



Metropolitan Transportation Authority

July 2025

MTA Board Action Items



MTA Board Meeting

Wednesday, 7/30/2025

9:00 AM - 12:00 PM ET

2 Broadway

20th Floor Boardroom

New York, NY 10004

1. PUBLIC COMMENT PERIOD

2. EXECUTIVE SESSION

3. SPECIAL PRESENTATION

4. C&D PROCUREMENT ACTION

Competitive RFP - Page 3

5. CFO PRESENTATION (Materials Distributed Separately)

a. 2025 Mid-Year Forecast

b. 2026 Preliminary Budget

c. July Financial Plan 2025-2029

6. APPROVAL OF MINUTES

MTA and MTA Agencies Regular Joint Committee and Board Meeting Minutes for June 25, 2025

June 2025 - Joint Minutes of the Metropolitan Transportation Authority (2) (002) - Page 6

7. COMMITTEE ON SAFETY - No Items

8. COMMITTEE ON MTA BRIDGES & TUNNELS OPERATIONS

Competitive and Ratification Items - Page 17

9. COMMITTEE ON METRO-NORTH RAILROAD & LONG ISLAND RAILROAD

a. Action Items

Connecticut DOT Fare Increase - Page 25

10. COMMITTEE ON NYCT & BUS - No Items

11. COMMITTEE ON CAPITAL PROGRAM

a. Procurement

C&D Procurements - Page 41

12. COMMITTEE ON FINANCE

a. Action Items - None

b. Procurements

MTAHQ Procurement Report - Page 51

MTAHQ Competitive Procurements (1) - Page 55

c. Real Estate Items

Real Estate Action Items - Page 61

13. AUDIT COMMITTEE - Materials Available in Board Exhibit Book

a. MTA Management Letter

b. Single Audit Report

c. Pension Audits

d. Review of the MTA Inspector General's Office

e. 1st Quarter 2025 MTA Consolidated Financial Statements

Staff Summary

Schedule F: Personal Service Contracts

Page 1 of 3

Item Number --					
Department, Department Head Name: Delivery, Charles Gans, Senior Vice President/Project Executive, IBX					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Board	07/30/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Jacobs/HDR JV	CS00037C
Description	
Interborough Express Light Rail Project General Engineering Consultant Services (Federal)	
Total Amount	
Base:	\$165,980,654
Option:	\$8,623,010
Contract Term (including Options, if any)	
Base Contract: Twenty-Four (24) months	
Option: Up to three (3) additional months	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION

MTA Construction & Development ("C&D") requests Board approval, to award a publicly advertised and competitively solicited contract (the "Contract") for preliminary design services for the Interborough Express Light Rail Project ("IBX") to Jacobs/HDR JV ("Jacobs/HDR"), a joint venture consisting of Jacobs Civil Consultants Inc. and Henningson, Durham & Richardson Architecture and Engineering, P.C. in the not-to-exceed amount of \$165,980,654. The Contract includes one option, described below and exercisable by the MTA in its sole discretion, in the not-to-exceed amount of \$8,623,010.

DISCUSSION

IBX, when complete, will provide light rail service connecting Brooklyn and Queens. As currently contemplated, the project will be delivered in two phases. The first phase will prepare the corridor to receive the light rail system, including demolition of existing structures; utility relocation; street-work; environmental remediation; rehabilitation of existing bridges and construction of new overhead and undergrade bridges; construction of new tunnel structures and retaining walls; and repositioning of freight infrastructure. The second phase will consist of the installation of the light rail system and includes construction and installation of trackwork; stations; a light-rail vehicle storage yard; an operations center; traction power; signals; and all other work required to place the light rail system into revenue service.

Under the Contract, Jacobs/HDR will have 24 months to provide all of the work required to develop a preliminary design and to prepare bridging documents and procurement support for a single Design-Build contract for each of the two phases. The Contract also includes an option which, if exercised, would provide an additional three months for Jacobs/HDR to split the phase 1 package into two additional (for a total of three) Design-Build packages and to provide procurement support for each of the additional two packages. The option will be exercised if the MTA determines during the course of the preliminary design work that there would be schedule or cost savings to the project to split the phase one package into three contracts.

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

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

1. Jacobs/HDR
2. AECOM USA, Inc.
3. Arup US, Inc.
4. EXP Services P.C. ("EXP")
5. Gannett-AtkinsRéalis Interborough Partners, a joint venture of Gannett Fleming Engineers and Architects, P.C. and AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering ("Gannett-AtkinsRéalis")
6. HNTB/STV Partnership, a joint venture of HNTB New York Engineering and Architecture, P.C. and STV Incorporated.

The selection committee consisting of representatives from C&D Delivery, Development, and Contracts, and the Grand Central Madison Operating Company, evaluated the proposals utilizing the following pre-established selection criteria: Experience with Light Rail Infrastructure Projects and Relevant Disciplines; Proposed Staffing Plan and Availability of Resources; Program Understanding and Proposed Technical Approach; Proposed Management Approach; and Other Relevant Matters. In addition to the selection committee there was a non-voting technical advisory committee who reviewed the technical proposals and participated in the oral presentations. The technical advisory committee consisted of representatives from C&D Delivery and Development and MTA HQ.

After reviewing technical proposals, the selection committee voted to shortlist four out of six firms for oral presentations. EXP and Gannett-AtkinsRéalis were not invited for oral presentations because their proposals did not demonstrate a clear understanding of the project and, when compared to the other proposals, demonstrated less light rail experience. Upon conclusion of the oral presentations, the selection committee determined Jacobs/HDR to be the highest technically ranked and recommended Jacobs/HDR for negotiations. Jacobs/HDR proposed a qualified team with light rail expertise, a strong plan of approach and a robust management team. The firm and its proposed team have extensive experience performing similar work on projects of comparable magnitude and complexity. Although the other firms demonstrated strength in a number of areas, Jacobs/HDR was determined to be technically superior based on its innovative approach to the project sequencing, logistics and design coordination, and demonstrated understanding of the corridor constraints.

This Contract was originally solicited with the first phase as the base contract and second phase as an option. It also included an option to take the phase one design from a preliminary design for a design build contract to a final design for a design-bid-build contract. During negotiations, however, the scope of work was revised to include the second phase work into the base contract to secure cost savings from project management efficiencies and reduced coordination costs. In addition, the option to take the first phase from preliminary design to final design was removed.

Negotiations were conducted, focusing on the scope of work, level of effort, liquidated damages, and rates. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. After the negotiations concluded, Jacobs/HDR submitted a Best and Final Offer in the not-to-exceed amount for the base scope of \$165,980,654 and in the not-to-exceed amount of \$8,623,010 for the option. These amounts were determined to be fair and reasonable.

This Contract incorporates a performance evaluation program ("PEP") that will be applied to the fee. The PEP provides an opportunity for the Consultant to earn additional profit through excellent performance in managing its project and a reduction in the fee for unsatisfactory performance. Further, the Consultant will incur liquidated damages of \$3,000 per day for each day that it fails to achieve each of four milestones, with a combined cap of \$2,190,000.

No Significant Adverse Information ("SAI") discovered on the joint venture entity, Jacobs-HDR JV or its partner Henningson, Durham & Richardson Architecture & Engineering, PC; however, previous SAI exist with its partner, Jacobs Civil Consultants, Inc. ("Jacobs"). 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.

M/W/DBE INFORMATION

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

IMPACT ON FUNDING

Funding for the Contract is included in the MTA's 2020-2024 and 2025-2029 Capital Programs.

ALTERNATIVES

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

Joint Minutes of the Metropolitan Transportation Authority, the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company, MTA Construction and Development Company, the MTA Bus Company, Grand Central Madison Operating Company, and the First Mutual Transportation Assurance Company

Regular Board Meeting Minutes

June 25, 2025

9:00 a.m.

2 Broadway

New York, NY

The following Board Members were present (*attended remotely):

Hon. Janno Lieber, Chair & CEO

Hon. Andrew Albert

Hon. Samuel Chu

Hon. Michael Fleischer

Hon. Marc Herbst

Hon. Christopher Leathers

Hon. David Mack

Hon. Haeda B. Mihaltses

Hon. Melva M. Miller

Hon. James O'Donnell

Hon. John Samuelsen

Hon. Lisa Sorin

Hon. Edward Valente

Hon. Neal Zuckerman

The following alternate non-voting members were present:

Hon. Gerard Bringmann

Hon. Randolph Glucksman

The following Board Members were not present:

Hon. Daniel Garodnick

Hon. David Jones

Hon. Dr. John-Ross Rizzo

Hon. Blanca Lopez

Hon. Midori Valdivia

Paige Graves, General Counsel, Laura Wiles, Chief of Staff, John McCarthy, Chief External Relations & Policy, Lisette Camilo, Chief Administrative Officer, Kevin Willens, Chief Financial Officer, Jai Patel, Co-Chief Financial Officer, Carl Hamann, Acting Chief Safety Officer, Justin Vonashek, President Metro-North Railroad, Rob Free, President LIRR, Jamie Torres-Springer, President MTA C&D, Michael Kemper, Chief Security Officer, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Deputy Chief External Relations, Catherine Sheridan, President Bridges & Tunnels, Demetrius Crichlow, President New York City Transit, Monica Murray, Auditor General, Quemuel Arroyo, Chief Accessibility Officer, and Lucielle Songhai, Assistant Director Government Community Relations, attended the meeting.

Chair Lieber called to order the June 2025 Board meeting.

A safety announcement was made.

1. **PUBLIC SPEAKERS' SESSION**

The MTA Moderator announced that the following public speakers will speak either live virtually or in-person. The MTA Moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The Moderator reminded speakers of the warning beep when 30 second remain to conclude their remarks. The moderator advised that the public comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (*live virtual comments):

Christopher Greif, ADA Accessibility
Gian Carlo Pedulla, private citizen
Iris Kelly, Disabled In Action
Michael Ring, Disabled In Action
Miriam Fisher, Auto Free NY*
Jack Nirenberg, Passengers United
Jason Anthony, LIRR ADA Task Force
Philip Valenti, TWU Local 106
Anna Humphrey, Center for Independence of the Disabled NY
Trammel Thomson, Local 100
Alison Filosa, private citizen*
Jose Deras, MTA Police Guardians Association
Debra Greif, BFSSAC

Shane Kennedy, Fare Ain't Fair
Victor Dias Rodrigues, All Riders
Cheikho Ann, Bronx Highbridge
Milo Ward, private citizen*
Naomi Hersson-Ringskog, Fullerton
Christian Joseph, private citizen
LeShane Lindsey, Jobs to Move America
Monica Aetay, Interfaith Public Health Newtork
Lawrence Johnson, The Fare Ain't Fair Coalition
Omar Vera, private citizen
Mo Yain Tham, Jobs to Move America
Jean Ryan, Disabled in Action
Jack Connors, PCAC
Marlo Sausville, PSL
Dominic X, private citizen
Michael Cohen, private citizen
Quinton Miller, NYCT Bus
David Kupferberg, Passengers United
Husein Yatabarry, Muslim Community Network
Jason Otero, Newburg Creates*
Brian Hersey, private citizen*
Carly Rhoades, private citizen*
Carlos Navarro Alvarez, private citizen*
Charlton D'Souza, Passengers United*
Sean Haley, CUNY SPH*
Marianne Marichal, Advocate for Public Transportation in Newburg, NY*
Nyric Smith, CAMBA's Brook YAS Coalition*
Steven Ciancanelli, private citizen*
Yani Jimenez, private citizen*
Caitlan Bose, private citizen*

General Counsel Paige Graves confirmed that a quorum of Board Members was present.

2. **CHAIR'S REMARKS**

Chair Lieber thanked everyone who joined the meeting today, especially the public speakers. The Chair continued with a lookback at about a year ago when we were struggling with the consequences of the pause on congestion pricing, which was later reversed. The Chair stated that at the time of the pause, there was a lot of uncertainty about whether the MTA was going to be able to survive financially. The pause forced us to rethink our 2020-2024 Capital Program and it

made people wonder whether there was going to be any 2025-2029 Capital Plan at all. There was uncertainty about our operating budget – which is essential for us to pay our work force and to actually deliver service – both about the impact of congestion pricing pause on the operating budget but also about whether we could achieve the \$400 million in efficiency savings without cutting service or laying anybody off. It was also unclear if we were going to be able to continue our upward trends in ridership and safety and service. The Chair stated that the Board needs to know that in the end, looking back at the past year, all's well that has ended well. The MTA proved that we are a business-like organization that delivers for the customers, for the public and that we are continuing to do that every day. The proof of that is what our riders are telling us, as reflected in the most recent Spring Customers Count survey. About 70,000 people responded to that survey and there is important news to share. Compared to last fall, customer satisfaction for subways has shown an 8% increase, bus satisfaction is up 11%, with all boroughs showing double digit increases. Commuter railroad customer satisfaction is incredibly positive: Metro-North is 89% and Long Island Rail Road is at 81%. Both are healthy gains over last fall, especially LIRR which has surged 11 points.

The Chair stated that we're also delivering for customers with respect to our other principal duty of the Board as fiduciaries, which is of course to be good financial stewards of the public's money and to make sure that the MTA is financially stable so that we can continue to deliver for the riders. MTA is virtually the only transit system of any size in the United States that is not staring over the edge of the fiscal cliff. Our operating budget is not only balanced – we are actually 3% down in budget terms than we were before COVID. There is almost no other major agency that can say that they are delivering more service and better service and also delivering it at 3% lower budget in real terms than before COVID. Chair Lieber continued by saying that we do have budget challenges looming in the outyears and you'll hear about them in the July Financial Plan. However, Moody's decision this month to upgrade the MTA's rating to A2 from A3 is a huge vote of confidence in our financial stability and the financial management of this institution. It is a signal to investors – and we do need to borrow money so that we can fix the system and we can build all those elevators – it is a signal to investors that the MTA is a good credit risk. The Chair recognized and gave credit to Jai Patel and Kevin Willens our co-CFOs. The Chair further states that it was announced on Monday, that Jai is now stepping up to be the sole CFO and Kevin will be transitioning to a more limited but important role as a senior advisor focused on capital markets.

The Chair continued that customers are voting with their feet, or with their taps because we are pushing 80% in the tap-and-go element of our fare payment system. In May 2025, we surpassed 112 million monthly rides on the Subway. That is up from this time last year and it is 80% more than January 2022 – we are up 80% in a couple of years. We are delivering to a lot more people. The commuter railroads are also breaking records. Last Wednesday was the highest ever post-pandemic day on Metro-North – almost 259,000 riders. The LIRR carried 7 million riders total in May, 88% of pre-COVID ridership and the highest post-pandemic percentage yet. The Chair stated

he is proud to say that these customers are also coming back to better service because at the end of the day – that's what matters most to the rider. Weekday subway on-time performance in May was 85.2% the best performance ever outside empty train days in the middle of COVID. Same is true on the LIRR with 96.7% and Metro-North came in at their usual 98% plus. We tend to overlook it, but that is an amazing track record. May was also a huge month for Paratransit, which saw increases of more than 17% in both trips and ridership. Customer satisfaction on Paratransit remains at 85%. It has been 85% or higher every month so far in 2025, which is a huge improvement from pre-COVID days.

Meanwhile, service delivery for buses is 95%. Demetrius Crichlow and his team are working hard on that. The Queens Bus Network Redesign will make everything better for riders. The Chair reminded everyone that the redesign launches on Sunday. We have a full, extraordinary multi-front communication effort underway with passenger messaging, including online and hard copy, and thousands of Customer Ambassadors who are out on the streets and on the buses talking to riders and making sure they know that this is coming very soon and we want to make sure people are aware of it and are able – if they need to adjust which bus stop they go to so that they are unsurprised when the bus takes a slightly different route. It is all in the interest of the extraordinary five-year effort to make Queens buses run faster. With 800,000 people everyday, the largest bus system on a county basis in the country and we have to make it run faster.

The Chair stated that since last June there has been progress on safety. Crime is down this year versus 2024 and down significantly since 2019, pre-COVID. We're down 8% versus 2019. While there is more to be done – we have to listen to our riders when they tell us they want to see cops in the system to make them feel safe and to make sure they are safe. All together it is clear that what we have done is making an impact. The 31,000 cameras that we have systemwide in stations and onboard train cars, total system coverage on the fleet. MTA has installed LED lighting to make stations brighter in half of all stations and we're ahead of schedule to meet our mid 2026 target. There are platform edge barriers with this new design, which is actually very popular with customers, in 45 stations now. We will have it in 100 stations by the end of this year. In customer surveys, riders, especially older riders and less frequent riders, are telling us that these barriers make them feel much safer. We are also getting serious about finding fare gates of the future that will help us to eliminate fare evasion. This fall we will be testing four designs at 20 stations. They are all a little different, but they are all going to be using the same validators – the tap-and-go system we have installed now.

Moving on with the retrospective that the Chair began with, one year from the congestion pricing pause, which was obviously our most controversial initiative, congestion pricing is not only well underway, but also a massive success, and the validation of that initiative keeps pouring in. As the Chair highlighted in the prior month, the New York Times did a detailed breakdown about how the program is achieving all of its goals for the Central Business District (CBD) in terms of traffic

reduction, increased travel speeds, safety, noise reduction and more. Now, just this week the regional Plan Association released its own independent report, highlighting how the improvements are actually spreading to the whole region, outside the Manhattan CBD. Contrary to all the concerns we heard before the program was implemented, those areas outside Manhattan and outside the CBD are actually seeing less traffic – traffic is down 10% in the Bronx and down 5% on Staten Island. Even Bergen County, New Jersey is down 14%. There is less traffic in Manhattan overall, not just within the CBD, there is a 25% reduction in gridlock borough wide. Challenges to the program in court are also evaporating. A few weeks back Judge Liman ruled that the Trump administration can not continue to threaten our federal funding while this litigation is playing out. The judge has now revised the schedule for the final adjudication of the whole dispute so we will have a resolution months earlier than we thought. Last week, another judge, a state court judge, threw out the lawsuit brought by the Town of Hempstead. So, with threats to congestion pricing diminishing, it is time to turn our attention to the next Capital Plan. With Capital Plan Review Board action this past week, Albany has given its final approval, and we are moving full speed ahead. Over 60% of the projects are in process already – most of them are in design, but some of them are actually in procurement. In-house track work is getting started. We are in design for two ADA packages for the subways and another for Metro-North. We are sourcing bids on the signal upgrades for the Liberty and Fulton lines on the A and the C. We have got to get the entire length of the A and the C on Communications based Train Control and now because we have all those R211s coming – we will have enough CBTC-equipped rail cars to really serve the entire line. Under the leadership of Jamie Torres-Springer MTA Construction and Development, C&D has been developed into a well-tuned machine that knows how to mobilize. The Chair urged listeners not to forget what they have accomplished in the last year despite all the tumult with congestion pricing and otherwise. There are nine new accessible ADA stations – seven on the subway and two on the LIRR. We have major modernization and rehab projects on the G and the A lines that involved not just major construction, but a ton of public outreach and maintaining a complicated menu of alternative service, including a massive shuttle bus operation, and the public gave us high marks for those. C&D is also leading the switch to OMNY. This was our first full year with kids using Student OMNY, switching from MetroCard.

MTA is advancing projects being funded by congestion pricing. We have already awarded new contracts for dual mode locomotives and battery electric buses. Some other big projects are in procurement, ready to be awarded this year: the Fulton and Liberty A/C signal modernization with 43 miles of track, Second Avenue Subway Phase 2, ADA packages for five stations including Gates Ave on the J/Z in Brooklyn and also the Bryant Park station. There are another 18 stations funded by congestion pricing that are going to be coming very soon. In addition, the commuter railroads are going to get a boost from the purchase of 300 new M-9A cars made right here in New York State that are going to enter service in a couple of years. The new Capital Plan includes massive investments in rolling stock – almost \$11 billion worth of rolling stock. It is evident that

one of our biggest challenges is a project that we are not running and do not control – namely Amtrak’s ongoing East River Tunnel rehabs. Our MTA team tried to convince Amtrak to do the project differently, they rejected our views. We have been trying now to hold the line to get them to at least put measures in place to protect LIRR riders during construction. They have done some of what we have demanded, but there are still issues, as reflected in the fact that on Monday, an Amtrak power failure at the start of rush hour resulted in the closure of one of three remaining tunnels. LIRR had to cancel some trains and divert others to Grand Central Madison. We are going to keep holding Amtrak accountable especially when it comes to staffing these sensitive interlocking and other areas. The staffing issue is an especially hot button for us because they have done such a terrible job in supporting the work on Penn Access. We are really concerned about the way Amtrak has been shorting the work on Penn Access, and I’ve asked Jamie Torres-Springer to report back to the Board within the next couple of months about the impact that the failure to support the Penn Access work is having on the project’s schedule.

The Chair in closing remarks stated that no matter what is happening in the political world – whether it is in D.C. or here at the local level – our team is going to keep focusing on the substance. The bottom line is we are fighting for customers, and we are fighting for New York. We are going to keep tackling the hard issues that government is not so great at addressing. Sometimes it can feel overwhelming because there are so many hard issues that the MTA is facing, but that comes with the territory for this Board and for everyone who works at the MTA. We have to keep at the issues because the transit system is the lifeblood of our economy. We are the aspect of government that the most people deal with everyday. We owe it to New Yorkers to make it work well and feel like it is working well. The Chair stated he is proud that this group has been checking off items on our long to-do list and is excited for what the rest of the year holds. The Chair thanked the Board for it’s tremendous support through an amazingly challenging period of time.

Please refer to the video recording of the meeting, produced by the MTA and maintained in the MTA records, for details of the Chair’s remarks.

Chair Lieber called on Rachel Cohen to update the Board on Paratransit

3. PARATRANSIT UPDATE

Rachel Cohen, VP Paratransit, NYCT presented updates about paratransit to the Board

Please refer to the video recording of the meeting, produced by the MTA and maintained in the MTA records, for details of the presentation and board member remarks.

4. **TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

Chair Lieber stated that the Bridges and Tunnels Committee did not have items for Board approval.

5. **JOINT LONG ISLAND RAIL ROAD/METRO-NORTH RAILROAD COMMITTEE**

Upon motion duly made and seconded, the Board approved the following:

A. Long Island Rail Road Action Item

1. Ratification of a three-year estimated quantity contract to Gatekeeper System USA Inc. For audio-visual recording monitoring (AVRM) system on the M7 fleets, C3 coaches, and diesel electric dual mode 30, and installing AVRM on the M3 fleet \$22,951,498

Refer to the video recording, the staff summary, and documentation filed with the records of this meeting, produced by the MTA and maintained in MTA records for the details of these items.

6. **NEW YORK CITY TRANSIT COMMITTEE**

Upon motion duly made and seconded, the Board voted to approve the following:

- i. Ratification to NEU International Railways \$1,658,610

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for the staff summary and details.

7. **CAPITAL PROGRAM COMMITTEE**

Upon motion duly made and seconded, the Board voted to approve the following five actions for a combined total of \$264.2 million dollars:

1. Award of a publicly advertised and competitively solicited contract with Skanska Koch Inc. (Contract VN-8Q) for Design-Build services for the main cable dehumidification at the Verrazzano Narrows Bridge;
2. Ratification of a modification to a contract with SYSTRA Engineering, Inc. (Contract CM-1539) for additional engineering support services in support of the installation of a Communication Based Train Control signaling system on New York City Transit's Queens Boulevard West Line;

3. Ratification of a modification to a contract with Naik Consulting Group, PC (Contract PS886) for continued project management services for three 42nd Street Corridor projects;
4. Ratification of a modification to a contract with Siemens Mobility, Inc. (Contract S-48013-1) to provide for changes to the carborne controller software on R179 subway cars to improve system performance and reliability; and,
5. Ratification of a modification to a contract with Hitachi Rail GTS USA Inc. (Contract S48013-2) to provide for multiple changes to the carborne controller software on R211 subway cars to improve system performance and reliability.

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.

DIVERSITY COMMITTEE

Upon motion duly made and seconded, the Board voted to approve the following action item:

- i. MTA All-Agency Military Benefits Policy.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for the staff summary and details.

8. COMMITTEE ON FINANCE

Upon motion duly made and seconded, the Board voted to approve the following action items:

- i. 2025 New York State PWEF Assessment; and
- ii. MTA Advertising Policy

Upon motion duly made and seconded, the Board voted to approve the following procurement items:

- A. Competitive Items
 - i. Alstom Transportation Inc.
 - ii. 21 Tech LLC
 - iii. BlackRock Financial Management Inc.
 - iv. Tango Analytics LLC

Board Member Herbst recuses on item marked number i.

Upon motion duly made and seconded, the Board voted to approve the following real estate items:

- i. MTA Metro-North Railroad – Amended and restated easement with Congregation Hadas for property on the Piermont Line adjacent to Spring Valley.

- ii. MTA Long Island Rail Road – License with BNSF Railway Company for the use of a parcel of land and sidetrack along the Central Branch in connection with the Ryder Cup golf tournament in Uniondale
- iii. MTA Long Island Rail Road – License with PHQ Enterprises LLC for property to be used for storage on the Montauk Branch in East Hampton
- iv. MTA Bridges and Tunnels – Amendment to the license agreement with The National September 11 Memorial and Museum for use of the Battery Parking Garage in connection with the tribute in light ceremony.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for the staff summary and details.

9. **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Board approved the Joint Minutes of the MTA and MTA Agencies Regular Board meeting held on May 28, 2025 as corrected.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for details.

10. **ADJOURNMENT**

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:00 am

Paige Graves
General Counsel and
Corporate Secretary
MTA

Eamonn Foley
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

Evan Eisland
General Counsel and Corporate Secretary
MTA C&D



Bridges and Tunnels

Procurements July 2025



Subject Request for Authorization to Award Various Procurements					
Department MTA Procurement					
Department Head Name Lynn Gore					
Department Head Signature					
Project Manager Name Various					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	07/28/2025			
2	Board	07/30/2025			

July 23, 2025			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval	Order	Approval
	President	3	7/24/2025
	Gen. Counsel & Corporate Secretary	2	7/24/25
	MTA Deputy Chief Procurement Officer	1	7/23/25

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE

To obtain Board approval to award various contracts and purchase orders, and to inform the Bridges & Tunnels Committee of these procurement actions.

DISCUSSION

MTA B&T proposes to award Noncompetitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 3.1 M
SUBTOTAL	1	\$ 3.1 M

MTA B&T proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 3.4 M
SUBTOTAL	1	\$ 3.4 M
TOTAL	2	\$ 6.5 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

The legal name of MTA Bridges & Tunnels is Triborough Bridge and Tunnel Authority.

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive 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 Service Contract Procurement Guidelines, 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; and (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.

JULY 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|-------------------------------------|--------------------|--------------------------------------|
| 1. Triumph Construction Corp | \$3,048,000 | <i>Staff Summary Attached</i> |
| Three years | | |
| Contract # VNM-399.1 | | |

Contract for HOV/Bus Lane Operations at the Verrazzano-Narrows Bridge: Modification to (1) extend the contract services and durations one year; (2) increase the allowance fund; and (3) adjust the as-needed scope.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number:

Vendor Name (Location) Triumph Construction Corp (Bronx, New York)	
Description Services for HOV/Bus Lane Operation at the Verrazzano-Narrows Bridge	
Contract Term (including Options, if any) October 13, 2022–October 12, 2025	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Department: C&D Delivery, Mark Roche	

Contract Number	AWO/Mod. #
VNM-399	1
Original Amount:	\$ 13,538,000
Option Amount:	\$ 0.00
Total Amount:	\$ 13,538,000
Prior Modifications:	\$ 0.00
Prior Budgetary Increases:	\$ 0.00
Current Amount:	\$ 13,538,000
This Request:	\$ 3,048,000
% of This Request to Current Amount:	23%
% of Modifications (including This Request) to Original Amount:	23%

Discussion:

Bridges and Tunnels (“B&T”) is seeking Board approval to modify a competitively negotiated public work contract with Triumph Construction Corp (“Triumph”) for HOV/Bus Lane Operations at the Verrazzano-Narrows Bridge (“VNB”) to (1) extend the contract services and duration one year; (2) increase the allowance fund; and (3) adjust the as-needed scope, requiring funding in the net amount of \$3,048,000.

Contract VNM-399 was competitively awarded by MTA Construction and Development to Triumph in October 2022 in the amount of \$13,538,000 for the duration of 36 months to provide Barrier Transfer Services needed for HOV/Bus Lane Operations at the VNB. This contract provides for critical Barrier Transfer Machine (“BTM”) operations and associated services including moveable barrier management, traffic control, lane closures, and maintenance activities for HOV/Bus operations at the VNB. Such services include: (1) providing personnel, equipment and material to operate and maintain a BTM and the associated moveable barrier; (2) operation and maintenance of attenuator trucks, arrow boards, traffic drums, etc. to facilitate the closing /opening of the HOV / Bus Lane and the shifting of the movable barrier; (3) installing temporary pavement markings; (4) providing work zone traffic control for the full closure of either the east- or westbound, upper or lower levels; and (5) providing as needed repairs and modifications. To date, no amendments have been issued.

This modification involves three key changes requiring a net increase of \$3.05 million in funding. First, the contract services and duration must be extended for one year. Project VN-84B, Design-Build Services for Rehabilitation and New Construction of Brooklyn Verrazzano Narrows Bridge Ramps (award expected in Q4, 2025), is currently under solicitation and will assume the BTM operation in October 2026 when design services are completed and project construction commences. A one-year extension is required in order to fulfill the services, until that time. Second, the contract’s allowance fund requires an increase for replacement of deteriorated concrete barrier segments and emergency responses. Finally, the scope of work is being adjusted to better align with actual operational needs. The moveable barrier services will be continued; however, several underutilized services will be removed, such as barrier movements for special events, lower-level full closures, and related pavement marking activities.

Triumph has been performing satisfactorily under the contract.

Pursuant to EO16, Triumph has certified that it is not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions

Impact on Funding

Funding is available in the Operating Budget.

JULY 2025

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|---|-------------|-------------------------------|
| 1. TransCore LP
Eight years
Contract # PSC-13-2949.17 | \$3,394,170 | <i>Staff Summary Attached</i> |
|---|-------------|-------------------------------|

Ratification of the modification to the contract for All-Electronic Open-Road Tolling in order to add funding to implement an automated Revenue Recovery System .

Schedule K: Ratification of Completed Procurement Actions



Bridges and Tunnels

Item Number:

Vendor Name (Location) TransCore LP (Nashville, Tennessee)	
Description: All-Electronic Open-Road Tolling	
Contract Term (including Options, if any) July 18, 2014–February 28, 2027	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Department: Tolling Management, Stephen Knapp, SVP	

Contract Number PSC-13-2949	AWO/Mod. # 17
Original Amount:	\$ 7,968,282
Prior Modifications:	\$ 204,681,143
Current Amount:	\$ 212,649,425
This Request:	\$ 3,394,170
% of This Request to Current Amount:	2.0%
% of Modifications (including This Request) to Original Amount:	2611.0%

Discussion:

It is requested that the Board ratify the declaration of an Immediate Operating Need (“ION”) approved by the Deputy Chief Procurement Officer, MTA Procurement, waiving competitive bidding pursuant to Article III, Paragraph A, of the All-Agency Procurement Guidelines and Public Authorities Law 1265-a, subdivision 4 and approve the ratification of a modification to a competitively negotiated personal service contract with TransCore, LP (“TransCore”) for All-Electronic Open-Road Tolling in order to implement an automated Revenue Recovery System (“RRS”) in the amount of \$3,394,170.

The base contract was awarded in July 2014 for the duration of eight years to install and maintain an All-Electronic Tolling / Open-Road Tolling (“ORT”) system at the Henry Hudson Bridge. This tolling system allows MTA Bridges & Tunnels (“B&T”) to debit the toll accounts of, or submit invoice^s to, owners of registered vehicles for fare expenses incurred. Patrons are identified using an on-board transponder (E-ZPass tag) or by capturing an image of the vehicle’s license plate via the presence of on-site camera equipment. Under the ORT system, cash is not accepted, and the flow of traffic is in an open highway environment. Subsequent amendments added cashless tolling at the eight additional Authority Toll Facilities and increased the contract value by \$204,681,143. Previous modifications have included: (1) funding the contract for implementation of cashless tolling at all Authority facilities for a one-year maintenance term (October 2016); (2) providing maintenance support for cashless tolling at all facilities for six years (February 2018); and (3) exercising the three 1-year renewal options for ORT maintenance (January 2024). This modification is to increase the contract amount by \$3,394,170 in order to implement an automated RRS.

B&T continues to research and implement new, innovative methods to combat toll evasion. The current manual review process for altered license plates is insufficient to address the scale and sophistication of revenue evasion tactics. Therefore, an automated RRS is essential to increase the probability of recovering tolls from such vehicle owners and stop the financial losses. The RRS will utilize Optical Character Recognition technology, inference servers, and Division of Motor Vehicle (“DMV”) wild card lookups to identify vehicles with unreadable license plate characters that are due to malicious modification, wear and tear, collision damage or other unintentional events. The system includes operational user interfaces, quality control measures, and DMV integration capabilities. The RRS will be capable of collecting, processing, exporting, and reporting on malicious plates or other image review disposition reason codes. The RRS will feed information to roadside license plate readers to alert law enforcement personnel of altered and partially obstructed license plates for further enforcement action. A successful proof of concept was completed in 2024 that resulted in the positive identification and police interdiction of persistent toll violators. The work will include:

1. Creating System Detailed Design Documents for the entire system
2. Designing, Procuring, and Deploying the Hardware to host the RRS software
3. Provide two-year RRS support and maintenance

620

TransCore proposed a cost of \$3,394,170. After negotiations, a cost of \$3,394,170 (includes \$960,573 for two years of support and maintenance), which was agreed upon and is consistent with both the Project Manager’s estimate and the contract’s existing rates. Based on the aforementioned, the value of this modification is considered fair and reasonable.

In May 2025, B&T discussed the need to have the automated RRS in effect by August 29, 2025, in order to minimize loss of revenue. To meet this date, TransCore advised that the design and procurement of equipment and hardware would need to start immediately. To enable B&T to negotiate with TransCore and award this amendment, an ION was issued. As a result of the ION, this amendment was executed on June 9, 2025.

This contract awarded to TransCore was evaluated to determine the necessary and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal and local law or regulation. TransCore has certified compliance with MTA cybersecurity requirements. In consideration of this amendment, the Authority is working with the contractor to review and ensure that the cybersecurity requirements are still appropriate and will meet all federal and local law or regulations.

TransCore has certified that pursuant to EO 16, it is not doing business in Russia.

TransCore is performing satisfactorily on this contract.

Impact on Funding

Funding is available in the Operating Budget.

Staff Summary

Subject Connecticut New Haven Line Fare Increases					
Dept & Dept Head Name: Nate Gilbertson, VP Organizational Resiliency and Chief Strategy Officer					
Division & Division Head Name: Operations Support & Organizational Resiliency					
Board Reviews					
Order	To	Date	Approval	Info	Other
2	MTA Board	7/30/2025			
1	Joint Railroad Committees	7/28/2025			
Internal Approvals					
Order	Approval	Order	Approval		
4	President	2	Director, Management & Budget		
3	Chief of Staff	1	MNR General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Description	
Total Amount	
Contract Term (including Options, if any)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	

I. PURPOSE: To obtain MTA Board adoption of a Resolution authorizing implementation of increases proposed by the Connecticut Department of Transportation in Metro-North New Haven Main Line fares for travel to or from Connecticut stations.

II. DISCUSSION: The Connecticut Department of Transportation (“CTDOT”) proposes that New Haven Line fares for travel to or from stations located in the State of Connecticut be increased by 5%, effective September 1, 2025, and by 5%, effective July 1, 2026, with CTDOT reserving the ability to withdraw the July 1, 2026, increase should there be intervening changes to CTDOT’s budget.

Under the terms of the State of Connecticut/MTA/Metro-North Amended and Restated Service Agreement (“ARSA”), approval by both the MTA Board and CTDOT is needed to implement CTDOT fare increases for the New Haven Main Line. On June 6, CDOT issued a press release describing the proposed increases and solicited public comments from June 8 to July 1. Public hearings were held on the proposal in person on June 23 in Stamford and June 24 in New Haven, as well as virtually on June 30 and July 1. The public hearings were advertised in advance by CTDOT in nine newspapers and notices of the proposal and public hearings were placed at train station platforms and inside stations on June 17. CTDOT broadcast and Metro-North rebroadcast notices of the public hearings on various social media platforms. CTDOT also conducted and published an equity analysis regarding the proposed increases.

The proposed fare increase for September 1, 2025, is detailed in the tables attached to the annexed Resolution. Fare tables for the July 1, 2026, increase will be developed and provided to the Board prior to implementation. Metro-North will also implement CTDOT’s Connecticut Branch Line fare increases at the same times as the New Haven Main Line increases. Under ARSA, Branch Line fares are solely determined by CTDOT. UniTicket prices will not be affected by the proposed increase. UniRail prices will be increased based upon CTDOT’s determination of fares.

There will be no change in fares charged on the New Haven Line for travel taking place wholly within New York State.

III. BUDGET IMPACT: It is estimated that the proposed fare increases effective September 1, 2025, and July 1, 2026, will increase New Haven Line net revenue by approximately \$1.4 million in 2025, \$16.1 million in 2026, and \$20.5 million in 2027.

IV. RECOMMENDATION: It is recommended that the MTA Board adopt the Resolution attached to this staff summary authorizing implementation of the CTDOT increases, effective September 1, 2025, and July 1, 2026, in Metro-North New Haven Line fares for travel to or from Connecticut stations.

RESOLUTION

FARE CHANGES APPLICABLE TO METRO-NORTH'S NEW HAVEN MAIN LINE FOR TRAVEL TO OR FROM CONNECTICUT STATIONS

WHEREAS, the Amended and Restated Service Agreement ("ARSA") by and among the Metropolitan Transportation Authority ("MTA"), Metro-North Commuter Railroad Company ("Metro-North") and the Connecticut Department of Transportation ("CTDOT") requires approval by both the MTA Board and CTDOT to implement fare changes for travel to or from Connecticut stations on Metro-North's New Haven Main Line;

WHEREAS, CTDOT has requested that the MTA approve CTDOT's proposed fare increases of 5%, effective September 1, 2025, and 5%, effective July 1, 2026, for travel to and from Connecticut stations on Metro-North's New Haven Main Line, with CTDOT reserving the right to withdraw the proposed July 1, 2026, increase based on intervening changes to CTDOT's budget;

WHEREAS, notices of public hearings on proposed changes in fares that were proposed by CTDOT were posted at New Haven Line transportation facilities and advertisements of said public hearings were published by CTDOT in a variety of English and Spanish-language newspapers;

WHEREAS, public hearings were conducted by CTDOT at the times set forth in the aforesaid notices of public hearings, at which all persons who wished to comment on the proposed fare changes were permitted to speak and written comments for inclusion in the record of the proceeding were invited, at Ferguson Library, 96 Broad Street in Stamford, Connecticut on June 23, at the Hall of Records, 200 Orange Street in New Haven Connecticut on June 24, and at virtual hearings on June 30 and July 1;

WHEREAS, CTDOT considered, among other things, the testimony of the public at the public hearings and written comments submitted on the proposed changes in fare, and analyzed the impact of the proposed fare changes upon the riders of mass transportation services, including minority and low-income users of such services; and

WHEREAS, CTDOT provided Metro-North with a summary of its public outreach and public hearings regarding the fare increases, and published its equity analysis on its webpage, which concluded that the fare changes would not have a disparate impact or disproportionate burden on minority or low-income populations;

NOW, THEREFORE, upon motion duly made and seconded, the following resolution was adopted by the MTA Board:

RESOLVED, that in accordance with section 1266 of the Public Authorities Law and ARSA, the MTA Board hereby approves implementation of the increases proposed by CTDOT to the Metro-North New Haven Line Main Line fares for travel to or from Connecticut stations, which increase shall be implemented by a 5% increase, effective September 1, 2025, and a 5% increase, effective July 1, 2026, with CTDOT reserving the right to withdraw the proposed July 1, 2026, increase based on intervening changes to CTDOT's budget; that the increases to specific fares to become effective on September 1, 2025, shall be as set forth in Attachment A hereto; and the President of Metro-North and his designees are hereby authorized and directed to take such additional and further steps as may be necessary or desirable to implement the approved increases in fares.

July 30, 2025
New York, New York

Table 1
PROPOSED NEW HAVEN LINE STATION FARES TO / FROM MANHATTAN ^(1,2)
(Effective: September 1, 2025)
(Page 1 of 2)

Station	Monthly Commutation		Weekly Commutation		Ten Trip Peak		Ten Trip Off-Peak		Ten Trip Senior / Disabled / Medicare	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Mount Vernon										
Pelham	\$233.00	\$233.00	\$83.00	\$83.00	\$117.50	\$117.50	\$74.50	\$74.50	\$57.50	\$57.50
New Rochelle										
Larchmont										
Mamaroneck	\$260.00	\$260.00	\$92.50	\$92.50	\$132.50	\$132.50	\$83.00	\$83.00	\$65.00	\$65.00
Harrison										
Rye	\$280.00	\$280.00	\$99.50	\$99.50	\$142.50	\$142.50	\$89.25	\$89.25	\$70.00	\$70.00
Port Chester										
Greenwich										
Cos Cob	\$280.00	\$294.75	\$99.50	\$104.75	\$142.50	\$150.00	\$89.25	\$93.50	\$70.00	\$75.00
Riverside										
Old Greenwich										
Stamford										
Noroton Heights	\$315.00	\$334.75	\$112.00	\$119.00	\$160.00	\$170.00	\$100.00	\$106.25	\$80.00	\$85.00
Darien										
Rowayton										
South Norwalk	\$338.50	\$358.00	\$120.25	\$127.25	\$172.50	\$182.50	\$108.50	\$114.75	\$85.00	\$90.00
East Norwalk										
Westport										
Green's Farms										
Southport	\$366.25	\$385.75	\$130.25	\$137.25	\$187.50	\$197.50	\$119.00	\$123.25	\$92.50	\$97.50
Fairfield										
Fairfield Metro										
Bridgeport	\$397.00	\$421.25	\$141.00	\$149.75	\$205.00	\$217.50	\$129.75	\$136.00	\$102.50	\$107.50
Stratford	\$422.00	\$446.00	\$150.00	\$158.50	\$220.00	\$232.50	\$138.25	\$146.75	\$110.00	\$115.00
Milford										
New Haven	\$466.25	\$494.75	\$165.75	\$176.00	\$245.00	\$260.00	\$155.25	\$163.75	\$122.50	\$130.00
NH State Street										
Glenbrook										
Springdale	\$315.00	\$334.75	\$112.00	\$119.00	\$160.00	\$170.00	\$100.00	\$106.25	\$80.00	\$85.00
Talmadge Hill										
New Canaan										
Merritt-7										
Wilton	\$347.50	\$367.00	\$123.50	\$130.50	\$177.50	\$187.50	\$112.75	\$119.00	\$87.50	\$92.50
Cannondale										
Branchville										
Redding	\$363.50	\$388.00	\$129.25	\$138.00	\$185.00	\$197.50	\$117.00	\$123.25	\$92.50	\$97.50
Bethel										
Danbury										
Derby Shelton										
Ansonia										
Seymour	\$424.75	\$449.25	\$151.00	\$159.75	\$217.50	\$230.00	\$136.00	\$144.50	\$107.50	\$115.00
Beacon Falls										
Naugatuck										
Waterbury										

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 1 *(continued)*
PROPOSED NEW HAVEN LINE STATION FARES TO / FROM MANHATTAN ^(1,2)
(Effective: September 1, 2025)
(Page 2 of 2)

Station	One Way Peak		One Way Off-Peak		One Way Senior / Disabled / Medicare		School Commutation	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Mount Vernon								
Pelham	\$11.75	\$11.75	\$8.75	\$8.75	\$5.75	\$5.75	\$156.00	\$156.00
New Rochelle								
Larchmont								
Mamaroneck	\$13.25	\$13.25	\$9.75	\$9.75	\$6.50	\$6.50	\$174.00	\$174.00
Harrison								
Rye	\$14.25	\$14.25	\$10.50	\$10.50	\$7.00	\$7.00	\$188.00	\$188.00
Port Chester								
Greenwich								
Cos Cob	\$14.25	\$15.00	\$10.50	\$11.00	\$7.00	\$7.50	\$188.00	\$197.00
Riverside								
Old Greenwich								
Stamford								
Noroton Heights	\$16.00	\$17.00	\$11.75	\$12.50	\$8.00	\$8.50	\$211.00	\$224.00
Darien								
Rowayton								
South Norwalk	\$17.25	\$18.25	\$12.75	\$13.50	\$8.50	\$9.00	\$227.00	\$240.00
East Norwalk								
Westport								
Green's Farms	\$18.75	\$19.75	\$14.00	\$14.50	\$9.25	\$9.75	\$245.00	\$258.00
Southport								
Fairfield								
Fairfield Metro								
Bridgeport	\$20.50	\$21.75	\$15.25	\$16.00	\$10.25	\$10.75	\$266.00	\$282.00
Stratford	\$22.00	\$23.25	\$16.25	\$17.25	\$11.00	\$11.50	\$283.00	\$299.00
Milford								
New Haven	\$24.50	\$26.00	\$18.25	\$19.25	\$12.25	\$13.00	\$312.00	\$331.00
NH State Street								
Glenbrook								
Springdale	\$16.00	\$17.00	\$11.75	\$12.50	\$8.00	\$8.50	\$211.00	\$224.00
Talmadge Hill								
New Canaan								
Merritt-7								
Wilton	\$17.75	\$18.75	\$13.25	\$14.00	\$8.75	\$9.25	\$233.00	\$246.00
Cannondale								
Branchville								
Redding	\$18.50	\$19.75	\$13.75	\$14.50	\$9.25	\$9.75	\$244.00	\$260.00
Bethel								
Danbury								
Derby Shelton								
Ansonia								
Seymour	\$21.75	\$23.00	\$16.00	\$17.00	\$10.75	\$11.50	\$285.00	\$301.00
Beacon Falls								
Naugatuck								
Waterbury								

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 2
PROPOSED NEW HAVEN LINE INTERMEDIATE ONE WAY STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 1 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Mount Vernon East	Proposed	\$3.25	\$3.25													
Pelham	Existing	\$3.25	\$3.25													
New Rochelle																
Larchmont	Proposed	\$4.25	\$3.25	\$3.25												
Mamaroneck	Existing	\$4.25	\$3.25	\$3.25												
Harrison																
Rye	Proposed	\$5.50	\$4.00	\$4.00	\$3.25											
Port Chester	Existing	\$5.50	\$4.00	\$4.00	\$3.25											
Greenwich	Proposed	\$5.75	\$5.50	\$4.25	\$4.00	\$3.25										
Cos Cob	Existing	\$5.50	\$5.25	\$4.00	\$3.75	\$3.00										
Riverside																
Old Greenwich																
Stamford	Proposed	\$6.75	\$6.75	\$5.75	\$5.50	\$3.25	\$3.25									
Noroton Heights	Existing	\$6.50	\$6.50	\$5.50	\$5.25	\$3.00	\$3.00									
Darien																
Rowayton																
South Norwalk	Proposed	\$8.00	\$8.00	\$6.75	\$6.50	\$4.00	\$3.25	\$3.25								
East Norwalk	Existing	\$7.50	\$7.50	\$6.50	\$6.25	\$3.75	\$3.00	\$3.00								
Westport	Proposed	\$9.75	\$9.75	\$8.25	\$8.00	\$5.25	\$3.25	\$3.25	\$3.25							
Green Farms	Existing	\$9.00	\$9.00	\$7.75	\$7.50	\$5.00	\$3.00	\$3.00	\$3.00							
Southport																
Fairfield																
Fairfield Metro																
Bridgeport	Proposed	\$11.50	\$11.50	\$10.00	\$9.50	\$6.75	\$5.25	\$4.25	\$3.25							
	Existing	\$10.75	\$10.75	\$9.50	\$8.75	\$6.50	\$5.00	\$4.00	\$3.00							

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 2 (continued)
PROPOSED NEW HAVEN LINE INTERMEDIATE ONE WAY STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 2 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Stratford	Proposed	\$12.75	\$12.75	\$11.50	\$10.75	\$8.25	\$6.50	\$5.25	\$4.00	\$3.25	\$3.25					
Milford	Existing	\$12.00	\$12.00	\$10.75	\$10.00	\$7.75	\$6.25	\$5.00	\$3.75	\$3.00	\$3.00					
New Haven	Proposed	\$15.75	\$15.75	\$14.25	\$13.75	\$11.25	\$9.25	\$8.00	\$6.25	\$4.25	\$4.00	\$3.25				
New Haven State Street	Existing	\$14.50	\$14.50	\$13.25	\$12.50	\$10.25	\$8.75	\$7.50	\$6.00	\$4.00	\$3.75	\$3.00				
Glenbrook	Proposed	\$6.75	\$6.75	\$5.75	\$5.50	\$3.25	\$3.25	\$4.00	\$5.25	\$6.50	\$7.25	\$9.75	\$3.25			
Springdale	Existing	\$6.50	\$6.50	\$5.50	\$5.25	\$3.00	\$3.00	\$3.75	\$5.00	\$6.25	\$6.75	\$9.00	\$3.00			
Talmadge Hill																
New Canaan																
Merritt-7	Proposed	\$8.50	\$8.50	\$7.25	\$6.75	\$4.50	\$4.00	\$3.25	\$4.00	\$5.25	\$5.75	\$8.00	\$5.25	\$3.00		
Willon	Existing	\$8.00	\$8.00	\$6.75	\$6.50	\$4.25	\$3.75	\$3.00	\$3.75	\$5.00	\$5.50	\$7.50	\$5.00	\$2.75		
Cannondale																
Branchville	Proposed	\$11.25	\$9.75	\$8.50	\$8.00	\$6.50	\$5.50	\$4.00	\$5.75	\$6.75	\$7.25	\$10.00	\$6.50	\$3.00	\$3.00	
Redding	Existing	\$10.25	\$9.00	\$8.00	\$7.50	\$6.25	\$5.25	\$3.75	\$5.50	\$6.50	\$6.75	\$9.50	\$6.25	\$2.75	\$2.75	
Bethel																
Danbury																
Derby-Shellon	Proposed	\$13.75	\$13.25	\$12.25	\$11.75	\$8.75	\$7.50	\$6.75	\$5.75	\$3.25	\$3.25	\$6.75	\$8.75	\$8.00	\$10.00	\$3.00
Ansonia	Existing	\$12.50	\$12.25	\$11.25	\$11.00	\$8.50	\$7.00	\$6.50	\$5.50	\$3.00	\$3.00	\$6.50	\$8.50	\$7.50	\$9.50	\$2.75
Seymour																
Naugatuck																
Waterbury																

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 3
PROPOSED NEW HAVEN LINE INTERMEDIATE MONTHLY COMMUTATION STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 1 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Mount Vernon East	Proposed	\$67.50	\$67.50													
Pelham	Existing	\$67.50	\$67.50													
New Rochelle																
Larchmont	Proposed	\$75.50	\$67.50	\$67.50												
Mamaroneck	Existing	\$75.50	\$67.50	\$67.50												
Harrison																
Rye	Proposed	\$92.75	\$69.25	\$69.25	\$64.00											
Port Chester	Existing	\$92.75	\$69.25	\$69.25	\$64.00											
Greenwich	Proposed	\$97.00	\$97.25	\$76.50	\$68.25	\$64.50										
Cos Cob	Existing	\$92.75	\$92.75	\$72.00	\$64.00	\$59.50										
Riverside																
Old Greenwich																
Stamford	Proposed	\$127.25	\$127.25	\$107.25	\$92.50	\$64.50	\$64.50									
Noroton Heights	Existing	\$122.50	\$122.50	\$102.50	\$88.25	\$59.50	\$59.50									
Darien																
Rowayton																
South Norwalk	Proposed	\$153.50	\$153.50	\$128.00	\$114.25	\$71.00	\$64.50	\$64.50								
East Norwalk	Existing	\$144.00	\$144.00	\$123.25	\$109.75	\$66.50	\$59.50	\$59.50								
Westport	Proposed	\$187.25	\$187.25	\$161.00	\$144.00	\$89.75	\$69.25	\$64.50	\$64.50							
Green Farms	Existing	\$172.75	\$172.75	\$151.25	\$135.00	\$85.50	\$64.00	\$59.50	\$59.50							
Southport																
Fairfield																
Fairfield Metro																
Bridgeport	Proposed	\$220.50	\$220.50	\$190.50	\$187.50	\$122.50	\$90.75	\$74.75	\$64.50							
	Existing	\$206.00	\$206.00	\$181.00	\$172.75	\$118.00	\$86.50	\$70.25	\$59.50							

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 3 (continued)
PROPOSED NEW HAVEN LINE INTERMEDIATE MONTHLY COMMUTATION STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 2 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Stratford	Proposed	\$241.00	\$241.00	\$213.75	\$199.50	\$148.50	\$111.25	\$87.00	\$63.50	\$64.50	\$64.50					
Milford	Existing	\$226.75	\$226.75	\$199.75	\$185.50	\$139.50	\$107.00	\$82.75	\$59.50	\$59.50	\$59.50					
New Haven	Proposed	\$299.25	\$299.25	\$270.00	\$258.50	\$205.50	\$163.50	\$141.00	\$114.25	\$75.50	\$75.75	\$65.25				
New Haven State Street	Existing	\$275.50	\$275.50	\$251.00	\$235.00	\$187.25	\$154.75	\$132.25	\$109.75	\$71.00	\$71.00	\$60.25				
Glenbrook	Proposed	\$127.25	\$127.25	\$107.25	\$92.50	\$64.50	\$64.50	\$73.75	\$93.50	\$118.00	\$136.50	\$178.50	\$64.50			
Springdale	Existing	\$122.50	\$122.50	\$102.50	\$86.25	\$59.50	\$59.50	\$69.25	\$89.00	\$113.50	\$127.00	\$164.75	\$59.50			
Talmadge Hill																
New Canaan																
Merritt-7	Proposed	\$167.25	\$162.50	\$143.00	\$122.50	\$86.75	\$72.00	\$56.50	\$73.75	\$97.50	\$106.50	\$144.00	\$92.75	\$57.00		
Wilton	Existing	\$157.50	\$153.00	\$133.25	\$118.00	\$82.00	\$67.50	\$52.25	\$69.25	\$92.75	\$101.75	\$135.00	\$88.25	\$52.25		
Cannondale																
Branchville	Proposed	\$207.50	\$187.25	\$167.25	\$151.75	\$118.00	\$100.00	\$73.75	\$106.50	\$124.25	\$137.25	\$186.50	\$118.00	\$57.00	\$57.00	
Redding	Existing	\$189.00	\$172.75	\$157.50	\$142.25	\$113.50	\$95.50	\$69.25	\$101.75	\$119.75	\$127.75	\$177.25	\$113.50	\$52.25	\$52.25	
Bethel																
Danbury																
Derby-Shelton	Proposed	\$261.25	\$247.25	\$225.50	\$205.75	\$162.25	\$142.75	\$124.25	\$106.50	\$67.25	\$67.25	\$124.25	\$162.25	\$145.00	\$186.50	\$57.00
Ansonia	Existing	\$237.50	\$228.50	\$207.90	\$192.50	\$157.50	\$133.25	\$119.75	\$101.75	\$62.00	\$62.00	\$119.75	\$157.50	\$136.00	\$177.25	\$52.25
Seymour																
Naugatuck																
Waterbury																

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 4
PROPOSED NEW HAVEN LINE INTERMEDIATE WEEKLY COMMUTATION STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 1 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Mount Vernon East	Proposed	\$23.25	\$23.25													
Pelham	Existing	\$23.25	\$23.25													
New Rochelle																
Larchmont	Proposed	\$26.00	\$23.25	\$23.25												
Mamaroneck	Existing	\$26.00	\$23.25	\$23.25												
Harrison																
Rye	Proposed	\$32.00	\$23.75	\$23.75	\$22.00											
Port Chester	Existing	\$32.00	\$23.75	\$23.75	\$22.00											
Greenwich	Proposed	\$33.25	\$33.50	\$26.25	\$23.50	\$22.25										
Cos Cob	Existing	\$32.00	\$32.00	\$24.75	\$22.00	\$20.50										
Riverside																
Old Greenwich																
Stamford	Proposed	\$43.75	\$43.75	\$37.00	\$31.75	\$22.25	\$22.25									
Noroton Heights	Existing	\$42.25	\$42.25	\$35.25	\$30.50	\$20.50	\$20.50									
Darien																
Rowayton																
South Norwalk	Proposed	\$52.75	\$52.75	\$44.00	\$39.25	\$24.50	\$22.25	\$22.25								
East Norwalk	Existing	\$49.50	\$49.50	\$42.50	\$37.75	\$23.00	\$20.50	\$20.50								
Westport	Proposed	\$64.50	\$64.50	\$55.50	\$49.50	\$30.75	\$23.75	\$22.25	\$22.25							
Green Farms	Existing	\$59.50	\$59.50	\$52.00	\$46.50	\$29.50	\$22.00	\$20.50	\$20.50							
Southport																
Fairfield																
Fairfield Metro																
Bridgeport	Proposed	\$75.75	\$75.75	\$65.50	\$64.50	\$42.25	\$31.25	\$25.75	\$22.25							
	Existing	\$71.00	\$71.00	\$62.25	\$59.50	\$40.50	\$29.75	\$24.25	\$20.50							

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 4 (continued)
PROPOSED NEW HAVEN LINE INTERMEDIATE WEEKLY COMMUTATION STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 2 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Stratford	Proposed	\$83.00	\$83.00	\$73.50	\$68.75	\$51.00	\$38.25	\$30.00	\$21.75	\$22.25	\$22.25					
Milford	Existing	\$78.00	\$78.00	\$68.75	\$63.75	\$48.00	\$37.00	\$28.50	\$20.50	\$20.50	\$20.50					
New Haven	Proposed	\$103.00	\$103.00	\$93.00	\$89.00	\$70.75	\$56.25	\$48.50	\$39.25	\$26.00	\$26.00	\$22.50				
New Haven State Street	Existing	\$94.75	\$94.75	\$86.50	\$81.00	\$64.50	\$53.25	\$45.50	\$37.75	\$24.50	\$24.50	\$20.75				
Glenbrook	Proposed	\$43.75	\$43.75	\$37.00	\$31.75	\$22.25	\$22.25	\$25.25	\$32.25	\$40.50	\$47.00	\$61.50	\$22.25			
Springdale	Existing	\$42.25	\$42.25	\$35.25	\$30.50	\$20.50	\$20.50	\$23.75	\$30.75	\$39.00	\$43.75	\$56.75	\$20.50			
Talmadge Hill																
New Canaan																
Merritt-7	Proposed	\$57.50	\$56.00	\$49.25	\$42.25	\$29.75	\$24.75	\$19.50	\$25.25	\$33.50	\$36.75	\$49.50	\$32.00	\$19.50		
Wilton	Existing	\$54.25	\$52.75	\$46.00	\$40.50	\$28.25	\$23.25	\$18.00	\$23.75	\$32.00	\$35.00	\$46.50	\$30.50	\$18.00		
Cannondale																
Branchville	Proposed	\$71.50	\$64.50	\$57.50	\$52.25	\$40.50	\$34.50	\$25.25	\$36.75	\$42.75	\$47.25	\$64.25	\$40.50	\$19.50	\$19.50	
Redding	Existing	\$65.00	\$59.50	\$54.25	\$49.00	\$39.00	\$32.75	\$23.75	\$35.00	\$41.25	\$44.00	\$61.00	\$39.00	\$18.00	\$18.00	
Bethel																
Danbury																
Derby-Shelton	Proposed	\$89.75	\$85.00	\$77.50	\$70.75	\$55.75	\$49.00	\$42.75	\$36.75	\$23.25	\$23.25	\$42.75	\$55.75	\$50.00	\$64.25	\$19.50
Ansonia	Existing	\$81.75	\$78.75	\$71.25	\$66.25	\$54.25	\$46.00	\$41.25	\$35.00	\$21.50	\$21.50	\$41.25	\$54.25	\$46.75	\$61.00	\$18.00
Seymour																
Naugatuck																
Waterbury																

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 5
PROPOSED NEW HAVEN LINE INTERMEDIATE TEN-TRIP STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 1 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Mount Vernon East	Proposed	\$27.75	\$27.75													
Pelham	Existing	\$27.75	\$27.75													
New Rochelle																
Larchmont	Proposed	\$36.25	\$27.75	\$27.75												
Mamaroneck	Existing	\$36.25	\$27.75	\$27.75												
Harrison																
Rye	Proposed	\$46.75	\$34.00	\$34.00	\$27.75											
Port Chester	Existing	\$46.75	\$34.00	\$34.00	\$27.75											
Greenwich	Proposed	\$49.00	\$46.75	\$36.25	\$34.00	\$27.75										
Cos Cob	Existing	\$46.75	\$44.75	\$34.00	\$32.00	\$25.50										
Riverside																
Old Greenwich																
Stamford	Proposed	\$57.50	\$57.50	\$49.00	\$46.75	\$27.75	\$27.75									
Noroton Heights	Existing	\$55.25	\$55.25	\$46.75	\$44.75	\$25.50	\$25.50									
Darien																
Rowayton																
South Norwalk	Proposed	\$68.00	\$68.00	\$57.50	\$55.25	\$34.00	\$27.75	\$27.75								
East Norwalk	Existing	\$63.75	\$63.75	\$55.25	\$53.25	\$32.00	\$25.50	\$25.50								
Westport	Proposed	\$83.00	\$83.00	\$70.25	\$68.00	\$44.75	\$27.75	\$27.75	\$27.75							
Green Farms	Existing	\$76.50	\$76.50	\$66.00	\$63.75	\$42.50	\$25.50	\$25.50	\$25.50							
Southport																
Fairfield																
Fairfield Metro																
Bridgeport	Proposed	\$97.75	\$97.75	\$85.00	\$80.75	\$57.50	\$44.75	\$36.25	\$27.75							
	Existing	\$91.50	\$91.50	\$80.75	\$74.50	\$55.25	\$42.50	\$34.00	\$25.50							

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 5 (continued)
PROPOSED NEW HAVEN LINE INTERMEDIATE TEN-TRIP STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 2 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Stratford Milford	Proposed	\$108.50	\$108.50	\$97.75	\$91.50	\$70.25	\$55.25	\$44.75	\$34.00	\$27.75	\$27.75					
	Existing	\$102.00	\$102.00	\$91.50	\$85.00	\$66.00	\$53.25	\$42.50	\$32.00	\$25.50	\$25.50					
New Haven New Haven State Street	Proposed	\$134.00	\$134.00	\$121.25	\$117.00	\$95.75	\$78.75	\$68.00	\$53.25	\$36.25	\$34.00	\$27.75				
	Existing	\$123.25	\$123.25	\$112.75	\$106.25	\$87.25	\$74.50	\$63.75	\$51.00	\$34.00	\$32.00	\$25.50				
Glenbrook Springdale Talmadge Hill New Canaan	Proposed	\$57.50	\$57.50	\$49.00	\$46.75	\$27.75	\$27.75	\$34.00	\$44.75	\$55.25	\$61.75	\$83.00	\$27.75			
	Existing	\$55.25	\$55.25	\$46.75	\$44.75	\$25.50	\$25.50	\$32.00	\$42.50	\$53.25	\$57.50	\$76.50	\$25.50			
Merritt-7 Willon Cannondale	Proposed	\$72.25	\$72.25	\$61.75	\$57.50	\$38.25	\$34.00	\$27.75	\$34.00	\$44.75	\$49.00	\$68.00	\$44.75	\$25.50		
	Existing	\$68.00	\$68.00	\$57.50	\$55.25	\$36.25	\$32.00	\$25.50	\$32.00	\$42.50	\$46.75	\$63.75	\$42.50	\$23.50		
Branchville Redding Bethel Danbury	Proposed	\$95.75	\$83.00	\$72.25	\$68.00	\$55.25	\$46.75	\$34.00	\$49.00	\$57.50	\$61.75	\$85.00	\$55.25	\$25.50	\$25.50	
	Existing	\$87.25	\$76.50	\$68.00	\$63.75	\$53.25	\$44.75	\$32.00	\$46.75	\$55.25	\$57.50	\$80.75	\$53.25	\$23.50	\$23.50	
Derby-Shellon Ansonia Seymour Naugatuck Waterbury	Proposed	\$117.00	\$112.75	\$104.25	\$100.00	\$74.50	\$63.75	\$57.50	\$49.00	\$27.75	\$27.75	\$57.50	\$74.50	\$68.00	\$85.00	\$25.50
	Existing	\$106.25	\$104.25	\$95.75	\$93.50	\$72.25	\$59.50	\$55.25	\$46.75	\$25.50	\$25.50	\$55.25	\$72.25	\$63.75	\$80.75	\$23.50

Notes:

- (1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.
 (2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 6
PROPOSED NEW HAVEN LINE INTERMEDIATE ONE-WAY SENIOR / DISABLED / MEDICARE STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 1 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Mount Vernon East	Proposed	\$1.50	\$1.50													
Pelham	Existing	\$1.50	\$1.50													
New Rochelle																
Larchmont	Proposed	\$2.00	\$1.50	\$1.50												
Mamaroneck	Existing	\$2.00	\$1.50	\$1.50												
Harrison																
Rye	Proposed	\$2.75	\$2.00	\$2.00	\$1.50											
Port Chester	Existing	\$2.75	\$2.00	\$2.00	\$1.50											
Greenwich	Proposed	\$2.75	\$2.75	\$2.00	\$2.00	\$1.50										
Cos Cob	Existing	\$2.75	\$2.50	\$2.00	\$1.75	\$1.50										
Riverside																
Old Greenwich																
Stamford	Proposed	\$3.25	\$3.25	\$2.75	\$2.75	\$1.50	\$1.50									
Noroton Heights	Existing	\$3.25	\$3.25	\$2.75	\$2.50	\$1.50	\$1.50									
Darien																
Rowayton																
South Norwalk	Proposed	\$4.00	\$4.00	\$3.25	\$3.25	\$2.00	\$1.50	\$1.50								
East Norwalk	Existing	\$3.75	\$3.75	\$3.25	\$3.00	\$1.75	\$1.50	\$1.50								
Westport	Proposed	\$4.75	\$4.75	\$4.00	\$4.00	\$2.50	\$1.50	\$1.50	\$1.50							
Green Farms	Existing	\$4.50	\$4.50	\$3.75	\$3.75	\$2.50	\$1.50	\$1.50	\$1.50							
Southport																
Fairfield																
Fairfield Metro																
Bridgeport	Proposed	\$5.75	\$5.75	\$5.00	\$4.75	\$3.25	\$2.50	\$2.00	\$1.50							
	Existing	\$5.25	\$5.25	\$4.75	\$4.25	\$3.25	\$2.50	\$2.00	\$1.50							

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 6 (continued)
PROPOSED NEW HAVEN LINE INTERMEDIATE ONE-WAY SENIOR / DISABLED / MEDICARE STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 2 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Stratford	Proposed	\$6.25	\$6.25	\$5.75	\$5.25	\$4.00	\$3.25	\$2.50	\$2.00	\$1.50	\$1.50					
Milford	Existing	\$6.00	\$6.00	\$5.25	\$5.00	\$3.75	\$3.00	\$2.50	\$1.75	\$1.50	\$1.50					
New Haven	Proposed	\$7.75	\$7.75	\$7.00	\$6.75	\$5.50	\$4.50	\$4.00	\$3.00	\$2.00	\$2.00	\$1.50				
New Haven State Street	Existing	\$7.25	\$7.25	\$6.50	\$6.25	\$5.00	\$4.25	\$3.75	\$3.00	\$2.00	\$1.75	\$1.50				
Glenbrook	Proposed	\$3.25	\$3.25	\$2.75	\$2.75	\$1.50	\$1.50	\$2.00	\$2.50	\$3.25	\$3.50	\$4.75	\$1.50			
Springdale	Existing	\$3.25	\$3.25	\$2.75	\$2.50	\$1.50	\$1.50	\$1.75	\$2.50	\$3.00	\$3.25	\$4.50	\$1.50			
Talmadge Hill																
New Canaan																
Merritt-7	Proposed	\$4.25	\$4.25	\$3.50	\$3.25	\$2.25	\$2.00	\$1.50	\$2.00	\$2.50	\$2.75	\$4.00	\$2.50	\$1.50		
Wilton	Existing	\$4.00	\$4.00	\$3.25	\$3.25	\$2.00	\$1.75	\$1.50	\$1.75	\$2.50	\$2.75	\$3.75	\$2.50	\$1.25		
Cannondale																
Branchville	Proposed	\$5.50	\$4.75	\$4.25	\$4.00	\$3.25	\$2.75	\$2.00	\$2.75	\$3.25	\$3.50	\$5.00	\$3.25	\$1.50	\$1.50	
Redding	Existing	\$5.00	\$4.50	\$4.00	\$3.75	\$3.00	\$2.50	\$1.75	\$2.75	\$3.25	\$3.25	\$4.75	\$3.00	\$1.25	\$1.25	
Bethel																
Danbury																
Derby-Shelton	Proposed	\$6.75	\$6.50	\$6.00	\$5.75	\$4.25	\$3.75	\$3.25	\$2.75	\$1.50	\$1.50	\$3.25	\$4.25	\$4.00	\$5.00	\$1.50
Ansonia	Existing	\$6.25	\$6.00	\$5.50	\$5.50	\$4.25	\$3.50	\$3.25	\$2.75	\$1.50	\$1.50	\$3.25	\$4.25	\$3.75	\$4.75	\$1.25
Seymour																
Naugatuck																
Waterbury																

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 7
PROPOSED NEW HAVEN LINE INTERMEDIATE SCHOOL COMMUTATION STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 1 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Mount Vernon East	Proposed	\$45.00	\$45.00													
Pelham	Existing	\$45.00	\$45.00													
New Rochelle																
Larchmont	Proposed	\$51.00	\$45.00	\$45.00												
Mamaroneck	Existing	\$51.00	\$45.00	\$45.00												
Harrison																
Rye	Proposed	\$62.00	\$46.00	\$46.00	\$43.00											
Port Chester	Existing	\$62.00	\$46.00	\$46.00	\$43.00											
Greenwich	Proposed	\$65.00	\$65.00	\$51.00	\$46.00	\$43.00										
Cos Cob	Existing	\$62.00	\$62.00	\$48.00	\$43.00	\$40.00										
Riverside																
Old Greenwich																
Stamford	Proposed	\$85.00	\$85.00	\$72.00	\$62.00	\$43.00	\$43.00									
Noroton Heights	Existing	\$82.00	\$82.00	\$69.00	\$59.00	\$40.00	\$40.00									
Darien																
Rowayton																
South Norwalk	Proposed	\$103.00	\$103.00	\$86.00	\$77.00	\$48.00	\$43.00	\$43.00								
East Norwalk	Existing	\$96.00	\$96.00	\$83.00	\$74.00	\$45.00	\$40.00	\$40.00								
Westport	Proposed	\$125.00	\$125.00	\$108.00	\$96.00	\$60.00	\$46.00	\$43.00	\$43.00							
Green Farms	Existing	\$116.00	\$116.00	\$101.00	\$90.00	\$57.00	\$43.00	\$40.00	\$40.00							
Southport																
Fairfield																
Fairfield Metro																
Bridgeport	Proposed	\$148.00	\$148.00	\$128.00	\$126.00	\$82.00	\$61.00	\$50.00	\$43.00							
	Existing	\$138.00	\$138.00	\$121.00	\$116.00	\$79.00	\$58.00	\$47.00	\$40.00							

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Table 7 (continued)
PROPOSED NEW HAVEN LINE INTERMEDIATE SCHOOL COMMUTATION STATION FARES ^(1,2)
 (Effective: September 1, 2025)
 (Page 2 of 2)

Station	Fare	Fordham	Mount Vernon - New Rochelle	Larchmont - Harrison	Rye - Port Chester	Greenwich - Old Greenwich	Stamford - Rowayton	South Norwalk - East Norwalk	Westport - Fairfield	Bridgeport	Stratford - Milford	New Haven	Glenbrook - New Canaan	Merritt - 7 - Cannondale	Branchville - Danbury	Waterbury Branch
Stratford	Proposed	\$161.00	\$161.00	\$143.00	\$134.00	\$99.00	\$75.00	\$58.00	\$43.00	\$43.00	\$43.00					
Milford	Existing	\$152.00	\$152.00	\$134.00	\$124.00	\$93.00	\$72.00	\$55.00	\$40.00	\$40.00	\$40.00					
New Haven	Proposed	\$200.00	\$200.00	\$181.00	\$173.00	\$138.00	\$110.00	\$94.00	\$77.00	\$51.00	\$51.00	\$44.00				
New Haven State Street	Existing	\$185.00	\$185.00	\$168.00	\$157.00	\$125.00	\$104.00	\$89.00	\$74.00	\$48.00	\$48.00	\$40.00				
Glenbrook	Proposed	\$85.00	\$85.00	\$72.00	\$62.00	\$43.00	\$43.00	\$49.00	\$63.00	\$79.00	\$91.00	\$120.00	\$43.00			
Springdale	Existing	\$82.00	\$82.00	\$69.00	\$59.00	\$40.00	\$40.00	\$46.00	\$60.00	\$76.00	\$85.00	\$118.00	\$40.00			
Talmadge Hill																
New Canaan																
Merritt-7	Proposed	\$112.00	\$109.00	\$96.00	\$82.00	\$58.00	\$48.00	\$38.00	\$49.00	\$65.00	\$71.00	\$96.00	\$62.00	\$38.00		
Willton	Existing	\$106.00	\$103.00	\$89.00	\$79.00	\$55.00	\$45.00	\$35.00	\$46.00	\$62.00	\$68.00	\$90.00	\$59.00	\$35.00		
Cannondale																
Branchville	Proposed	\$139.00	\$125.00	\$112.00	\$102.00	\$79.00	\$67.00	\$49.00	\$71.00	\$83.00	\$92.00	\$125.00	\$79.00	\$38.00	\$38.00	
Redding	Existing	\$127.00	\$116.00	\$106.00	\$95.00	\$76.00	\$64.00	\$46.00	\$68.00	\$80.00	\$86.00	\$119.00	\$76.00	\$35.00	\$35.00	
Bethel																
Danbury																
Derby-Shelton	Proposed	\$175.00	\$166.00	\$151.00	\$138.00	\$109.00	\$96.00	\$83.00	\$71.00	\$45.00	\$45.00	\$83.00	\$109.00	\$97.00	\$125.00	\$38.00
Ansonia	Existing	\$159.00	\$153.00	\$139.00	\$129.00	\$106.00	\$89.00	\$80.00	\$68.00	\$42.00	\$42.00	\$80.00	\$106.00	\$91.00	\$119.00	\$35.00
Seymour																
Naugatuck																
Waterbury																

Notes:

(1) Table reflects fares for principal ticket types sold at ticket offices, and through ticket vending machines and mobile apps.

(2) Fares for One Way peak and One Way Off-Peak tickets purchased on board trains are subject to a \$6.00 on-board surcharge, rounded to the nearest dollar.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE JULY 2025

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed expenditure of \$ 483 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	07/28/25	X		
2	Board	07/30/25	X		

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

Purpose

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

Discussion

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

Schedules Requiring Two-Thirds Vote

		<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
C. Competitive Requests For Proposals (Award of Purchase and Public Work Contracts)		1	\$	434,980,000
	SUBTOTAL	1	\$	434,980,000

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
I. Modifications to Purchase and Public Work Contracts		1	\$	1,100,000
	SUBTOTAL	1	\$	1,100,000

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

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions		1	\$	47,000,000
	SUBTOTAL	1	\$	47,000,000
	TOTAL	3	\$	483,080,000

Budget Impact

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

JULY 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. | VNB Construction Company
Contract No. VN-84B | \$434,980,000 | <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 rehabilitate elevated roadways and ramps on the Brooklyn side of the Verrazzano-Narrows Bridge.

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$1M or greater than 10% of the adjusted contract amount or duration.)

- | | | | |
|-----------|--|--------------------|--------------------------------------|
| 2. | Gramercy PJS JV
Contract No. A35305 | \$1,100,000 | <u>Staff Summary Attached</u> |
|-----------|--|--------------------|--------------------------------------|

MTA Construction & Development requests Board approval of a modification to the Contract to add the demolition of the decommissioned Parkchester Avenue Signal Tower.

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 and Chief Engineer, B&T Business Unit					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	7/28/2025	X		
2	Board	7/30/2025	X		
Internal Approvals					
Order	Approval	Order	Approval		
	Deputy Chief, Development		Executive Vice President & General Counsel		
	Deputy Chief, Delivery		President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
VNB Construction Company	VN-84B
Description	
Design-Build services to rehabilitate elevated roadways and ramps on the Brooklyn side of the Verrazzano-Narrows Bridge	
Total Amount	
1. Design Build Contract	\$434,980,000
2. Stipends	\$900,000
Contract Term (including Options, if any)	
1,420 Calendar Days	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award a publicly advertised and competitively solicited contract to VNB Construction Company ("VCCJV"), a joint venture among DeFoe Corp., GCCOM Construction Company, Inc., Northeast Structural Steel, Inc. and Restani Construction Corp., for Design-Build services to rehabilitate elevated roadways and ramps on the Brooklyn side of the Verrazzano-Narrows Bridge (the "Contract"). The Contract is in the amount of \$434,980,000 and for a duration of 1,420 Calendar Days. In accordance with MTA policy regarding the use of Design-Build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$450,000 to be paid to each of the two unsuccessful proposers for a total amount of \$900,000.

DISCUSSION

This Design-Build Contract will rehabilitate the elevated roadways connecting the Verrazano Narrows Bridge to the Belt Parkway, the eastbound Gowanus expressway and 92nd street in Brooklyn. In addition, this contract will reconstruct two left lane exit ramps that connect the bridge's Brooklyn bound traffic to the Belt Parkway, realigning these ramps to more conventional right lane exits that will meet current design standards, improve traffic flow and reduce collisions. The rehabilitation work includes replacement of the concrete deck and barriers, including all associated utilities and appurtenances, implementation of seismic improvements, and repairs to the original supporting piers and foundations. The work also includes restoration of the park lands impacted during the project.

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

- VCCJV
- El Sol Posillico JV (“ESPJV”)
- Tully Construction Co., Inc. (“Tully”)
- Tutor Perini Corporation (“TPC”)

In response to the RFP, VCCJV, ESPJV and Tully submitted technical and price proposals. TPC withdrew from the RFP process prior to the proposal submission deadline. The selection committee, consisting of representatives from C&D Delivery and Contracts Departments, reviewed the technical proposals and attended the oral presentations of each of the three remaining teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, key personnel, management narrative, safety and quality, past performance, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: VCCJV: \$484,186,900, ESPJV: \$374,800,000; and Tully: \$528,530,900. Although ESPJV’s price proposal was significantly lower than the other two teams, its proposal included assumptions that did not accurately reflect the terms of the Contract. ESPJV was allowed to submit an amended proposal based on the Contract terms and without the erroneous assumptions. ESPJV’s amended price proposal was in the amount of \$455,300,000.

The selection committee invited VCCJV and ESPJV to participate in negotiations. Tully was not invited because its price proposal was outside of the competitive range. Negotiations with ESPJV and VCCJV included detailed discussions of their overall cost as well as proposed schedules and design and construction approach. The BAFOs submitted by the proposers following negotiations were as follows: ESPJV: \$436,800,000 and VCCJV: \$434,980,000.

The selection committee unanimously recommended VCCJV for award of the Contract. In addition to offering the lowest price, the selection committee determined that VCCJV’s proposal offered the best value to the MTA. VCCJV’s technical proposal demonstrated a thorough understanding of the project requirements, including a comprehensive preliminary design with advanced structural analysis and refinements, as well as park enhancements improving the visual quality around the bridge. Furthermore, VCCJV’s proposal offered a well-organized project team with extensive experience performing work at both the VNB and on projects of similar size and complexity and presented a construction staging approach that minimizes impacts to the local community and travelling public. VCCJV’s BAFO of \$434,980,000 is deemed to be fair and reasonable.

MBE/WBE/DBE/SDVOB Information

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for this Contract. VCCJV is committed to meeting the required goal requirements and their plan is under review. VCCJV 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 2025-2029 Capital Program.

ALTERNATIVES

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

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 1

Item Number: 2

Vendor Name (& Location) Gramercy PJS JV (Wantagh, NY)	
Description Demolition work for Parkchester Avenue Signal Tower	
Contract Term (including Options, if any) December 27, 2022 – August 4, 2025	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
A-35305	12
Original Amount: (including options)	
	\$ 53,729,189
Prior Modifications:	
	\$ 414,500
Prior Budgetary Increases:	
	\$ 414,500
Current Amount:	
	\$ 54,143,689
This Request:	
	\$ 1,100,000
% of This Request to Current Amount:	
	2.03%
% of Modifications (including This Request) to Original Amount:	
	2.82%

DISCUSSION:

Contract A-35305 (the “Contract”) provides for platform and station repairs at the 75th Street, 85th Street and Cypress Hill Stations on the Jamaica Line. MTA Construction and Development (“C&D”) requests that the Board approve a modification to add the demolition of the decommissioned Parkchester Ave Signal Tower.

The work under this Modification is part of an effort to remove decommissioned structures from our systems. The Parkchester Signal Tower is located just north of Parkchester Station was decommissioned in the late 1990s when its function was transferred to a master tower in Westchester Yard. The decommissioned tower is in disrepair, making its condition a safety and security concern, as the tower is located on an elevated structure and is directly above a public street. The contractor is performing similar work in another location and already has forces mobilized who can support this work, and will be able to complete this work with no impact to the final completion of this contract. The work also includes the abatement of existing asbestos, lead and silica and protection of the street below and the adjacent NYCT right of way, as well as the installation of new track railing and fiberglass walkway once the signal tower is removed.

The Contractor submitted a cost proposal of \$1,436,943.25. Negotiations resulted in the agreed lump sum price of \$1,100,000 with no impact on schedule, which has been determined to be fair and reasonable.

No Significant Adverse Information (“SAI”) was discovered on the joint venture entity Gramercy PJS JV or its Partner Gramercy Group, Inc.; however, previous SAI exists with its partner Paul J Scariano, Inc. (“PJS”). In connection with the review of PJS’ responsibility pursuant to the All-Agency Responsibility Guidelines, PJS was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in January 2016.

JULY 2025

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|-----------|--|---------------------|--------------------------------------|
| 3. | Hitachi Rail GTS USA Inc.
Contract No. S48013-2 | \$47,000,000 | <u>Staff Summary Attached</u> |
|-----------|--|---------------------|--------------------------------------|

MTA Construction and Development requests that the Board ratify a modification to add the scope of designing, furnishing and supporting the installation of 5G-based Data Communication System equipment on R211 subway cars.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: **3**

Vendor Name (& Location) Hitachi Rail GTS USA Inc. (New York, NY)	
Description R211 Carborne Equipment for the CBTC 8 th Avenue Line	
Contract Term (including Options, if any) March 27, 2019 – May 25, 2028 (including options)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
S-48013-2	10
Original Amount: (including options)	\$ 47,174,567
Prior Modifications:	\$ 2,638,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 49,812,567
This Request:	\$ 47,000,000
% of This Request to Current Amount:	94%
% of Modifications (including This Request) to Original Amount:	105%

DISCUSSION:

Contract S-48013-2 (the "Contract") provides carborne Communication-Based Train Control ("CBTC") equipment for the MTA's R211 subway car fleet by Hitachi Rail GTS USA Inc. ("Hitachi"). MTA Construction & Development ("C&D") requests Board ratification of a Contract modification to add the scope of designing, furnishing and supporting the installation of 5G-based Data Communication System equipment ("DCS"), on R211 subway cars.

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

The 5G system is being implemented first on the Crosstown line. Thus, the R211 cars being acquired for operation on the Crosstown Line require the installation of a 5G DCS. As the CBTC controllers for these cars are already being provided by Hitachi under this Contract, obtaining the 5G DCS for these cars from Hitachi is the fastest and most cost-effective way to implement the new technology on the Crosstown line. Moreover, to advance this important work as quickly as possible, in June 2024, the President of MTA C&D authorized Hitachi to commence the development and rollout of the 5G DCS equipment. Hitachi has committed to completing the work under this Modification concurrently with its ongoing carborne CBTC work without impact to the Contract schedule.

Hitachi submitted a cost proposal of \$48,796,240 for the added work. Negotiations resulted in an agreed lump sum price of \$47,000,000, which has been determined to be fair and reasonable.



MTA Headquarters Procurements

Lisette Camilo, Chief Administrative Officer/Interim Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of \$7.3M.

Subject Request for Authorization to Award Various Procurements						July 24, 2025			
Department MTA Procurement						Department			
Department Head Name Lisette Camilo						Department Head Name			
Department Head Signature <i>Lisette Camilo</i>						Department Head Signature			
Project Manager Name Rose Davis						Internal Approvals			
Board Action									
Order	To	Date	Approval	Info	Other		Approval		Approval
1	Committee	07/28/25					CAO		
2	Board	07/30/25					Legal		
							CFO		
Internal Approvals (cont.)									
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE
To obtain Board approval to award various contracts and purchase orders, and to inform the MTA Headquarters Committee of these procurement actions.

DISCUSSION
MTA Headquarters proposes to award Noncompetitive procurements in the following categories: None

MTA Headquarters proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	\$ Amount
Schedule F: Personal Service Contracts	2	\$ 7.3 M

MTA Headquarters proposes to award Ratifications in the following categories: None

TOTAL	2	\$ 7.3 M
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COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive 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 Service Contract Procurement Guidelines, 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; and (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.

JULY 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|-------------|-------------------------------|
| 1. Enstoa, Inc.
18 Months
Contract# 600000000036586 | \$7,257,988 | <i>Staff Summary Attached</i> |
| <p>Contract award for the implementation and integration of a Project Management Information System (“PMIS”) for MTA Construction & Development (“C&D”).</p> | | |
| 1. Various
N/A
Contract# TBD | \$TBD | <i>Staff Summary Attached</i> |
| <p>Retainer agreements with various attorneys and law firms to provide tort litigation services.</p> | | |

Item Number: 1			
Department, Department Head Name: MTA Construction & Development Jamie Torres-Springer, Office of the President			
Internal Approvals			
Order	Approval	Order	Approval
1	Procurement	6	Budgets & Finance Management
2	MTA C&D		
3	MTA IT		
4	Office of Civil Rights		
5	Legal		

SUMMARY INFORMATION	
Vendor Name Enstoa, Inc.	Contract No. 600000000036586
Description Project Management Information System (PMIS) Implementation and Integration Services	
Total Amount: \$7,257,988	
Contract Term (including Options, if any) <div style="text-align: right;"> Base term: August 2025–February 2027 Option Year: March 2027–February 2028 </div>	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

MTA Headquarters is seeking Board Approval to award a competitively negotiated personal service contract to Enstoa, Inc. (“Enstoa”) for implementation and integration of a Project Management Information System (“PMIS”) for MTA Construction & Development (“C&D”). The base contract term is 18 months with an option to extend for one additional year. The value of the base contract is estimated at \$6,067,905, and the one-year option is priced at \$1,190,083, for an overall total amount of \$7,257,988. The Board is also requested to authorize the MTA Deputy Chief Procurement Officer to approve the exercise of the one-year option pending approval of funding.

Discussion

MTA C&D currently operates multiple disparate legacy systems to manage Capital Program initiatives. These systems include financial Enterprise Resource Planning, document management, scheduling, and Geographic Information System platforms. Each system’s independent operation has resulted in a lack of integration, causing data silos, inefficient processes, increased manual data handling and human errors, and limited reporting capabilities.

In 2023, C&D conducted a comprehensive digitalization study to evaluate its operational framework, identify existing gaps, and outline a future-state vision focused on enhancing efficiency, collaboration, and decision-making through optimized business processes and advanced technology solutions. This initiative, a part of MTA C&D’s Digital Strategy Roadmap, represents a transformative modernization effort encompassing 18 strategic initiatives aimed at leveraging advanced technologies and data-driven approaches. A key component of this roadmap is the implementation of a robust PMIS, which is a critical tool to leverage data to enable informed decision-making, enhance construction project performance, and improve overall collaboration and operational efficiencies. Integrating PMIS with these legacy systems will centralize and modernize how capital projects are planned, executed, and monitored. These services ensure that data flows securely and reliably across systems, enabling real-time visibility into project performance, costs, and risks.

A Request for Proposals (“RFP”) was issued on April 4, 2025, and was requested by 44 vendors. Proposals were received from six firms: Accenture, Enstoa Inc. (“Enstoa”), Turner and Townsend, Mola Group Corp, Red Hill Consulting, and Stellar Services. A Selection Committee (“SC”) consisting of the MTA C&D VP Corporate Controls; Director, AVP Program Coordination; Senior Vice President, AVP Deputy Program Executive; VP Deputy Program Executive; VP Project Performance; and MTA IT Deputy Chief Technology Officer, Corporate Systems Production, was established to review the proposals. The selection criteria, as set forth in the RFP, included Technical Proposal Evaluation; Proposer’s Experience; Past Performance; and Pricing.

Of the six firms, Accenture, Turner and Townsend, and Enstoa Inc. were shortlisted and invited for oral presentations. Following a comprehensive series of discussions, evaluations, and scoring of the vendors' capabilities, the SC unanimously determined that Enstoa was the most technically qualified to perform the work required to implement and integrate the PMIS. Enstoa demonstrated its robust technical expertise and prior experience with similar PMIS implementations through its innovative methodologies tailored to the needs of the project; it has delivered, implemented and sustained PMIS platforms for complex capital program owners at Denver International Airport and Meta. Enstoa's project team members and its subconsultant possess the in-depth knowledge and expertise necessary to perform the required tasks. In the opinion of the SC, Enstoa had a more well-rounded and capable unit compared to other proposers. Additionally, Enstoa's proposed change management team presented a compelling and well-structured approach, demonstrating strength in managing standard PMIS integrations and in developing forward-thinking strategies for artificial intelligence education and implementation. Based on these factors, the SC determined Enstoa as the optimal choice to deliver a comprehensive, future-ready PMIS solution.

Negotiations with Enstoa yielded a 25 percent (or \$2 million) overall reduction from the original proposed amount of \$8,109,577 to \$6,067,905 for the base period, and a 34 percent (or \$609,000) reduction for the option year. These reductions include adjustments to proposed hourly labor rates, removal of overhead from senior roles and a realignment of scope to focus on critical deliverables. Implementation and integration services of PMIS is expected to take place over an 18-month period and is payable in accordance with specific milestones and deliverables established in the contract. One option year is reserved in the event that post-implementation support, additional training, or functionality enhancements are needed. Ten percent of the cost of this contract is for software licensing for Enstoa's Starfish Cloud and Adapters Software used for managing unstructured data. If needed, recurring software licensing and maintenance for these products will be conducted via a separate procurement process using C&D's operating funds. Based on the aforementioned, MTA Procurement, Cost Price, and the Selection Committee found Enstoa's price to be fair and reasonable.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, will be included in the contract terms and conditions.

Enstoa has certified that pursuant to EO16, it is not doing business in Russia.

M/W/DBE Information

M/W/DBE Information DDCR has assigned goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB for this procurement. All proposers have submitted a utilization plan to achieve the assigned MWBE and SDVOB goals.

Impact on Funding

This contract is funded by the MTA C&D Capital Budget.

Alternatives

Perform services in-house: This alternative is not feasible since MTA IT and C&D have neither the bandwidth nor the experience in Project Management Information Systems Implementation and Integration Services.

Do not approve award: If the award for integration services is not approved, these systems will operate as standalone, severely limiting its effectiveness. Project teams will continue to rely on manual data entry and parallel processes, resulting in inefficiencies, increased risk of data errors, and limited reporting capabilities. Without integration, the PMIS cannot support full program oversight or generate accurate, consolidated data needed for internal decision-making and external reporting, including funding agencies and oversight bodies.

Item Number				SUMMARY INFORMATION	
Department, Department Head Name:				Vendor Name	
MTA Law Department Paige Graves, General Counsel				Multiple	
Internal Approvals				Contract No.	
				TBD	
Order	Approval	Order	Approval	Description	
1 X	Finance			Torts Litigation Services for the MTA and its Subsidiaries and Affiliated Agencies	
2 X	Board			Total Amount:	
3 X	Procurement			TBD	
4	Office of General Counsel			Contract Term (including Options, if any)	
5	CFO			N/A	
				Option(s) included in Total Amount?	
				<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
				Renewal?	
				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
				Procurement Type	
				<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
				Solicitation Type	
				<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: New York State Ride	
				Funding Source	
				<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose/Recommendation

To obtain Board approval for the MTA, on behalf of itself and its affiliates and subsidiaries, to enter into retainer agreements with the attorneys and law firms identified in Attachment A to provide tort litigation services. These firms will provide such services at rates specified in the retainer agreements on an as-needed basis. Such rates shall be fixed for three years and thereafter may be increased as reasonable and appropriate in the determination of the MTA General Counsel.

Discussion

The current approved panel for outside counsel for tort litigation matters was approved by the Board in 2003. Therefore, it is necessary to establish a new panel.

Pursuant to the Request for Proposals ("RFP"), the MTA sought proposals from law firms and attorneys interested in providing tort litigation services. To better evaluate each firm's capabilities and capacity and to establish appropriate compensation for different types of tort litigation services, the RFP divided tort litigation services into two groups: (1) pre-trial and trial matters and (2) appellate matters. Each firm had to indicate whether it was proposing to perform one or both groups of services. The two groups were further subdivided into three categories:

- 1. Ordinary**, meaning claims and lawsuits involving incidents of slips, trips, and falls; vehicular and bus accidents, and subway incidents, or related appeals.
- 2. Complex**, meaning defending claims based on New York State Labor Law Sections 240 and 241; or bringing actions against third parties such as medical malpractice claims against a plaintiff's treating physicians; bringing declaratory actions and other actions to enforce the MTA Agencies' contractual and/or common law rights to defense and indemnification from third parties; or bringing declaratory or other actions involving insurance coverage disputes, or related appeals.
- 3. Special Circumstance**, meaning tasks or matters determined by MTA Agencies to be outside the scope of the Ordinary or Complex, or related appeals.

Staff Summary

The RFP specified maximum flat fee rates applicable to certain Ordinary Pre-Trial/Trial tasks, and maximum hourly rates for partners, associates and paralegals for all of the other services. The maximum hourly rates differ for the two groups and for each category in each group, except that the maximum rate for Special Circumstances is 80 percent of the firm's customary rates, but in no event lower than the firm's rates for Complex services.

The RFP was advertised in the *NYS Contract Reporter*, *NY Law Journal*, *Daily News*, and *Minority Commerce Weekly*. In addition, notices of the RFP were sent to the law firms that have been providing tort litigation services to the MTA as well as other firms known to perform torts litigation in New York City.

A total of 80 proposals were received for one or more groups of services and categories thereof, including ten from M/WBE certified firms. The proposals were reviewed by a Selection Committee comprised of the MTA General Counsel, the New York City Transit General Counsel, and the Deputy General Counsel for Torts. The RFP criteria used to evaluate the proposals were: (1) the quality and responsiveness of the proposal; (2) the qualifications and experience of the firm and of the attorneys designed by the firm for the proposed services, including their capacity; (3) the firm's policies and practices with respect to ensuring the delivery of quality and cost-effective services, and ethics and conflict of interest compliance; (4) the proposed flat fees and hourly rates; (5) the value of alternative fee proposals, if any; and (6) M/WBE or SDVOB status.

Retainers for legal services will indicate which group or groups and categories of services are covered by the retainer. However, it is requested that the Board's authorization for award hereunder include authorization for the use of any firm for a group or category of tort litigation service not included in the retainer initially awarded to such firm, and the use of any successor firm in the event of a firm merger or acquisition, all subject to the approval of the MTA General Counsel.

A total of 67 attorneys and law firms were selected, including nine M/WBE certified firms.

M/WBE/SDVOB Information

The retainer agreements do not contain any specific numerical goals for the utilization of M/WBEs or SDVOBs. However, the MTA has established an aspirational goal that at least 30 percent of the total amount of fees paid by the MTA for outside counsel legal services will be paid to certified M/WBEs and SDVOB firms.

Impact on Funding

Legal expenses are funded from agency operating budgets.

Alternatives

Do not establish a new panel of firms to perform torts litigation services. This would substantially impair the MTA's ability to effectively litigate new and existing tort cases.

ATTACHMENT A - TORT LITIGATION SERVICES AWARDS

Aaronson Rappaport Feinstein & Deutsch, LLP
Armienti, DeBellis & Rhoden, LLP
Barry McTiernan & Moore LLC
Bass & Abrams, PC
Baxter & Smith, PC
Bee Ready Law Group, LLP
Brand Glick & Brand, PC
Brill & Associates, PC
Brooks & Berne, PLLC
Cascone & Kluepfel, LLP
Chesney, Nicholas & Brower, LLP
Crumbie Law Group, LLC
Cullen & Dykman
David S. Kritzer & Associates, PC d/b/a Kritzer Law Group
Fabiani Cohen Hall, LLP
Fiden & Norris, LLP
Gallo Vitucci Klar LLP
Gerber Ciano Keely Brady LLP
Giordano, Glaws, Fenstermacher & Nash, LLP
Goldberg Segalla LLP
Hagelin Spencer LLC
Hoguet Newman Regal & Kenney, LLP
Hurtwitz Fine PC
Jeffrey Samel & Partners
Kahana & Feld, LLP
Keane & Partners LLC
Kelley Kronenberg, PA
Kenney Shelton Liptak Nowak LLP
Kerley, Walsh, Matera & Cinquemani, PC
Krez & Flores, LLP
Landman Corsi Ballaine and Ford PC
Law Office of Curtis, Vasile, Mehary & Dorry, PC
Law Office of Gonzalo Pinacho, PC
Law Office of Gregory P. Mouton, Jr., LLC
Lewis Brisbois Bisgaard & Smith LLP

Manning & Kass, Ellrod, Ramirez, Trester LLP
Marjorie Jules, Attorney at Law
Marshall, Conway, Bradley & Gollub, PC
Marulli, Mannarino & Ericson, LLP
Mauro Lilling Naparty LLP
Milber Makris Plousadis & Seiden, LLP
Morris Duffy Alonso Faley & Pitcoff
Moses Lachman, Attorney at Law
Mutholland, Minion, Davey, McNiff & Beyrer
Newman Law Associates PLLC
Nicoletti Spinner Ryan Gulino Pinter LLP
O'Brien Law Firm, PLLC
Office of Steven Jay Feinstein, Esq.
Pressley, PLLC
Preston Law Firm, PC
Quintairos, Prieto, Wood & Boyer, PA
Rivkin Radler LLP
Ropers Majeski PC
Rozario Touma, PC
Rupp Pfalzgraf LLC
Ryan Ryan Deluca LLP
Sciretta & Venterina, LLP
Sean Smith
Shafer Partners, LLP
Shapiro & Orbon, PC
Shaub, Ahmuty, Citrin & Spratt, LLP
Shein Johnson PC
Smith Mazure, PC
Umoh Law Firm, PLLC
Wade Clark Mulcahy LLP
Weiner, Millo, Morgan & Bonanno LLC
Wilson & Chan, LLP

JULY 2025

MTA REAL ESTATE

MTA C&D TRANSIT ORIENTED DEVELOPMENT

FINANCE COMMITTEE AGENDA ITEMS

1. ADMINISTRATIVE ACTION ITEMS

Metropolitan Transportation Authority

- a. Eminent Domain Procedure Law Determination and Findings; acquisition of property interests for the Second Avenue Subway Project

2. TRANSACTIONAL ACTION ITEMS

MTA Metro-North Railroad

- b. Lease with Rose Companies Holdings, LLC to develop the Beacon Station commuter parking lot
- c. Acquisition agreement with Palmer Center for New Rochelle Yard Improvements in support of Penn Station Access
- d. MTA Long Island Rail Road
- e. License agreement with Jamaica-Archer Live Poultry and Meat Market Inc. for use and occupancy of a parking lot in Jamaica, NY

2. INFORMATION ITEMS

- a. Report on agreements entered into directly by the Real Estate Department pursuant to board policy

<u>Legal Name</u>	<u>Popular Name</u>	<u>Abbreviation</u>
<u>New York City Transit Authority</u>	<u>MTA New York City Transit</u>	<u>NYC Transit</u>
<u>The Long Island Rail Road Company</u>	<u>MTA Long Island Rail Road</u>	<u>LIRR</u>
<u>Metro-North Commuter Railroad Company</u>	<u>MTA Metro-North Railroad</u>	<u>MNR</u>
<u>Triborough Bridge and Tunnel Authority</u>	<u>MTA Bridges and Tunnels</u>	<u>MTA B&T</u>
<u>MTA Construction and Development Company</u>	<u>MTA Construction and Development</u>	<u>MTA C&D</u>
<u>MTA Bus Company</u>	<u>MTA Bus Company</u>	<u>MTA Bus</u>
<u>MTA Grand Central Madison Operating Company</u>	<u>Grand Central Madison</u>	<u>GCMC</u>

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated as SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

METROPOLITAN TRANSPORTATION AUTHORITY

Subject EMINENT DOMAIN PROCEDURE LAW DETERMINATION AND FINDINGS; ACQUISITION OF PROPERTY INTERESTS FOR THE SECOND AVENUE SUBWAY PROJECT
Department TRANSIT ORIENTED DEVELOPMENT
Department Head Name MIRIAM HARRIS
Department Head Signature
Project Manager Name ROBAIR REICHENSTEIN

Date JULY 30, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/28/25	X		
2	Board	07/30/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA")
PROJECT: Second Avenue Subway Project (the "Project")
ACTIVITY: Acquisition of Fee Interest in Property Listed on the Attached Determination and Findings for Contract 2 of the Project
ACTION REQUESTED: Approval of Determination and Findings Under the New York Eminent Domain Procedure Law ("EDPL")

COMMENTS:

In connection with the construction of Phase 2 of the Second Avenue Subway ("the Project"), MTA requires property located at 124 West 125th Street (Block 1909, Lot 46), New York, NY ("the Property"). The 20,183 square foot lot is improved with a one-story commercial building, subdivided into four retail spaces. The Property is required for portions of Contract 2 of the Project.

On June 17, 2025, MTA held an EDPL public hearing to describe the public uses, benefits, purposes and location of the work elements covered by Contract 2; the particular property interest to be acquired, and Contract 2's general impact on the environment. Notices of this public hearing were published in newspapers, as required under the EDPL. Property owners affected tenants, and other interested parties were also given advance notice of the hearing by certified mail. MTA Construction and Development ("MTA C&D") personnel attended this hearing.

Following a presentation by MTA's hearing officer, speakers made statements about the Project and the proposed property acquisitions. In addition, written submissions with comments about the Project and the proposed property acquisitions were received by MTA prior to the end of the written submission period at the close of business on June 24, 2025 at 5:30 p.m. A summary of the statements and written comments is contained in the attached Determination and Finding.

Staff Summary

FINANCE COMMITTEE MEETING

EMINENT DOMAIN PROCEDURE LAW DETERMINATION AND FINDINGS; ACQUISITION OF PROPERTY INTERESTS FOR THE SECOND AVENUE SUBWAY PROJECT (cont'd)

Page 2 of 2

After due consideration of all statements made during the EDPL public hearing and comments period, MTA staff recommends Board approval of the acquisition, by eminent domain, if necessary, of the property interest described in the attached Determination and Findings. The issues raised at the EDPL public hearing and comment period have been addressed during detailed public review of the Project, including the Final Environmental Impact Statement for the Project issued by the FTA and MTA in April 2004 together with supplements thereto, found on the MTA website. Moreover, MTA, MTA C&D and project staff will continue to work with property owners, tenants, and other potentially affected parties as the Project moves forward to mitigate project related impacts as much as possible.

A copy of the Determination and Findings under the EDPL is attached for the Board's consideration and approval.

MTA staff hereby requests Board approval of the attached Determination and Findings. This action will authorize MTA staff and counsel to continue with the Eminent Domain proceedings to acquire the required property interest by eminent domain, if necessary.

**DETERMINATION AND FINDINGS PURSUANT TO ARTICLE 2
OF THE NEW YORK EMINENT DOMAIN PROCEDURE LAW
CONTRACT 2--PHASE 2 OF THE SECOND AVENUE SUBWAY PROJECT**

In accordance with Section 204 of the New York Eminent Domain Procedure Law ("EDPL"), the Board of the Metropolitan Transportation Authority ("MTA") hereby approves the acquisition of property interest described below by eminent domain, if necessary, and adopts the following statutory findings:

1. EDPL Public Hearing. On June 17, 2025, MTA held an EDPL public hearing to inform the public and to receive the public's comments on proposed property acquisitions for portions of Contract 2, Phase 2, of the Second Avenue Subway Project (the "Project"). All oral comments received at the hearing and all written comments received by the end of the written submission period following the hearing have been reviewed, made part of the record, and given due consideration.

2. Location of Property Required. The location and nature of the property interest required for portions of Contracts 2 and hereby approved for acquisition, are as described on the chart below.

At the June 17, 2025 public hearing and in letters and maps mailed to property owners and interested parties prior to the public hearing, MTA provided more detailed descriptions of the required property interest and estimated time frames when the property interest would be needed for the Project.

MTA reserves the right to acquire a lesser interest in any of the properties described below, or to refrain from acquiring any of such property interest, as dictated by the needs of the Project.

3. Public Use, Purpose and Benefits. With respect to the Project in general, the Second Avenue Subway will be a new, two-track, approximately 8.5-mile rail line with 16 new stations extending the length of Manhattan's East Side corridor from a terminal station at 125th Street and Lexington Avenue in Harlem to Hanover Square in Lower Manhattan. The new line will make the neighborhoods of the East Side more accessible not only to those who live there, but to visitors and workers traveling from other parts of New York City as well. Not only will the Second Avenue Subway serve existing neighborhoods on the densely developed East Side of Manhattan, but it will also support emerging growth in several areas, including East Harlem, the Lower East Side and Chinatown.

The Second Avenue Subway will provide for two subway services in the East Side corridor. The first will be a full-length Second Avenue route operating between 125th Street and Hanover Square with 16 new stations serving this area. The second service will operate along Second Avenue from 125th Street to 63rd Street, where it will divert west along the existing 63rd Street Line and terminate at the existing Lexington Avenue/63rd Street Station; it will then join the existing Broadway Line via an existing tunnel connection and serve existing express stations along Seventh Avenue and Broadway before crossing the Manhattan Bridge to Brooklyn. Passengers traveling to Lower Manhattan on this route could transfer for local service to destinations south of Canal Street.

As a result, passengers traveling between East Harlem and the Upper East Side will be able to reach both the eastern and western sides of Lower Manhattan. Passengers traveling to and from Brooklyn also will be better served by the new service to the East Side provided both through the Broadway Line service and the anticipated free transfers to be provided at several stations, including the Grand Street B/D Line and the Second Avenue F line. Subway passengers from the Bronx will benefit from free transfers at the Lexington Avenue 4/5/6 125th Street Station, among others.

The Second Avenue Subway will provide more flexibility for passengers traveling along the eastern side of Manhattan, where subway service is currently limited to one line — the severely overcrowded Lexington Avenue Line — for much of the area. The expanded Second Avenue service thus will provide a needed alternative to the Lexington Avenue Line in the event of shutdowns to that service due to emergencies or breakdowns. Finally, with a new connection at 125th Street, the Project will also improve regional access to the various East Side neighborhoods from the existing Metro-North Railroad.

The Second Avenue Subway is already partially open. Currently, the northern terminal for the Q train is on Second Avenue and 96th Street. The line runs south to 63rd Street where it joins the existing Broadway Line. The instant project, which is the second phase of the Second Avenue Subway, will extend the Q service further north in Manhattan to 125th Street and Lexington Avenue.

Contract 2 consists of the construction of the underground tunnels and stations between 115th Street and 2nd Avenue, northward along 2nd Avenue and then westward along 125th Street between 2nd Avenue to a site west of Malcom X Boulevard (Lenox Avenue). The work includes the restoration and conversion of an existing 2nd Avenue subway tunnel into a new passenger station at 116th Street. The work on 2nd Avenue will include cut-and-cover construction at various locations between 115th Street and 120th Street, and at the site near Malcom X Boulevard; twin bored tunnels via tunnel boring machine; and deep, mined caverns and tunnels for the 125th Street Station. The off-street work sites are at the northeast corners of 115th Street, 116th Street, and 118th Street; the southwest corner of 120th Street; a site on the south side of 125th Street between 2nd and 3rd Avenues; the southeast corners of Lexington and Park Avenues; and the site west of Malcom X Boulevard.

4. Reasons for Selecting the Location Covered by Contract 2: The property interest necessary to be acquired for Contract 2 are generally located on Second Avenue between East 105th Street and East 125th Street as well as along 125th Street. The Project's specific location and alignment within this area were determined after years of detailed planning, environmental review and public outreach. MTA and the Federal Transit Administration ("FTA") fully evaluated alternatives during that process, as set forth in detail in the Final Environmental Impact Statement for the Second Avenue Subway ("FEIS") issued in April 2004. In July 2004, FTA issued a Record of Decision for the Project, which signified that the project is eligible for continued federal funding and support. Additionally, MTA prepared a Supplemental Environmental Assessment ("SEA") for Phase 2 of the Project, for which FTA issued a Finding of No Significant Impact ("FONSI") in November 2018. Additionally, FTA issued a Supplemental Environmental Assessment Re-Evaluation in

August 2020 and finally, FTA issued a Supplemental Environmental Assessment Re-Evaluation

in April 2025. The FEIS, Record of Decision, SEA and Supplemental Environmental Assessment Re-Evaluations, and all evaluations and environmental findings presented in the FEIS, Record of Decision, SEA and Supplemental Environmental Assessment Re-Evaluation are hereby incorporated by reference.

5. General Effect of on the Environment and Residents of the Locality. The environmental impacts of the Project as a whole and for Phase 2 are thoroughly covered in the FEIS, the SEA and Supplemental Environmental Assessment Re-Evaluation. The general environmental impacts for the Project are summarized as follows:

Construction activities under these contracts will result in unavoidable increases in traffic, truck movements, dust, noise, and vibrations in the areas nearby. Trucks will travel to and from sites supporting subway tunnel, station cavern, ancillary building, and entrance construction making deliveries and removing earth and other materials. Certain construction activities could require restricting access to buildings for several hours. In most cases, safe access to buildings, including street-level businesses, will be maintained throughout the construction period, although pedestrian and vehicular access will be altered or restricted by the construction of sidewalk sheds and the removal of parking and travel lanes. The visibility of some businesses will be reduced. To help minimize potential impacts, MTA will make every reasonable effort to maintain access; control dust, noise, and vibration; screen construction activities; control rodents and pests; and minimize other disruptions, where practicable.

With respect to transportation impacts, a minimum of four lanes will be maintained on Second Avenue for vehicular traffic adjacent to work zones by prohibiting curbside parking, pick-ups/drop-offs and deliveries, relocating bus stops and narrowing sidewalks to a minimum of 7 feet. Partial sidewalk closures, as well as lane closures may be required adjacent to the work sites. In addition to reducing roadway capacity, construction activity will increase truck volumes on streets and avenues within the project area which will be affected by deliveries to and from the construction zones. In addition, construction will generate an increase in the volume of truck traffic throughout the project area for soil removal from and materials delivery to the construction sites. MTA will work with New York City Department of Transportation to implement and monitor a comprehensive traffic mitigation plan for the Project. The traffic mitigation plan will be refined as needed to accommodate traveler and community needs while maintaining the safe and efficient construction of the subway in as timely a manner as possible.

With respect to economic impacts, businesses could be adversely affected by the disruptions associated with construction activities, such as reduced pedestrian and vehicular access, removal of parking, and reduction in the visibility of some businesses, particularly retail establishments with outdoor activities on the sidewalk, which may have to be removed when construction is occurring nearby. Though temporary, these disruptions could affect the businesses' revenue streams and could make the areas in the vicinity of construction activities less desirable locations while construction is underway. To help mitigate these impacts, MTA will promote high-quality design of sidewalk sheds, such as the addition of windows, better lighting, and good store signage around construction sites. MTA will coordinate with businesses to address access/delivery issues; and provide special loading and unloading areas on nearby side streets to locations where access will be curtailed in front of buildings during construction. In those designated side street areas, parking may be prohibited to allow more reliable deliveries and

pick-ups. MTA will employ an extensive community outreach program throughout construction to keep the affected neighborhoods informed about construction activities taking place. MTA will use the outreach program to work closely with business organizations, community groups, schools, houses of worship, and other organizations to share information about project-related construction activities

Public parks and open spaces close to construction sites will be adversely affected by construction activities, resulting in temporary access limitations or construction disturbance, such as increased noise and dust. The MTA will construct light screens, employ best management practices to control dust, and use specially quieted construction equipment wherever practicable to separate parks from construction activities.

With respect to displacement and relocation, for certain properties, businesses and residents who are displaced by these acquisitions may be eligible for relocation benefits and assistance under the Uniform Relocation Assistance and Real Property Acquisition Act. ("URA"). MTA and its representatives will provide detailed information on such benefits to these businesses and residents as the Project proceeds.

With respect to archeological resources, research that was done for the FEIS found that the area along Second Avenue and along 125th Street was sensitive for Native American resources at a depth of up to 23 feet below the surface. MTA will perform additional work to determine whether any archaeological resources are actually present and whether those resources are significant and eligible for the State and National Register of Historic Places. Mitigation measures such as data recovery, public interpretation, or additional analysis and curation, will be developed and implemented where future work confirms the presence of significant archaeological resources (i.e., resources that are eligible for listing on the State and National Registers) that will be adversely affected by the Project.

With respect to air quality, the FEIS analysis concluded that the project's construction activities, including truck trips, congestion, and diversions to existing traffic, will not result in significant adverse impacts to air quality. MTA's contractors will be required to follow measures to reduce construction-related air pollution to the maximum extent practicable. The FEIS required an aggressive dust control program that includes dust covers for trucks, (water) spray misting exposed areas, and using safe chemical dust suppressants to treat and control spoils at construction areas. In addition, the contractor will be required to establish a program to control emission from blasting, where blasting is used. All diesel engines of 50 horsepower or greater must meet EPA Tier 3 emissions rating and be retrofit with a diesel particle filter. Truck fleets working on or serving the construction sites must be mode Vehicles making deliveries and removing materials from construction sites will not be permitted to idle for more than 3 minutes unless it is necessary for the construction work. Temporary power will be used where practicable in lieu of generators. Solar powered equipment and electric engines will be used in lieu of diesel and gasoline engines where practicable.

With respect to noise and vibration, mining operations in rock will use drilling and controlled blasting, and except for some limited locations where vertical blasting may occur, most of the noise will be contained underground and is not expected to be discernible. Vertical blasting is blasting that must be performed to create vertical access or ventilation shafts to the street. At locations

where vertical blasting will occur, noise from the blasting will be discernible to nearby residences and businesses for very short periods of time (that is, for the several-second duration of the blast) but will be limited to the hours of 7 AM to 10 PM, except in extraordinary circumstances. In general, due to the short duration of these events, average hourly noise levels will not be significantly affected by the blast noise. Noise will also be generated from ground improvement and trucking activities, slurry wall construction, spoils removal at stations and from the tunnels, and other activities. To reduce noise associated with construction, performance standards will be established by MTA and included with contract documents that must be met by all contractors during construction.

Prior to construction, ambient noise measurements will be taken at noise-sensitive locations. Once construction begins, 24-hour noise monitoring stations will also be established; these stations will provide MTA with the ability to monitor its contractors to ensure that the performance standards established by MTA are met. Contractors will also be required to develop noise monitoring and reporting protocols to be used during construction to ensure compliance with the performance standards and will have to obtain certificates of equipment noise compliance from MTA or its designee for all construction equipment employed throughout the project. Ultimately, at the time of construction, MTA's contractors will be able to select from a range of noise abatement measures to ensure that construction noise does not exceed the performance standards.

With respect to ground borne noise and vibration, construction will result in varying degrees of ground vibration, depending on the stage of construction, the equipment and construction methods employed, and the distance from the construction to buildings and vibration-sensitive structures. Due to the close proximity of sensitive receptors, vibration levels during a large portion of the period of construction will be perceptible. MTA will implement a rigorous program of special measures to minimize potential impacts to uses (such as hospitals and other medical facilities) and structures (such as historic buildings) that are sensitive to vibration levels. Construction Protection Plans ("CPPs") will be developed for Phase 2 contracts that will include measures to protect Built and Archaeological properties prior to and during construction. The CPPs will outline the specific requirements for preconstruction surveys, vibration monitoring and thresholds, and crack and settlement monitoring to ensure that historic built properties are protected during construction.

With respect to contaminated materials impacts, there is a potential that during construction contaminated soil, soil gas, or groundwater could be uncovered, either in locations where research indicated a potential problem or in other unexpected locations. Preventive measures will be undertaken to protect the safety of the public, community residents, and construction workers, as well as transit workers and the larger environment where the preliminary investigation has indicated that construction has the potential to encounter contaminated materials. These include further investigations to better determine the nature and extent of contamination in areas where the project might encounter it, requirements that contractors perform additional borings before excavation for review and approval by MTA, and prescribed construction measures to manage contaminated materials during construction. Work will be coordinated with the New York State Department of Environmental Conservation as appropriate and in accordance with applicable requirements.

In sum, all practical means to avoid or minimize environmental harm from the work covered by Contract 2 will be adopted. MTA will incorporate into design, construction, and operation all

mitigation measures identified in the FEIS, SEA and Supplemental Environmental Assessment Re-Evaluations, as well as any additional measures identified during final design. These measures constitute all practicable mitigation measures and will address impacts to the fullest extent practicable.

COMMENTS

At the public hearing, oral comments were received from the public, and it was stated that written comments would be accepted until the close of business on June 25, 2025.

The following summarizes the comments received: (a) expressing support for the project to move forward without delay, together with community-driven recommendation for future development of East Harlem's 125th St. corridor; (b) concerns about timeline for commercial property displacement; (c) questions regarding construction methods and effects on soil; (d) concerns regarding residential displacement; (e) questions regarding CBTC signaling for Phase 2; (f) concerns regarding design, number of tracks, and station locations; and (g) a desire for open communication with MTA and its willingness to work with the community through the construction period as well as after the stations are built.

All comments have been given careful, extensive, and due consideration by MTA.

DETERMINATION

Based on due consideration of the record and the foregoing findings, it is determined that the MTA should exercise its power of eminent domain to acquire the property interest set forth in the chart below in order to promote and permit the purposes of the Project to be achieved.

Copies of this Determination and Findings are available and will be forwarded without cost and upon request, by writing to:

Joseph O'Donnell, Director of Public Affairs
MTA Construction & Development
2 Broadway, D8135,
New York, N.Y. 10004

ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION AND FINDINGS MUST COMMENCE A LEGAL PROCEEDING IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF. UNDER EDPL § 207 AND § 208, THE EXCLUSIVE VENUE FOR SUCH PROCEEDING IS THE APPELLATE DIVISION, FIRST JUDICIAL DEPARTMENT, 27 MADISON AVENUE, NEW YORK, NEW YORK 10010.

Acquisition of fee interests for construction of ancillary facilities, excavation of a ventilation shaft for extraction of the Tunnel Boring Machine and related support of excavation, together with construction staging and laydown.

Block	Lot	Type of Interest	Property Address
1909	46	Full Fee Taking	124-130 West 125 th Street

MTA METRO-NORTH RAILROAD

Staff Summary

Subject LEASE WITH ROSE COMPANIES HOLDINGS, LLC FOR THE BEACON STATION PARKING LOT
Department TRANSIT ORIENTED DEVELOPMENT
Department Head Name MIRIAM HARRIS
Department Head Signature
Project Manager Name NICHOLAS ROBERTS

Date JULY 30, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR	07/28/25		X	
2	Finance Committee	07/28/25	X		
3.	Board	07/30/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Metro-North Railroad ("MNR")

COUNTERPARTY/
GROUND LESSEE: Rose Companies Holdings, LLC, a Delaware limited liability company (sometimes referred to as Jonathan Rose Companies ("Rose Companies"), or a to be a formed affiliate of Rose Companies, controlled directly or indirectly by Jonathan F.P. Rose and which Jonathan F.P. Rose owns directly or indirectly not less than 10% of the beneficial and voting interests (such to be formed entity, "Ground Lessee")

LOCATION: The "North" commuter surface parking lot (the "Property") located at MNR's Beacon Station (the "Station")

ACTIVITY: (a) Conditional designation of Rose Companies to develop the Property into a mixed-use residential and retail transit-oriented development pursuant to a triple net lease (the "Lease") and construct a stand-alone MNR Replacement Garage (as defined below) pursuant to a design and construction agreement (the "D&C Agreement") for MTA/MNR's exclusive use, with a term commencing on the possession date and ending 99 years following a construction period of approximately 3 years from the commencement date (the "Transaction").

(b) Negotiation and execution of a pre-lease and development agreement (the "Pre-Lease and Development Agreement"), which will include as exhibits the forms of the Lease, D&C Agreement and other material Transaction documents.

ACTION REQUESTED: Authorization to conditionally designate Rose Companies as the successful proposer to the RFP and to negotiate and enter into the Pre-Lease and Development Agreement, as well as to negotiate the terms and forms of the Lease, the D&C Agreement and the other material agreements related to the Transaction (all as described below).

COMPENSATION: 1. Base Rent: \$669,430 per year, escalating every five years at 115% of the preceding year's base rent, and reset to fair market value every 25 years, with a floor no less than the greater of 115% of the preceding year's base rent or the percentage increase in CPI over the applicable Base Rent reset period and a cap of 125% of the preceding year's base rent.

FINANCE COMMITTEE MEETING

LEASE WITH ROSE COMPANIES HOLDINGS, LLC FOR THE BEACON STATION PARKING LOT (Cont'd.)

Page 2 of 4

2. Supplemental Rent: Following completion of the MNR Replacement Garage, supplemental rent payments equal to the real property taxes that would otherwise be owed on the land only portion of the Property for a period of 2 years while the Ground Lessee is constructing the new improvements, and then on the land and the new improvements as if the Property were not tax-exempt but with benefit of a 15-year tax abatement following the completion of the new improvements. Such supplemental rent will escalate annually over the 15-year period consistent with the 15-year tax abatement offered by the Dutchess County IDA for comparable developments.
3. Additional Compensation. Construction and perpetual maintenance of certain public realm improvements at Ground Lessee's expense and annual common area maintenance charges of \$50,000 for shared use of the private access drive.

COMMENTS:

BACKGROUND

The Property is an approximately 4.5-acre parcel and is the northernmost MNR commuter parking lot located on the east side of the Station in the Waterfront Development District of the City of Beacon ("Beacon"). The Property is comprised of two tax lots and improved with 573 surface parking spaces: 484 commuter spaces and 89 MNR employee spaces. The Property will be developed in two phases (collectively, the "Project"). In Phase 1 of the Project, the Ground Lessee will construct and deliver to MTA/MNR a MNR parking garage that will replace on a 1-1 basis the existing 573 surface parking spaces currently located at the Property (the "MNR Replacement Garage"). Phase 1 of the Project is anticipated to take approximately one year from the commencement of construction. Following the delivery of the MNR Replacement Garage, the Ground Lessee will commence Phase 2 of the Project, which will entail the construction of a mixed-use (residential and retail) transit-oriented development component which is anticipated to take approximately two years to complete. The cost to construct the MNR Replacement Garage will be borne by the Ground Lessee; the Ground Lessee will be reimbursed in amount up to \$24,125,000 for eligible expenses by a Redevelopment of Underutilized Sites for Housing ("RUSH") grant provided by the State as part of Governor Hochul's initiative to spur housing construction on State land. Following the completion of the MNR Replacement Garage, this new parking facility dedicated to commuter and employee parking will be turned over to MNR free and clear of all liens and encumbrances for its operation and maintenance.

RFP PROCESS

On October 31, 2024, TOD issued an RFP seeking qualified developers to enter into a ground lease having a term of 99-years plus an initial period of 3 years for the construction of the Project. Eight developers submitted proposals (the "RFP Proposals"), each featuring multifamily rental housing and varying approaches to retail or public open space with at least 10% of units as income-restricted housing. The eight proposers were Rose Companies, Hudson Companies ("Hudson"), Terwilliger-Bartone ("Bartone"), NRP, Weber Development, the Delaine Group, Beacon Communities, LLC ("Beacon Communities"), and Spinnaker (collectively, the "RFP Respondents").

An MTA RFP selection committee was formed to evaluate the RFP Responses (the "Selection Committee"). The Selection Committee consisted of TOD and MNR representatives and based its analysis on the following RFP criteria:

- Financial returns to MTA based on ground rent proposals
- Project design and feasibility
- Relevant Experience of the Proposers
- Financial Resources Sufficient to construct, operate and guarantee obligations
- Agreement on Basic Transaction Terms
- Minimizing utilization of RUSH funds

FINANCE COMMITTEE MEETING

LEASE WITH ROSE COMPANIES HOLDINGS, LLC FOR THE BEACON STATION PARKING LOT (Cont'd.)

Page 3 of 4

Given the RFP criteria, the Selection Committee determined that the Beacon Communities, Delaine Group, and Spinnaker proposals were outside the competitive range of the overall proposals, and that Bartone, Hudson, NRP, Rose Companies, and Weber Development should be invited to present their development plans to the Selection Committee (the "First Round Interviews"). Based on the quality of the 1st Round Interviews, the Selection Committee decided to shortlist Bartone, Hudson, NRP, and Rose Companies (the "Shortlisted Respondents") and invite them for follow-up interviews that focused on specific financial and site plan issues (the "Second Round Interviews"). Following the Second Round Interviews, the Selection Committee invited the Shortlisted Respondents to submit Best and Final Offers ("BAFOs").

Based on the BAFOs, the Selection Committee determined that NRP and Bartone's BAFOs were not within the competitive range of Hudson and Rose Companies, and accordingly, Hudson and Rose Companies were invited to improve their BAFOs. Both Hudson and Rose Companies submitted contextually thoughtful designs intended to advance MTA and Beacon urban realm objectives; similarly, Hudson and Rose Companies demonstrated that they possessed the requisite experience and financial resources to deliver the Project. The differentiating factor between the two proposals was ultimately the amount of ground rent payable for the Property, and Rose Companies submitted the superior ground rent offer. As such, TOD selected Rose Companies' proposal as the most advantageous to the MTA/MNR for the RFP. An overview of the Rose Companies' proposal is set forth below:

Proposer	Housing Units	Public Realm Improvements	Retail Space	Parking Spaces	Compensation (PV @6%)
Rose Companies-	265	The MNR Replacement Garage and a large public plaza and retail space on southern side of the Property	15,000 sf	270 spaces for residential tenants	\$16.5 million - \$17.5 million

Rose Companies proposed present-value compensation of \$17.5 million is based on the assumption that the base rent compensation adjustment every 25 years to market will be determined at 125% of the preceding year's base rent (i.e., the ceiling, not the floor), however, if calculated at the floor percentage increase of 115%, the present-value compensation would be \$16.5 million, which is consistent with or exceeds an independent fair market rental appraisal commissioned by TOD. Rose Companies may elect to accelerate payment of base rent with upfront rent payments if MTA agrees and provided that the upfront rent payments preserve a present-value compensation of \$17.5 million.

The final proposals received from all Proposers will be publicly disclosed in the agenda for the meeting of the Finance Committee of the MTA and MNR Boards at which the Transaction will be considered for approval, or will be disclosed to the members of the Finance Committee of the MTA and MNR Boards and to members of the MTA and MNR Boards in executive session, and thereafter publicly disclosed prior to Lease execution.

The sequence of the proposed Transaction is as follows:

- Rose Companies and TOD will negotiate and enter into the Pre-Lease and Development Agreement, whereby Rose Companies will fund the balance of the good faith deposit of \$669,430 (as described below) and pursue good faith efforts to (x) obtain all necessary local approvals for the Project, including the requisite Beacon zoning and site plan approvals, (y) negotiate acceptable forms of impact agreements with Beacon and certain other applicable taxing jurisdictions, and (z) in coordination with TOD and MNR staff, undertake the environmental review required pursuant to the New York State Environmental Quality Review Act ("SEQRA"); and
- Upon completion of the SEQRA process, including adoption of any required SEQRA findings by the MTA and MNR Boards, and subject to approval of the Transaction and the Lease by the MTA and MNR Boards, MTA and Ground Lessee will execute the Lease, Jonathan F.P. Rose or Rose Companies will execute and deliver the required rent and completion guaranties, and the parties will execute and deliver the other related Transaction documents substantially in the forms attached to the Pre-Lease and Development Agreement, including the impact agreements, following which Rose Companies/Ground Lessee will complete the design of

FINANCE COMMITTEE MEETING

LEASE WITH ROSE COMPANIES HOLDINGS, LLC FOR THE BEACON STATION PARKING LOT (Cont'd.)

Page 4 of 4

the Project, construct the MNR Replacement Garage and the other new Project improvements, and operate and maintain the new Project improvements (excluding the MNR Replacement Garage) for the term of the Lease.

RECOMMENDATION

Based on the foregoing, TOD requests authorization for MTA itself and on behalf of MNR to undertake the following actions:

1. Conditionally designate Rose Companies as the selected proposer under the RFP pursuant to a Conditional Designation Letter Agreement ("CDL") that will have attached to it the Abstract of Basic Transaction Terms derived from the RFP as further developed to incorporate the final Rose Companies' proposal. The CDL will be conditioned upon Rose Companies and MTA entering into an expense reimbursement agreement whereby Rose Companies will pay for all of MTA, MNR and MTA Construction and Development Company's third party expenses and force account and accommodation services in connection with the pre-development of the Project following Rose Companies' conditional designation and during the pre-lease period before execution of the Lease, funding an expense reimbursement deposit in an amount to be determined and funding one-half of the \$814,000 good-faith deposit.
2. Negotiate with Rose Companies and the Ground Lessee (a) a Pre-Lease and Development Agreement governing the actions to be taken by Rose Companies and/or the Ground Lessee in coordination with TOD and MNR staff, as pre-conditions to the Transaction during the period following the CDL and before execution of the Lease and D&C Agreement, including (i) obtaining necessary local approvals for the Project, (ii) negotiating acceptable forms of impact agreements with Beacon, and (iii) in coordination with TOD and MNR staff, undertaking the environmental review required pursuant to SEQRA, and (b) the forms of the Lease, D&C Agreement and other material Transaction documents to be attached to the Pre-Lease and Development Agreement.
3. Execute and deliver the Pre-Lease Agreement and any and all other necessary or appropriate agreements, documents, and instruments, and take all actions as shall be necessary or desirable in order to pursue satisfaction of the above-referenced pre-conditions to the MTA and MNR Boards' final approval of the proposed Transaction, **provided that the execution of the Lease and other Transaction documents will be conditioned upon further MTA Board and MNR Board approval following completion of environmental review under SEQRA as it relates to the proposed Transaction.**

Staff Summary

Subject ACQUISITION AGREEMENT WITH PALMER CENTER FOR NEW ROCHELLE YARD IMPROVEMENTS IN SUPPORT OF PENN STATION ACCESS
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name JOLYON HANDLER / SHIRLEY MOY / ANGELA SZU

Date JULY 30, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR	07/28/25		X	
2	Finance Committee	07/28/25	X		
3	Board	07/30/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCIES: Metropolitan Transportation Authority ("MTA"), MTA Construction & Development ("MTA C&D"), and MTA Metro-North Railroad ("MNR")

GRANTOR: Palmer Center LLC ("Palmer Center")

LOCATION: 2425 Palmer Avenue (Westchester Section 1, Block 310, Lot 20) (the "Property")

ACTIVITY: Work and Reimbursement Agreement; acquisition of permanent and temporary easements (the "Easements"); in support of Penn Station Access project ("PSA")

ACTION REQUESTED: Authorization to acquire the Easements from Palmer Center, enter into a revocable license agreement with Palmer Center and enter into a Work and Reimbursement Agreement for Grantor to relocate Grantor's ADA ramp and drainage system to allow for construction of an MTA/MNR retaining wall

REIMBURSEMENT: Not to exceed \$1,320,000

EASEMENT TERMS: Permanent and Temporary

EASEMENT AREAS: Permanent: 181± square feet
Temporary: 1,637± square feet

COMPENSATION: None

COMMENTS:

In connection with PSA's New Rochelle Yard expansion, the MTA must acquire certain permanent and temporary easements from adjacent property owners for the construction of a retaining wall and other improvements.

Palmer Center currently leases a strip of unused MNR right-of-way (the "Leased Premises") from the MTA pursuant to a lease agreement (the "Palmer Center Lease") used to widen Palmer Center's private service road for the circulation of supermarket truck deliveries, employee vehicles, and emergency vehicles and for the installation of drainage structures. The MTA requires possession of the Leased Premises to perform the PSA work and will therefore terminate the Palmer Center Lease. MTA C&D has identified two temporary easements within the Property that are required during construction of the retaining wall, as well as one non-exclusive permanent easement required for future inspection, maintenance, and repair of the retaining wall. As an accommodation to Palmer Center and to avoid any future potential

FINANCE COMMITTEE MEETING

ACQUISITION AGREEMENT WITH PALMER CENTER FOR NEW ROCHELLE YARD IMPROVEMENTS IN SUPPORT OF PENN STATION ACCESS (Cont'd.)

Page 2 of 2

ownership disputes, the MTA will grant a revocable license to Palmer Center for a narrow strip of MNR property (no wider than 5 feet) between the new retaining wall and Palmer Center's private service road. Such license will contain appropriate protections via indemnification to the MTA and will be terminable "at will" upon 60 days' notice. Licenses of this kind are entered into directly pursuant to the MTA Real Estate Department's Policy and Procedures for Licensing of Real Property, Licenses Requiring Board Approval but Not Requiring Requests for Proposals.

During design, MTA C&D determined that Palmer Center's drainage system and an ADA ramp serving a loading dock on the Property both must be relocated prior to constructing the retaining wall. As part of discussions of the Palmer Center Lease termination and an overall Work and Reimbursement Agreement, MTA C&D provided Palmer Center with the design for the drainage system relocation and negotiated for Palmer Center to perform the required alterations of the drainage system and ADA ramp relocation for a total cost to the MTA not to exceed \$1,320,000. This amount is below both a potential \$3,833,268.73 change order to PSA's Design-Build Contract CBX001 with Halmar International, LLC/RailWorks, Joint Venture and the MTA's internal estimate of \$2,842,977.16.

As part of the discussions between Palmer Center and the MTA, Palmer Center indicated that it is willing to grant the Easements for no consideration.

Based on the foregoing, MTA Real Estate requests authorization for the MTA to acquire the Easements from Palmer Center, enter into a revocable license agreement with Palmer Center and enter into a Work and Reimbursement Agreement with Palmer Center for an amount not to exceed \$1,320,000 on the above-described terms and conditions.

MTA LONG ISLAND RAIL ROAD

Staff Summary

Subject LICENSE AGREEMENT WITH JAMAICA-ARCHER LIVE POULTRY AND MEAT MARKET INC.FOR USE AND OCCUPANCY OF A PARKING LOT IN JAMAICA, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name NEIL MASTROPIETRO

Date JULY 30, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR	07/28/25		X	
2	Finance Committee	07/30/25	X		
3	Board	07/30/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
3	Chief Administrative Officer		
2	Chief Financial Officer		

AGENCY: MTA Long Island Rail Road ("LIRR")

LICENSEE: Jamaica-Archer Live Poultry and Meat Market Inc.

LOCATION: Lot adjacent to 92-56 165th St, Jamaica, NY

PREMISES: Approximately 1,245 SF parking lot

USE: Commercial parking for customers of adjacent poultry market

TERM: Earlier of ten (10) years or the date on which the expiration or earlier termination of the lease for the adjacent Lot occurs

TERMINATION: Terminable "at will" by providing 30 days notice

ACTION REQUESTED: Authorization to enter into a license agreement

COMPENSATION: \$9,500 per annum (\$7.63 per square foot) with 3% annual increases

COMMENTS:

In connection with the Jamaica Capacity Improvement ("JCI") Phase II project ("Project"), the MTA acquired the Premises via EDPL on September 23, 2024. The Premises is currently used by the Licensee as a parking lot in support of the poultry business operated by Licensee's principal, located in the adjacent retail building. Licensee's principal d/b/a Archer Halal Poultry occupies the adjacent retail building via a lease agreement with the former owner of the Premises, 145-26/26A Liberty Avenue, LLC / Bellino Equities, LLC.

Licensee has requested to continue to use and occupy the Premises as a parking lot. MTA C&D confirmed that the Premises, which will be used to house a signal tree in support of LIRR operations surrounding Jamaica Station, will not be needed for at least three years, possibly longer and had no objection to Licensee's continued use until such time as it is required for construction for the Project. In addition to generating revenue, entering into a license agreement avoids costs associated with securing and maintaining the parking lot while it remains unused by the Project.

Per the MTA Real Estate Department's Policy and Procedures for Licensing of Real Property, *Licenses Requiring Board Approval But Not Requiring Requests for Proposals*, Circumstance 2 states: The market rental value of the space in question, using standard practices for determining such market value, is considered less than \$5,000 per year or less than

FINANCE COMMITTEE MEETING

LICENSE AGREEMENT WITH JAMAICA-ARCHER LIVE POULTRY AND MEAT MARKET INC.FOR USE AND OCCUPANCY OF A PARKING LOT IN JAMAICA, NY (cont'd)

Page 2 of 2

\$10.00 per square foot, whichever is greater. Here, the Compensation falls within an acceptable competitive range which is \$7.50 - \$8.67 per square foot, as determined by an independent broker's opinion of value.

Based on the foregoing, MTA Real Estate requests authorization to enter into a License Agreement on behalf of the LIRR with Hasin Arman under the above-described terms and conditions.