





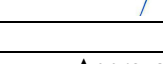
## **Metro-North Railroad Procurements**

**Thomas Voytek**, Acting Assistant Deputy Chief Procurement Officer – MTA Office of the Chief Procurement Officer



## PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of \$14.8M.

<b>Subject</b> Request for Authorization to Award Various Procurements						December 10, 2025				
<b>Department</b> MTA Procurement						<b>Department</b>				
<b>Department Head Name</b> Lisette Camilo						<b>Department Head Name</b>				
<b>Department Head Signature</b> <i>Lisette Camilo</i>						<b>Department Head Signature</b>				
<b>Project Manager Name</b> Rose Davis						<b>Internal Approvals</b>				
<b>Board Action</b>										
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Approval</b>		<b>Approval</b>		
1	Committee	12/15/25				President				
2	Board	12/17/25				SVP Operations JL				
						General Counsel				
<b>Internal Approvals (cont.)</b>										
<b>Order</b>	<b>Approval</b>		<b>Order</b>	<b>Approval</b>		<b>Order</b>	<b>Approval</b>		<b>Order</b>	<b>Approval</b>

**PURPOSE**  
To obtain approval of the Board to award various contracts and purchase orders, and to inform the Metro-North Committee of these procurement actions.

**DISCUSSION**  
**Metro-North proposes to award Noncompetitive procurements in the following categories:**

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$ 14.8 M

**Metro-North proposes to award Competitive procurements in the following categories: None**

**Metro-North proposes to award Ratifications in the following categories: None**

TOTAL	1	\$ 14.8 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.

**DECEMBER 2025****LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****Procurements Requiring Majority Vote:****G. Miscellaneous Service Contracts**

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

- |   |                     |                                      |
|---|---------------------|--------------------------------------|
| <b>1. Laser Tribology B.V.</b>  | <b>\$14,768,112</b> | <b><i>Staff Summary Attached</i></b> |
| <b>Two years + one-year option</b>  |                     |                                      |
| <b>Contract # 520098</b>  |                     |                                      |
| Contract award for the leasing of three train modules (one for Metro-North Railroad and two for Long Island Rail Road) for Rail-Based Cleaning. |                     |                                      |

## Schedule G: Miscellaneous Service Contracts

Item Number: 1

<b>Vendor Name (Location)</b> Laser Tribology B.V. (Amsterdam, The Netherlands)	<b>Contract Number</b> 520098	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Lease Agreement for Laser Train Module for Rail-Based Cleaning	<b>Total Amount:</b> <b>\$14,768,112</b> MNR: \$5,607,755 LIRR: \$9,160,357	
<b>Contract Term (including Options, if any):</b> Two years with a one-year option Base: January 2026–December 2027 Option: January 2028–December 2028	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	<b>Requesting Departments</b> Maintenance of Equipment MNR: Jason Sharkey, Chief Mechanical Officer Maintenance of Equipment LIRR: John Stolz, Chief Mechanical Officer	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

### Discussion:

Metro-North Railroad (“MNR”), on behalf of itself and the Long Island Rail Road (“LIRR”), (collectively, “the Railroads”), requests Board approval to award a noncompetitive miscellaneous service contract for the leasing of three laser train modules (one for MNR and two for LIRR) for rail-based cleaning to Laser Tribology B.V. (“LT”). The contract term is for two years (January 2026–December 2027) plus a one-year extension option (January 2028–December 2028), if elected. The total amount of this contract, including the option period, is \$14,768,000 (MNR \$5.61 million and LIRR \$9.16 million). The Railroads are also seeking Board approval to authorize the MTA Assistant Deputy Chief Procurement Officer to approve the exercise of the one-year option.

The laser train modules, consisting of cleaning heads attached to the truck of a non-revenue railcar, provide railhead-based cleaning for the removal of leaf debris and contaminants from the top of rail surfaces to reduce the number of damaging slip/slide events and enhance resulting equipment availability, safety, and reliability. In addition to providing the laser train modules, LT’s proposal includes continuous remote monitoring, scheduled preventative maintenance, supply of spare parts, performance evaluation at the beginning and end of each leaf season, Geographic Information System data validation, and the winterizing of the lasers before and after the winter seasons.

Following each leaf season, typically from early October to late November, the Railroads have historically experienced slip/slide events due to contamination of the rail by leaf debris. This reduces the level of adhesion between the rail and train wheel, and adversely affects a train’s ability to stop, resulting in damage to wheels in the form of flat spots. The resulting wheel damage requires removing passenger cars and locomotives from service for repair, thereby causing delays, and shorter or canceled trains.

The utilization of laser train modules has provided great benefits to the Railroads, having cleaned more than 30,000 miles of track in 2024. As a result of laser train module implementation, the Railroads realized significant savings by reducing annual wheel maintenance over time and eliminating thousands of wheel repairs/replacements during the peak leaf season. This resulted in the Railroads saving more than \$1 million in 2024, in addition to improving customer support and safety.

LT debuted its first laser train module with LIRR in 2020 via a successful pilot agreement, which expanded to an agreement for 2021–2024. Based on LIRR’s demonstrated success with this system, MNR entered into a laser train module lease with LT in 2024 (ending in May 2026) that included an option for Staten Island Railway Transit Operating Authority (“SIRTOA”). Following LIRR’s initial agreement with LT, LIRR elected to continue laser train module service via a ride of the MNR/SIRTOA agreement. SIRTOA has decided not to join the new agreement as the per-mile cost on its territory was not deemed financially beneficial.

This new agreement is necessary to ensure continued coverage for future leaf seasons for both Railroads and to increase LIRR’s laser train modules’ capabilities beyond the current 35-miles-per-hour configuration, to 60 miles per hour, mirroring MNR.

LT’s proposal for this new contract term includes a fixed annual laser module lease price of \$1.25 million for MNR’s one laser train module, and \$1.104 million each for LIRR’s two laser train modules, which represents a savings of 4 percent off the previous contract price for the three modules, while providing enhanced support to both Railroads with 60-miles-per-hour service.

## Schedule G: Miscellaneous Service Contracts

In accordance with the MTA All-Agency Procurement Guidelines, the Railroads advertised their intent to procure the laser train modules on a sole-source basis in the *Journal News* and on the MTA website. No other firms expressed interest in participating in this procurement.

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.

LT has certified that pursuant to EO 16, it is not doing business in Russia, and no current SAI has been found that would preclude LT from this award.

### **Alternatives**

No alternatives are recommended. LT is the only current vendor providing this type of cutting-edge technology for rail cleaning.

### **M/W/DBE Information**

The MTA Department of Diversity and Civil Rights has established zero percent MWBE/SDVOB goals on this contract due to the lack of subcontracting opportunities and MWBE/SDVOB firms in the marketplace.

### **Impact on Funding**

This procurement will be funded by each Railroad's Operating Budget.