General Safety/Housekeeping, Fire Protection/Prevention, Electrical, Stairs/Ladders,

Maintenance and Protection of Traffic (MPT), Tools (Hand & Power), Fall Protection, Industrial Hygiene and Motor Vehicle/Heavy Equipment.

- **INVESTIGATIONS (SERIOUS INJURY):**

- Number of investigations for APRIL– One
 - April 27, 2025 – Injury to a contractor employee resulting in transport and admission to the hospital. The investigation is ongoing.

yes

- **MTA C&D STRATEGIC INITIATIVES:**

- C&D Safety, in collaboration with the Delivery Service Office (DSO), is enhancing the safety reporting portal in the C&D Project Performance Portal (PPP). These improvements offer real-time insights into reported incidents and will include new key performance indicators (KPIs) related to project safety assessments.
- C&D Safety has continued to rolled out updates to our mobile safety inspection app. We are incorporating feedback from both field and office users, working closely with the vendor to achieve this. To ensure we maintain a high standard of service, we hold bi-weekly meetings to evaluate the app's performance and explore opportunities for enhancements.
 - C&D Safety finalized the platform's expansion to include safety inspections by the C&D project management team, the Project CEO, and the safety project team.
 - Additionally, we continue exploring other temporary solutions like Power Apps to provide alternative access to our General Contractors (GC) for future contracts. These tools will help capture and report safety statistics across all levels of our projects.
- C&D Emergency Management is collaborating with the C&D project team to plan the next Tabletop Exercise. C&D EM aims to build a resilient emergency management system that will empower MTA stakeholders, enhance coordination, and promote more efficient operations during events. Preparations are in progress for several projects, including a SharePoint website that will provide real-time information to employees and project teams.
- C&D OHS is enhancing staff safety training by updating policies to align with the new Safety Management System and Occupational Health and Safety Management System. We are finalizing OHSMS training programs, including OSHA 30, Hearing Conservation, and Respiratory Protection, along with SST modules. A SharePoint website will also provide real-time information, aiming to strengthen our safety culture.
- 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's Workplace Violence Prevention Program (Policy Statement, Program, and Procedure). We have finished internal reviews and are working on the following steps to finalize a draft.
 - C&D Security is focused on establishing a foundational presence by creating policies and procedures. Our initiatives include integrating security into existing procedures and developing Security Memorandums and Awareness Messages to significantly improve security awareness and posture within the C&D community.
- C&D Safety is working with Corporate Quality on ISO 45001 certification and has identified projects for independent audits ahead of the Stage 1 audit. Compliance audits of Division 1 safety specifications are also being conducted. Additionally, C&D is collaborating with AECOM to finalize the rollout phase to align with current contracts. ISO audit is scheduled for the first week of June 2025.
- C&D Safety continues to actively engages staff through consistent safety communications, including the monthly Safety Zone newsletter, quarterly Safety Digest, and interactive Safety Moment presentations. We are developing routine safety advisories and updating legacy materials to reflect current standards and best practices. These efforts promote informed decision-making, reinforce best practices, and highlight our commitment to safety excellence.

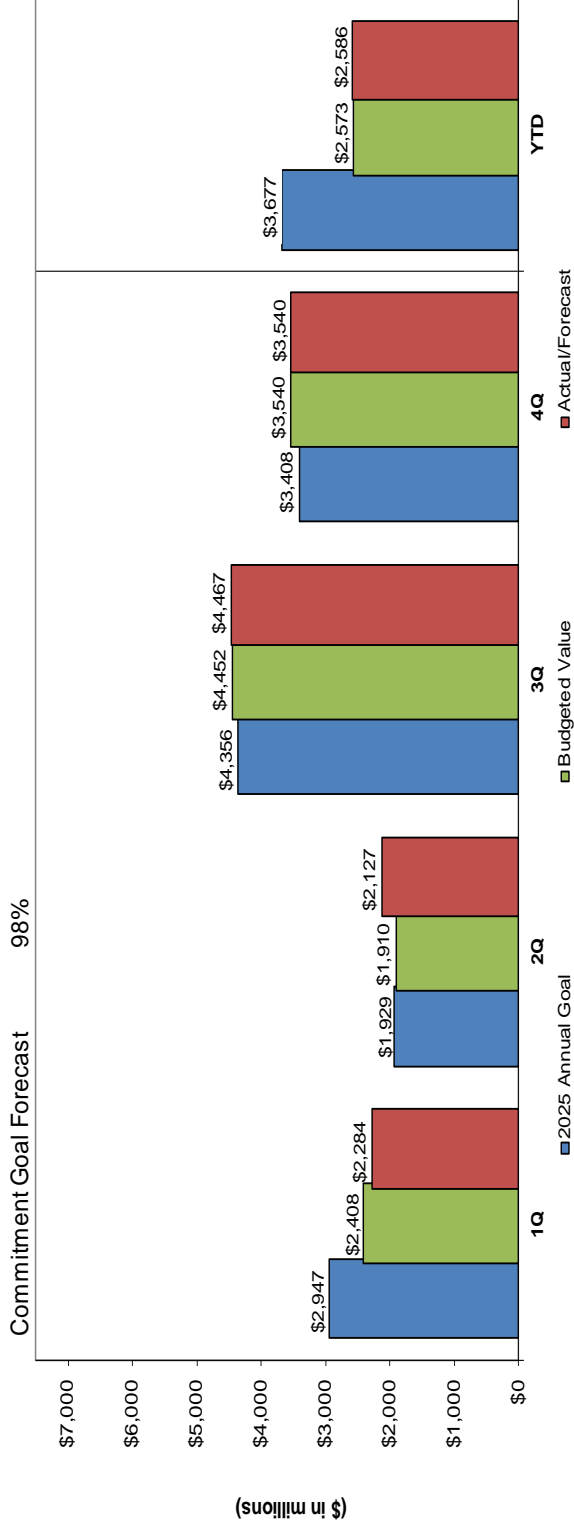
MTA Capital Program Commitments & Completions

**through
April 30, 2025**

Capital Projects – Commitments – April 2025

MTA-wide 2025 Commitments

2025 Annual Goal \$12,641
Annual Forecast \$12,418
Commitment Goal Forecast 98%



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 Forecast commitments being tracked during the year.

Commitments Summary

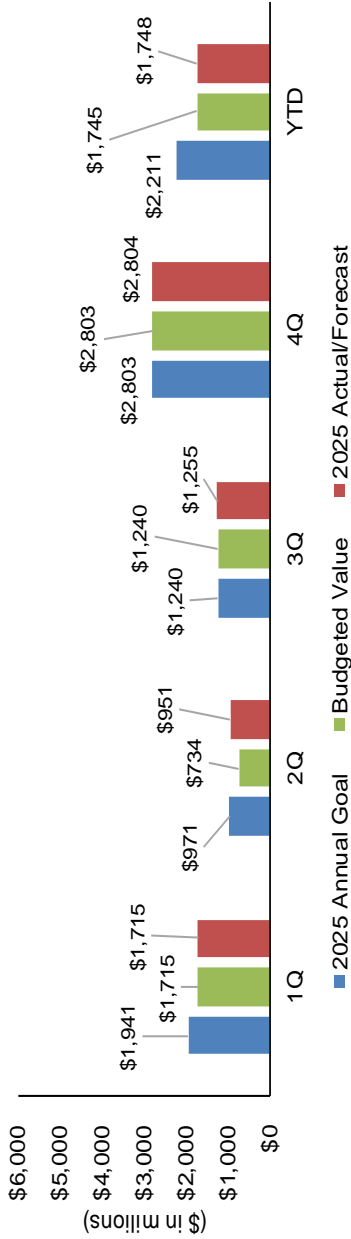
In 2025, the MTA plans to commit \$12.64 Billion worth of capital projects. Through April, the MTA has committed \$2.59 Billion, which includes the award of an R211 subway fleet option for NYCT (\$1.39 Billion) and the LIRR's dual-mode locomotive purchase (\$130 Million). In 2025, the MTA has proposed tracking 40 "major" commitments across the agencies including 18 major commitments at NYCT, 9 at the LIRR, 3 at MNR, 6 at Expansion and 4 at B&T. These major commitments total nearly \$9.2 Billion (73% of the overall commitment plan's value). At the end of each quarter in 2025, any schedule variances will be reported on the following pages.

Through April, \$2.59 Billion has been committed against the \$3.68 Billion YTD goal. This variance is primarily driven by commitment delays in several key areas, notably NYCT Signal Modernization (\$191.5M), NYCT Power (\$89.2M), and 131 Express Buses (\$128.8M), all of which remain forecasted for commitment within 2025.

NYCT/MTA Bus Capital Projects – Commitments – April 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	\$1,240	\$2,803	\$2,211
2025 Actual/Forecast		\$1,715	\$951	\$1,255	\$2,804	\$1,748
Budgeted Value		\$1,715	\$734	\$1,240	\$2,803	\$1,745



Schedule Variances

Project	Commitment	Goal	Actual(A)
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1 NYCT/MTA Bus Amber Commitments (1 new this quarter)

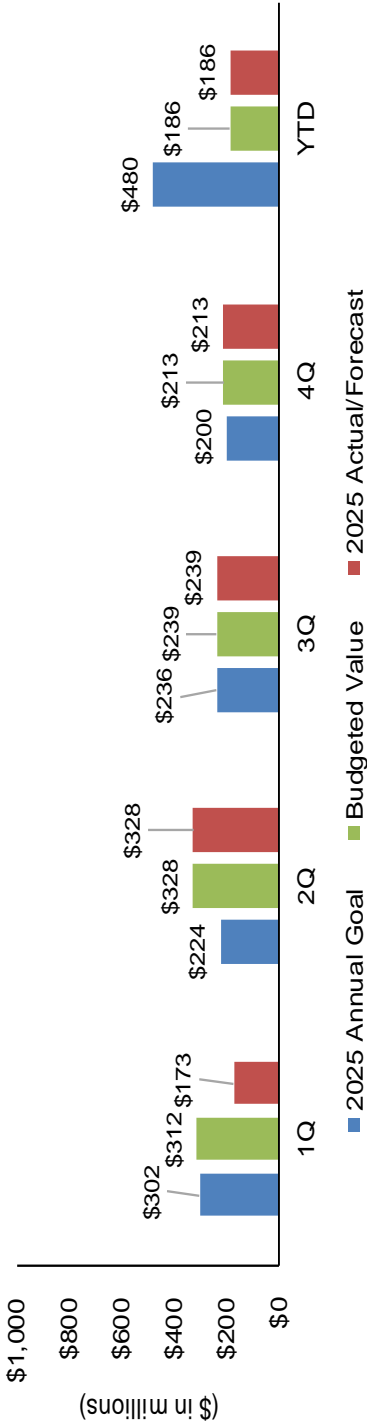
<i>Traction Power</i>			
Rehabilitation of 5 CBHs - Various Locations	Construction	Mar-25	Jun-25
	\$	89.2	\$ 89.2

Change in schedule reflects a revised bid opening date which results in a reforecast award date from March to May.

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

LIRR Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$302	\$224	\$236	\$200	\$480
2025 Actual/Forecast	\$173	\$328	\$239	\$213	\$186
Budgeted Value	\$312	\$328	\$239	\$213	\$186



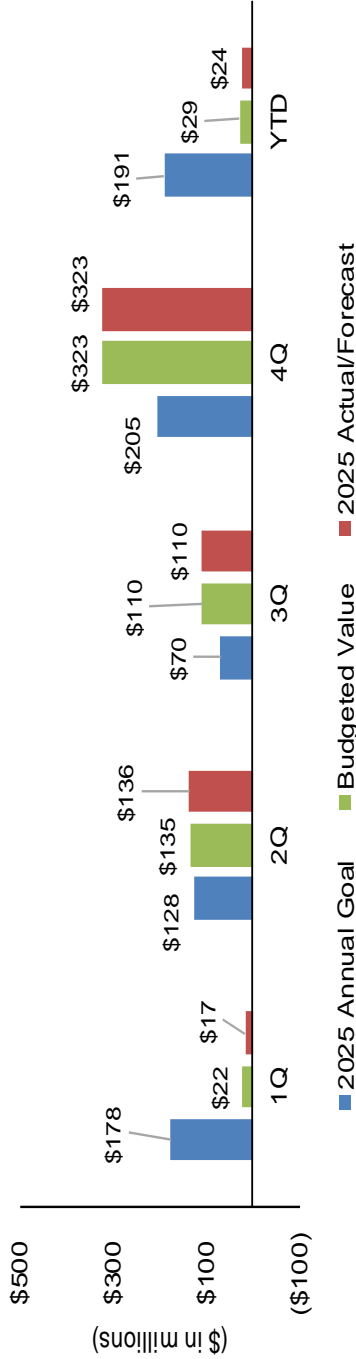
Schedule Variances

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

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

MNR Budget Analysis

Summary Chart Data		1Q	2Q	3Q	4Q	YTD
2025 Annual Goal		\$178	\$128	\$70	\$205	\$191
2025 Actual/Forecast		\$17	\$136	\$110	\$323	\$24
Budgeted Value		\$22	\$135	\$110	\$323	\$29



Schedule Variances

Project	Commitment	Goal	Forecast
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1 Metro-North Amber Commitments (1 new this quarter)

Amber delays are within 2 months of goal.

Track & Structures

2025 Cyclical Track	Construction	Feb-25	May-25
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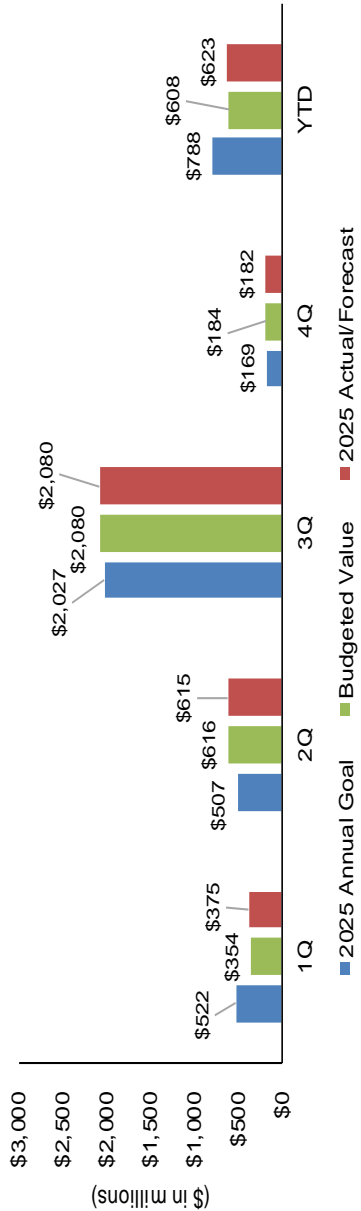
\$	55.0	\$	55.0
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Metro-North's annual cyclical track program is scheduled to begin in the 2nd quarter. The commitment of funding has been delayed to April to coordinate the commitment of funding with the actual start of work.

MTA Network Expansion Projects – Commitments – April 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	\$788
2025 Actual/Forecast	\$375	\$615	\$2,080	\$182	\$623
Budgeted Value	\$354	\$616	\$2,080	\$184	\$608



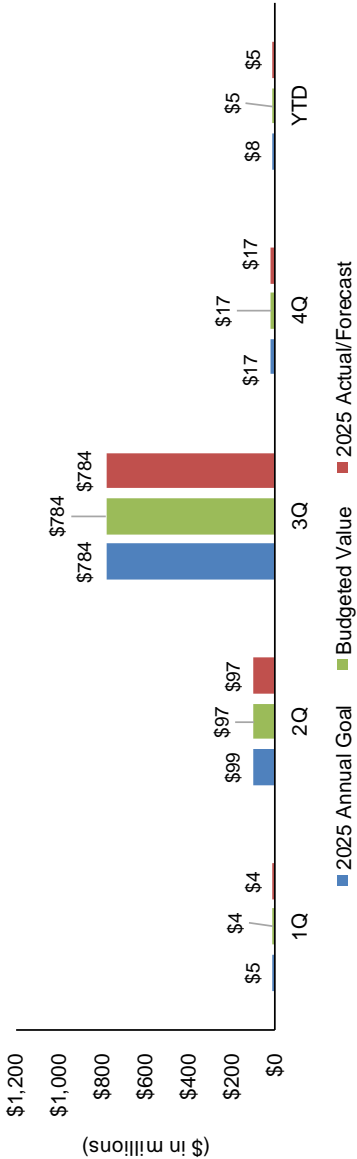
Schedule Variances

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

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

B&T Budget Analysis

Summary Chart Data						
2025 Annual Goal		1Q	2Q	3Q	4Q	YTD
		\$5	\$99	\$784	\$17	\$8
2025 Actual/Forecast		\$4	\$97	\$784	\$17	\$5
Budgeted Value		\$4	\$97	\$784	\$17	\$5



Schedule Variances

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

Capital Projects – Completions – April 2025

Goal	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												
Jan-25	2												
Feb-25	3	2											
Mar-25	3		1			1	1						
Apr-25	4			3	1								
May-25	1				1								
Jun-25	7		1			5	3	1					
Jul-25	4												
Aug-25	0												
Sep-25	1								1				
Oct-25	6									4			
Nov-25	1										1		
Dec-25	12											12	
													2

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

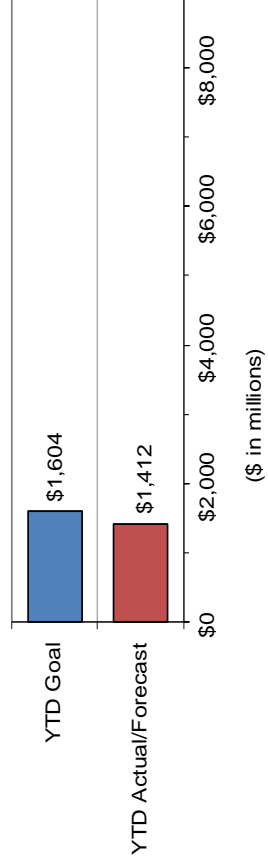
Completions Summary

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 April, the MTA has completed \$1.41 Billion versus its annual year-to-date goal of \$1.6 Billion. This result includes the completion of ADA station work at NYCT's 14th Street complex (\$296 Million) and CBTC Queens Blvd. West Phase 1. There are five major completions with delays for NYCT. All are highlighted on the following page. Two projects, ADA Package 4 (\$196 Million) & Replace 19 Elevators (\$160 Million), have a completion delayed until early 2026, contributing to the year-end forecast shortfall.

Budget Analysis

2025 Annual Goal \$9,084
 Annual Forecast \$8,684
 Completion Goal Forecast 96%

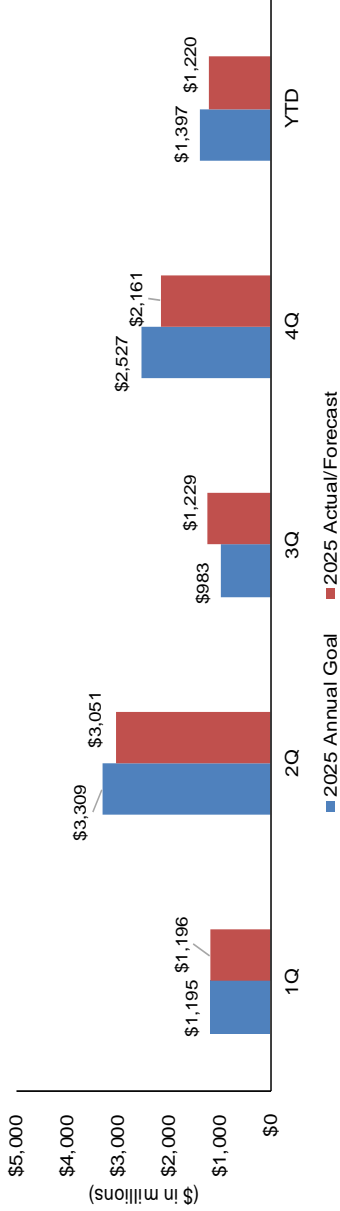


NYCT/MTA Bus Capital Projects – Completions – April 2025 – Budget Analysis and Schedule Variances

NYCT and MTA Bus Budget Analysis

Summary Chart Data					
	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$1,195	\$3,309	\$983	\$2,527	\$1,397
2025 Actual/Forecast	\$1,196	\$3,051	\$1,229	\$2,161	\$1,220

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



Schedule Variances

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

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

Red delays are beyond 2 months of goal.

ADA: 149 St Complex & Tremont Av	Construction	Mar-25	Jul-25
		\$ 163.0	\$ 166.0
Change in schedule due to unforeseen electrical distribution protection needs at the 149th St-Grand Concourse station complex.			
ADA Package 4	Construction	Oct-25	Jan-26
		\$ 220.6	\$ 220.6
Change in schedule due to coordination with Con Edison on cable work at the 137th St City College station.			
Replace 19 Elevators (New this month)	Construction	Oct-25	Apr-26
		\$ 160.1	\$ 159.6
Change in project schedule due to added communications scope, including intercom and CCTV server upgrades			

MTA Bus

Storeroom Expansion - LaGuardia	Construction	Mar-25	Jun-25
		\$ 7.6	\$ 7.6

The contractor/subcontractor has encountered a manpower shortage issue, which has resulted in a project delay.

2 NYCT/MTA Bus Amber Completions

Amber delays are within 2 months of goal.

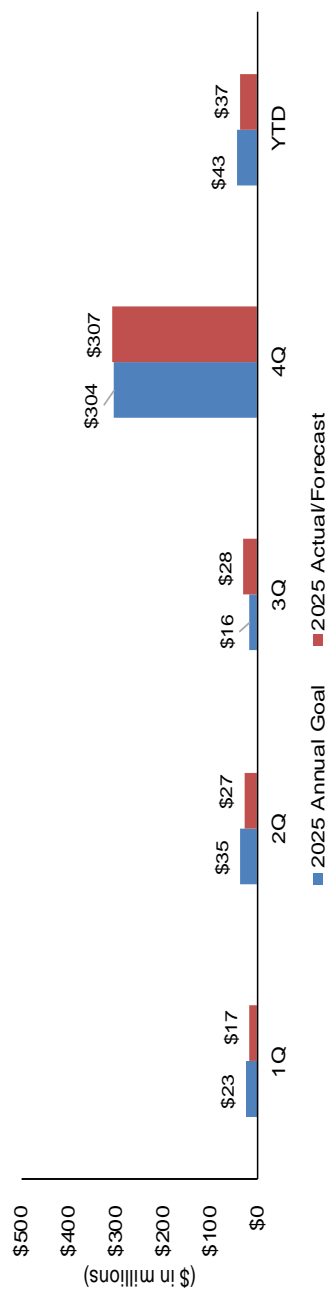
Jamaica Station Renewals	Construction	Jun-25	Aug-25
		\$ 170.8	\$ 169.8
Change in schedule due to necessary scope modifications at Cypress Hills station related to the construction of the track lubrication room.			
ADA and Renewal: Borough Hall	Construction	Jul-25	Aug-25
		\$ 161.2	\$ 161.0
Change in schedule due to the delayed delivery of the Automatic Transfer Switch for the elevator machine room.			

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

LIRR Budget Analysis

Summary Chart Data						
	1Q	2Q	3Q	4Q	YTD	
2025 Annual Goal	\$23	\$35	\$16	\$304	\$43	
2025 Actual/Forecast	\$17	\$27	\$28	\$307	\$37	

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



Schedule Variances

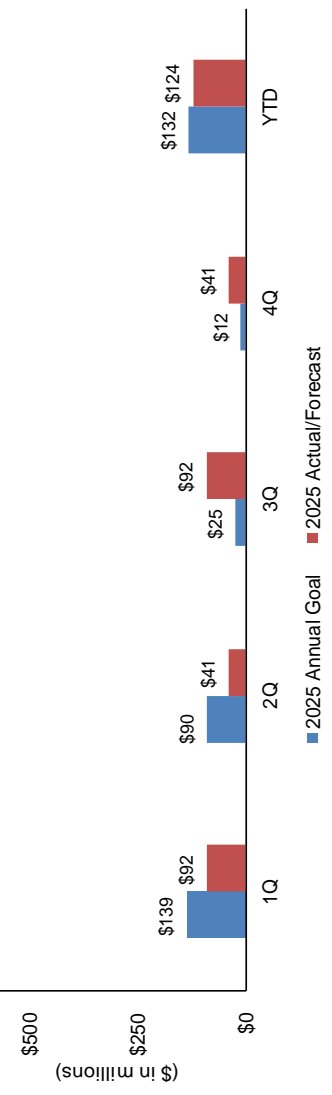
There are no major schedule slippages to report for the Long Island Rail Road.

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

MNR Budget Analysis

Summary Chart Data	1Q	2Q	3Q	4Q	YTD
2025 Annual Goal	\$139	\$90	\$25	\$12	\$132
2025 Actual/Forecast	\$92	\$41	\$92	\$41	\$124

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



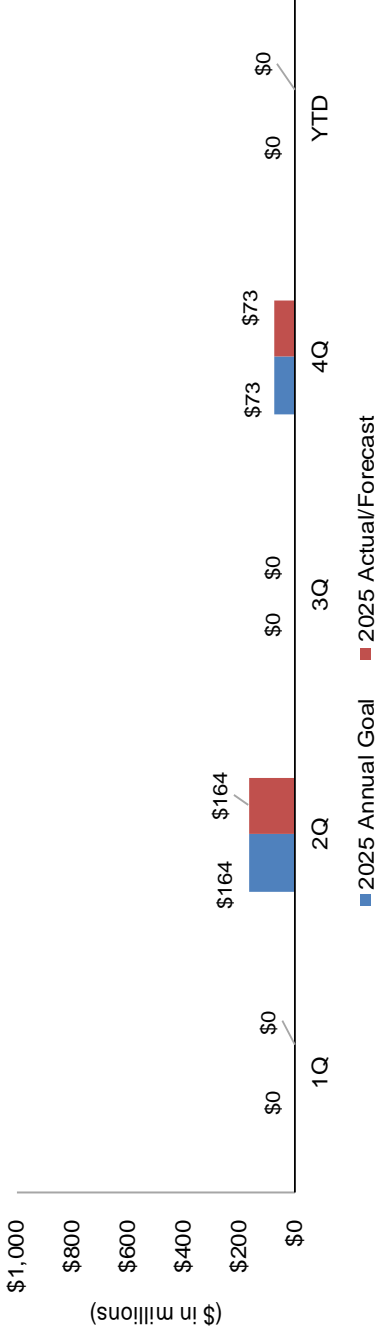
Schedule Variances

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

MTA Network Expansion Projects – Completions – April 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



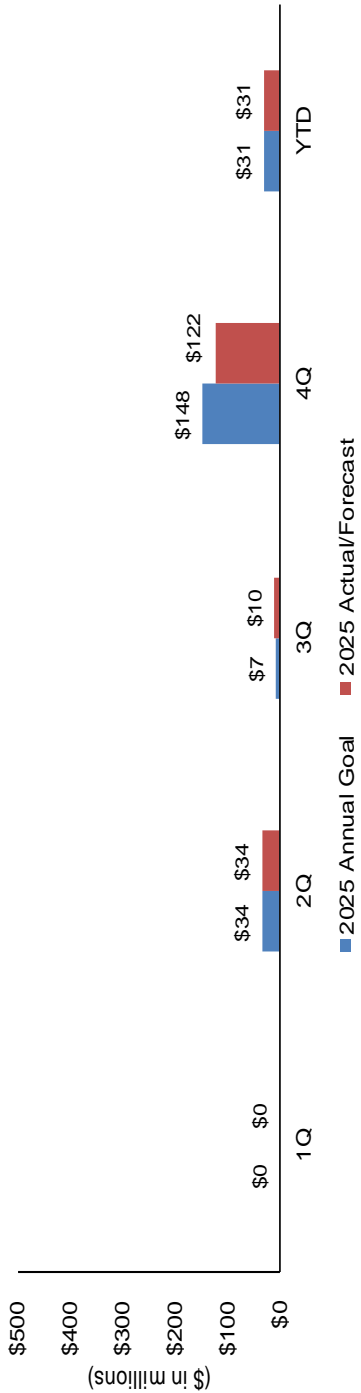
Schedule Variances

Project	Completion	Goal	Forecast
1 Network Expansion Completion (1 new this month)			
Amber delays are within 2 months of goal.			
East Side Access	Construction	Apr-25	May-25
East Bound Re-Route (New Item)		\$ 163.60	\$ 163.65
Substantial completion has been delayed due to ongoing testing and commissioning activities.			

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

B&T Budget Analysis

Summary Chart Data						
2025 Annual Goal	1Q	2Q	3Q	4Q	YTD	
2025 Actual/Forecast	\$0	\$34	\$7	\$148	\$31	\$31
	\$0	\$34	\$10	\$122	\$31	\$31

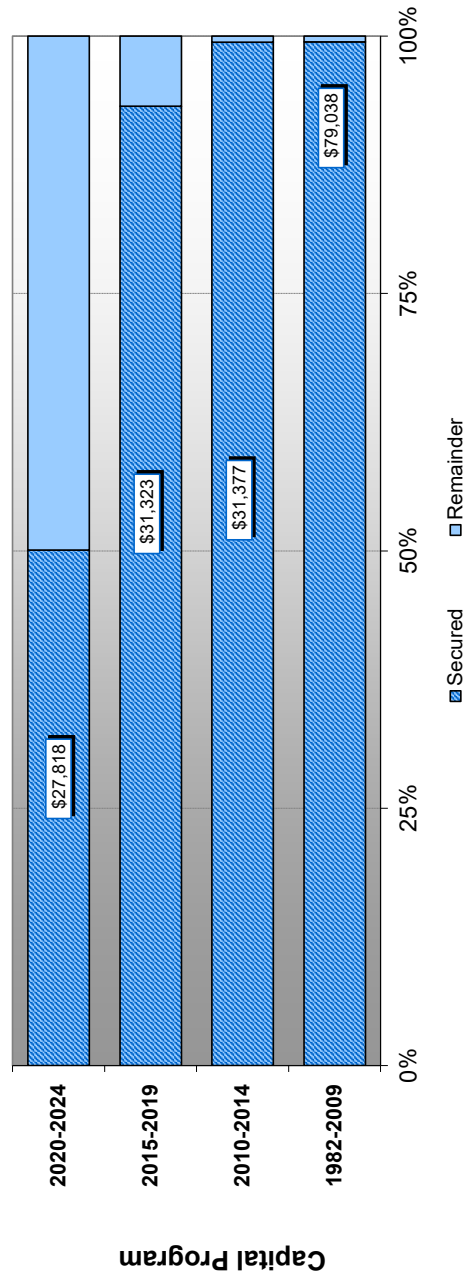


Schedule Variances

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

Status of MTA Capital Program Funding

Capital Funding (April 2025)
\$ in millions



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

Capital Funding Detail (April 2025)

\$ in millions

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

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

	Funding Plan	Thru March	Secured*	Secured to date	Remainder
	Current		April		
2020-2024 Program**					
Capital from Central Business District Tolling	\$15,000	\$500	\$ -	\$500	\$14,500
Capital from New Revenue Sources	10,000	5,604	-	5,604	4,396
MTA Bonds and PAYGO	7,385	1,087	453	1,540	5,845 a
Other Contribution	589	-	-	-	589
Federal Formula	9,921	10,615	-	10,615	(694)
State of New York	3,169	1,211	-	1,211	1,958
City of New York	3,007	3,031	-	3,031	(24)
Federal New Start (SAS Ph2)	2,005	2,005	-	2,005	-
Federal Flexible & Other	1,161	2,563	-	2,563	(1,402)
B&T Bonds	3,327	748	-	748	2,579
Total	55,563	27,365	453	27,818	27,745 50%

a) Receipt of \$753m in TBTA PMT Bond Anticipation Notes to support transit and commuter rail projects, of which \$300m will cover capital costs in 2015-2019 and prior programs.

**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.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE MAY 2025

PROCUREMENTS

The Procurement Agenda this month includes 27 actions for a proposed expenditure of \$ 35.6 M.

Staff Summary

Page 1 of 1

Subject Request Authorization for Several Procurement Actions					
Contracts Department Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	05/28/25	X		
2	Board	05/28/25	X		

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

Purpose

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

Discussion

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
C. Competitive Requests For Proposals (Award of Purchase and Public Work Contracts)	1	\$	35,628,265
<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services	26	\$	0
SUBTOTAL	27	\$	35,628,265
TOTAL	27	\$	35,628,265

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; and

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

NOW, the Board resolves as follows:

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

MAY 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

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

- | | | | |
|----|---|---------------------|--------------------------------------|
| 1. | DeFoe Corporation
Contract No. RK-90 | \$35,628,265 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract for Design-Build services to eliminate a center lane merge where the RFK Bridge's exit ramp meets the FDR Drive in order to enhance traffic safety and increase traffic flow on the RFK Bridge.

Procurements Requiring Majority Vote:

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.)

- | | | | |
|-------|--|------------|--------------------------------------|
| 2-27. | Various
Contracts Nos. CM1600-CM1615, CM1626-CM1635 | \$0 | <u>Staff Summary Attached</u> |
|-------|--|------------|--------------------------------------|

- a. AECOM USA, Inc.
- b. Henningson Durham & Richardson Architecture and Engineering, P.C.
- c. Hill International, Inc./Parsons Transportation Group of New York, Inc., Joint Venture
- d. HNTB New York Engineering and Architecture, P.C.
- e. Jacobs Civil Consultants, Inc.
- f. LiRo Engineers, Inc.
- g. Mott MacDonald NY, Inc.
- h. Naik Consulting Group P.C.
- i. STV Incorporated
- j. Systra Engineering Inc./MCSS Inc., Joint Venture
- k. Tectonic Engineering & Surveying Consultants, P.C.
- l. T.Y. Lin International Engineering, Architecture and Land Surveying, P.C.
- m. WSP USA Inc.

MTA Construction & Development requests Board approval to extend twenty-six Indefinite Quantity contracts (13 federal and 13 state) for consultant construction management and inspection services for 18 months, through December 31, 2026 and to increase the aggregate budget for these contracts by \$400 Million.

Staff Summary

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

Page 1 of 2

Item Number 1 Department, Department Head Name: Delivery, Romolo Desantis, P.E., SVP & Chief Engineer, B&T Business Unit						SUMMARY INFORMATION					
						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 70%;">Vendor Name</th> <th style="width: 30%;">Contract Number</th> </tr> <tr> <td>DeFoe Corporation</td> <td>RK-90</td> </tr> </table>		Vendor Name	Contract Number	DeFoe Corporation	RK-90
Vendor Name	Contract Number										
DeFoe Corporation	RK-90										
						Description Design-Build Services to eliminate center lane merge from RFK Bridge exit ramp to FDR Drive					
Board Reviews						Total Amount 1. Design-Build Contract: \$35,628,265 2. Stipend Payments: \$120,000					
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any) 429 Calendar Days					
1	Capital Program Committee	05/28/25	X			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 70%;">Option(s) included in Total Amount?</th> <th style="width: 30%;"></th> </tr> <tr> <td>Renewal?</td> <td><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</td> </tr> </table>		Option(s) included in Total Amount?		Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Option(s) included in Total Amount?											
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										
2	Board	05/28/25	X			Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive					
Internal Approvals						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
Order	Approval	Order	Approval			Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					
X	Deputy Chief, Development	X	Executive Vice President & General Counsel								
X	Deputy Chief, Delivery	X	President								

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to DeFoe Corporation ("DeFoe") a publicly advertised and competitively solicited contract (the "Contract") for Design-Build services to eliminate a center lane merge where the RFK Bridge's exit ramp meets the FDR Drive in order to enhance traffic safety and increase traffic flow on the RFK Bridge. The Contract is in the amount of \$35,628,265 and for a duration of 429 Calendar Days. In accordance with MTA policy regarding the use of Design-Build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$60,000 to be paid to each of the two unsuccessful proposers for a total of \$120,000.

DISCUSSION

The Contract will widen the FDR Drive from three lanes to four from the RFK Bridge's exit ramp to 116th Street in order to eliminate the center lane merge from the exit ramp. The work will include structural repairs to the ramp and RFK Bridge structure as well as replacement of the existing East 120th Street pedestrian bridge over the FDR Drive and new access ramps to the pedestrian bridge to comply with the Americans with Disabilities Act.

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

- DeFoe Corporation (DeFoe)
- Posillico Civil, Inc. (Posillico)
- Restani Construction Corp. (Restani)
- Walsh Construction Co. II, LLC (Walsh)

In response to the RFP, DeFoe, Posillico, and Restani submitted technical and price proposals. Walsh withdrew from the RFP process, citing resource constraints. The selection committee, consisting of representatives from C&D Delivery, Development, Contracts, and B&T's Operations Department, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, key personnel, management plan, safety and quality, past performance, diversity practices and other relevant matters. The selection committee next opened the price proposals which were as follows: DeFoe \$35,756,965, Posillico \$63,909,399.61, Restani \$47,940,000.

After reviewing the price proposals, the selection committee invited DeFoe to participate in negotiations. Posillico and Restani were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with DeFoe included detailed discussions of DeFoe's overall cost as well as proposed schedule and approach to design and construction. Following negotiations, DeFoe was given the opportunity to submit a Best and Final Offer ("BAFO"). The BAFO submitted was in the amount of \$35,628,265.

The selection committee unanimously recommended DeFoe for the award of the Contract. In addition to providing the lowest competitive price, the selection committee determined that DeFoe's proposal provided the best value to the MTA, when considering the quality of its technical proposal. DeFoe's schedule includes a reduction of 36 calendar days from the maximum duration permitted under the Contract. DeFoe's proposal maximizes project efficiencies by mobilizing its resources and incorporating lessons learned from a recently completed MTA project of similar scope. DeFoe also demonstrated a strong understanding of all components of the scope of work as established in its technical approach, and its key personnel have successfully completed Design-Build projects of similar scope and magnitude. DeFoe's BAFO of \$35,628,265 is deemed to be fair and reasonable.

DBE/MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, WBE goal of 15%, and SDVOB goal of 6% for the Contract. DeFoe is committed to meet the required goal requirements and their utilization plan is under review. DeFoe has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

IMPACT ON FUNDING

Funding for the Contract, and stipends for the two unsuccessful proposers, are included in the B&T portion of the MTA's 2020-2024 Capital and Operating Programs.

ALTERNATIVES

None recommended. 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

Page 1 of 1

Item Number: **2-27**

Vendor Name (& Location)	
Various	
Description	
Indefinite Quantity Consultant Construction Management and Inspection Services for Miscellaneous Construction Projects	
Contract Term (including Options, if any)	
78 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
CM-1600 – CM-1615	Various
CM-1626 – CM-1635	
Original Budget Amount:	\$ 800,000,000
Prior Modifications	\$ 0
Prior Budgetary Increases:	\$ 400,000,000
Current Budget Amount:	\$ 1,200,000,000
This Budget Request:	\$ 400,000,000

DISCUSSION:

Contract Nos. CM-1600 to 1615 and CM-1626 to 1635 (collectively, the “Contracts”) are twenty-six Indefinite Quantity (“IQ”) contracts (13 federal and 13 state) for consultant construction management and inspection (“CCM”) services for MTA C&D projects. MTA Construction & Development (“C&D”) requests Board approval to extend the Contracts for 18 months, through December 31, 2026, and to increase the aggregate budget for these contracts by \$400 million.

On October 24, 2018, the Board approved the award of the Contracts to support NYC Transit capital projects on an as-needed basis for a period of 60 months with a total aggregate budget of \$800 million. The scope of the Contracts was expanded by C&D in 2021 to support all C&D projects. These Contracts were awarded as zero-dollar based contracts, with no minimum guarantee of any assignments, to form a pool of pre-qualified teams through which task orders are, in general, competed to provide CCM and inspection services. Thirteen consultants were awarded these contracts as follows: AECOM USA, Inc., Henningson Durham & Richardson Architecture and Engineering, P.C., Hill International, Inc./Parsons Transportation Group of New York, Inc., Joint Venture, HNTB New York Engineering and Architecture, P.C., Jacobs Civil Consultants, Inc. (“Jacobs”), LiRo Engineers, Inc., Mott MacDonald NY, Inc., Naik Consulting Group P.C. (a certified DBE and MBE firm), STV Incorporated, Systra Engineering Inc./MCSS Inc., Joint Venture (MCSS is a certified DBE and MBE firm), Tectonic Engineering & Surveying Consultants, P.C., T.Y. Lin International Engineering, Architecture and Land Surveying, P.C. and WSP USA, Inc.

The Contracts are currently due to expire on June 30, 2025. C&D is in the process of soliciting a replacement contract series that is anticipated to be awarded by the second quarter of 2026. To date, 213 task orders have been issued with a total expenditure of \$937.6 million and additional task orders are in the solicitation process. This Modification will allow for C&D to continue to use the Contracts to meet the projected needs of the Capital Program while the replacement contracts are procured.

The Contract series was originally awarded in 2018 and there have been no adjustments to rates or overhead to date. This modification will provide for negotiated individual rate adjustments and adjustments to overhead based on a re-assessment of overhead by MTA Audit. Based on the foregoing, the modification is considered fair and reasonable.

In connection with the review of Jacobs’ responsibility pursuant to the All-Agency Responsibility Guidelines, Jacobs was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the Chief Administrative Officer in consultation with the MTA General Counsel in April 2024.