

**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**

**Joint Meeting of the Triborough Bridges & Tunnel Authority, the Long Island Rail Road, Metro-North, Capital Program and New York City Transit Committees**

**Meeting Minutes**

**November 19, 2025**

**9:00 a.m.**

**2 Broadway**

**New York, New York**

**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. David Jones

Hon. Christopher Leathers

Hon. Blanca Lopez \*

Hon. David Mack

Hon. Haeda B. Mihaltses

Hon. Melva M. Miller

Hon. James O'Donnell

Hon. Dr. John-Ross Rizzo

Hon. Lisa Sorin\*Hon. Midori Valdivia

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. John Samuelson

Paige Graves, General Counsel, John McCarthy, Chief External Relations & Policy, Lisette Camilo, Chief Administrative Officer, Jai Patel, Chief Financial Officer, Justin Vonashek, President Metro-North Railroad, Robert Free, President LIRR, Jamie Torres-Springer, President MTA C&D, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff and Strategic Planning, Catherine Sheridan, President Bridges & Tunnels, Demetrius Crichlow, President New York City Transit, Monica Murray, Auditor General, Thomas Taffe, Chief MTA PD, and Michael Kemper, Chief Security Office MTA HQ also attended the meeting.

Chair Lieber called to order the November 2025 joint meeting of the Triborough Bridge and Tunnel Authority, Long Island Rail Road, Metro-North Railroad, New York City Transit and Capital Program Committees.

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 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 seconds 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):

Gian Pedulla, private citizen  
Jack Connors, PCAC  
Omar Vera, private citizen  
Lauren Schandavel, Jobs 2 Move America  
Jason Anthony, LIRR ADA task force\*  
David Kupferberg, Passengers United  
Besty Plum, Riders Alliance  
Nadja Byrd, Riders Alliance  
Mo Yain Tham, Jobs 2 Move America  
Leshane Lindsey, Jobs 2 Move America  
Jesse Figueroa, VFW Department of NY\*  
Tania Tavez, Riders Alliance  
Morvel Givson, Riders Alliance  
Rodney Dedeus, Riders Alliance  
Beth Childs, Riders Alliance  
Shara Harry, NYPIRG\*  
Tina Lidogoster, private citizen\*  
Steven Rojas, NYPIRG\*  
Wendy Smith, Save the Ferry\*  
Anna Humphrey, CIDNY  
Mayna Torres, Riders Alliance  
Miriam Fisher, private citizen  
Estrella Juarez, NYPIRG\*  
Yifeng Zhang, Riders Alliance  
Marco Carrion, CWE\*  
Michael Cohen, private citizen  
Christopher Greif, private citizen  
Trisha L, Riders Alliance\*  
Michael Riley, private citizen\*

Charlton D'Souza, Passengers United\*  
Victoria Manning, private citizen\*  
Gabriele Schafer-Fracaro, Riders Alliance\*  
Naomi Hersson-Ringskog, Save the Ferry\*  
Angel Rosas, Bronx Community College\*  
Alexis Foote, private citizen\*  
Wisleiry Lantigua, NYPIRG\*  
Benjie Leon, Riders Alliance\*

Chair Lieber thanked everyone who joined the meeting today, especially the public speakers.  
General Counsel Paige Graves confirmed a quorum for the record.

Chair Lieber stated the meeting would begin with agency president's reports and called on Catherine Sheridan, B&T President to begin.

## **2. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

### **A. TBTA President's Report:**

TBTA President Catherine Sheridan ("President Sheridan") noted that Senior Vice President, Security & Operations, and Chief of Department, Charles Chavez ("SVP Chavez") will be speaking on her behalf. SVP Chavez stated that the proposed TBTA Work Plans for 2026 is presented in the committee materials for review and submitted for Committee's approval in December. The 2025 TBTA Work Plans are filed with the records of this meeting.

SVP Chavez provided an update on the targeted joint-agency enforcement operations. Targeted operations have yielded more than 1,400 arrests, 63,000 summonses, and 5,800 vehicles towed. Those interdicted are responsible for nearly \$64 million dollars owed collectively to all member agencies. SVP Chavez also welcomed two partner agencies to the task force, the Orange County Sheriff's Office and the Town of Woodbury Police Department.

SVP Chavez stated that TBTA's strengthened enforcement against illegally tinted vehicle windows continues to gain momentum. Tinted windows pose risks to law enforcement during traffic stops, concealing vehicle occupants and contents. Year to date, enforcement efforts have doubled compared to previous years. In recent focused initiatives, TBTA warned drivers via roadway variable message signs. In October alone, TBTA issued 260 tint summonses.

SVP Chavez stated that there has been recent attention on serial toll evaders and the consequences of ignoring dozens or even hundreds of tolls, which some evidently find confusing. SVP Chavez clarified that

first, pay your tolls, which is the simplest and easiest way to avoid fees and other issues. SVP Chavez directed attention to a screenshot of the E-ZPass New York Service Center website clearly depicting the toll bill escalation process. SVP Chavez explained that if you drive across bridges, through tunnels, or enter the congestion relief zone without paying tolls, the escalation to toll violator status is as certain as it is transparent. SVP Chavez reiterated that people should pay their tolls and they should know that if they evade hundreds of them and then say that they didn't see the notices, not only does that challenge common sense, but TBTA will proceed as stated on the webpage – starting with fees, violations, and then suspend registrations. SVP Chavez emphasized that TBTA prefers never to charge a late fee. It is for the vast majority of people who follow the rules that TBTA is here to advocate for. Make no mistake, TBTA will stand up for New Yorkers who expect to pay a fair share for transportation.

SVP Chavez stated that November 15 marked the 85th year since the opening of the Queens Midtown Tunnel in 1940. Designed by renowned engineer Ole Singstad, construction took 2,500 sandhogs working their way through tons of solid rock. President Franklin D. Roosevelt rode the first automobile through the tunnel under the East River. Visitors to Grand Central Terminal's Vanderbilt Passage may view an exhibit curated by TBTA's Special Archive team. SVP Chavez thanked the Maintenance crew for the installation effort, and Metro-North colleagues for their logistical support.

SVP Chavez reported that the 54th running of the TCS New York City Marathon kicked off on Sunday, November 2 from its traditional starting line at the Verrazzano-Narrows Bridge. More than 60,000 runners along with scores of event organizers and officials convened for the race. SVP Chavez thanked the employees for their collective efforts that allowed for a safely executed event-start that showcased the bridge to a worldwide audience.

Finally, SVP Chavez stated that there are no procurements for this month.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the Board members' questions and comments, and SVP Chavez's and responses.

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

#### **A. LIRR President's Report:**

LIRR President Rob Free (“President Free”) stated that LIRR ridership remained strong for October with 7.44 million customers, a post-pandemic record that represents 92% of October 2019 ridership. Year-to-date (“YTD”) total ridership is 9.2% higher than 2024. Monthly ticket ridership increased by 9.9% compared to last October and an increase of 10.4% as compared to September. President Free emphasized that while non-commutation ridership has increased, regular commutation ridership is coming back as well. There were 3.1 million commutation riders in October, which is a post-pandemic record. Grand Central Madison ridership also set a record with 1,785,659 riders.

President Free stated performance also remained strong. For the month of October, on-time performance (“OTP”) was 96.3% and YTD OTP was 96.3%.

President Free stated that for the 12-month period ending in September, the customer injury rate decreased by 24% and the employee injury rate decreased by 15% as compared to the same period last year.

President Free stated that safety is the top priority at the Long Island Rail Road. On October 23, LIRR hosted its annual On-Track Safety Summit, with representatives from Metro-North, New Jersey Transit, PATH, Keolis, Amtrak, and MBTA to discuss and align regional railroads on shared safety challenges, exchange best practices, and develop joint strategies to roadway worker safety. President Free thanked the Corporate Safety team for facilitating this important forum, personally thanked all the attending railroads for coming and for their strong commitment to safe operations.

President Free announced that extra service will be provided to support the Thanksgiving Day parade. There will be six extra AM trains going into the City for the beginning of the parade and nine extra trains for post-parade. President Free reminded everyone to check the website and TrainTime app for most up to date schedule information.

President Free stated that LIRR continues to monitor ridership to keep up with demand and provide customers with comfortable rides. As a result of this analysis, LIRR determined there was a need on the Ronkonkoma Branch for extra service during the PM peak. President Free announced that they are now operating a new additional train departing Penn Station at 3:20pm to Ronkonkoma. President Free lauded the Service Planning and Operations team for making this happen.

President Free stated that the past couple of years have been a time of great growth when it comes to expanding the list of ADA accessible stations at LIRR. Last year, four new stations became ADA accessible

on the Babylon branch alone. On November 13, they cut the ribbon at St. Albans Station, the latest in the system to become accessible. The 18-month project brought St. Albans Station into the 21st century, with a modern look and new station amenities. President Free emphasized that over 90% of LIRR stations are currently ADA accessible. At the end of this capital program, 95% of LIRR stations will be ADA accessible. In addition, LIRR has worked to maintain station accessibility as elevators were replaced at Auburndale and Valley Stream stations. President Free thanked partners at C&D, the project and construction teams, and the incredible LIRR employees for their amazing work.

In response to a question from Board Member O'Donnell regarding an article in Newsday about the recent IG Report, President Free emphasized that LIRR has done everything in its authority to address the report findings and holding employees accountable through the disciplinary process, as recognized in the IG's public statements. Board Member O'Donnell requested a briefing by the IG on the entire investigation. Chair Lieber stated that they will arrange for an in-camera briefing with the IG and noted that the disciplinary process must be followed before the agency can take action.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Free's remarks and the Board Members' questions and comments.

**B. Metro-North President's Report:**

Metro-North President Justin Vonashek ("President Vonashek") reported that Metro-North's reliability and ridership remained strong with October's OTP at 98.3% and YTD is 97.9%. President Vonashek credited the dedicated teams and innovative tools like the Laser Train for the reliable service through the fall season. In October, Metro-North served nearly 6.8 million customers, a 3.7% increase from last year, and 86.8% of prepandemic ridership. Weekday ridership reached a new post-pandemic high with an average of 241,000 riders. Weekend ridership also remained strong, surpassing 2019 levels at 102.5% helped by great weather and a beautiful fall season.

President Vonashek stated that November is continuing the upward trend, with ridership through November 9 at 85.4% of recovery overall. Baseball season ridership remains strong with more than 850,000 trips to Yankee Stadium, including three record-breaking games averaging about 14,000 riders per game representing about 16% of total stadium attendance.

President Vonashek stated that during Thanksgiving, Metro-North will provide early getaway service the day before Thanksgiving, a special holiday schedule on Thanksgiving Day, and Shopper Special trains will begin on November 28.

President Vonashek reported that for the 12-month period ending in September 2025, Metro-North's reportable customer injury rate was 1.54 per one million customers and the reportable employee lost time injury rate was 1.68, both essentially flat from the previous year. With the holiday season fast approaching, they are in full swing with the community outreach program, TRACKS, to remind customers to travel safely.

President Vonashek stated that on Veterans Day, Metro-North honored our nation's heroes, including the nearly 450 veterans in the Metro-North family during the annual Wreath Hanging ceremony at Grand Central Terminal. The ceremony featured the MTAPD Pipes and Drums Band, and MTAPD Officer James Volpe singing both the national anthem and God Bless America. New this year is the Aviation High School Color Guard Drill team, established in 1934 at the Manhattan School of Aviation Trades. President Vonashek thanked everyone for their contributions.

President Vonashek announced the unveiling of Engine 216, Metro-North's eighth heritage series locomotive, designed by a committee of twelve veterans, along with Emily Moser, to honor all branches of the US Armed Services. The unveiling occurred at North White Plains on Monday November 10 and the locomotive was brought to Grand Central on Veterans Day for all to enjoy. The train will tour all the system's shops and yards before returning to revenue service.

President Vonashek discussed Grand Central as it is once again at the heart of New York's holiday magic with the opening of the Grand Central Holiday Fair in Vanderbilt Hall, which is open daily through Christmas Eve, except Thanksgiving.

President Vonashek stated due to the success of the Holiday Lights Train last year, Metro-North is bringing back the season with two trains this year. One electric and one diesel haul train will make visits throughout the entire system. President Vonashek advised that anyone can follow the train on social media to see where they may catch the train.

President Vonashek stated that Metro-North is ready for winter with more than 375 pieces of snow clearing equipment ready to go. Operations teams have been working diligently inspecting and fortifying tracks, switches, signals, and rail cars, ensuring smooth, safe travel operations all season long.

Board Member Zuckerman commented that the number one issue he hears from customers on Metro-North is internet access and he requested that Metro-North work to figure out how to improve the quality of the phone service. President Vonashek stated that Metro-North has been looking into improving phone service. In response to a question from Chair Lieber with regards to the plans for service to Albany, President Vonashek stated that the service is set to start in early Spring and the team has been working diligently to plan everything. They have begun training crews on the rules and they are on schedule to start as planned.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Vonashek's remarks and the Board Members' questions and comments.

#### 4. NEW YORK CITY TRANSIT COMMITTEE

##### A. PRESIDENT'S UPDATE

President Crichlow spoke about the rollout of the newest trains and buses and noted that NYCT will be receiving new paratransit vehicles in 2026 and piloting 10 electric buses.

President Crichlow reported that there is increased weekday service on the A and L lines and announced that NYCT will operate a Saturday schedule on MLK day. He stated that NYCT will be engaging in customer outreach for the F/M swap along with other communications including posting signs, social media video explainers and a live dedicated website.

President Crichlow talked about NYCT's preparations for major events like the Thanksgiving parade and New Years Eve including sending mobile wash crews to ensure cleanliness and assigning personnel to assist with crowd control.

President Crichlow reported on the performance metrics for Subways in October, noting declines from last month attributable in part to a series of atypical vandalism incidents. He noted that on-time performance was up .7% compared to this time last year.



President Crichlow reported on improvements across all performance metrics for Buses in October, with the 12-month average continuing to trend upward.

President Crichlow reported strong performance metrics for Paratransit, noting that nearly 96% of weekday trips met the 30 minute on-time performance standard and 90% of the trips were made within 20 minutes of the promised time. President Crichlow reported that this was the first month ever in which paratransit completed more than one million trips.

President Crichlow reported on ridership for Subways, Buses and Paratransit. He reported that Subways weekday ridership reached 4.16M, Buses had a 1.38M weekday average ridership and Paratransit had a weekday average of 51,156 riders.

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

#### B. NYPD TRANSIT REPORT

NYPD Chief of Transit Joseph Gulotta delivered the Safety and Security Report. Chief Gulotta reported a 13.9% reduction in crime compared to October of last year, which he attributed to a decrease in robberies and grand larcenies. Chief Gulotta reported a 4.2% reduction in crime when comparing January through the end of October of this year to the same time period last year. He commended police officers for the incredible job they do.

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

#### C. PROCUREMENT

Lisette Camilo, Chief Administrative Officer, and Tim Mulligan, Chief of Rolling Stock Programs, delivered the Procurement Report.

Chief Administrative Officer Camilo requested that the Board declare, pursuant to the All-Agency Service Contract Procurement Guidelines, that a competitive selection process is inappropriate due to the existence of a single responsible source, and approve the award of a five-year noncompetitive miscellaneous service contract to Clever Devices LTD (“Clever Devices”) for the provision of software maintenance and support services related to the Intelligent Vehicle Network (“IVN”) system in the estimated total amount of \$40,194,597. Chief Administrative Officer Camilo noted that Clever Devices is the manufacturer of IVN hardware and software and does not have any authorized agents to provide the required items and service. Chief Administrative Officer Camilo requested that the Board ratify the declaration of an Immediate Operating Need approved by the Deputy Chief Procurement Officer, MTA Procurement, waiving

competitive bidding pursuant to Article III, Paragraph B(1) of the All-Agency Procurement Guidelines and Public Authorities Law 1209, subsection 9(a) and approve the award of an estimated quantity contract made to Standard Steel LLC for the procurement of 3,000 subway car wheels. The award was made July 8, 2025 for a term of six months.

Chief of Rolling Stock Programs Tim Mulligan requested that the Board approve the award of Modification No. 9 to Contract B40666-2 to exercise an option for the purchase of 219 low-floor 40-foot Option Buses, comprised of 161 diesel-electric hybrid and 58 clean diesel buses, from New Flyer of America, Inc. (“New Flyer”) in the estimated amount of \$257,602,924.

Upon motion duly made and seconded, the Committee approved the procurements.

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

## **5. CAPITAL PROGRAM COMMITTEE**

### **A. PRESIDENT’S REPORT**

MTA Construction & Development (“C&D”) President Jamie Torres-Springer started his update by highlighting ongoing work across the system, beginning with the installation of a temporary platform at Metro-North’s Bronx Botanical Garden Station as part of the Bronx Stations ADA project. Next, Mr. Torres-Springer reported two major ADA milestones on LIRR’s ADA Package 1: the newly accessible St. Albans Station, delivered two months early and on budget, and the replacement elevator at Auburndale Station, also completed ahead of schedule and under budget. These achievements follow the completion of four accessible Babylon Branch stations last year, with additional stations expected to be finished by year’s end.

Mr. Torres-Springer also acknowledged the completion of the Grand Central subway station improvement program, a five-year initiative delivered \$46.5 million under budget. The program expands circulation capacity by 20 percent, including the creation of a new passageway to the 7 Line through bedrock excavation at 42nd Street and Lexington Avenue. The project also added 14 new staircases, replaced 10 escalators and four elevators, repaired more than 3,000 square feet of concrete, and installed 35,000 square feet of new flooring. He credited the success of the program to design-build delivery and to strategic early planning undertaken during Chair Lieber’s tenure at C&D.

Turning to systemwide elevator improvements, Mr. Torres-Springer reported that C&D recently opened five new elevators - two at Jackson Heights-Roosevelt Avenue/74th Street station in Queens and three at Fordham Road station in the Bronx. In total, 31 elevator replacements have been completed so far this year. He noted that the time required to replace an elevator has been reduced by three months in recent years, now averaging eight months, and emphasized ongoing efforts to further streamline work sequencing and minimize service impacts.

Mr. Torres-Springer also highlighted Governor Hochul's recent announcement of weekday service increases on the A and L lines. While crediting Subways leadership for operational implementation, he underscored that these improvements were made possible by prior capital investments - specifically, the installation of three new substations on the L Line between 2020 and 2022, which expanded traction power capacity and redundancy. He reminded the Board that the 2025-2029 Capital Program includes approximately \$3 billion for traction power upgrades to continue supporting system reliability, state-of-good-repair work, and service enhancements.

Mr. Torres-Springer introduced Anthony Tufano, Senior Vice President of the Railroads Business Unit, noting the benefits of the unified approach to capital planning and delivery for both Metro-North and LIRR. He also recognized key program leaders present: Andrew Wilson, who oversees the LIRR program; Ziona Rubin, who leads the Metro-North program; and Bob Laga, head of the Grand Central Artery program, which functions as a distinct initiative within the Metro-North portfolio.

## **B. RAILROADS REPORT**

Mr. Tufano started his update reminding the Committee that the unified Railroads Business Unit, formed in 2023 to integrate the Long Island Rail Road and Metro-North Capital Programs, has strengthened expertise, standardized practices, and delivered projects more efficiently. He reported that for 2025, the unit has achieved \$33 million in commitments with an additional \$526 million in procurement now moving forward following the approval of the Capital Program. On completions, the unit has delivered \$583 million to date, with an additional \$346 million expected by year-end, bringing total 2025 completions to approximately \$930 million. Mr. Tufano highlighted the Webster Avenue Bridge project, completed four months early and \$7.3 million under budget while minimizing operational and community impacts.

Reviewing the broader program, Mr. Tufano noted that \$14 billion has been allocated to the railroads, including \$11 billion for projects, more than double prior levels. This program will deliver six additional ADA-accessible stations, rehabilitate or replace 50 bridges, upgrade up to 10 substations, and invest \$800 million in stormwater and coastal resiliency along Metro-North's Hudson Line. He emphasized that the unit is prepared to execute this expanded program.

Turning to the Park Avenue Viaduct and Grand Central Train Shed, collectively referred to as “the Artery,” through which 98% of Metro-North trains pass, Mr. Tufano outlined ongoing and future work. The last Capital Program invested \$1 billion in the Artery, and the current program added \$1.7 billion more. The effort is being managed as a single megaproject under Project Executive Bob Laga. Train Shed Sector One is nearly complete, with 65,000 square feet of roof replacement substantially finished in coordination with JPMorgan Chase. The project remains on time and under budget.

Mr. Tufano reported exceptional progress on the Park Avenue Viaduct replacement. Phase One was completed in October with full superstructure renewal. Phase Two substructure work for Track 4 was completed in June. Through close coordination with Metro-North and the design-builder, the project achieved \$93 million in savings and was delivered 51 months ahead of schedule without a single train delay. He noted that, in addition to the well-publicized gantry innovations, a key rule change allowed installation of an inter-track barrier, enabling round-the-clock weekend work without requiring stoppages when trains passed on adjacent tracks. This innovation has already produced approximately \$48 million in efficiencies and is being replicated across multiple projects.

Mr. Tufano then reviewed progress on the Bronx Stations ADA Package. All three stations are being rebuilt simultaneously, involving full station rehabilitations. Work is currently in its first phase of a 32-week outage on one track side, with a flip scheduled for February. Most cross-track utility relocations have been completed. The project remains on schedule and budget, with potential to finish ahead of schedule due to strong coordination with Metro-North.

Mr. Tufano provided an update on the overall railroad station accessibility program, noting that 91% of stations across both railroads are now ADA compliant. With the completion of ADA Packages 1 and 2, this figure will rise to 94%. Package 1 covers 12 stations, nine of which will become accessible for the first time. Seven stations have already opened, including St. Albans last week. He highlighted major work delivered last year on two 12-car platforms east of Babylon, completed in time for summer service, and noted that lessons learned have allowed the team to build schedule float for the upcoming season. He also reported strong progress at Hollis and Forest Hills, with both projects forecast for 2027 completion on budget. At Forest Hills, extensive deteriorated steel and concrete conditions prompted 29,000 square feet of additional repairs, performed within existing budget and schedule, significantly improving station condition ahead of the planned December unveiling.

On the LIRR’s Hall Expansion project, Mr. Tufano emphasized its critical role in relieving Jamaica congestion by creating two new parallel routes. To construct a 280-foot bridge in a constrained environment with 11 active tracks, the team staged materials using work trains, installed rail-mounted gantries, and

ultimately employed bridge jacking, a first for MTA railroads, to slide the structure into place over live train operations without causing delays. The project is reaching substantial completion this month and will be turned over to LIRR forces for commissioning next year. He announced that the project was recently awarded an ACEC Diamond Award, underscoring the success of design-build delivery and the project team's ingenuity.

Chair Lieber, underscored that Park Avenue Viaduct, in contrast to Penn Station Access, which was presented to the Committee the previous month, is coming in under budget and ahead of schedule because the MTA is holding itself to a high level of accountability, something lacking in Amtrak projects.

### C. IEC RAILROADS REPORT

Sirish Peyyeti, Program Director of the IEC, presented the IEC's report on six railroad projects. He began with updates on the three monitored Metro-North Railroad projects. The Grand Central Terminal Train Shed Sector 1 project is 93% complete, on budget, and ahead of schedule, supported by effective collaboration between the MTA and JPMorgan Chase project teams. Coordination with NYC DOT to obtain full road-closure permits has accelerated work and helped maintain budget compliance. The Park Avenue Viaduct Replacement project is 70% complete and remains on budget and schedule. All Phase 1 bridge replacement outages and nine Phase 2 outages were completed without disrupting train operations, and the project team has successfully executed concurrent work on both phases to maximize productivity.

Mr. Peyyeti then provided the IEC report on ADA improvements at three Bronx stations. The project is on budget and on schedule for May 2027 completion. The first of two track-outage phases has begun, and the team is addressing early challenges involving coordination with external agencies and limited construction progress due to aggressive design and procurement timelines. Continued coordination among the design-builder, MTA compliance groups, and operations teams will be required to maintain the schedule, and the IEC acknowledged C&D's work in preparing outages while avoiding service interruptions.

Mr. Peyyeti next reported on three LIRR projects. ADA Package 1 is 94% complete and remains on budget and on schedule for substantial completion in December 2025. The project team effectively mitigated construction challenges through resequencing work to minimize the impact of lead abatement and by leveraging in-stock materials to avoid supply-chain issues. The IEC recommends documenting these strategies in LIRR's lessons-learned database.

ADA Package 2, currently 39% complete, has been affected by an eight-month construction pause at Forest Hills and Hollis, lifted in February 2025; with 60% of the scheduled duration elapsed, the IEC expressed concern that completion at these stations may slip to December 2027. Mitigations and change orders related

to the pause remain under negotiation. The project remains on budget, and the IEC forecasts final completion within budget through use of contingency. Work at Babylon Station continues on schedule, with accessibility improvements targeted for December 2026. Finally, Jamaica Capacity Improvements (JCI), Phase 2, Hall Interlocking, is 76% complete and within budget. Steel fabrication issues have extended the forecast completion date by two months to November 2025, however, the project team proactively identified conflicts with other projects, secured necessary track outages, and ensured force-account availability to maintain substantial completion in June 2026.

Next Chair Lieber asked LIRR President Rob Free to comment how JCI project helps LIRR ridership. Mr. Free explained that Jamaica is the busiest station with dozens of trains coming in and out without the ability to move more than one train at once. The JCI project will allow high speed switches further out on the tracks that will improve overall traffic flow and allow trains to enter and leave faster which will improve ridership experience.

Board Member Albert then asked Mr. Torres-Springer the completion date for Livonia Complex, after consulting with the team Mr. Torres-Springer reported that it would be completed next year, and Member Bringmann suggested more communication with Nassau County, citing an article in the New York Post complaining of station maintenance. Mr. Free said that he was very proud of the work at Valley Stream and that it would be shared with local officials at the end of the year and further to this John McCarthy, Chief of Policy and External Relations, offered to supply a full letter rebuttal to the letter in the Post to Mr. Bringmann.

#### D. PROCUREMENT ACTIONS

Evan Eisland, Executive Vice President and General Counsel, C&D, presented 3 procurement actions to the Capital Program Committee.

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

1. Award of a modification to a contract with Gannett Fleming Engineers and Architects (Contract PSC-19-3031) to provide for structural testing and analysis of four support buildings and construction support services for façade work. This modification will also extend the Contract term by 26 months, to May 30, 2027, to support the additional façade work.
2. Award of a unilateral modification to a contract with Judlau Contracting (Contract A46026) to compensate the contractor for the direct costs of resequencing the work and

ten months of impact costs, through October 20, 2026. This modification will also provide for an extension of the Substantial Completion date to October 20, 2026.

- 3. Ratification of a modification to a contract with Approved General Contractors (Contract 6484) addressing unforeseen site conditions.

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

6. **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Committee approved the Minutes of the regular committee meetings held on October 27, 2025, as corrected.

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

7. **ADJOURNMENT**

Upon motion duly made and seconded, the Committee voted to adjourn the meeting at 11:47 am.

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Paige Graves  
General Counsel and  
Corporate Secretary  
MTA

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Eamonn Foley  
Vice President,  
General Counsel and Corporate Secretary  
Metro-North Commuter Railroad Company

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David Farber  
General Counsel and  
Corporate Secretary  
NYCT and MTA Bus

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

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Paul L. Friman

General Counsel

and Corporate Secretary

Triborough Bridge & Tunnel Authority

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Evan Eisland

General Counsel and Corporate Secretary

MTA C&D