

MTA Headquarters Procurements

Lisette Camilo, Chief Administrative Officer/Interim Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed estimated expenditure of \$152.1M.

Subject Request for Authorization to Award Various Procurements						November 14, 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	11/19/25					CAO		
2	Board	11/19/25					Legal		
							CFO		
Internal Approvals (cont.)									
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE
To obtain approval of the Board 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	1	\$ 135.0 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 15.7 M
Schedule J: Modifications Miscellaneous Procurement Contracts	1	\$ 1.4 M
SUBTOTAL		\$ 152.1 M

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

TOTAL	\$ 152.1 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.

NOVEMBER 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. Various (17 Vendors)
Seven Years + three, 1-year Options
Contract # 0000016274 | \$135,000,000 (est.) | <i>Staff Summary Attached</i> |
|---|----------------------|-------------------------------|

Retainer contract award to 17 consulting firms to provide as-needed technical and management consulting services in support of MTA's Enterprise Asset Management ("EAM") Program.

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

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

- | | | |
|--|--------------|-------------------------------|
| 2. Automotive Rentals Inc.
Eight months
Contract # 0000015731 Mod. 2 | \$15,700,000 | <i>Staff Summary Attached</i> |
|--|--------------|-------------------------------|

Contract for Fleet Management Services; Modification to (1) extend the contract for eight months in order to ensure continuation of the fleet maintenance service program during the current Request for Proposal process to award a replacement contract; and (2) procure additional funding.

J. Modification to Miscellaneous Procurement Contracts

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

- | | | |
|---|-------------|-------------------------------|
| 3. Cubic Transportation Systems
Twelve years, eight months
Contract # A-34024 Mod. 50 | \$1,364,510 | <i>Staff Summary Attached</i> |
|---|-------------|-------------------------------|

Contract for New Fare Payment System; Modification to procure 30 Customer Service Point of Sale (CS POS) Terminals.

Staff Summary



Item Number 1				SUMMARY INFORMATION																									
Department, Department Head Name: MTA Strategic Initiatives, Jon Kaufman				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px; vertical-align: top;"> Vendor Name (Vendor Location) Various (17 Vendors) </td> <td style="width: 30%; padding: 5px; vertical-align: top;"> Contract No. (Various, Retainer) Master Contract ID 0000016274 </td> </tr> </table>		Vendor Name (Vendor Location) Various (17 Vendors)	Contract No. (Various, Retainer) Master Contract ID 0000016274																						
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Order	Approval	Order	Approval																										
1	Procurement	6	Budget & Finance Management																										
2	IT																												
3	Security																												
4	Office of Civil Rights																												
5	Legal																												
Total Amount: \$135,000,000 (estimated)				Contract Term (including Options, if any) Seven Years + three, 1-year Options																									
Option(s) included in Total Amount?				☒ Yes ☐ No ☐ N/A																									
Renewal?				☒ Yes ☐ No																									
Procurement Type ☒ Competitive ☐ Noncompetitive				Solicitation Type ☒ RFP ☐ Bid ☐ Other: Sole Source																									
Funding Source ☒ Operating ☒ Capital ☒ Federal ☐ Other: Various																													

Purpose

MTA Headquarters is seeking Board approval to award a competitively negotiated personal service retainer contract to 17 consulting firms to provide as-needed technical and management consulting services in support of MTA’s Enterprise Asset Management (“EAM”) Program. Each contract will be established on a zero-dollar basis, with individual work assignments to be issued through a mini-RFP process conducted among some or all the selected firms. The contract term is for seven years (December 2025–November 2032), with three 1-year options (December 2033–November 2035). The total estimated value of the contracts is \$135 million. It is also requested that the Board authorize the MTA Deputy Chief Procurement Officer to approve the exercise of the three 1-year options, pending availability of funding.

The following is a list of the selected vendors:

Accenture LLP. (New York, New York) AECOM (New York, New York) Allwyn Corp. (Herndon, Virginia) AMCL Turner & Townsend (New York, New York) Amey Consulting USA. (New York, New York) AtkinsRealis (New York, New York) Bentley Systems LLC (Exton, Pennsylvania) Boston Consulting Group Inc. (New York, New York) Deloitte Transactions & Business Analytics LLP (New York, New York)	GHD Consulting Services Inc. (Buffalo, New York) Jacobs Civil Consultants Inc. (New York, New York) KPMG LLP (New York, New York) Network Rail Consulting Inc. (Washington, DC) Guidehouse Inc. (New York, New York) RAJ Technologies Inc. (Plainview, New York) Stellar Services Inc. (New York, New York) WSP USA Inc. (New York, New York)
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Background:

The EAM Program was initiated in 2014 to enable all levels of the organization to make more informed, transparent, and data-driven Capital and Operating decisions resulting in better utilization of MTA resources and lower the cost of maintaining system performance while improving operational safety and reliability. The purpose of undertaking an EAM approach is to transition to an efficient All-Agency consolidated maintenance model that promotes a more effective life cycle approach to maintaining MTA’s nearly \$1.5 trillion asset base.

By managing assets uniformly across the agencies, the MTA can, through common business practices, economies of scale, and data sharing, (1) improve asset utilization and performance; (2) reduce asset-related operating costs; (3) reduce capital costs; and (4) optimize scheduled work. A standardized EAM Information Systems (“EAM-IS”) will ensure adherence to federal requirements; and enable the MTA to both close out Inspector General recommendations and address several Crowe Audit findings.

EAM Major Accomplishments:

Some of the recent accomplishments that have been achieved as a result of the EAM Program to date include:

1. *Implementation of an Outage Visualization and Analysis Platform:* This is designed to be a game-changer for outage planning. Instead of relying on manual, paper-based processes and numerous stakeholder meetings, the platform offers a multi-layered, interactive view of a proposed outage area. This integrated visualization significantly enhances process efficiency by streamlining the creation of outage requests, ensuring the selection of accurate outage boundaries and identifying opportunities for multi-departmental work coordination.
2. *Icing Analysis:* The Subways and HQ EAM teams partnered on a project to strategically focus maintenance efforts based on asset failure data. An analysis of the Subways Hexagon EAM system revealed that icing of switch machines was the most frequent asset failure. By performing a detailed analysis of the environmental factors present during these failures, the EAM teams were able to overhaul MTA’s winterization processes. This change resulted in a 46 percent reduction in icing failures compared to similar environmental conditions over the previous five winter seasons.
3. *Preventive Maintenance Efficiencies:* A joint initiative between the Subways Maintenance of Way and EAM teams undertook a comprehensive review of resources dedicated to preventive maintenance. This effort tested the feasibility of extending the maintenance intervals for certain routine activities beyond the existing 30-day schedule. The analysis identified and validated specific categories of switch machines that could be classified as low criticality (i.e., assets whose failure has a minimal impact on service delivery). This effort pinpointed approximately 800 switch machines for testing. The resulting pilot program proved successful, freeing up roughly 50,000 labor hours and achieving an estimated \$6 million in savings.

Procurement Discussion:

The MTA seeks to retain a pool of consulting firms to provide a range of tactical, strategic, and transformational services for continuous improvement and further maturity of the MTA’s Enterprise Asset Management program, in alignment with industry established standard frameworks (PAS 55/ ISO 55000), as well as compliance with the U.S. Department of Transportation’s Federal Transit Administration MAP-21 requirements.

The focus of these contractual services will be to improve upon the foundations that have been set during the last contractual agreement with a new focus on data transparency, data-driven decision making, and value-driven outcomes. The MTA is seeking expertise in asset management to enhance the optimization of asset performance at lower total lifecycle costs within acceptable risk tolerances in addition to supporting outcomes in line with MTA strategic priorities. As a matter of good business practice and considering the current fiscal and stakeholder expectations, the MTA and its operating agencies are utilizing an EAM system that supports transparency and the ability to ascertain the impacts of decisions throughout the organization.

On May 6, 2025, MTA Headquarters issued a public Request for Proposals (“RFP”) to over 200 firms, seeking qualified management consulting services for a retainer contract in support of the EAM Improvement Program. In response, 80 firms expressed interest, and 20 submitted technical and cost proposals in accordance with MTA’s specified requirements.

A Selection Committee (“SC”) was formed comprised of the Chief EAM for NYC Transit Department Of Subways, Metro-North Railroad Sr. Director of EAM Development, NYC Transit Director of EAM Operations Maintenance, MTA Bus Company (“MTABC”) Director of Shop Planning, MTAHQ Director of EAM Applications, MTAHQ Deputy Director of EAM Value Realization, MTA Bridges and Tunnels (B&T”) Sr. Vice President of Corporate Strategy, MTA B&T Director of EAM Operations, and Long Island Rail Road (“LIRR”) Director of EAM.

The SC conducted a comprehensive technical evaluation of the proposals submitted by the 20 firms. The selection criteria, as set forth in the RFP, included (1) Overall Technical Proposal; (2) Value Realization Methodology; (3) Vendor Background & Experience; (4) Cost; (5) Knowledge Transfer Capability; and (6) Vendor Diversity Practice. Following this initial review, 17 firms were shortlisted and invited to participate in oral presentations. Upon completion of the presentations, the selection committee reached a unanimous decision to recommend the retention of 17 firms to support the EAM Improvement Program.

The 17 selected vendors successfully demonstrated more than 20-plus years of industry knowledge and experience in EAM lifecycle management, value realization strategies with concrete outcomes, recommended approaches to support a client-lead enterprise asset management improvement program including critically defining and evaluating existing conditions and gaps between existing conditions and EAM best practices. They possess strong understanding of linear analytics, predictive analytics, Geographic Information System and Hexagon asset management software implementations and technical integration services, and developing organizational strategies, plans and objectives. Each firm demonstrated their experience in organizing and providing support and advice to comparable, complex public and private clients, in Enterprise Asset Management, and/or business transformation and compliance.

Upcoming work assignments under this new agreement include:

- Leveraging advanced analytics harnessing the capabilities of artificial intelligence and machine learning to enhance LIRR's predictive capabilities and optimize resource allocation, with the ultimate objective of bolstering safety measures and operational efficiency. LIRR EAM systems will also be integrated with other corporate systems, with increased emphasis on data quality, data integrity, and sustainability. The LIRR will utilize asset inspections, maintenance, and trouble ticket information for capital planning and investment as necessary.
- Establishing B&T foundation phases including registration of all assets in Hexagon EAM, condition assessments, preventative / corrective maintenance work order configuration, planning and scheduling, and cost efficiencies in Fleet where there is currently a higher level of maturity.
- Metro-North's phased implementation of Hexagon, Environmental Systems Research Institute, and Bentley Linear Analytics platforms through 2027 as part of a broader initiative to modernize its EAM and infrastructure intelligence capabilities. This integrated rollout is designed to enhance the railroad's ability to manage linear assets, spatial data, and maintenance workflows in a unified, data-rich environment.

The selected firms originally proposed straight average hourly rate was \$240.26 in Local and \$296.36 in Non-Local. These hourly rates were negotiated down to \$199.80 in Local and \$254.67 in Non-Local representing a reduction of 16.8 percent and 14.1 percent, respectively. All labor rates were reviewed and found to be fair and reasonable except for four firms. While these four firms' rates are significantly higher than the competitive range as established by the median rate of all proposers, they are nonetheless being included in the pool of awardees based on their specific technical strengths and capabilities. Tasks will be solicited through a competitive mini-RFP process to which award will be based on best value to the MTA. At that time, these companies that are outside of the competitive range may propose rates that are lower than those offered in response to this RFP.

In connection with a previous contract awarded to Accenture, Accenture was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chief Administrative Officer, in consultation with the MTA General Counsel, on January 19, 2024.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman/CEO, in consultation with the MTA General Counsel, on January 25, 2021.

In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chief Administrative Officer, in consultation with the MTA General Counsel, on April 8, 2024.

In connection with the review of KPMG's responsibility pursuant to the All-Agency Responsibility Guidelines, KPMG was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chief Administration Officer, in consultation with the MTA General Counsel, on November 13, 2025.

Of the 17 firms, 16 have certified that pursuant to EO 16, they are not doing business in Russia. KPMG certified that they are doing business in Russia but only to the extent of providing vital health and safety services in Russia.

The contracts have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity terms and conditions and requirements, including any under federal, state, and local law and regulations. Applicable cybersecurity requirements, to the extent required, have been included in 14 of the contracts. Applicable cybersecurity requirements will be included in the contracts awarded to AECOM, Deloitte and KPMG prior to award.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established 15 percent MBE, 15 percent WBE and 6 percent SDVOB goals on these contracts. DBE goals are not assigned to these contracts.

Impact on Funding

This contract will be funded by Agency Operating Budgets. Capital and Federal funds will be available at a later date.

Alternatives

1. Perform services in-house: This alternative is not feasible since the MTA and its agencies do not have the resources or trained personnel to perform these services.
2. Do not approve award: This alternative is not advisable.

Recommendation

It is recommended that the Board approve the award of this competitive personal service contract to listed vendors to provide EAM management technical consulting services on as needed basis.

Item Number: 2

Vendor Name (Location) Automotive Rentals Inc. (Mount Laurel, New Jersey)
Description: Fleet Management Services
Contract Term (including Options, if any) February 3, 2022–December 2, 2025
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a
Procurement Type ☒ Competitive ☐ Noncompetitive
Solicitation Type ☒ RFP ☐ Bid ☐ Other: Modification
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Requesting Department: Various Operating Agencies

Contract Number 0000015731	AWO/Mod. # 2
Original Amount:	\$ 45,000,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 21,350,000
Current Amount:	\$ 66,350,000
This Request:	15,700,000
% of This Request to Current Amount:	23.66%
% of Modifications (including This Request) to Original Amount:	82.33%

Discussion:

MTA Headquarters is seeking Board approval to extend the miscellaneous service contract awarded to Automotive Rentals Inc. (“ARI”) for Fleet Management Services for a period of up to eight months (through August 2, 2026) and add funding in the amount of \$15.7 million. Fleet-management services provided under this contract include: (1) routine maintenance and repair services for light, medium, and heavy-duty vehicles; (2) roadside assistance; and (3) towing at local auto shops and companies across the MTA territory for all MTA operating agencies. These services are critical in the continuing operation of the MTA’s nonrevenue fleet of 3,200+ vehicles.

The base contract was awarded in February 2022 in the amount of \$45 million. To date, there has been one budget adjustment in the amount of \$21.35 million to meet the needs of a growing MTA non-revenue fleet requiring upfitting and equipment installation such as reversing gear boxes for high-rail vehicles and emergency lighting systems for police vehicles, and one modification to extend the agreement by four months (to December 2, 2025) which added no additional funding.

The requested funding and extension are necessary to ensure the continuation of the fleet maintenance services program while a replacement contract is awarded through the current Request for Proposal (“RFP”) process, which is currently in the solicitation phase. The additional funding requested is based on the current rate of spend by each of the participating agencies (approximately \$1.886 million monthly) as well as planned large-scale corrective maintenance efforts and new vehicle upfit estimated to total \$610,000. Many types of repairs and equipment installations are ongoing and specific to specialty vehicles utilized by the railroads and the MTA Police Department, such as heavy-duty, high-rail modified or emergency vehicles.

The pricing structure under the current contract was deemed fair and reasonable when awarded and will remain unchanged during the proposed extension. Labor rates at participating repair shops are negotiated directly by MTA Procurement with the support of ARI. The total estimated cost of this extension is consistent with the rate of spend from previous years. Based on the foregoing, pricing for this extension is deemed fair and reasonable.

The contract was evaluated to determine the necessity and appropriate scope, if any, of cybersecurity terms and conditions and requirements, including any under federal, state, and local law and regulation; applicable cyber security terms and conditions and requirements were included in the contract as part of the modification mentioned above.

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

Impact on Funding

Each agency’s use of the agreement is funded by its operating budgets on an as-needed basis.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Metropolitan Transportation Authority

Item Number: 3

Vendor Name (Location) Cubic Transportation Systems (San Diego, California)	Contract Number A-34024	NOPCO # 50
Description: New Fare Payment System "OMNY"	Original Amount:	\$ 553,827,839
Contract Term (including Options, if any) Contract Term: November 1, 2017–July 31, 2030 Optional Service Extensions: August 2030–July 2040	Prior Modifications:	\$ 63,061,466
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	Prior Budgetary Increases:	\$ 0
Procurement Type ☒ Competitive ☐ Noncompetitive	Current Amount:	\$ 616,889,305
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	This Request:	\$ 1,364,510
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	% of This Request to Current Amount:	0.22%
Requesting Department: Bill Amarosa, Department of Subways	% of Modifications (including This Request) to Original Amount:	11.6%

Discussion:

MTA HQ on behalf of NYC Transit, requests Board approval to modify the miscellaneous service contract awarded to Cubic Transportation Systems ("Cubic") in order to procure 30 Customer Service Point of Sale ("CS POS") devices to be employed as follows: 24 in front offices, 2 in back offices, and 4 mobile CS POS. Of all 30 CS POS, 26 will be Production devices, and 4 will be Stage devices. All CS POS devices procured under this modification will receive maintenance services to be procured under a separate change order or provided in-house.

The devices are used for both direct customer service and internal operations. Direct Customer Service devices provide a range of activities on demand and when a customer is present at a customer service center. These services include enrolling Reduced Fare customers, selling and reloading One Metro New York ("OMNY") cards, and OMNY card account management. These devices are located in, and available to perform services at: subway stations, the 3 Stone Street walk-in center, and on board the Mobile Sales Fleet.

Internal Operations devices are used to perform various internal operations such as adjustments to Reduced Fare customer accounts, manage the Reduced Fare customer enrollments, manage customer claims and print Paratransit customers' AAR ID cards.

The base contract called for a fixed number of CS POS terminals and provided for fixed-unit pricing for any additional devices.

This purchase of additional CS POS devices was requested by NYC Transit. The devices will support increased station operations and customer service efforts related to the transition of remaining MetroCard customers to OMNY. This transition coincides with the planned discontinuation of all MetroCard sales, which is scheduled for December 31, 2025.

Cubic submitted its proposal in the amount of \$1,364,510, which includes the procurement, delivery, and installation of 30 devices. Delivery of the first 15 is expected to be completed by December 15, 2025, with the remaining 15 to be delivered in January 2026. Pricing for these devices is pre-established in the New Fare Payment System contract. Cubic's proposal was based entirely on the preset pricing with no changes to any terms or conditions; therefore, negotiations were not required. The costs were determined to be fair and reasonable in accordance with the contract.

In connection with the review of Cubic's responsibility pursuant to the All-Agency Responsibility Guidelines, Cubic was found to be responsible with no SAI.

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

The underlying contract and this modification have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity terms and conditions and requirements, including any under federal, state, and local law and regulations. Applicable cybersecurity terms and conditions and requirements have been included in the contract and Cubic has certified compliant with MTA's cyber language.

Recommendation

It is recommended that the Board approve the issuance of the modification to the miscellaneous service contract awarded to Cubic Transportation Systems in order to enable procurement of the 30 Customer Service Point of Sale devices.