

MTA Headquarters Procurements

Sergio Paneque, Chief Procurement Officer/Office of the Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed estimated expenditure of \$345.8M.

Subject	Request for Authorization to Award Various Procurements				
Department	MTA Procurement				
Department Head Name	Lisette Camilo				
Department Head Signature	<i>Sergio Paneque</i>				
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	03/23/26			
2	Board	03/25/26			

March 23, 2026			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	CAO		
	Legal		
	CFO		

Internal Approvals (cont.)							
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:

Procurements Requiring Majority Vote:	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$ 20.6 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 8.2 M
SUBTOTAL	2	\$ 28.8 M

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

Schedules Requiring Majority Vote:	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$ 300.0 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 6.0 M
SUBTOTAL	2	\$ 306.0 M

MTA Headquarters proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	2	\$ 11.0 M
SUBTOTAL	2	\$ 11.0 M
TOTAL	6	\$ 345.8 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.)

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.

MARCH 2026

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.)

- | | | |
|---|---------------------|--------------------------------------|
| 1. GIRO, Inc.
Eight Years
Contract # 90000000005203 | \$20,537,259 | <i>Staff Summary Attached</i> |
| Contract award for MTA Crew Dispatch and Management System Implementation, Licensing, and Maintenance for Metro-North Railroad and Long Island Rail Road. | | |

H. Modification to Miscellaneous Procurement Contracts

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

- | | | |
|--|--------------------|--------------------------------------|
| 2. GIRO, Inc.
Five Years
Contract # 90000000004134.1 | \$8,202,968 | <i>Staff Summary Attached</i> |
| Contract for Upgrade of HASTUS Scheduling System: Modification in order to extend the contract for five years to provide licensing and support and add additional funding. | | |

Item Number: 1

Vendor Name (Location) GIRO, Inc. (Montreal, Quebec)
Description MTA Crew Dispatch & Management System Implementation, Licensing and Maintenance for MNR and LIRR
Contract Term (including Options, if any): April 2026–March 2034
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need

Contract Number 900000000005203	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Estimated Amount: \$20,537,259 (estimated)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Department: MTA IT, Rafail Portnoy, MTA CTO	

Background

MTA Headquarters is seeking Board approval to award an informal competitive miscellaneous services contract to GIRO, Inc. (“GIRO”) to deliver and implement a new Crew Dispatch and Management System (“CDMS”) called HASTUS to support the picking, crew management/dispatching, and time reporting process for Metro-North Railroad (“MNR”) and Long Island Rail Road (“LIRR”) in the estimated amount of \$20,537,259 based on an Immediate Operating Need (“ION”) authorizing urgent procurement actions to replace MNR’s legacy mainframe Crew Management System (“CMS”) and LIRR’s legacy web-based Transportation Employees Assignment and Management System (“TEAMS”). The term for this contract is eight years (April 2026–March 2034).

MNR’s CMS was originally developed, implemented, and configured 25 years ago by PS Technology (“PST”). It is a mission-critical, legacy crew management system that currently runs on the mainframe in MTA’s data center located at 2 Broadway. It is used to manage train crews such as the calling and scheduling of crews, the handling of job bidding, tracking train crew employee hours of service, and their status of availability to work. The CMS also generates timeslips for approximately 1,400 train and engine employees weekly to interface with the Kronos timekeeping system and PeopleSoft for payroll processing. PST can no longer support this outdated system nor address security vulnerabilities in accordance with MTA cybersecurity requirements.

LIRR’s TEAMS was originally developed, implemented and configured for LIRR 20 years ago by PST. It is a web-based application with a back-end environment utilized by the LIRR Transportation department/Crew Dispatching office for crew position assignments, and crew dispatching. It maintains employee rosters, entitlements (including vacation, birthday, holidays, and personal days), and is used for issuing daily time slips to interface with the Kronos timekeeping system and PeopleSoft for payroll processing. Limited support is available to the outdated system, which is anticipated to end in 2026. Older technology used in TEAMS also can no longer be updated to address cybersecurity vulnerabilities.

Immediate Operating Need (“ION”) - Urgent replacement of legacy systems

An ION, approved in August 2024 by the MTA Chief Technology Officer and acting MTA Chief Procurement Officer, authorized urgent procurement actions to immediately address the critical need to begin the replacement of CMS and TEAMS. Procurement initiated discussions with PST and GIRO to provide updates to their CDMS solutions. PST has developed and supported CMS and TEAMS for 25 years. GIRO’s proposed solution on a prior RFP was ranked favorably, and it has provided similar solutions to public transit agencies for 40 years and currently provides its HASTUS scheduling system for MTA NYC Transit, NYC Transit Bus, MTA Bus, and LIRR.

Background on the Previous Procurement

A Request for Proposal (“RFP”) was released on January 28, 2020, for software and services to implement a new CDMS and replace legacy systems for MNR and LIRR. On July 1, 2022, MTA awarded the service contract, with a target completion timeframe of 32 months. By March 9, 2023, progress under the contract was significantly behind the planned schedule, and MTA placed the project on pause while it reassessed the path forward. Based on that reassessment, MTA determined that continuing with the current approach under the contract would not achieve the project objectives within required timeframes. MTA is therefore pursuing alternative sources via a new procurement to satisfy this ION.

Discussions with PST and GIRO

Procurement initiated discussions with PST in August 2024, and with GIRO in September 2024, to provide and discuss CDMS requirements and solutions. Multiple sessions, both on-site and remote, were conducted with each firm to clarify MTA’s requirements, out-of-the-box functionality, and software configuration needed to address requirement gaps. PST and GIRO submitted proposals on March 31, 2025. The MTA began evaluations of each firm’s technical and cost proposals and held follow-up meetings with PST and GIRO to conduct software demonstrations, clarify compliance to requirements, project approach, and timeline. Both proposals were deemed technically qualified.

MNR, LIRR and the IT Department have deemed PST and GIRO to have the most viable solutions with expectation of the least time to implement. PST as the incumbent of the current legacy CDMS systems, can re-configure a different and modern system to meet CDMS requirements and possesses a deep knowledge of MNR and LIRR crew operations and processes. GIRO, who was the runner-up in the 2020 RFP selection and as a supplier of its HASTUS scheduling system to NYC Transit and MTA Bus Company, was deemed to also provide a solution within a reasonable timeframe. Other proposers to the 2020 RFP were deemed to require substantially more customization to their solutions, not focused on rail operations, require more time to implement and did not comply fully with MTA's functional requirements.

For this ION, a Selection Committee ("SC") was established comprising of the MTA IT Director of Intelligent Systems, MNR Superintendent of Crew Management, and LIRR Lead Transportation and Crew Management. GIRO received the highest ranking from the SC based on (1) depth and clarity on meeting MTA's CDMS requirements without extensive customization, (2) a detailed and comprehensive project plan and timeline, (3) ability to preserve existing dispatch functions while modernizing the platform for future enhancements as needed, (4) demonstration from GIRO customer Denver Transit of successful implementation of HASTUS to support train operations, and (5) track record of delivering software improvements, excellent maintenance and customer support.

GIRO HASTUS best satisfies the Railroads four key concerns: (1) proven record of delivering mandated FRA Hours of Service compliance; (2) a mature, powerful and scalable platform providing advanced reporting and analytical capabilities with reduced security risks; (3) strong alignment of functions preserving current dispatch workflows; and (4) GIRO's broad experience of supporting passenger railroad operations, which improves implementation efforts while modernizing the platform with far less re-engineering and change management. In addition, GIRO offers a detailed plan for data migration and system decommissioning to ensure a smooth transition while minimizing potential disruptions.

During negotiations, PST advised the MTA of a change in its ownership, effective January 2026, by a company lacking experience in public transit crew management operations. This introduced greater risk to critical staff retention, loss of confidence, project timelines, potential price increases and operational disruptions.

New HASTUS CDMS

The new software will enable crew dispatchers to perform their duties optimally and support business processes and policies governing role assignments and pay for employees. This software also ensures that safety and compliance standards will be fully met in accordance with the Code of Federal Regulations ("CFR") Title 49 (Transportation) that requires maximum work times for covered service, as well as using fatigue models to act upon certain jobs that affect circadian rhythm, among other things. The CFR outlines maximum working times and mandatory rest based upon the working times.

For MNR, the new system will provide:

1. Cost efficiency: Overall, mainframe systems have higher operational and maintenance costs.
2. Improved integration: Downstream and upstream data sharing is easier with other applications.
3. Enhanced Performance: Modern hardware and software can deliver better performance.
4. Easier talent acquisition: Finding support personnel with mainframe skillset has become a challenge. It's much easier to find developers with newer skillsets.
5. Data accessibility: Moving off mainframes can make data more readily available for analytics and business intelligence.

For LIRR, the new system will provide:

1. Improved security: The LIRR TEAMS application utilizes Adobe Flash technology, which has numerous security vulnerabilities. Migrating eliminates those risks.
2. Better performance: Modern web technologies often provide faster, more efficient performance.
3. Wider compatibility: Flash is no longer supported by major browsers. Migration ensures your system works across all platforms.
4. Mobile accessibility: Flash doesn't work on most mobile devices. Migrating allows for better mobile support.
5. Futureproofing: Adobe ended Flash support in 2020. Migrating ensures that the system remains functional and updatable.

Cost Discussions and Negotiations

GIRO submitted a proposal that's 50 percent below their current standard license fees which is consistent with the discount structure already contracted and Board approved in 2022 for the other MTA Agencies such as the NYC Transit DOB, and MTA Bus Company for another scheduling system. Further negotiations with GIRO yielded an additional \$970,000 reduction. GIRO's final cost proposal of \$20,537,259 is also \$2,585,644 or 11.2 percent less than PST's total price of \$23,122,903. This contract provides 35 months of implementation, a 12-month warranty, post go-live training, and the outer years of software maintenance and support. GIRO's proposal has been deemed to provide the best value for the MTA. All pricing and terms are deemed fair and reasonable.

GIRO's software will be installed, operated, and its data stored on MTA cloud infrastructure. Implementation includes assisting MTA with configuring MTA's non-production and production environments, installing software, providing procedures for testing and acceptance, and training. Payment for implementation is milestone-based to ensure performance. In accordance with the ION, a Notice to Proceed will be issued to GIRO in April 2026 to start planning for the installation, test software, design and configure software, and implement solution to go-live within 36 months.

The system upgrade completed by GIRO in 2022 under a separate service agreement for NYC Transit and DOB was deemed successful. GIRO was found to be responsive and fully compliant with MTA requirements. The firm has been providing MTA support of its HASTUS system across multiple agencies for over 20 years.

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

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

D/M/WBE Information

The MTA Department of Diversity and Civil Rights (DDCR) established zero MBE, WBE, and SDVOB goals on this contract.

Impact on Funding

The total cost of this contract is funded by the MTA IT Operating Budget.

Item Number: 2

Vendor Name (Location) GIRO Inc, (Montreal, Quebec)
Description: Upgrade of HASTUS Scheduling System
Current Contract Term (including Options, if any) February 19, 2024–March 9, 2027
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole-Source
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: MTA IT, Rafail Portnoy, Chief Technology Officer

Contract Number 900000000004134	AWO/Mod. # 1
Original Amount:	\$ 8,023,546
Prior Modifications:	\$ 0
Current Amount:	\$ 8,023,546
This Request:	\$ 8,202,968
% of This Request to Current Amount:	102%
% of Modifications (including This Request) to Original Amount:	102%

Purpose

MTA Headquarters seeks Board approval to modify a noncompetitive miscellaneous service contract with GIRO, Inc. (“GIRO”) to extend the existing licensing and support of the HASTUS Scheduling system currently being used by NYC Transit Department of Subways (“DOS”), Department of Buses (“DOB”), and the MTA Bus Company (“MTABC”) in the amount of \$4,191,355. Also requested under this modification is an upgrade of Long Island Rail Road’s (“LIRR”) HASTUS system from version 2014 to the latest 2027 version, plus five years of licensing and support in the amount of \$4,011,613. The total value of this modification is \$8,202,968. All services will co-terminate in March 2032 for all user agencies.

Background: NYC Transit DOB, DOS, and MTABC’s HASTUS Scheduling System

In July 2022, the MTA Board approved a noncompetitive miscellaneous service contract with GIRO to upgrade the HASTUS Scheduling System for DOS, DOB, and MTABC, which provided (1) bus scheduling enhancements such as consolidation of MTABC and DOB installations into a single HASTUS platform; and (2) integration of the new MinBus module to optimize vehicle blocking and support electric bus operations. This module also accounted for electric bus-specific requirements such as recharging and state-of-charge tracking, while improving control over interlined schedules and route/depot assignments. The contract also included DOS Rail scheduling upgrade to HASTUS Rail application that provides comprehensive scheduling capabilities with timetabling and crew assignments. The HASTUS system is proprietary to GIRO and can only be provided and supported by GIRO. This contract, in the amount of \$8,023,546, expires in March 2027.

Background: LIRR’s HASTUS Scheduling System

In 2006, the HASTUS scheduling system was first configured and installed as a critical scheduling platform for LIRR operations that provides comprehensive scheduling and scheduling optimization capabilities, including route definition, network mapping, vehicle movements, crew assignments, and rostering. LIRR Service Planning and Transportation currently rely on two separate systems: the in-house Train Planning Scheduling System (“TPSS”) for creating and publishing train schedules, and GIRO’s HASTUS Rail scheduling system for crew and equipment schedules. Both systems operate on outdated hardware and software and require upgrades to meet current operational and cybersecurity standards. These older versions have become challenging to support and do not have the current features and functionalities available in today’s modern technology that are operationally needed. Upgrading LIRR to the latest version of GIRO HASTUS software will introduce the functionality needed to transition and consolidate all train, crew, and equipment schedule creation into a single modern platform. Enabling the retirement of TPSS/Centralizing scheduling in one system will allow LIRR to fully leverage optimization capabilities, produce higher-quality schedules, improve service reliability, reduce manual work, and reduce overall operational costs. This will also result in the LIRR utilizing the same scheduling technology vendor as NYC Transit, creating potential knowledge-sharing and efficiency opportunities.

Previous Procurement for LIRR

In 2017, Metro-North Railroad (“MNR”) conducted a competitive Request for Proposals process to implement an end-to-end, automated system for MNR’s Train Crew, and Equipment scheduling. The Board granted approval to award this joint-agency contract to Trapeze Software Group/Signature Rail (“Trapeze”) and provided the implementation of a Centralized Train Scheduling System (“CTSS”) at MNR first. Once deemed successful by MNR, the contract included an option to expand and implement similar CTSS specifications for LIRR based upon MNR specifications, which was originally intended to replace TPSS and the old HASTUS system for LIRR.

In 2025, through a series of project discussions with LIRR and Trapeze, it was determined that LIRR's technical requirements and system configurations were significantly different from MNR's specifications. Combined with LIRR's 24/7 operations, the scheduling complexity is greater than that of MNR. Adding LIRR's additional requirements to this contract was estimated to cost an additional \$7.6 million plus the outer years of support. At this point, the LIRR Service Planning and Transportation Department, in collaboration with the MTA IT Department, determined that the most economical and efficient path forward for a modern single platform was to upgrade the existing GIRO HASTUS to the latest version. Transitioning to another product would create significant disruptions to the scheduling activities, and these disruptions would more than offset any benefit gained by replacing the system in its entirety.

This Modification No. 1 to the Current GIRO Contract:

This modification covers the five-year extension of this service agreement for the total amount of \$8.2 million, which includes \$4,191,355 for DOS, DOB, and MTABC; and \$4,011,613 for LIRR. The LIRR upgrade includes the following modules: Vehicle, Crew, CrewOpt, Roster, Rider, and TrainOpt (formerly MiniRail). The latest HASTUS version is a significantly improved and more powerful product specifically with respect to data interface, development capabilities, and scheduling. This new version will provide enhancements in data and schedule development tasks and will improve quality control processes which are operation-critical for LIRR. This upgrade includes comprehensive scheduling capabilities with timetabling and crew assignments. The software contains powerful algorithms, which are configured to create efficient cost-saving timetables and schedules to meet the needs of the MTA user agencies. Work associated with the upgrade is expected to take up to 16 months, with GIRO and the MTA project team working to perform tasks concurrently where possible to minimize implementation time. This is a milestone-based system project with structured payment based on the receipt and acceptance of each deliverable. The MTA project team will monitor these milestones and approve each phase throughout the project. This LIRR upgrade also includes five years of maintenance and support to co-terminate with NYC Transit/MTABC support period.

Cost Discussions and Negotiations

GIRO's original proposal included a 50 percent reduction from its standard license fees in accordance with the base agreement pricing established in 2022. Negotiations yielded an additional 6 percent or \$504,000 reduction over five years from GIRO's original proposal of \$8,707,503 to \$8,202,968. As part of the negotiations, the original proposed annual escalation rate for maintenance services was reduced from 4 percent to 2.5 percent. All negotiated pricing and terms have been deemed fair and reasonable.

The system upgrade completed by GIRO in 2022 for NYC Transit and DOB was deemed successful. GIRO was found to be responsive and fully compliant with MTA requirements. The firm has been providing MTA support of its HASTUS system across multiple agencies for over 20 years.

The MTA Department of Diversity and Civil Rights (DDCR) established zero percent MBE, WBE, and SDVOB goals on this contract.

GIRO has certified that pursuant to EO 16, 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, will be included in the contract terms and conditions.

Impact on Funding

This modification is funded by the MTA IT Operating Budget.

MARCH 2026

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 \$300,000,000 *Staff Summary Attached*

Ten Years

Contract # Master Contract 0000021540

Retainer contract awards to 50 firms in order to provide as-needed information technology consulting services.

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

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

2. Various \$6,000,000 *Staff Summary Attached*

Five Years

Contract # 15553-0100-1100.2

Contract award for Transportation Planning and Conceptional Design Retainer: Modification in order to extend 11 contracts for 12 months and increase funding.

Item Number 1			
Department, Department Head Name: MTA IT, Rafail Portnoy, CTO			
Internal Approvals			
Order	Approval		
1	Procurement		
2	IT		
3	DDCR		
4	Legal		
5	Budget & Finance Management		

SUMMARY INFORMATION	
Vendor Name (Vendor Location) Various (50 Vendors)	Master Contract ID 0000021540
Description All-Agency As-Needed Information Technology Consulting Services	
Total Amount: \$300,000,000 (estimated)	
Contract Term (including Options, if any) Ten Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input checked="" type="checkbox"/> Yes <input 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: Sole Source	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Various	

Purpose

MTA Headquarters is seeking Board approval to award a competitively negotiated personal services retainer contract to 50 consulting firms to provide as-needed information technology (“IT”) consulting services. 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 ten years (July 1, 2026–June 30, 2036). The total estimated value of the contracts is \$300 million.

The following is a list of the selected vendors:

- | | | |
|----------------------------------|--------------------------------|----------------------------------|
| 1- 22nd Century Tech | 11- DTG Consulting | 21- JSM Consulting Inc. |
| 2- ACS Consultancy Tech | 12- Enterprise Solutions DBA | 22- KPMG |
| 3- CGI Technologies | 13- Gartner Inc. | 23- LanceSoft Inc. |
| 4- Compulink | 14- Greycell Labs | 24- Lumen Solutions Grp.Inc. |
| 5- Compunnel Software | 15- GuideHouse | 25- Navitas Healthcare |
| 6- Computer Aid (CAI) | 16- IBM | 26- NeotecraInc. |
| 7- Compu-Vision Consulting | 17- IIT Inc. | 27- New Wave People Inc. |
| 8- Crossfire | 18- InfoPeople Corp. | 28- Next Generation Inc. |
| 9- Dataman USA | 19- Innovee Consulting LLC. | 29- NorthStar Solutions Grp Inc. |
| 10- Donnelly & Moore Corp. | 20- Izar Assoc. Inc. | 30- Numbers Only Inc. |
| 31- Protek Information Tech Inc. | 39- SVAM International Inc. | 47- US Tech Solutions Inc. |
| 32- Prutech Solutions Inc. | 40- TechOpps Inc. | 48- V Group Inc. |
| 33- Q.E.D Inc.DBA QED National | 41- Tek Systems | 49- Visionary Inc. |
| 34- Raj Technologies | 42- The Boston Consulting Grp. | 50- V Tech Solutions Inc. |
| 35- Seneca Blue LLC. | 43- Tri-Force Consulting Grp. | |
| 36- SOFT/Source of the Future | 44- Trigyn Technologies Inc. | |
| 37- Spruce Tech Inc. | 45- Tryfacta Inc. | |
| 38- Stellar Services Inc. | 46- Unique Comp. Inc. | |

Discussion

MTA Agencies require temporary consultants to supplement in-house project staff. The selected firms will provide temporary technical and professional hourly staff with specific IT skills to fill vacancies when emergencies arise or to augment project staff. The consultant works under the day-to-day supervision of the MTA agency project manager. Without the support of these technical services, planned maintenance and upgrades to critical operational and administrative systems would be adversely impacted as the MTA does not currently have sufficient available in-house expertise to support these systems. The anticipated areas requiring staffing include:

- Paratransit Technology Solution Application Development and Support
- TrainTime Application Continuing Development and Enhancements
- OutFront and Digital Screens Ongoing Development and Deployments
- New Fare Payment System Ongoing Application and Development and Unification of LIRR and MNR Revenue Fare Management
- Cybersecurity Security Patches and Vulnerability Remediations
- Cybersecurity Identity Access Management Risk Reduction
- Disciplinary Action module for MNR and LIRR
- Kronos Timekeeping Upgrade and Support
- Universal Timekeeping System Application Support
- RCC and PCC Support
- MTAPD: All-Agency Electronic Security Program
- Physical Security Information Management
- MNR and LIRR applications upgrades (ex. crew dispatching/train scheduling systems, database administrations)
- Enterprise Asset Management Systems/integrations and systems analysis
- Benefit Operations-PeopleSoft Integration
- People Tower-Temporary HRBP/Employment Operations/Exam Administration Staffing Support

A Request for Proposal (“RFP”) process was issued using a two-pronged approach to identify a number of qualified MWBE and non-MWBE firms that will enter into a retainer agreement with the MTA. The MTA will identify staffing requirements estimated at up to \$1.5 million and award such projects through a competitive mini-RFP solicitation only to prequalified MBE, WBE, and SDVOB consulting firms. Staffing requirements estimated to exceed \$1.5 million will be solicited from the entire pool of consulting firms established under this contract using the mini-RFP process.

On February 20, 2024, the RFP was advertised and issued to 265 firms. In response, over 200 firms expressed interest, and 176 firms submitted technical and cost proposals in accordance with MTA’s specified requirements.

MTA’s IT Workforce Strategy & Project Analyst, Program Delivery of the People Department, and the Threat Intelligence & Forensics of the IT Cyber Security Department comprised a Selection Committee (“SC”), which conducted a comprehensive technical evaluation of the proposals submitted by the 176 firms. The selection criteria, as set forth in the RFP, included the firms’ (1) ability for consulting firms to provide qualified candidates to meet MTA staffing requirements; (2) demonstrated experience with recruiting and placement of consultants for MTA’s specific job titles; (3) ability to support the Scope of Work throughout the entire term of the contract; (4) responsiveness to the MTA’s needs; (5) cost; and (6) vendor diversity practice.

Following a series of the SC’s reviews and discussions, 53 firms were shortlisted and invited to participate in a more in-depth review. After multiple rounds of proposal review, considerable internal discussions and consultant negotiations, the SC unanimously agreed to include 50 firms on the pre-qualified vendor list: 24 are MWBEs and two are SDVOBs.

These firms have been selected to support 106 consulting categories of IT-related work and possess the optimal combination of consulting qualifications required in the RFP; the best overall technical level of expertise, experience and cost; and have demonstrated having access to relevant resources to satisfy MTA’s IT consulting requirements. These firms are qualified in their respective categories of work and will be eligible to propose on available assignments on an as-needed, as-required task basis.

Rate Negotiations

All selected firms submitted robust proposals and demonstrated strong expertise in delivering IT-related consulting services. The selected firms originally proposed average rates ranging from \$35/hour for an asset management analyst to \$300.61 per hour for a data scientist. These hourly rates were negotiated down to average range of \$31.55 to \$271/hour, representing reductions ranging from 9.5 percent to 19 percent. As this contract is for a 10-year period, the RFP allowed for escalation to the original proposed rates from all 50 firms. The 50 firms requested an average escalation of approximately 5 percent per year. These escalation rates were negotiated down to an average of less than 2 percent per year for the newly negotiated rates, which is lower than the average consumer price index escalation rate of 3.7 percent. All established hourly rates under this contract are ceiling rates and will remain firm for the 10-year term. Temporary staffing needs will be solicited through a competitive mini-RFP process; awards will be based on best value to the MTA. The pre-qualified vendors will then submit technical resumes and hourly rates that are within the contractual ceiling rates. At the time of the mini-RFP process, firms may propose rates that are lower than the contract's established ceiling rates. Awardees will submit technical resumes and hourly rates that will be evaluated by the MTA project manager prior to filling any temporary position. The SC, the Cost/Price Group and the Procurement Department have deemed all rates fair and reasonable.

Background Checks

In connection with a previous contract awarded to IBM, IBM was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chair & CEO in concurrence with the MTA General Counsel in July 2016. No new SAI has been found relating to IBM and IBM has been found to be responsible.

In connection with a previous contract awarded to KPMG, KPMG was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA CAO in concurrence with the MTA General Counsel in November 2025. No new SAI has been found relating to KPMG and KPMG has been found to be responsible.

All the selected firms have certified that pursuant to Executive Order 16, they are not conducting business in Russia.

The contracts resulting from this procurement are currently being 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 prior to issuance of the notice of award.

M/W/DBE Information

Staffing requirements estimated at up to \$1.5 million will only be solicited from the pool of 26 MWBE and SDVOB firms in accordance with the MTA Discretionary Procurement process, and no additional goals will be applied.

Staffing requirements exceeding \$1.5 million will be solicited from all the approved firms, and will follow 15 percent MBE, 15 percent WBE, and 6 percent SDVOB goals as established by the MTA Department of Diversity and Civil Rights (DDCR).

Impact on Funding

This contract will be funded by Agency Operating Budgets.

Alternatives

1. Perform services in-house: This alternative is not feasible, as performing these specialized functions in-house would require hiring additional full-time employees, including associated overhead costs, which would not be cost-effective.
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 retainer contract for the provision of as-needed IT consulting services to the 50 above-listed vendors.

Item Number: 2

Vendor Name (Location) Various
Description: Transportation Planning and Conceptual Design Retainer
Contract Term (including Options, if any) April 1, 2021–March 31, 2026
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: Regional Planning, Michael Shiffer, SVP

Contract Number 15553-0100 thru 1100	AWO/Mod. # 2
Original Amount:	\$ 25,000,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	0
Current Amount:	\$ 25,000,000
This Request:	\$ 6,000,000
% of This Request to Current Amount:	24.0%
% of Modifications (including This Request) to Original Amount:	24.0%

Discussion:

MTA Headquarters is seeking Board approval to: (1) extend 11 competitively solicited all-agency personal services contracts for 12 months (April 1, 2026–March 31, 2027), and (2) increase the aggregate amount of these contracts by an amount not-to-exceed \$6 million. This extension enables the completion and award of the replacement Request for Proposal (“RFP”) currently in progress.

The following vendors were awarded as-needed contracts for transportation planning research services:

- | | |
|--|--|
| 1. AECOM USA Inc. | 7. Parsons Transportation Group of New York Inc. |
| 2. Arup and Partners P.C. | 8. T.Y. Lin International Engineers & Architectures, P.C. (fka Sam Schwartz Engineering) |
| 3. Gannett Fleming Engineers and Architects, P.C. | 9. STV Incorporated |
| 4. HDR, Inc. | 10. VHB Engineering, Surveying, Landscaping Architecture and Geology, P.C. |
| 5. HNTB New York Engineering and Architecture, P.C. | 11. WSP USA, Inc. |
| 6. NV5 New York - Engineers, Architects, Landscape Architects, and Surveyors | |

The contract’s extension and additional funding are necessary to address and support critical initiatives including: (1) environmental assessment and impact studies, (2) advancement of promising expansion projects from the 2025–29 Capital Program, and (3) rail network strategy studies. The subject contracts are vehicles for expedited selection and retention of specialized consultant services necessary to support these efforts. These contracts were awarded in March 2021, in the aggregate not-to-exceed amount of \$25 million through a competitive RFP process. Unless there are extenuating circumstances, individual projects are awarded utilizing a competitive mini- RFP process under this contract.

To date, 19 work assignments have been awarded for a total of \$23.6 million. Approximately \$1.4 million in Board-approved funding remains available for future demand. Previous projects awarded included: support for the development of MTA’s Twenty-Year Needs and 2025–29 Capital Program with a capital cost estimation tool, economic cost benefit analyses, forecasting model, feasibility analyses and planning studies, as well as other projects such as first-last mile toolkit, worker protection safety planning, fare collection support, and environmental assessments.

All services performed to date have been deemed satisfactory and provided value to the MTA.

Examples of projects planned in the next year include 125th Street Subway conceptual designs, Hudson line to Penn Station study, Jamaica station planning, Communications-Based Train Control and bottlenecks study, a regional rail network study, and a sampling efficiency study.

Rates established in the base contract have been deemed fair and reasonable and will remain unchanged for this extension.

All the selected firms have certified that pursuant to Executive Order 16, they are not conducting 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

The total cost for work assigned under this contract will not exceed \$31 million. Expenditures are dependent upon the approval of projects in development by MTA and its agencies. Services may be funded by eligible sources such as Capital, Operating, and Federal. Expenditures incurred will be apportioned to the operating agencies in accordance with the cost of projects actually implemented by an agency.

MARCH 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority 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. JusticeONE | \$5,009,970 | <i>Staff Summary Attached</i> |
| Five Years | | |
| Contract # 90000000005262 | | |
| Contract award for Implementation of e-Citation System; Ratification of the declaration of an Immediate Operating Need. | | |
| 2. PowerTrunk Inc. | \$6,000,000 | <i>Staff Summary Attached</i> |
| One Year | | |
| Contract # 600000000038023 | | |
| Contract award for Maintenance and Support Services for the Bus Radio System at the Bus Command Center; Ratification of the declaration of an Immediate Operating Need. | | |

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (Location) JusticeONE (Acworth, Georgia)
Description Implementation of e-Citation System
Contract Term (including Options, if any) January 20, 2026–January 19, 2031
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: MTA IT, Ram Seshan

Contract Number 90000000005262	AWO/Mod. #
Original Amount:	\$ 5,009,970
Prior Modifications:	\$
Prior Budgetary Increases:	\$
Current Amount:	\$
This Request:	
% of This Request to Current Amount:	0
% of Modifications (including This Request) to Original Amount:	0

Discussion:

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (“ION”) issued in December 2025 and approved by the MTA Chief Security Officer, the acting MTA Chief Procurement Officer and the MTA Chief Financial Officer, 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 a five-year (January 20, 2026–January 19, 2031) noncompetitive miscellaneous service contract to JusticeONE for the urgent implementation of an e-Citation System for electronic summons issuance by the MTA EAGLE Team Special Inspectors and, in the future, MTAPD. Included in the contract is one year of implementation followed by four years of recurring licensing, maintenance, and support services. The estimated amount is \$5,009,970.

The Office of Safety & Security, in collaboration with the MTA Police Department, NYC Transit Eagle Teams, Transit Adjudication Bureau, and other stakeholders, conducted a 60-day pilot program (June 17–August 17, 2024) to assess the benefits of e-Citation. The pilot evaluated the speed, efficiency, and effectiveness of electronic summonses compared to the current manual process and informed strategies for implementing recommendations from May 2023, Blue Ribbon Report on MTA Fare and Toll Evasion. In 2024, fare and toll evasion projections estimated at \$1 billion revenue loss, including \$568 million from bus fares. The current paper-based summons process is outdated and less effective. The proposed e-Citation system will benefit the MTA by:

- *Increase in summons issuance:* A four-times increase in EAGLE Team’s summons is projected beginning July 2026. The e-citations system will be essential to support this growth. It will provide a modern summoning process to support effective enforcement. This approach will help ensure that promised consequences are enforced. The projected growth will be driven by a 100 percent proof-of-payment enforcement model, up from approximately 25 percent today. Currently, EAGLE can only conduct proof-of-payment enforcement on Select Bus Service. The MetroCard phase-out will enable proof-of-payment enforcement on all bus routes. MTA is also increasing the headcount of EAGLE team from 255 to 505 members (98 percent).
- *Holding fare evaders accountable:* Warnings or fines will now be issued on-the-spot due, and fare evaders can pay the fines the same day. Currently many offenders do not experience any consequences, due to three main gaps in the current paper-based summoning process (1): warnings/summons delayed or lost in mail due to inaccurate address, (2) repeat offenders incorrectly issued warnings (vs. fines) due to data quality, leading to reduced consequences for chronic fare evaders; repeat offenders are issued fines instead of warnings, and are identified using an exact match of first name, last name, and date of birth, and (3) 2,500+ summons is discarded each year due to data quality, primarily due to issuer errors in recording the date, time, or place of issuance.

The e-Citations system is projected to unlock 38 percent more summons issued per EAGLE shift, as time to issue each summons projected to drop by 30 percent (e.g., via data auto populating from ID scan). This will also improve safety of EAGLE team members, as 30 percent reduction in time per interaction reduces likelihood that a given offender will escalate to violence.

In collaboration between the MTA Office of Safety & Security and the MTA IT departments, two vendor platforms were identified that could potentially meet MTA’s requirements: Kutir Mobility and JusticeONE. During the evaluation process of these solutions, it was determined that while Kutir Mobility’s core offerings include software development and custom applications, its core solution is better suited for asset tracking and field service management. They do not specialize in customer-facing electronic ticketing platforms for public transportation, whereas JusticeONE is a more specialized SaaS (software-as-a-service) provider specific to e-citation functions for law enforcements and municipal courts. JusticeONE possesses 29+ years in supporting government technology initiatives for various police and sheriff departments.

JusticeONE currently provides an e-Citation platform used by police departments and municipalities in Georgia, Texas, and the Carolinas, demonstrating a proven operational foundation. JusticeONE offers a licensing and co-development model that maintains MTA control, including MTA branding, cloud hosting, full source-code escrow, and a clear exit strategy that avoids vendor lock-in. This approach enables rapid deployment while preserving strategic flexibility for over 27+ years, JusticeONE has been providing user-friendly design, reliable performance, and cutting-edge features to law enforcement, public safety, and local governments and agencies. No other vendor offers this combination of deployment readiness, intellectual property protection, and long-term control, making JusticeONE the only viable option to meet the March 31, 2026, deployment deadline.

To address this critical need, a Notice to Proceed (“NTP”) was issued to JusticeONE in January 2026 to implement its e-Citation platform. The NTP is essential to begin design, development, and field validation activities. Any delay in securing these resources will directly impact system integration, device testing, and jeopardize meeting the mandated field deployment date of April 2026.

Cost Discussions and Negotiations

The in-house estimate for the e-Citation project was projected at \$7.1 million for five years. The initial proposal by JusticeONE was \$5,186,480, which procurement negotiated down to \$5,009,970 with an option to own the source code at a pre-negotiated price at any time during the term of the contract. All negotiated pricing and terms have been deemed fair and reasonable.

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

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

D/M/WBE Information

The MTA Department of Diversity and Civil Rights (DDCR) established zero percent MBE, WBE, and SDVOB goals on this contract.

Impact on Funding

The total cost of this contract is funded by the MTA IT Operating Budget.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (Location) Power Trunk (Jersey City, New Jersey)
Description Maintenance and Support Services for the Bus Radio System (BRS) at the Bus Command Center (BCC)
Contract Term (including Options, if any) January 1, 2026–December 31, 2026
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: ION
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: NYCT DOB and MTABC

Contract Number 600000000038023	AWO/Mod. #
Original Amount:	\$
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$
This Request:	\$ \$6,000,000 (est.)
% of This Request to Current Amount:	0
% of Modifications (including This Request) to Original Amount:	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 B, of the All-Agency Procurement Guidelines and Public Authorities Law 1209, subsection 9(a) and approve the award of this noncompetitive miscellaneous service agreement to PowerTrunk, Inc. in the estimated amount of \$6 million. The award was made in January 2026 for a one-year term for the provision of comprehensive 24/7 maintenance, support, and critical infrastructure upgrades for the New York City Transit Department of Buses’ (“DOB”) Bus Radio System (“BRS”) at the Bus Command Center (“BCC”) facilities. This system supports mission-critical communications for over 6,000 buses and 1,200 portable radios. The ION was authorized to prevent a lapse in safety-critical coverage following the expiration of the warranty period in December 2025. During this one-year period, a competitive solicitation will be conducted for a long-term contract.

Background:

In 2016, the MTA Board approved an award by MTA Construction & Development (“C&D”) to Parsons Transportation Group (“PTG”) to design, build, furnish, and install a new land mobile digital radio system in the 700/800 MHz band servicing both the NYC Transit Department of Buses (“DOB”) and MTA Bus Company (“MTABC”). This project was completed in December 2024, which allowed DOB and MTABC to share a common radio network with base station sites (known as Bus Radio System or “BRS”) and a new unified Bus Command Center (“BCC”). The BCC serves as the primary hub for the core of the BRS network, housing the main node of the 700/800 MHz TETRA radio infrastructure. This includes the Power Trunk System Central Node, the PowerTrunk Command and Control Center (“CeCoCo”), core backhaul routers and switches, RedBox recorders, the NEC PBX system, and 75 CeCoCo console positions. The BCC is also equipped with an Indoor Backup System Backup Storage system, providing internal communication capabilities via portable radios in the event of communication failures affecting the computer-aided design and dispatch positions. The BRS system was under warranty with PTG which was scheduled to expire on December 31, 2025. This PTG contract reserved the exercise of an option permitting PTG to extend warranty services for up to five years. On October 1, 2025, C&D issued an official memo exercising the first one-year option. However, due to several challenges encountered with PTG and ongoing disputes pertaining to the original construction contract of the BCC, PTG has not committed to performing some or any of the contracted warranty work for the option years. The PTG contract ended December 31, 2025, as PTG could not commit to performing the required services and no assurance of service after December 31, 2025.)

New PowerTrunk Inc. Service Agreement

PowerTrunk is the Original Equipment Manufacturer responsible for manufacturing 75 percent of the core radio infrastructure and has been successfully providing maintenance services to the MTA as a subcontractor to PTG since 2016. Based on the ION, a Notice to Proceed was issued to PowerTrunk in December 2025 to ensure the continuation of services without interruption and assume comprehensive and multifaceted maintenance requirements of the Bus Radio System. PowerTrunk possesses in-depth knowledge and experience in manufacturing and supporting numerous radio systems throughout the world, including the US, and possesses full FCC certification for all its equipment. MTA’s BCC utilizes 700/800MHz TETRA base radio technology, a global standard that was manufactured by PowerTrunk and can only be properly maintained and supported by them. PowerTrunk owns the proprietary source code, cryptographic keys, and engineering depth required to maintain the system.

Scope of Managed Services

PowerTrunk will assume end-to-end responsibility for the BRS and BCC infrastructure, ensuring 24/7/365 availability. The scope includes:

- **Core Infrastructure Support:** Maintenance of the TETRA radio network, 39+ radio shelters, and backhaul connections across all five boroughs.
- **Bus Command Center Operations:** On-site Tier II engineering support and dedicated Network Operations Center monitoring.
- **Subsystem Integration:** Management of critical third-party integrations including the Activu video wall system, RedBox voice recording, and Fujitsu microwave tower networks. PowerTrunk has established direct back-to-back agreements with these vendors to provide a single point of accountability for the MTA.
- **Logistics and Spare Parts:** Management of a centralized Return Merchandise Authorization center and a guaranteed supply chain for critical spare parts.

System Modernization and Value-Added Incentives

As part of this agreement, PowerTrunk is providing two critical infrastructure upgrades at no additional cost to the MTA that will significantly enhance system resilience:

1. **Virtualized Platform System Upgrade:** Modernizing the core system cabinets from physical hardware to virtual machines, extending the system lifecycle and improving cybersecurity posture.
2. **Geographic Redundancy:** Deployment of a redundant CeCoCo node at the backup Transit Control Center. This ensures that if the primary BCC goes offline, dispatch operations can seamlessly transition to the backup site, a capability that does not currently exist.

Cost Discussions and Negotiations

Negotiations yielded a 15 percent or \$1.1 million reduction from PowerTrunk's original proposal of \$7,091,018 down to \$6 million. This one-year cost is 30 percent or \$2.6 million below last year's maintenance cost under the PTG contract of \$8.6 million, maintaining the same service levels and scope requirements. Additionally, the added incentives described above related to VPS and Geographic Redundancy are valued at approximately \$2 million that PowerTrunk is providing at no additional cost to the MTA. All negotiated pricing and terms have been deemed fair and reasonable.

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

The contracts resulting from this procurement are currently being 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 prior to issuance of the notice of award.

D/M/WBE Information

The MTA Department of Diversity and Civil Rights (DDCR) established zero MBE, WBE, and SDVOB goals on this contract.

Impact on Funding

The total cost of this contract is funded by the NYC Transit DOB's Operating Budget.