



March 2026

MTA Board Action Items



MTA Board Meeting

2 Broadway
20th Floor Boardroom
New York, NY 10004

Wednesday, 3/25/2026
9:00 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. PRESENTATION

3. APPROVAL OF MINUTES

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4. COMMITTEE ON CAPITAL PROGRAM

a. Action

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b. Procurement

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

a. Procurement

Grade Crossing - Page 43

6. COMMITTEE ON NYCT & BUS - No Items

7. COMMITTEE ON MTA BRIDGES & TUNNELS OPERATIONS

a. Procurement

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8. COMMITTEE ON FINANCE

a. Actions

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b. Procurement

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c. Real Estate

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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, Audit and Finance Committees and the MTA Board

**Meeting Minutes
February 25, 2026
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. Daniel Garodnick
Hon. Michael Fleischer *
Hon. Marc Herbst
Hon. David Jones *
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. David Mack*
Hon. Melva M. Miller
Hon. Dr. John-Ross Rizzo
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. Samuel Chu
Hon. Haeda B. Mihaltses
Hon. James O'Donnell
Hon. Lisa Sorin
Hon. Midori Valdivia
Hon. John Samuelsen

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, Demetrius Crichlow, President New York City Transit, Monica Murray, Auditor General, Thomas Taffe, Chief MTA PD, TBTA Executive Vice President Edwin King and Michael Kemper, Chief Security Office MTA HQ also attended the meeting.

Chair Lieber called to order the January joint meeting of the MTA Board and Committees (TBTA, Joint Railroad, New York City Transit, Capital Program, Audit and Finance 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):

John Chiarello, TWU Local 100
Christopher Greif, ADA Accessibility Transportation
Ike Urquhart, Private citizen
Jason Anthony, LIRR ADA Task Force
Lisa Daglian, PCAC
Sagine Pierre Charles, West Hempstead Chamber of Commerce*
Jesse Figueroa, private citizen*
Syed Husain, TWU Local 100*
Iris Kelly, DIA
Evan Yankey, Brooklyn Center for Independence of the Disabled
Miriam Fisher, private citizen*
Mo-Yain Tham, Jobs to Move America*
Erline Meus, private citizen*
Arthur Miller, Transportation Legal Services*
Michael Ring, DIA
Omar Vera, private citizen
Andy Pollack, Passengers United*

2. CHAIR'S REMARKS

MTA Chair and CEO Janno Lieber delivered his update at the February 2026 Board meeting. He opened by

expressing his appreciation to all attendees, with special acknowledgment to the members of the public who made the effort to join this morning. He noted that for two consecutive months, committee meetings have been delayed and consolidated into the Wednesday Board meeting. Chair Lieber stated that a poll will be conducted later to assess whether the Board prefers holding all Board business on a single day.

Chair Lieber remarked that the blizzard was one for the books and extended his appreciation to the MTA workforce. He noted that employees worked extremely long hours, as the agency presidents are well aware. He observed that some of staff may have finally been able to get some rest. Chair Lieber stated that the agency is incredibly proud of how this team performed, emphasizing that New York never stops, never sleeps, especially at MTA during these events. Chair Lieber commended the workforce for rising to the occasion.

Chair Lieber reported that a new ‘Thank You’ campaign was launched yesterday. He recognized Shanifah Rieara and her team for developing the campaign, which features some images of employees working tirelessly throughout the storm. The campaign is intended to make sure that New Yorkers understand and appreciate the significant efforts required to maintain service during the storm and to restore service yesterday.

– Chair Lieber further emphasized that the successful storm response was the result of not only hard work but also extensive preparation. He noted that as soon as the forecast shifted, the team began mobilizing, including pre-positioning a ton of equipment and people well before the first flakes flew. Referring to the presentation on screen, he acknowledged that it illustrated the amazing work to get all the equipment and to have a plan.

The Chair stated that it all paid off in the end. The subway system continued operating throughout the blizzard, though with delays and service adjustments. As expected, ridership was low – less than a million customers, representing about 22-23% of a usual Monday. The Chair noted he was especially impressed by how MTA was able to maintain service on the outdoor parts of the system, which are more vulnerable during snow events. The commuter rails also persevered through the initial phase of the storm and engineered an orderly and successful shutdown .

Chair Lieber stated that the buses operated with reduced frequencies and some detours based on road conditions, but the bus system served over 200,000 riders. The Chair continued to say there was good collaboration with NYC Department of Sanitation and highlighted MTA’s support for DSNY’s expanded efforts to keep the bus stops clear – a lesson learned from the first storm. Chair Lieber noted that significant improvements in bus stop conditions were evident, as acknowledged by several speakers this morning.

The Chair stated that the most significant impacts were on Long Island, where President Free made the responsible decision to temporarily suspend LIRR service. He noted that in an environment of intense wind and drifting snow, it was prudent to focus on clearing the snow without risking customers becoming stranded. The system was restored with limited service by 4 a.m. on Tuesday.

Chair Lieber stated that Metro-North maintained service throughout the storm, operating hourly service for most of Monday and providing an enhanced Saturday program yesterday, which amounted to roughly two thirds of normal weekday service. He emphasized that for the MTA, travel can’t stop for snow, essential workers must get to their jobs, and people need to get to medical appointments. The Chair noted that the paratransit team completed approximately 2,000 trips yesterday, the majority of which were to travel to medical appointments.

The Chair noted that the storm response, while effective, carries significant financial implications. He emphasized the importance of closely evaluating the impact on the MTA’s budget and stated that the agency

has begun collecting the necessary data. The Chair explained that while the MTA budgets for a certain level of winter related events, repeated severe events require transparency about the associated costs.

Chair Lieber stated that as severe weather events becomes more frequent – blizzards, torrential rainfall, coastal surge, and other climate change impacts – the MTA must be fully prepared to respond. He emphasized that MTA’s partners in the public sector should recognize that not all overtime is bad overtime.

The Chair stated he would conclude his remarks and move on to the committee reports.

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

3. NEW YORK CITY TRANSIT COMMITTEE

A. President’s Update

Demetrius Crichlow, President, NYCT, delivered the President’s Report.

President Crichlow reported that NYCT managed three significant weather events during the month of February - a major snowfall, a hard cold freeze, and a blizzard with limited warning. He said the NYCT team mobilized winter operations with minimal lead time, quickly repositioning personnel and equipment to sustain service. He said throughout the storm, employees demonstrated exceptional resilience, delivering more than a million rides, protecting key corridors and ensuring essential workers could travel. President Crichlow noted that recovery required extensive around-the-clock efforts, including digging out yards, clearing stations and tracks, and restoring regular service across subways, buses and paratransit. He expressed deep gratitude for employees’ dedication throughout the events.

President Crichlow reported that weekday on-time performance for subways was 84.3% prior to the storm and decreased to 74.4% in the days following the storm. He commended the subways team for its effective response to the challenges, noting that by the final week of February on-time performance had recovered to 80%.

President Crichlow reported that the January storm and freeze caused widespread detours and significant disruption to bus operations, but that the Bus Command Center effectively managed headways and real-time adjustments using improved technology. He said metrics for January 26–30 were excluded due to storm impacts, and that with these exclusions, service delivered was 95.1%, up month over month and year over year. President Crichlow reported that customer journey time performance was 72.1%, up from the prior month and consistent with last year, and that average bus speed rose to 8.4 mph, also up month over month and in line with last year.

President Crichlow reported that Paratransit performed strongly in January despite winter-storm impacts. He said pre-storm on-time performance exceeded 97% for weekday trips and nearly 99% for weekend trips. He reported that for the full month including storm-affected days, 30-minute on-time performance was 95.6%, above the 94% goal and in line with December. President Crichlow reported that January ridership totaled 878,000 trips, a 9% decline from December due to seasonal trends and storm impacts. He noted that year-over-year ridership increased 7.6% and remains 35% above pre-pandemic levels.

Rachel Cohen, Senior Vice President, Paratransit, reported on Paratransit's 2025 achievements and outlined priorities for 2026. She stated that Paratransit's key priorities are to deliver excellent service by meeting and exceeding performance targets while enhancing safety and reliability; to increase the appeal of the service through expanded digital and self-service tools that improve efficiency and customer experience; and to strengthen and expand the network by improving system performance and deploying the first modules of the new Paratransit Technology System.

President Crichlow recognized eight individual employees and two teams as Transit All-Stars and highlighted their exceptional contributions to the organization.

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

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

A. Metro-North Railroad President's Report

Metro-North President Justin Vonashek ("President Vonashek") provided an update on Winter Storm Hernando, which brought more than two feet of snow and 50mph winds to the region – totaling approximately four feet of snowfall over the past month. Despite these conditions, Metro-North employees ensured the continued delivery of safe and reliable service.

President Vonashek stated that through continuous coordination, the team developed and executed an operational plan that allowed Metro-North to maintain service despite blizzard conditions. In advance of the storm, the team tested and confirmed the readiness of more than 400 pieces of snow fighting equipment and 550 switch heaters, pretreated stations, yards, and parking lots, and developed a service plan designed to ensure safety and reliability. Normal Sunday service operated as scheduled; on Monday, hourly service was maintained during the storm, with weekend schedules on branch lines. Yesterday, a modified Saturday schedule delivered roughly 65 percent of normal weekday service. This morning, normal weekday operations resumed with only minor adjustments.

President Vonashek noted that ridership was understandably low during the storm; however, many trains still carried hundreds of customers who had no alternative means of transportation. These riders depended on Metro-North to reach essential workplaces, critical medical appointments, and other essential needs. When our customers relied on us, Metro-North delivered. President Vonashek extended his appreciation to

the thousands of Metro-North employees whose dedication made this performance possible, noting that their efforts were tremendous.

President Vonashek continued with ridership. Metro-North's January ridership experienced a brief pause in its growth trend, due largely to last month's extreme cold, Winter Storm Fern, and the subsequent freezing temperatures. Total January ridership was 5.3 million, essentially flat compared with January 2025, and approximately 78 percent of January 2019 levels. Weekday ridership was 3.3 percent higher than January 2025. January's on-time performance (OTP) was 95.2 percent, exceeding the 94 percent goal but falling below the typical performance as a result of the storm and prolonged adverse weather. Notably, OTP for January – excluding the days affected by Storm Fern and the immediate aftermath, when crews were addressing snow removal and extreme cold – was 97.8 percent.

President Vonashek stated that safety performance for the 12-month period ending December 2025 remained strong. The reportable customer injury rate was 1.52 per one million customers, and the reportable employee lost time injury rate was 1.80 per 200,000 working hours.

President Vonashek provided a brief update regarding a recent operational change at Metro-North. The railroad has adopted universal train spotting, a practice commonly used by other commuter railroads. The concept is straightforward: at most stations, all trains will stop at the front of the platform in the direction of travel, regardless of platform length. This change offers benefits for both customers and train crews. Trains will arrive and depart from the same platform location each day, creating more predictable travel patterns for customers. Consistent stopping locations also enable crews to more effectively assist customers who may require support. Additionally, this approach will allow the team to provide more detailed and accurate information in the TrainTime app. President Vonashek stated that Metro-North is confident that this change will enhance its ability to better serve customers.

President Vonashek announced that on February 2, Metro-North celebrated Grand Central Terminal's (GCT) 113th anniversary. The terminal first opened its doors on February 2, 1913, and thanks to the outstanding work of the GCT building maintenance team, it remains as magnificent today as it was on opening day. More than a century later, Grand Central Terminal continues to serve as a major New York City attraction, drawing both residents and visitors while functioning as a vital transportation hub. With the opening of Grand Central Madison, it is now easier than ever to connect between Metro-North, New York City Transit, and the Long Island Rail Road. As a result, more customers are utilizing the Combo Ticket to travel on both Metro-North and LIRR, with sales in 2025 up 25 percent.

President Vonashek noted that transportation is not the only activity thriving at Grand Central Terminal. Metro-North's strong partnership with MTA Real Estate continued in 2025, which proved to be an exceptional year for both retail activity and event programming. Retail occupancy remains above 90 percent, supported by five new openings in 2025 and additional openings planned for this year. Total retail rental revenues increased 31 percent from 2024, and event revenue reached an all time high of \$3.4 million in 2025. By adopting new event coordination processes and expanding the number of available event locations, Grand Central Terminal hosted a record breaking 82 events throughout the year. President Vonashek encouraged everyone to visit Grand Central Terminal and experience one of these outstanding events.

Chair Lieber acknowledged MTA Chief of Real Estate Transactions, David Florio, and the retail leasing team for their outstanding job at Grand Central Terminal. He noted that the former Michael Jordan space now hosts an elegant, fully operating restaurant, and the Grand Brasserie across from the former Vanderbilt Hall has successfully activated that area. Chair Lieber emphasized that Grand Central is thriving both as a retail destination and as an attraction, and he commended the team for their excellent work.

Board Member Valente commended the labor teams for their exceptional performance during the recent storm. He stated that during Monday's blizzard, Metro-North was able to maintain service – operating an hourly, reduced weekend type schedule – thanks to the intense, around the clock efforts of the crews. Board Member Valente added that Metro-North was able to keep service running throughout the blizzard by operating snowfighting equipment, clearing switches, monitoring track conditions, maintaining signals, and continuing to run trains through the storm and its aftermath. He emphasized that labor traversed hazardous road conditions at the height of the blizzard to report to work, noting that while many employees elsewhere were able to take a snow day or work remotely, such options are not available to most craft employees. He stated that Monday's storm was yet another example of why Metro-North, and the entire MTA workforce, deserves the recognition and praise being offered, and why their continued commitment through adverse conditions makes the agency the best in the industry. He expressed his thanks to the workforce.

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.

B. Long Island Rail Road President's Report

LIRR President Rob Free ("President Free") reported on the historic storm that impacted Long Island and the region. President Free noted that some areas of Long Island received up to 30 inches of snow, with certain locations experiencing totals exceeding that amount, along with sustained winds of 35 mph and gusts reaching 89 mph – equivalent to hurricane force conditions. Snow drifts in parts of the railroad reached eight feet or more. President Free emphasized that this was one of the worst, if not the worst, blizzards to strike Long Island in recorded history.

President Free also highlighted the rapid change in the forecast, noting that as recently as Friday – two days before the storm – projections called for only 3 to 6 inches of snow. As a result, the railroad had to act quickly and adapt to the rapidly evolving conditions. President Free stated that extensive planning supported the railroad's response to the storm.

President Free reported that, based on the significantly upgraded storm forecast, the Long Island Rail Road implemented a planned, orderly shutdown at 1:00 a.m. on Monday. He explained that this approach ensured the safety of customers and employees, noting that the railroad's priority is to avoid stranding trains in conditions that would make rescue operations extremely hazardous. The shutdown also enabled employees to focus fully on snow clearing efforts.

President Free stated that more than 1,800 employees worked through the historic storm, operating and maintaining four de-icer trains, multiple patrol trains, and 15 pieces of on-track snow clearing equipment. Crews cleared snow from switches, third rail, platforms, yards, and parking lots, a task spanning 126 stations across 120 miles of territory, covering 700 miles of track (65 percent of which is electrified), 916 switches, and 35 yards.

President Free noted that he has been present for the major storms of 1996, 2006, 2016, and now 2026, and described this storm as one of the worst he has experienced. President Free expressed deep appreciation for the heroic efforts of LIRR employees, stating that when conditions are at their worst, the workforce consistently performs at its best. President Free thanked railroad employees for their extraordinary service during the storm.

President Free reported that ridership continued to increase modestly in January, despite significant weather impacts. Total ridership for the month was 6.1 million customers, representing a 2.3 percent increase over

January of the previous year. Commutation ridership rose 13.2 percent, and monthly ticket ridership increased 12.1 percent compared to January of last year.

President Free noted that despite the persistent cold weather, ridership records were still broken in February. On February 10, the railroad accommodated 81,574 customers during the morning peak period based on load weigh counts. For the month of February, ridership reached 80,000 or more on four occasions, the highest frequency recorded since the pandemic. President Free stated that the railroad had previously reached that threshold only once in a month, a total of about three times historically. He emphasized that ridership continues to show steady growth.

President Free also reported that January's OTP was 94.5 percent, exceeding the goal despite the weather. He noted that just prior to the storm, OTP had been approximately 97 percent, underscoring the dramatic impact of the weather conditions.

President Free reported that for safety performance, LIRR achieved a 27 percent reduction in its customer injury rate and a 15 percent reduction in its employee injury rate for the 12-month period ending December 2025.

President Free announced that for St. Patrick's Day, the railroad will operate four additional morning trains into the city for parade attendees, and extra trains will be staged during the afternoon to accommodate customers as needed.

In response to a question from Board Member Garodnick regarding whether there were any lessons learned or areas that either railroad believed could be improved in future events, President Free stated that, consistent with the Chair's direction, all agencies will conduct a lesson learned review to compile information and identify opportunities for improvement. He noted that nothing significant emerged that would have changed the service provided, emphasizing that the operating conditions were exceptionally severe. He added that, despite the shutdown, service was restored on the busiest branches within hours of the storm's end, with full service resuming the following morning. President Vonashek concurred, noting that Metro-North operated Sunday service and provided hourly service on Monday with minimal delays. He stated that lessons learned from prior storms were applied and that, while there are always areas to refine, nothing would have significantly changed the outcome.

In response to a further question from Board Member Garodnick regarding any improvements made as a result of lessons learned from the previous storm, President Vonashek explained that Metro-North has long utilized a 'straightrail' plan to minimize the number of switches used during severe weather. For this storm, the team was challenged to further reduce switch movements, and they successfully identified additional switches that could be avoided. He noted that fewer switch operations reduce the need for crews to clear ice and snow, decreasing the likelihood of switch failures and helping equipment operate more reliably. He added that this approach requires crews to perform work in preparation for restoring full service after the storm, but it reflects a continued focus on improvement. President Vonashek stated that while nothing was done incorrectly during the prior storm, this event offered another opportunity for learning and refinement.

Chair Lieber added that an after-action review would be conducted. He commented on the importance of diesel equipment, stating that while diesel is sometimes viewed negatively, fleet diversity is advantageous under the storm conditions. He emphasized the need to review staffing logistics to ensure employees can report to work despite severe weather and indicated that this issue would be examined as part of the after-action review.

President Crichlow noted that during a conference call yesterday, the discussion highlighted many positive aspects of the storm response. He cited improved consistency of service, particularly in the Rockaways,

where service was maintained despite significant challenges. He emphasized the dedication of employees who sheltered in place and remained onsite throughout the storm, enabling a faster recovery once conditions improved.

President Crichlow also commended the paratransit operation for proactively contacting customers and canceling nonessential trips while continuing to serve those with critical needs. He stated that this strategic approach helped preserve resources and ensured personnel were in position to support a timely resumption of full service.

Board Member Leathers stated that Sunday's blizzard was a significant test of the system's infrastructure, operations, and workforce. He publicly recognized the exceptional efforts of the employees of the MTA and the Long Island Rail Road, particularly those in the engineering, maintenance of equipment, and transportation departments. He noted that while most residents remained safely indoors, employees were already mobilized – clearing switches, deicing third rail, plowing yards, inspecting track, protecting critical infrastructure, and preparing for the safe and efficient resumption of service. He emphasized that snow removal on a railroad requires precision, coordination, and a strong commitment to safety. Board Member Leathers said he witnessed many hours of dedicated work and expressed his gratitude to the workforce.

Chair Liber thanked the members of SMART and the broader labor force at the Long Island Rail Road.

Board Member Herbst expressed appreciation for the excellent work of the workforce and leadership during the blizzard. Drawing on his experience with storm responses over many years, he emphasized that communication was especially strong during this event and was critical to the success of the operation. He noted that the storm was declared a state of emergency and residents were urged to stay off roads and rails, which allowed crews to respond efficiently. As snowfall increased dramatically – from an expected 6 inches to more than 30 inches – information was shared in real time, decisions were made quickly, and the public remained informed. He highlighted that there were no incidents of passengers stranded on trains or injuries from platform conditions, underscoring that safety was prioritized and crews performed exceptionally well. Board Member Herbst offered his thanks and commended the entire team for their work.

In response to a question from Board Member López to both railroad presidents regarding how communications with their respective counties – specifically local Departments of Transportation and other jurisdictions – are coordinated during storm events, and when those communications typically occur, President Free stated that communication with local counties and jurisdictions occurs both in advance of and throughout storm events. He noted that the railroad's government relations team works closely with local agencies, providing updates through email and phone calls. Because many station parking lots are maintained by municipalities rather than the railroad, coordination is essential to ensure those areas are cleared, particularly at stations where service was planned to resume first. He added that the railroad also coordinates with the State Department of Transportation as needed and maintains continuous communication during the storm. Additionally, LIRR staff are present at county Offices of Emergency Management (“OEM”) when Nassau and Suffolk OEMs are activated. President Vonashek added that Metro-North follows a similar approach and noted that the railroad also coordinates directly with the Connecticut Department of Transportation.

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.

5. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

TBTA Executive Vice President Edwin King (“Executive Vice President King”) presented the agency report on behalf of President Catherine Sheridan (“President Sheridan”). This past weekend brought another extreme weather event to the region in the form of a blizzard that stretched into Monday morning. MTA Bridges and Tunnels’ (“B&T”) nine crossings remained open to vehicles throughout the entire duration of the storm. Traffic volumes were light with drivers obeying the city’s travel ban, and employees were on site ensuring safe passage for emergency and essential workers.

Executive Vice President King highlighted that B&T’s roadways were continuously plowed and deiced, and crews were at the ready to assist with only three minor collisions and four disabled vehicles requiring response. Over 36 continuous hours, B&T plowed over 12,000 lane miles of roadway and used 2,500 tons of deicer. B&T’s successful management of extreme weather events is a testament to pre-storm preparation protocols. Executive Vice President King credited the hard work and dedication of employees and teams across departments, and the MTAPD. On behalf of President Sheridan, he commended them for this effort.

Executive Vice President King stated that the agency’s coverage of the past two winter storms was further enhanced by the merger of two key divisions. Over the past year, B&T has strengthened safety and security by integrating the Security Operations Center (“SOC”) with the Operations Command Center (“OCC”), creating a unified command structure with a shared real time operating picture. The OCC is responsible for traffic monitoring, incident response, weather preparedness, and customer messaging, while the SOC oversees security, video surveillance, sensor technologies, access control, and advanced intelligent detection tools. Bringing these functions together enhances situational awareness and operational efficiencies by aligning traffic and incident management with comprehensive security monitoring. The OCC delivers timely customer alerts and service updates, while the SOC employs tools such as license plate readers, drones, and detection technologies to protect critical infrastructure. Together, they provide a 24/7 coordinated approach to transportation safety, emergency response, and security across all B&T facilities.

Executive Vice President King stated that B&T’s total 2025 traffic broke a record at 339 million crossings and yielded \$2.6 billion in toll revenue. B&T will provide more than \$1.3 billion in surplus to support the MTA’s mass transit system. MTA Chief Financial Officer Jai Patel will discuss the TBTA operating surplus in further detail during the finance section.

Executive Vice President King stated that there is an information item, the 2026 adopted budget and financial plan, which is detailed in the committee materials.

Executive Vice President King noted that there are no procurements this month.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the Commissioners’ questions and comments, and responses.

6. SAFETY COMMITTEE

Chief Safety Officer Carl Hamann advised the board members and the audience that the Key Safety Metrics and the agency safety presentations will not be presented but can be reviewed beginning on page 13 of the distributed book.

Mr. Hamann introduced the NYCT Public Transportation Agency Safety Plan, which by mandate of the Federal Transit Administration must be reviewed annually to incorporate any updates or modifications. Mr. Hamann requested that the plan be moved to the board for approval.

There was a quorum of over 7 members. Marc Herbst motioned for a vote and Blanca P. Lopez seconded the motion. The Safety Plan was approved. No questions or comments were raised.

7. COMMITTEE ON FINANCE

For details of the presentation given by Jai Patel, Chief Financial Officer, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records available on the MTA website.

Ms. Patel gave a brief overview of the February Financial Plan and noted that there were no changes from the December Adopted Budget, and that 2026 remains a balanced budget. Ms. Patel further provided an update on the three downstate New York City casino licenses awarded by the New York Gaming Commission.

Ms. Patel gave a brief overview of January 2026 performance and stated that January was favorable by \$89 million compared to budget.

Ms. Patel gave a brief update on the mortgage recording tax.

Ms. Patel concluded with an update on two transactions by the debt service team.

Ms. Patel responded to Chair Lieber that management is happy with the interest rates MTA is getting on bond transactions relative to what was projected.

Ms. Patel addressed Board Member Bringmann's question about overtime spending relative to specific incidents, like snowstorms.

8. CAPITAL PROGRAM COMMITTEE

Mr. Jamie Torres-Springer, President of MTA Construction & Development ("C&D"), delivered his report to the Board, noting that while C&D did not have a large operational response during the recent blizzard comparable to the operating agencies, the department played an important supporting role. C&D's responsibilities included ensuring that contractors cleared work zones, coordinating with operating agencies as needed, securing infrastructure such as hatches during high winds, assisting with snow clearing, and remaining available to support operational needs. Mr. Torres-Springer commended Ozzy Huertas, Head of Safety and Emergency Management, and his team for effectively coordinating these efforts across the MTA.

Next, Mr. Torres-Springer highlighted ongoing capital work, including the escalator replacement project at the Smith-Ninth Street station on the F and G lines. He explained that replacing escalators at this station - the highest elevated subway station in the Western Hemisphere - presents unique logistical challenges. Over the previous weekend, new escalator units were craned through the station roof and lowered into place, an operation that illustrates the complexity of the agency's current escalator modernization efforts.

Turning to administrative matters, Mr. Torres-Springer informed the Board that updates to the C&D work plan will begin in March, including new information from the Systems Business Unit regarding OMNY and new fare gates. The complete updated work plan will be presented in the following month's materials for committee approval.

Mr. Torres-Springer then provided an overview of C&D's strategic planning and performance. The agency is finalizing its strategic plan for delivering on commitments through 2026, which will soon be available in print and online. The plan focuses on three central goals: executing the Capital Program more effectively, quickly, and cost-efficiently; planning for the long-term future of the region's transit systems; and building a sustainable organization with the specialized expertise needed to manage the expanding Capital Program. The strategic plan outlines 35 specific goals supporting these objectives.

Reviewing C&D's performance in 2025, Mr. Torres-Springer reported that C&D achieved a record \$15.8 billion in contract commitments, more than doubling the five-year average. This increase reflects the accelerated pace required to implement the 2025-2029 Capital Plan, which emphasizes state-of-good-repair investments. Approximately \$5 billion of these commitments were supported by Congestion Pricing revenues. Looking forward, 94 percent of projects in the 2025-2029 Capital Program have already entered planning or design stages, and C&D anticipates maintaining a similar overall pace, issuing \$12.5 billion in new commitments.

Mr. Torres-Springer also discussed project completions, reporting \$6.7 billion in completed work in 2025. Although the total value of expected completions in 2026 will be somewhat lower due to the timing of rolling stock deliveries, several significant projects will be finished this year. Among them are improvements aimed at reducing the "Jamaica crawl" affecting LIRR operations through Jamaica Station, as well as substantial progress in addressing the backlog of aging subway elevators requiring replacement. Mr. Torres-Springer noted that while commitments currently exceed annual completions, this reflects the normal lag between contract awards and project completion, with 2027 expected to be a particularly strong year for project delivery.

Mr. Torres-Springer emphasized the agency's continued progress in cost containment and efficiency. Since the creation of C&D, which consolidated capital planning, contracting, and delivery functions, the agency has realized substantial savings. After reporting \$3 billion in savings at the end of 2024, C&D identified an additional \$1.2 billion in savings over the past year. These savings include approximately \$760 million achieved through value engineering during project planning, \$250 million realized through competitive procurement that yielded bids below engineering estimates, \$150 million from projects delivered below budgeted risk projections, and \$60 million from improved project management practices.

He cited several examples of these efficiencies, including cost reductions achieved by adopting a streamlined, CBTC-centric signaling model for projects such as the Fulton and Liberty Lines CBTC installation. This approach reduced equipment requirements and lowered per-mile costs by roughly 33 percent compared with legacy methods, saving approximately \$570 million across two major CBTC contracts. A similar approach will be applied to upcoming signaling work on the Sixth Avenue line.

Mr. Torres-Springer also described planning initiatives aimed at shaping the long-term future of the regional transit system. These include collaboration with the Port Authority to improve transfer and access conditions at Jamaica Station. Additionally, the Second Avenue Subway project's westward extension along 125th Street is currently being analyzed, potentially allowing tunnel boring machines to continue operating beyond the current project phase. Both initiatives are expected to significantly improve regional mobility.

Looking ahead, C&D's planning team will release a series of reports addressing future subway signaling strategies and concepts for the "station of the future," both emphasizing the use of new technologies to improve the rider experience. The agency is also focusing on addressing operational bottlenecks created by complex track configurations and interlined services. Work has already begun at two major bottlenecks, the DeKalb Avenue and Nostrand interlockings, and additional planning will identify improvements across the system.

Mr. Torres-Springer described innovations in contracting and project delivery. He highlighted the partnership with private stakeholders - including JPMorgan Chase, Vornado, the Rudin family, and the City of New York - to advance reconstruction of the Grand Central train shed beneath Park Avenue. Private contributions totaling \$75 million will support work on a major segment of the project, accelerating progress on rebuilding critical infrastructure that had previously been scheduled over a 35-year timeline. Through design-build methods and enhanced contractor engagement, C&D has been able to accelerate project delivery and reduce costs.

Mr. Torres-Springer outlined a forthcoming initiative known as "line-based bundling," which will group multiple types of state-of-good-repair work - such as ADA accessibility upgrades, track and tunnel repairs, power and signal work, and telecommunications infrastructure - into coordinated packages along specific line segments. By consolidating work into scheduled service outages, the approach is expected to maximize efficiency, complete more improvements during nights and weekends, and return stations to riders more quickly.

Mr. Albert asked a question about the status of the proposed Newkirk Ave/Little Haiti Avenue station and whether it would be bypassed under the current plans. Mr. Torres-Springer clarified that the slide was intended only to highlight the general areas where work is planned along the line segment and that planning had not yet advanced to the level of detail necessary to determine the precise treatment of the station.

Mr. Torres-Springer continued his presentation by emphasizing that effective project delivery remains central to the C&D program. He referred to the Grand Central Circulation Improvements project as an example of successful program management under the C&D structure. That effort combined several major improvements into a single coordinated project, including the connection between the 4, 5, and 6 lines and the 7 line, upgrades to the Times Square Shuttle connection, improved access to the One Vanderbilt transit hall, and new circulation links to Grand Central Madison. The project also included construction of a new tunnel at the corner of 42nd Street and Lexington Avenue in collaboration with the Sandhogs. Mr. Torres-Springer reported that the project was completed \$46 million under budget.

Mr. Torres-Springer noted that C&D is deploying a range of strategies to deliver projects on a scale. These include expanding work performed by in-house forces across New York City Transit and the commuter railroads, increasing participation by emerging small businesses, and strengthening project controls and management systems. He emphasized that building strong internal management capacity remains a priority for the organization. In 2025, C&D expanded its trainee program in both size and specialization and combined with a modest increase in total staff of approximately three percent, this effort has helped reduce reliance on outside consultants and generate approximately \$60 million in

savings. Mr. Torres-Springer noted that the agency has heard calls to increase in-house capacity and is working to do so through workforce development.

Next, Mr. Torres-Springer noted C&D's focus on technology and data-driven management. The Capital Program Dashboard introduced in 2025 will be expanded to include additional projects and provide greater transparency to the public. Internally, C&D is transitioning to a new project management information system designed to provide clearer oversight of cost and schedule performance across projects. Although less visible to the public, Mr. Torres-Springer noted that the system will significantly improve management productivity and allow the agency to integrate emerging artificial intelligence tools to support project oversight and decision-making.

Ms. Miller asked about the role of private investment in supporting capital projects, noting her interest in understanding how the agency solicits such investment and how it could potentially be expanded beyond situations where the private sector receives a direct benefit. Mr. Torres-Springer responded that a growing component of this strategy involves Transit Oriented Development initiatives, particularly those focused on encouraging housing construction near transit assets. Under policies such as zoning for accessibility, developers building within a certain distance of a subway station may provide accessibility improvements - such as elevators - or grant easements for future transit improvements in exchange for additional development rights. Mr. Torres-Springer stated that the agency is working with the City's new administration to explore expanding these programs to support both housing production and transit system improvements. Mr. Torres-Springer further explained that in some cases the MTA negotiates direct contributions from developers whose projects affect transit infrastructure. He cited the East Midtown redevelopment area as an example, where large commercial developers - including JPMorgan Chase, Vornado, and Citadel - are collaborating with the MTA to advance improvements to transit infrastructure while pursuing their own building projects. He emphasized that these arrangements create mutual benefits, enabling development while delivering improvements to the transit system.

Chair Lieber added that similar collaboration is underway in connection with the construction of a new entrance to the Grand Central Madison concourse, then the Chair asked Mr. Torres-Springer to comment more broadly on the use of public-private partnerships (P3s) in transportation infrastructure.

In response, Mr. Torres-Springer stated that the MTA remains open to P3 arrangements where they provide an effective delivery model. He noted that the agency recently opened an ADA-accessible station at Sheepshead Bay as part of a 13-station accessibility project delivered through a P3 agreement with the developer EAE, a Joint Venture between Forte and Halmar. Under this arrangement, private financing supported construction, but the project ultimately resulted in a lower bid cost. The developer is compensated only after demonstrating that the facilities have been constructed and are being maintained according to the MTA's standards. Mr. Torres-Springer acknowledged that the arrangement has involved some complexity, particularly as new vendors adapt to the MTA's systems and procedures but stated that the agency believes the model presents valuable opportunities for future projects.

Mr. Bringmann then asked whether similar private-sector contributions might be obtained to fund accessibility improvements at the Mets-Willets Point station, noting that nearby development proposals - including a casino and a large soccer stadium - would likely generate significant station usage. Mr. Torres-Springer responded that there is already a commitment from the developer to fund ADA accessibility improvements at the Mets-Willets Point station at its own expense, including assuming responsibility for potential cost overruns. He noted that discussions are ongoing with the project developers regarding the scope and timing of the work, as well as related improvements to the LIRR station and other infrastructure in the area.

Chair Lieber added that the broader casino licensing process has already produced substantial financial benefits for the MTA. He noted that, through commitments secured by Governor Hochul, each of the three casino license recipients has pledged \$500 million, providing an important component of the agency's operating budget solution and helping the MTA maintain and expand service while many other transit systems nationwide continue to face financial challenges.

Chair Lieber then raised a separate issue concerning the Second Avenue Subway project and the agency's relationship with the federal government regarding project reimbursements. He stated that the MTA has not received reimbursements from the Federal Transit Administration for approximately seven months despite having a formal funding agreement in place. While the agency has been able to continue advancing the project using state funds and available cash - avoiding the more immediate financial crisis faced by other projects such as the Gateway Program - Chair Lieber explained that the MTA has now reached a point where continued delays could jeopardize project scheduling and contracting milestones. At the urging of Governor Hochul, the MTA has therefore sent a formal legal letter to the federal government notifying them that, absent the prompt resumption of reimbursements, the agency may pursue legal action in federal court. Chair Lieber noted that approximately \$60 million in invoices have already been submitted for reimbursement, with additional eligible expenditures pending.

Mr. Torres-Springer added that the MTA had complied promptly with federal requests related to modifications in the project's disadvantaged business enterprise (DBE) program requirements. The agency submitted an updated plan and schedule for recertifying DBE participants and has not received objections from the relevant federal agencies. He noted that, to the agency's knowledge, those compliance steps had addressed the concerns raised, and he concluded by reiterating that the project team continues to move forward with the work while awaiting resolution of the reimbursement issue.

11. BOARD ACTIONS

A. CAPITAL PROGRAM COMMITTEE ACTIONS

Evan Eisland, Executive Vice President and General Counsel, C&D, presented seven 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:

1-6. Award of six publicly advertised and competitively solicited indefinite quantity contracts, one federally funded and one state funded, with each of Battelle Memorial Institute, Egis BLN, USA and TUV Rheinland of North America, Inc. (Contracts Nos. D81465 – D81470) to provide independent safety assessor services to support new technology and relay-based train control and signaling projects; and

7. Award of a publicly advertised and competitively solicited contract with FPM Engineering and Geology, PC (Contract No. D81725) to provide as-needed hydrology services.

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.

B. SAFETY COMMITTEE

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

Agency Safety Plan

Refer to the staff summary 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.

C. FINANCE

a. Action

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

First, certify the transfer of TBTA's approximately \$1.3 billion 2025 operating surplus to the MTA and the New York City Transit Authority. Second, recognize and transfer \$10.5 million of investment income. And third, authorize advancing to the MTA monthly a portion of TBTA's 2026 estimated monthly operating surplus.

b. Procurement

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

Contract award for Homeless Outreach Staffing Services in support of the MTA Headquarters' Homeless Program Office initiative to maintain safe and secure transportation environment for MTA customers and employees. Essey Group LLC d/b/a The TemPositions Group of Companies. \$7,586,401.

Refer to the staff summary 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.

D. NYCT PROCUREMENT

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

- a. Contract award for Software System Maintenance and Support Services for the Automatic Train Supervision system on the A-Division for MTA IT; Modification for contract extension and additional funding. Siemens Mobility, Inc \$9,180,407;
- b. Contract award for Software and SYstem Maintenance and Support Servies for the Public Address/Customer Information Signs System, Phase II ("PA/CIS II") for MTA IT; Modification for contract extension and additional funding. Siemens Mobility, Inc \$7,042,131; and
- c. Miscellaneous Service Contract awards for the provision of Access-A-Ride ("AAR") Paratransit Supplemental Service. Multiple vendors.

Refer to the staff summary 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.

E. Real Estate Actions

Miriam Harris presented February 2026 real estate report.

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

Property acquisition for Second Avenue Subway Phase 2:

The acquisition of a subsurface easement (19,314 sq. ft.) for a portion of the subway tunnel and a construction access license (28,442 sq. ft.) for the performance ground improvement work in furtherance of the construction of Phase 2 of the Second Avenue Subway beneath an unbuilt portion of the NYCHA's Senator Robert F. Wagner Senior Houses complex at 2340 Second Avenue.

This action will facilitate the construction of the subway tunnel where the alignment of the Second Avenue Subway turns the corner from Second Avenue to traverse 125th Street.

The cost of the easement and the construction license were determined by independent appraisal and are \$640,000 and \$180,000, respectively.

Jamaica Bus Terminal Lease

The modified lease terms and authorization to execute the Lease and Design & Construction Agreement for the Jamaica Bus Terminal Replacement Facility.

In October 2023, the Board approved the original LOI with Jamaica Village Owner LLC for the construction and long-term lease of a new 75,000-square-foot bus terminal in Jamaica, Queens on the site of the former leased terminal. This facility is critical to bus operations for MTA Bus, NYCT Bus, and NICE, serving eastern Queens and western Nassau County. Since then, the existing terminal has been vacated, and operations have been temporarily relocated to a swing space nearby.

Following that, MTA proceeded to negotiate the full ground lease and design and construction documents. However, due to rapidly increasing construction and financing costs, the lessor became unwilling to proceed under the original economic terms of the LOI. To preserve this essential project, MTA engaged in extensive negotiations to secure revised terms that remain fair and market aligned.

Key Modifications

The proposed changes include:

Base Rent Adjustment: Lease Years 1–5 increase from \$3.1 million to \$4 million annually, with proportional increases thereafter.

Concessions from Lessor:

Elimination of the market-rate rent adjustment in Year 51

\$1.25 million landlord fit-out contribution

Reduction of purchase option to 80% of fair market value

Additional caps on CPI-based rent adjustments over the 90-year term

Independent appraisal confirms these terms are within market range. Importantly, the transaction documents have been fully executed by the lessor and are held in escrow, pending your approval.

This project is essential to sustaining bus service for thousands of riders and advancing our long-term transit strategy in Queens. The modified terms protect MTA's interests while ensuring timely delivery of the replacement facility.

Ms. Harris addressed Board Member Miller's question about the term of the Jamaica Bus Terminal Lease.

12. APPROVAL OF MINUTES

Upon motion duly made and seconded, the Board approved the minutes of MTA Joint Committee and Board meeting held on January 28th 2026, and the minutes of each Committee meeting as distributed.

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

13. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:56 am.

Paige Graves
General Counsel and
Corporate Secretary
MTA

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

David Farber
General Counsel and
Corporate Secretary
NYCT and MTA Bus

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

Paul L. Friman
General Counsel
and Corporate Secretary
Triborough Bridge & Tunnel Authority

Evan Eisland
General Counsel and Corporate Secretary
MTA C&D

| |
|---|
| Subject AMENDMENT TO VIADUCT AGREEMENT WITH JPMORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE |
| Department TRANSIT-ORIENTED DEVELOPMENT |
| Department Head Name MIRIAM HARRIS |
| Department Head Signature |
| Project Manager Name ROBERT LAGA |

| |
|--------------------------------------|
| Date MARCH 25, 2026 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|---------------------------|----------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Capital Program Committee | 03/23/26 | X | | |
| 2 | Finance Committee | 03/23/26 | | X | |
| 3 | Board | 03/25/26 | X | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|---------------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | EVP & General Counsel | | |
| 2 | Chief Development Officer | | |
| 3 | Chief Financial Officer | | |
| | | | |

AGENCIES: MTA Construction and Development Company (“C&D”), Metropolitan Transportation Authority (“MTA”), and Metro-North Commuter Railroad Company (“MNR”; and together with C&D and MTA, collectively, the “MTA Parties”).

GRANTEE: JPMorgan Chase Bank, N.A. (“JPMC”).

LOCATION: An approximate 183,500 square foot portion of the Grand Central Terminal Train Shed (the “Train Shed”) underneath Park Avenue and on certain side streets extending easterly and westerly on Park Avenue from East 46th Street to East 50th Street, New York, NY, further referenced as “Sector 2”.

ACTIVITY: JPMC has agreed to expand the scope of its ongoing rehabilitation work on the Train Shed on behalf of the MTA Parties, to now include 46th Street between Madison and Park Avenues, Vanderbilt Avenue between 46th and 47th Streets, Park Avenue between 46th and 50th Streets (excluding a portion that JPMC already completed), 49th Street between Park Avenue and the midway point between Park and Madison Avenues, and certain partial spurs off of Park Avenue on 46th, 47th, 48th, and 49th Streets East towards Lexington Avenue (collectively, the “Expanded Scope” or the “Project”).

- ACTION REQUESTED:**
1. Authorization to execute an Early Work Agreement, an amendment to the existing Viaduct Agreement.
 2. Authorization to negotiate and execute a Sector 2 Amendment to the existing Viaduct Agreement.

The Early Work Agreement will be an interim agreement pending negotiation and execution of the Sector 2 Amendment. The Early Work Agreement will obligate JPMC to perform the portion of the Expanded Scope below 48th Street and pay for 100% of the cost of such work capped at \$50M, pending execution of the Sector 2 Amendment. The Sector 2 Amendment will grant MTA the right to elect to direct JPMC to perform the balance of the Expanded Scope (north of 48th Street), which MTA must elect to do by June 15, 2026, and institute a cost-sharing arrangement, whereby the MTA Parties and JPMC will true-up previously incurred Expanded Scope costs such that each of JPMC and the MTA Parties shall pay for the cost of such work on a 50/50 basis until JPMC has contributed \$50M. The Expanded

AMENDMENT TO VIADUCT AGREEMENT WITH JPMORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE (Cont'd)

Page 2 of 3

Scope will generally be performed on the same terms and conditions as “Sector 1” which JPMC completed pursuant to a series of agreements from 2019 and 2021.

COMPENSATION: The budget for this Work is estimated to be approximately \$900M JPMC will contribute \$50M and perform certain management services on the MTA Parties’ behalf without compensation.

COMMENTS:

PURPOSE

Board authorization is sought to modify the existing Viaduct Agreement with JPMC to add the rehabilitation of a portion of the Train Shed defined above as the Expanded Scope.

BACKGROUND:

The Train Shed constitutes the roof of Grand Central Terminal train platforms and supports Park Avenue between 46th and 57th Streets and certain side streets radiating therefrom. The Train Shed, in effect, constitutes a bridge supporting the at-grade streets and avenues and is, in turn, supported by steel columns and other structures that were originally constructed in the early 20th Century. The structural steel that supports the Train Shed has significantly deteriorated over time and the MTA Parties have embarked on a long-term project to rehabilitate these steel structures to ensure the viability of both the Train Shed and the streets and sidewalks that it supports. Because the private building owners along the streets and avenues supported by the Train Shed will benefit from the rehabilitation project, the MTA Parties have engaged in a series of public-private partnerships with adjacent building owners to jointly manage the Train Shed rehabilitation project, including JPMC.

On March 25, 2019, the Board approved an agreement with JPMC, which was developing its new headquarters building at 270 Park Avenue, New York, NY, located over a portion of the Train Shed, and on July 22, 2019, the Board authorized the MTA Parties to enter into a Construction Agreement (which it did on July 31, 2019) which was later amended through a “Viaduct Construction Agreement”, executed on October 20, 2021 (the “Viaduct Agreement”). Pursuant to the Viaduct Construction Agreement, JPMC agreed to repair the portion of the Train Shed surrounding 270 Park Avenue (within the block bound by 47th and 48th Streets between Park and Madison Avenue and the West Side of Park Avenue between 47th and 48th Streets (“Sector 1”). JPMC agreed to manage the rehabilitation of Sector 1 and contribute \$25 Million toward the performance of such work. The Viaduct Construction Agreement benefited JPMC by allowing it to coordinate its work on its headquarters with the work on the Train Shed and benefited the MTA Parties by providing partial funding and management of the Sector 1 work. JPMC’s Sector 1 work is 95% complete, with a completion date scheduled for December 2026.

Following the opening of JPMC’s new world headquarters at 270 Park Avenue, JPMC elected to rehabilitate its adjacent property at 383 Madison Avenue. JPMC has also acquired 250 Park Avenue, which is across Vanderbilt Avenue from 383 Madison Avenue, with the intention of creating a “mini-campus” among the three buildings. Therefore, as with the Sector 1 work, JPMC and the MTA Parties will mutually benefit from the expansion of the work that JPMC is performing to additional sectors of the Train Shed. As a result, JPMC and the MTA Parties entered into a Letter of Intent (“Expansion LOI”) dated September 20, 2024, pursuant to which, JPMC agreed to manage an additional portion of the Project (the Expanded Scope) and contribute \$50M towards such work. The Expansion LOI further provides for coordination with the New York City Department of Transportation (the “DOT”) in carrying out a project to rehabilitate and reconfigure the Park Avenue Malls, as part of the Project. If the New York City Department of Transportation does not provide final plans for its Park Avenue Malls project by December 31, 2026, the Expanded Work will proceed in a manner that will enable the New York City Department of Transportation to rebuild the affected portion of the Park Avenue Malls once plans are complete.

SCOPE OF WORK

The MTA Parties seek to enter into two (2) separate agreements. First, an Early Work Agreement (the “EWA”), which will constitute an amendment to the Viaduct Agreement. JPMC will carry out “Phase 1” of the Expanded Scope pursuant to the EWA, which consists of all of the Train Shed work south of 48th Street. To implement the EWA, JPMC will amend or issue

AMENDMENT TO VIADUCT AGREEMENT WITH JPMORGAN CHASE RELATED TO REDEVELOPMENT OF 270 PARK AVENUE (Cont'd)

Page 3 of 3

a change order to its construction manager performing the Sector 1 work, which construction manager will then issue a change order to its existing Sector 1 subcontractor to perform the EWA work. The EWA is an interim agreement pending execution of the Sector 2 Amendment, and pending execution of the Sector 2 Amendment, JPMC will pay for 100% of the Phase 1 work, capped at \$50M.

JPMC will manage "Phase 2" of the Expanded Work pursuant to the Sector 2 Amendment, the terms of which will be negotiated before the Phase 2 work commences. Phase 2 covers the portion of the Expanded Scope north of 48th Street. When executed, the Sector 2 Amendment will supersede the EWA and implement a cost-sharing arrangement pursuant to which JPMC and the MTA Parties will share the cost of the Expanded Scope on a 50/50 basis, until JPMC contributes \$50M, at which point the MTA Parties will pay for the balance of the work, except for costs incurred due to JPMC violations of a 'due care' standard. In the event that the parties cannot agree on the terms of the Sector 2 Amendment, work on Phase 1 will be completed pursuant to the terms of the EWA.

Under the terms of the Sector 2 Amendment, the MTA Parties and JPMC will agree to reconcile the costs expended by JPMC in performing the Expanded Scope to date (per the EWA), with MTA paying 100% of the future costs until the parties have each contributed costs on a 50/50 basis. After such true-up, the MTA Parties and JPMC will then fund continuing work on an equal basis until JPMC has contributed \$50M, after which the MTA Parties will fund all remaining costs. JPMC will be obligated to cause its construction manager to utilize commercially reasonable efforts to achieve cost savings as a result of the performance of the Expanded Scope.

With the exception of those specific terms addressed in the EWA or the Sector 2 Amendment, the Expanded Work will proceed on the same terms and conditions as set forth in the Viaduct Agreement.

SPECIAL PROVISIONS RELATED TO MTA AND METRO-NORTH FACILITIES

Pursuant to the terms of the Expansion LOI, all JPMC designs, contractor submittals, means and methods, protection plans, security and safety plans, project schedules, and insurance for Sector 2 work are subject to MTA, C&D and/or MNR review and approval prior to the start of construction. Additionally, JPMC is required to protect MNR facilities in order to maintain and prevent or mitigate interruption of railroad operations. This includes the obligation to repair, replace or otherwise maintain MNR functional elements such as ventilation shafts, the 48th Street emergency egress and drainage fixtures, sidewalk vaults and utility connections to maintain their function throughout JPMC Project construction, including Sector 2.

CONSTRUCTION SCHEDULE

The Sector 2 work has an anticipated duration of 36 months, with an anticipated completion date of May 30, 2029.

FUNDING

JPMC will fund \$50 million towards the cost of the Project and the remainder will be funded by the 2025-2029 Capital Program.

BUDGET

MTA reasonably expects that the total cost for Phase 1 and Phase 2 will be approximately \$900M. JPMC shall cause its construction manager to utilize commercially reasonable efforts to achieve cost savings as a result of the performance of the Expanded Scope.

RECOMMENDATION:

MTA, C&D and MNR recommend that the Board authorize the execution of the EWA and the Sector 2 Amendment which will obligate JPMC to rehabilitate a large portion of the Grand Central Terminal Train Shed and contribute \$50M towards such costs.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
MARCH 2026**

PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$ 1.17 B.

Staff Summary

| | | | | | |
|---|---------------------------|-------------|-----------------|-------------|--------------|
| Subject Request Authorization for Several Procurement Actions | | | | | |
| Contracts Department Evan Eisland, Executive Vice President and General Counsel | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | Capital Program Committee | 3/23/26 | X | | |
| 2 | Board | 3/25/26 | X | | |

| | | | |
|-----------------------------|---|---|--|
| Date: March 18, 2026 | | | |
| Internal Approvals | | | |
| | Approval | | Approval |
| X | Deputy Chief Development Officer, Delivery | X | President |
| X | Deputy Chief Development Officer, Development | X | Executive Vice President & General Counsel |

Purpose

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

Discussion

MTA Construction & Development proposes to award a Non-Competitive Procurement in the following category:

| <u>Schedule Requiring Two-Thirds Vote</u> | | # of Actions | \$ | Amount |
|--|----------|--------------|----|-------------|
| A. Non-Competitive Purchases and Public Work Contracts | | 1 | \$ | 120,950,000 |
| | SUBTOTAL | 1 | \$ | 120,950,000 |

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

| <u>Schedules Requiring Two-Thirds Vote</u> | | # of Actions | \$ | Amount |
|---|----------|--------------|----|---------------|
| C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts) | | 1 | \$ | 1,015,340,000 |
| | SUBTOTAL | 1 | \$ | 1,015,340,000 |

| <u>Schedules Requiring Majority Vote</u> | | # of Actions | \$ | Amount |
|--|--------------|--------------|-----------|----------------------|
| F. Personal Service Contracts | | 1 | \$ | 1,091,247 |
| I. Modifications to Purchase and Public Work Contracts | | 2 | \$ | 7,500,000 |
| L. Budget Adjustments to Estimated Quantity Contracts | | 8 | \$ | 20,000,000 |
| | SUBTOTAL | 11 | \$ | 28,591,247 |
| | TOTAL | 13 | \$ | 1,164,881,247 |

Budget Impact

The approval of these procurement actions will obligate capital and operating funds in the amounts listed. Funds are available in the capital program and operating budgets for this purpose.

Staff Summary

Recommendation

That the procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 559, 2879, 1209 and 1265-a of the Public Authorities Law and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Service Contract Procurement Guidelines and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

MARCH 2026

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule A. Non-Competitive Purchases and Public Work Contracts
(Staff Summaries required for all items greater than: \$1M.)

- | | | | |
|-----------|---|----------------------|--------------------------------------|
| 1. | Siemens Mobility, Inc. Contract No. W32813 | \$120,950,000 | <u>Staff Summary Attached</u> |
|-----------|---|----------------------|--------------------------------------|

MTA Construction and Development requests that the Board adopt a resolution, pursuant to New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines, declaring that competitive bidding is impractical and that it is in the public interest for C&D to utilize a non-competitive procurement to (i) develop and implement enhancements to the Automatic Train Supervision system for New York City Transit's B-Division and (ii) provide 5G-based carborne Data Communication System equipment for 347 R160 and 73 R179 subway trains to enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines as they become equipped for Communications Based Train Control. C&D further requests Board approval to award a non-competitive contract for such services in the amount of \$120,950,000 and a duration of 1,095 calendar days.

Staff Summary

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

| | | |
|---|--|--|
| Vendor Name (& Location) Siemens Mobility, Inc. | Contract Number W32813 | Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Description ATS-B Upgrades and Deployment of 5G Equipment on the R160 and R179 Fleets | Total Amount: \$120,950,000 | |
| Contract Term (including Options, if any) 1,095 Calendar Days | Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A | Requesting Dept/Div & Dept/Div Head Name: Delivery, Gregoire Sulmont, Senior Vice President, Signals and Train Control | |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive | | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | | |

ACTION REQUESTED:

MTA Construction and Development (“C&D”) requests that the Board adopt a resolution, pursuant to New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines, declaring that competitive bidding is impractical and that it is in the public interest for C&D to utilize a non-competitive procurement to (i) develop and implement enhancements to the Automatic Train Supervision system for New York City Transit’s (“NYCT”) B-Division (“ATS-B”) and (ii) provide 5G-based carborne Data Communication System (“DCS”) equipment for 347 R160 and 73 R179 subway trains to enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines as they become equipped for Communications Based Train Control (“CBTC”). C&D further requests Board approval to award a non-competitive contract for such services to Siemens Mobility Inc. (“Siemens”) in the amount of \$120,950,000 and a duration of 1,095 calendar days.

DISCUSSION:

ATS-B Enhancement

Siemens provided the existing ATS-B under Contract S48004-1, which delivered the CBTC system on the Queens Boulevard (West) line. ATS-B displays the locations of trains as they move in real-time at Operation Control Centers, allowing dispatchers to quickly address service disruptions, efficiently manage trip assignments, generate performance statistics, and support passenger information systems. To support future CBTC operations, Siemens will, under this Contract, implement software and infrastructure upgrades that are necessary to integrate the current ATS-B system with new CBTC line networks as they come on line, and will be compatible with the 5G-based Data Communication Systems which are currently being installed. The new system will also provide a web-based application with a common interface for the control panels for each CBTC line so that custom software will no longer be required as new lines are equipped with CBTC, which is currently the case. This will provide more efficiency in deployment, flexibility in operation, reduced training of personnel and for remote access and cloud-based testing at MTA’s testing facility.

Because Siemens designed, developed and currently maintains the existing ATS-B system, it possesses specialized knowledge necessary to perform the required upgrades. At this time, no other CBTC supplier can perform the required software and infrastructure upgrades. However, as noted above, these enhancements will allow for greater competition for future upgrades and enhancements of the ATS-B system.

5G-IP Based Carborne Data Communication System Equipment for R160 and R179 Trains

The DCS is the carborne computer that determines train location and communicates with the CBTC wayside system. 5G-based DCS replaces an earlier proprietary Wi-Fi-based communications system that is approaching obsolescence and will provide a secure wireless communications network and improved CBTC performance, reliability, and maintainability.

Because Siemens designed the carborne controller hardware and software for the R160 and R179 train fleets, Siemens possesses proprietary knowledge necessary to develop the hardware and software interfaces required for integration of the

new 5G DCS equipment into the CBTC system for these trains. Siemens developed and tested the new 5G DCS equipment under a previous contract. Under this Contract, Siemens will manufacture, deliver, and support the installation and testing of 5G DCS equipment for 347 R160 trains and 73 R179 trains which will enable these trains to operate on the Crosstown, Fulton-Liberty, and 6th Avenue/63rd Street lines when CBTC is implemented on those lines.

MTA publicly advertised this procurement on November 6, 2024, and revised the advertisement on October 23, 2025, stating MTA's intention to procure these services from Siemens through a non-competitive single-source procurement as required by New York Public Authorities Law §1265-a.4.b and Article III(B)(2) of the All-Agency General Procurement Guidelines. No other vendor has indicated that it can perform the required work.

Siemens' initial cost proposal was \$143,940,917. Negotiations included multiple scope clarification meetings and resulted in a reduction of the contract duration and project management efficiencies. Negotiations yielded a final price of \$120,950,000, which was determined to be fair and reasonable.

In connection with the review of Siemens' responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Siemens is determined to be a responsible vendor.

MBE/WBE/SDVOB INFORMATION:

Due to the highly specialized nature of the work and limited subcontracting opportunities, the MTA Department of Diversity and Civil Rights has established 0% Minority-owned Business Enterprise, 0% Women-owned Business Enterprise and 0% Service-Disabled Veteran Owned Business goals for this Contract.

IMPACT ON FUNDING:

Funding for the Contract is included in the MTA's 2020-2024 Capital Program.

ALTERNATIVES:

MTA lacks available in-house technical personnel to perform the highly specialized technical scope of work associated with this Contract

MARCH 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval)

- | | | | |
|-----------|--|------------------------|--------------------------------------|
| 2. | Skanska Walsh Traylor SAS2-C3 Joint Venture Contract No. C26203 | \$1,015,340,000 | <u>Staff Summary Attached</u> |
|-----------|--|------------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for the excavation and construction of the structural shells for the 106th Street Station and the structures necessary to connect the station to existing tunnels north and south of the station for Phase 2 of the Second Avenue Subway program.

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts

(Staff Summaries required for all items greater than \$1M.)

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 3. | Elzly Technology Corporation Contract No. CS00039B | \$1,091,247 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract to provide environmental analysis and testing services to support protective coating projects for various Bridges and Tunnels locations on an as-needed basis for a duration of 60 months.

Schedule I. Modifications to Purchase and Public Work Contracts

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

- | | | | |
|-----------|--|--------------------|--------------------------------------|
| 4. | Prismatic Development Corp. Contract No. C82004 | \$5,000,000 | <u>Staff Summary Attached</u> |
|-----------|--|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification that will resolve all remaining claims asserted by the Contractor, including all claims for compensable and excusable delay, for the sum of \$5 million and an extension of time to Substantial Completion of 561 calendar days.

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 5. | Siemens Mobility, Inc. Contract No. S48013-1 | \$2,500,000 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a modification to a contract to procure additional spare parts for the on-board controller equipment installed on New York City Transit's R179 subway car fleet.

Schedule L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed \$1M in the event such expenditures exceed 10% of the adjusted contract budget, including any contract modifications.)

| | | |
|--|---------------------|--------------------------------------|
| 6-13. Various | \$20,000,000 | <u>Staff Summary Attached</u> |
| Contracts Nos. CM1544 – CM1551 | (aggregate) | |
| a. AECOM USA, Inc. | | |
| b. Henningson, Durham & Richardson Architecture and Engineering, P.C. | | |
| c. HNTB New York Engineering and Architecture, P.C. | | |
| d. Jacobs Civil Consultants, Inc. | | |
| e. Parsons Transportation Group of New York, Inc. | | |
| f. Stantec Consulting Services, Inc. | | |
| g. Urbahn Architects, PLLC | | |
| h. WSP USA, Inc. | | |

MTA Construction and Development requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts for architectural and engineering services in the amount of \$20 million.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

| Item Number 2 | | | | | |
|---|---------------------------|---------|--|------|-------|
| Department, Department Head Name: Delivery, Saqib Rizwan, SVP - Program Executive | | | | | |
| | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | Capital Program Committee | 3/23/26 | 1 | | |
| 2 | Board | 3/25/26 | 2 | | |
| | | | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| X | Deputy Chief, Development | X | Executive Vice President & General Counsel | | |
| X | Deputy Chief, Delivery | X | President | | |
| | | | | | |
| | | | | | |

| SUMMARY INFORMATION | |
|--|--|
| Vendor Name | Contract Number |
| Skanska Walsh Traylor SAS2-C3 Joint Venture | C26203 |
| Description | |
| Design-Build Services for Second Avenue Subway, Phase 2 – Excavation, Tunneling and Structural Shells for the 106th Street Station and Connecting Tunnels | |
| Total Amount | |
| 1. Design Build Contract | \$1,015,340,000 |
| 2. Stipend | \$4,000,000 |
| Contract Term (including Options, if any) | |
| 1,582 Calendar Days | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A |
| Renewal? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Procurement Type | |
| <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive | |
| Solicitation Type | |
| <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source | |
| <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |

ACTION REQUESTED

MTA Construction and Development (“C&D”) requests Board approval to award to Skanska Walsh Traylor SAS2-C3 Joint Venture (“SWT JV”), a joint venture among Skanska USA Civil Northeast, Inc., Walsh Construction Company II, LLC, and Traylor Bros., Inc., a publicly advertised and competitively solicited contract for design-build services for the excavation and construction of the structural shells for the 106th Street Station and the structures necessary to connect the station to existing tunnels north and south of the station (the “Contract”) for Phase 2 of the Second Avenue Subway program (“Phase 2”). The Contract is in the amount of \$1,015,340,000 and for a duration of 1,582 Calendar Days. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$2,000,000 to be paid to each of the two unsuccessful proposers. As noted below, the timing of the award of this Contract may be impacted by the uncertainty surrounding the Federal Government’s reimbursement of expenditures due under the Full Funding Grant Agreement for Phase 2.

DISCUSSION

Phase 2 will extend Q Line subway service from 96th Street and Second Avenue to 125th Street and Lexington Avenue. This Contract is the third of four contracts implementing Phase 2 and will provide for: excavating, tunneling and constructing the structural shells for the 106th Street Station between 105th and 110th Streets; demolishing the existing tunnel bulk heads located near 105th and 110th Streets; constructing the structural tie-ins to connect the new 106th Street Station structure to the existing tunnels located south of 105th Street and north of 110th Street; excavating and constructing support of excavation (“SOE”) systems for two ancillary buildings and two station entrances¹; and permanently relocating and installing

¹ Contract C26204, the fourth contract in Phase 2, will construct the full ancillary and entrance structures.

new utilities within the project limits. The Design-Build will be responsible for all aspects of design, engineering, scheduling, coordination, and construction of the Contract Work.

The Contract is a complex and challenging one in a dense residential urban environment. It requires deep excavation immediately adjacent to multistory mixed-use buildings and across major sewer lines. In addition, the station being constructed will be expected to have a life span of over 100 years. Consequently, in evaluating best value for the Contract, in addition to the upfront construction cost, the proper safeguarding of neighboring buildings, which could cause significant community impacts and lead to costly change orders and delays to the Contract and the completion of Phase 2, and long-term overall cost of ownership were crucial considerations.

A two-step procurement process was conducted for this Contract. In Step 1, MTA C&D advertised a Request for Qualifications and received Statements of Qualifications (“SOQs”) from four proposers. The SOQs were evaluated against pre-established Threshold Criteria, addressing completeness, timeliness, capacity, responsibility, and financial capability, and Substantive Evaluation Criteria, addressing key personnel and organization, project approach, prior design-build experience, past performance and diversity compliance. Based on these criteria, all four proposers were short-listed for Step 2 of the procurement process:

- IPC2, a joint venture among MLJ Contracting, Posillico Civil, and C.A.C. Industries, Inc. The Lead Designer is Dewberry Engineers, Inc.
- SAS Constructors, a JV (“SASC”), a joint venture between Halmar International LLC and FCC Construction Inc. The Lead Designer is SG Transit Partners, a joint venture between Stantec Consulting Services, Inc. and Gannett Fleming Engineers and Architects, P.C.
- SWT JV. The Lead Designer is Mott MacDonald NY, Inc.; and
- Tully Construction Co. (“Tully”). The Lead Designer is Parsons Transportation Group of New York, Inc.

After issuance of the RFP, SASC informed C&D that it would not participate in Step 2 of the procurement process.

During Step 2 of the procurement process, C&D representatives met separately with representatives from IPC2, SWT JV and Tully on multiple occasions to address questions and concerns about the Contract requirements and to monitor the Proposers’ progress in developing their proposals. In addition, C&D solicited from each of the proposers’ changes to the Contract, referred to as Alternative Technical Concepts (“ATCs”), that might reduce costs, shorten the project schedule, and/or mitigate risks. To encourage creativity, ATCs are kept confidential between the MTA and the submitting proposer. All three proposers submitted multiple ATCs suggesting revisions to both the technical requirements and commercial terms of the Contract and meetings were held with each proposer to discuss their respective ATCs. Thereafter, C&D evaluated the ATCs, considering the cost and/or schedule savings and the added or reduced risks involved, and either approved, conditionally approved, or rejected each ATC. In all, more than ten ATCs were approved or conditionally approved. IPC2, SWT JV, and Tully submitted technical and price proposals incorporating their approved or conditionally approved ATCs.

The Selection Committee, consisting of representatives from C&D Delivery, Development, and Contracts and NYC Transit Department of Subways – Division of Stations, evaluated the proposers’ technical proposals using the following preestablished selection criteria: design and construction, schedule, management plan, experience, record of performance, safety, security and quality, and other relevant matters. After reviewing the technical proposals, C&D notified each proposer of non-compliances with the RFP requirements in their proposals and requested clarifications regarding discrete portions of each proposal. Each proposer responded to C&D’s notice, provided clarifications and all but Tully corrected the non-compliances in their proposal. After evaluating technical proposals, the Selection Committee opened the price proposals which were as follows: IPC2: \$982,800,000; SWT JV: \$1,165,850,000, and Tully \$826,189,000.

The Selection Committee met several times to discuss and consider which proposal would ultimately offer the best value to MTA based on the criteria contained in the RFP and the price proposals and the corrections and clarifications offered by the proposers. After careful consideration, the selection committee unanimously recommended that SWT JV should be invited to participate in negotiations as its proposal was determined to offer the best potential value to MTA.

Tully’s proposal was deemed non-responsive due to non-compliance with certain of the requirements of the RFP, including a design that erroneously placed the walls between the 106th Street Station structure and the ancillary buildings within the footprint of the ancillary buildings and a design that proposed a drainage system to manage water expected within the 106th Street Station cavern rather than complying with the RFP requirement to design a more impervious structure that would maintain groundwater levels and not require a drainage system that NYCT would be required to operate and maintain.

Separate from its non-compliance, Tully's proposal presents legitimate and pervasive risks to the project and Phase 2 that justified not considering Tully's proposal further. For example, Tully's proposal to utilize the SOE system as the permanent 106th Street Station structure presented an increased risk of water infiltration, both during the life of the Contract and over the design life of the structure, for which MTA would be responsible. In addition, Tully's proposal did not adequately demonstrate a plan for protecting adjacent buildings and structures. Furthermore, Tully's key personnel proposed for this project did not have comparable experience to those proposed by SWT JV. The Selection Committee's analysis of the risks attendant to Tully's proposal showed a significant potential to delay this Contract and the remainder of Phase 2 and posed significant risks for increased costs during the life of the Contract and over the design life of the 106th Street Station structure. Considering the significant cost and schedule risks presented by Tully's proposal, coupled with its non-conforming design, the Selection Committee did not recommend Tully for further consideration.

IPC2's technical proposal demonstrated a good understanding of the scope of work. However, IPC2's technical proposal contained execution, constructability, and long-term durability risks that could expose the project and Phase 2 to significant additional costs and delays. IPC2's proposed design of utilizing the SOE system as the permanent station structure posed water infiltration risks similar to those presented in Tully's proposed design. Moreover, the work sequence for the major sewer utility crossings at 106th and 110th Streets in IPC2's proposal was unsatisfactory. IPC2 proposed to replace the sewers at those locations prior to excavation and construction of the SOE, which would pose significant risks to maintaining the newly constructed sewers during excavation and construction. IPC2 also failed to provide sufficient details on how it would protect adjacent buildings during construction. Additionally, IPC2's proposed key personnel did not demonstrate experience with projects of comparable scale and complexity. Similar to Tully's proposal, the Selection Committee's analysis of the risks attendant to IPC2's proposal showed a significant potential delay to this Contract and the remainder of Phase 2.

In contrast to the other proposals, the Selection Committee concluded that SWT offered a high quality, low risk proposal, a highly qualified team, and ATCs that offered substantial value to the project. SWT's proposed approach utilizes a temporary secant pile SOE system that remains independent from the permanent cast-in place reinforced concrete station box. This separation reduces long-term structural reliance on the SOE system and limits permanent structural penetrations, thereby reducing water infiltration and durability risk over the 100-year design life of the station structure. No material structural or constructability risks were identified beyond those typically associated with heavy civil underground construction. SWT JV's proposal presented a structured approach to adjacent building impact assessment and protection that mitigated risk of damage to surrounding structures. SWT's proposal includes a plan to establish ground movement response levels for structures within and around the work area and identified multiple locations where enhanced SOE measures would be implemented. This approach reflects a clear understanding of the building protection challenges associated with cut-and-cover construction in a dense urban environment. Ultimately, SWT JV's proposal demonstrated a clear understanding of and presented reliable solutions to mitigate risks to the project, which gave the Selection Committee confidence in the team's ability to timely and successfully complete the project and minimize impacts to the remainder of Phase 2.

Due to the risks inherent in IPC2's proposal, and the clear superiority of SWT JV's technical proposal, the Selection Committee recommended that IPC2 only be considered further if negotiations were not successful with SWT JV.

Negotiations were held with SWT JV and focused on work hours, mobilization, payment terms and the durations for achieving Milestones. C&D requested a revised price proposal from SWT JV, which incorporated items discussed during negotiations. SWT JV submitted a revised price proposal in the amount of \$1,079,085,112 and a thirty-day reduction to achieving Milestone 3 and Substantial Completion. Following receipt of the revised price proposal, additional negotiations with SWT JV identified further cost saving opportunities and agreement on certain Contract revisions. At the conclusion of these negotiations, SWT JV submitted a Best and Final Offer ("BAFO") in the amount of \$1,015,340,000 and a duration of 1,582 days.

Based upon review of the technical and price proposals, and discussions during negotiations, the Selection Committee unanimously determined that the proposal submitted by SWT JV was the highest ranked technically, provided a fair and reasonable project cost, and provided the best value to MTA. SWT JV showed a thorough understanding of the design and construction challenges and the most complete plan to address those challenges and mitigate risk. Of note, SWT JV's design and construction approach showed careful consideration of the challenges to completing the major sewer utility crossings at 106th Street and 110th Streets and protecting the surrounding structures over the course of the project, both of which pose significant risk to successfully completing the Contract on time and minimizing impacts to the neighboring community. Moreover, SWT JV's design approach with regard to the 106th Street Station Structure offers MTA the highest long-term quality and durability and lowest risk of required maintenance. As discussed above, Tully's proposal was not compliant with all the Contract requirements and both IPC2's and Tully's design approach to the 106th Street Station structure represented

significant risks to MTA for the long-term maintenance of the station structure and offered the least assurance of the long-term quality of the structure. SWT JV's measured and thoughtful consideration of these key elements translates into project and long-term cost savings, mitigating risk of costly change orders and delays as well as providing savings in long term maintenance and repair, that exceeds the difference between SWT JV's price and that of IPC2 and Tully.

Based on the foregoing, SWT JV's BAFO is \$1,015,340,000 is deemed to be fair and reasonable.

In connection with the review of SWT JV and its joint venture partners', Skanska USA Civil Northeast, Inc., Walsh Construction Company II, LLC, and Traylor Bros., Inc., responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and SWT JV and its joint venture partners are determined to be responsible vendors.

DBE/MBE/WBE/SDVOB/Local Hiring Information

Pursuant to the United States Department of Transportation ("U.S. DOT") Interim Final Rule ("IFR") issued on October 3, 2025, implementing changes to its Disadvantaged Business Enterprise ("DBE") Program regulations, MTA is updating its DBE program. Specifically, in accordance with the IFR, Unified Certification Programs ("UCP") are required to be updated and each U.S. DOT federal financial recipient is required to re-certify all firms that apply for DBE status, re-assess the federal financial recipient's overall DBE goal based on the re-certified pool of DBEs, and, based on the re-assessment of its overall DBE goal, set any contract-specific goals. Until completion of these steps, the MTA will pause enforcement of the DBE participation provisions in the Contract and the DBE participation goal for the Contract is 0%.

This Contract includes a 20% local hiring goal, requiring SWT JV to make best efforts to hire workers from the surrounding zip codes and economically disadvantaged areas. SWT JV is committed to meeting the goals requirements.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2015-2019 and 2020-2024 Capital Programs.

The Federal Government, under a Full Funding Grant Agreement, is responsible for 44.2% of the funding for Phase 2. Since October of 2025, MTA's requests for reimbursement have not been paid and there is currently \$58,643,339.19 due and owing. This may impact the timing of the award of this Contract. The MTA has commenced an action in the Federal Court of Claims seeking to compel the FTA to pay the amounts due.

ALTERNATIVES

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

Staff Summary

Schedule F: Personal Service Contracts

| | | | | | |
|---|---------------------------|--------------|--|-------------|--------------|
| Item Number 3 | | | | | |
| Department, Department Head Name: Delivery, Romolo Desantis, Senior Vice President, Bridges & Tunnels | | | | | |
| | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | Capital Program Committee | 3/23/26 | X | | |
| 2 | Board | 3/25/26 | X | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| X | Deputy Chief, Development | X | Executive Vice President & General Counsel | | |
| X | Deputy Chief, Delivery | X | President | | |
| | | | | | |
| | | | | | |

| | |
|---|---|
| SUMMARY INFORMATION | |
| Vendor Name | Contract Number |
| Elzly Technology Corporation | CS00039B |
| Description | |
| As Needed Protective Coating Consultant Services | |
| Total Amount | |
| \$1,091,247 | |
| Contract Term (including Options, if any) | |
| 60 Months | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| 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: | |
| Funding Source | |
| <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

ACTION/RECOMMENDATION

MTA Construction and Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract (the “Contract”) to provide environmental analysis and testing services to support protective coating projects for various Bridges and Tunnels (“B&T”) locations on an as-needed basis to Elzly Technology Corporation (“Elzly”) in the not-to-exceed amount of \$1,091,247 and for a duration of 60 months.

DISCUSSION

Appropriate coating systems are integral to protecting steel elements from corrosion. Under the Contract, Elzly will analyze the current protective coatings at various B&T bridges and facilities and recommend new coating systems, surface preparations and other coating methods for future maintenance. Elzly will also review and/or prepare technical specifications for B&T’s maintenance work, provide environmental analyses including field and laboratory testing and perform other specialized tasks related to the maintenance of coatings and protection of steel elements.

The Request for Proposals (“RFP”) was publicly advertised and two firms submitted proposals in response to the RFP:

- Socotec Engineering, Inc. (“Socotec”)
- Elzly

The selection committee consisting of representatives from C&D Delivery, Development, and Contracts evaluated the proposals utilizing the following pre-established selection criteria: plan of approach; experience in relevant areas; experience of project team/key personnel; management approach; diversity practices; and other relevant matters.

Following review of the technical proposals, the selection committee determined that Socotec did not fully adhere to all of the Contract requirements, including insurance liability provisions. Socotec was contacted to discuss the issues with its proposal, however the firm was unwilling to adhere to the Contract requirements and ultimately decided to withdraw its proposal.

As a result of Socotec's withdrawal from consideration, the incumbent Elzly was the sole remaining proposer and the selection committee determined oral presentations were not required based on the firm's prior experience performing similar services for B&T and recommended Elzly for negotiations. Elzly brings at least one decade of experience performing similar work and its proposed team demonstrated extensive industry knowledge. The firm and its team specialize in corrosion engineering and are nationally recognized for their expertise in protective coating services. Elzly has demonstrated a clear and practical approach to addressing complex coating issues on various structures, maintaining existing systems, and conducting thorough audits of coating systems. Their combination of field experience and engineering practices ensure that B&T's coating, testing and inspection needs will be met.

Elzly submitted an initial price proposal of \$997,303. The RFP contained a list of titles and estimated hours for the tasks to be administered under the Contract. Elzly's initial price proposal assumed that the firm would have the opportunity to negotiate contract rates on an annual basis. In negotiations Elzly's price proposal was adjusted to reflect average rates for the life of the Contract. Overhead rates also were reviewed and adjusted pursuant to MTA Audit recommendations. After the negotiations concluded, Elzly submitted a Best and Final Offer ("BAFO") in the not-to-exceed amount of \$1,091,247 for the estimated hours and titles established in the Contract. The BAFO was determined to be fair and reasonable. The selection committee reviewed the BAFO and unanimously voted to recommend Elzly for award.

In connection with the review of Elzly's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Elzly is determined to be a responsible vendor.

M/W/DBE INFORMATION

Due to limited subcontracting opportunities, the MTA Department of Diversity and Civil Rights has established 0% Minority-owned Business Enterprise, 0% Women-owned Business Enterprise and 0% Service-Disabled Veteran Owned Business goals for this Contract.

IMPACT OF FUNDING

Funding for this Contract is included in the B&T operating budget under the Major Maintenance Program.

ALTERNATIVES

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

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: **4**

| |
|---|
| Vendor Name (& Location) Prismatic Development Corp. |
| Description Design and Construction of the Clifton Shop |
| Contract Term (including Options, if any) December 30, 2016 – June 17, 2021 |
| 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"/> Non-competitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer |

| | |
|--|---------------------------------|
| Contract Number C82004 | AWO/Modification # 77 |
| Original Amount: | \$ 163,750,000 |
| Prior Modifications: | \$ 1,017,611 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 164,767,611 |
| This Request: | \$ 5,000,000 |
| % of This Request to Current Amount: | 3% |
| % of Modifications (including This Request) to Original Amount: | 3.7% |

DISCUSSION:

MTA Construction and Development (“C&D”) requests Board approval of a modification that will resolve all remaining claims asserted by the Contractor, including all claims for compensable and excusable delay, for the sum of \$5 million and an extension of time to Substantial Completion of 561 calendar days.

The Contract provides for the design and construction of a new rail car maintenance shop (the “Clifton Shop”), located east of the Clifton rail station on the Staten Island Railway between Bay Street and Edge Water Road. The work was phased to allow for continuous operation of the existing maintenance facilities until the replacement facilities were constructed, accepted, and placed in operation. The work included resiliency measures such as exterior walls that can sustain Category 2 plus three feet storm conditions, protection for all exterior openings, and enhanced site drainage. Also included were new overhead cranes, a wheel truing machine, shop equipment, parts storage, administrative space and fire alarm and security systems.

This Contract was awarded on December 30, 2016 and all Contract Work has been completed. During the performance of the Work, issues arose resulting in the Contractor asserting a number of claims for added cost and delay, aggregating to a total of \$22,271,328.80. After a review of the claims, and elimination of those claims for extension of time that were not compensable, it was determined by C&D that there remained claims by the Contractor that present complex factual issues involving both actions by the Contractor and C&D that gave rise to added cost and delay both in the design and execution of the Contract Work. After negotiations, the Contractor agreed to accept \$5,000,000 in settlement of all outstanding claims and an extension of 561 days to the Substantial Completion date. MTA considers the amount agreed to fair and reasonable in light of the significant cost and exposure associated with defending this matter should the matter be disputed.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: **5**

| | |
|--|--|
| Vendor Name (& Location) Siemens Mobility, Inc. (New York, NY) | |
| Description Supplemental Agreement for CBTC Carborne Equipment for R179 cars for the CBTC 8th Avenue Line for Additional Spare Parts for the R179 Fleet | |
| Contract Term (including Options, if any) March 27, 2019 – March 21, 2024 | |
| 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"/> Non-competitive | |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer | |

| | |
|--|---------------------------------|
| Contract Number S48013-1 | AWO/Modification # 12 |
| Original Amount: (including options) | \$ 20,675,413 |
| Prior Modifications: | \$ 32,813,000 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 53,488,413 |
| This Request: | \$ 2,500,000 |
| % of This Request to Current Amount: | 5% |
| % of Modifications (including This Request) to Original Amount: | 171% |

DISCUSSION:

MTA Construction and Development (“C&D”) requests Board approval to award a modification to a contract to procure additional spare parts for the on-board controller equipment installed on New York City Transit’s (“NYCT’s”) R179 subway car fleet.

Under Contract S48013-1 (the “Contract”), Siemens Mobility, Inc. (“Siemens”) supplies the onboard controller equipment for Communication Based Train Control (“CBTC”) on the MTA’s R179 subway car fleet. In addition, Siemens is required to provide an additional 5% of the onboard controller equipment furnished under the Contract as spare parts. Due to projected long lead times of this specialized equipment, and the anticipated obsolescence of certain of the components, NYC Transit has determined that the quantity of spare parts required by the Contract is not sufficient to support the maintenance schedule for the fleet.

Accordingly, the modification will procure additional On-Board Control Units (6 units), key carborne interface and processor boards (67 units), power supplies (48 units), relay modules (35 units), and train speed sensors (6 units) to ensure adequate spare inventory for operation of the R179 trains on CBTC enabled lines.

Siemens submitted a cost proposal totaling \$ 2,884,109.63. Negotiations were conducted whereby C&D and Siemens agreed to a lump sum price of \$2,500,000 which has been determined to be fair and reasonable.

Staff Summary

Schedule L: Budget Adjustments to Estimated Quantity Contracts

Item Number: 6-13

| | | | |
|---|--|----|-------------------|
| Vendor Name: Various | Original Amount: | \$ | 100,000,000 |
| | Prior Modifications: | \$ | 40,000,000 |
| Contracts Numbers: CM1544 – CM1551 | Prior Budgetary Increases: | \$ | 100,000,000 |
| | Current Amount: | \$ | 240,000,000 |
| Description: Indefinite Quantity Architectural/Engineering Design for Miscellaneous Construction Projects | This Request: | \$ | 20,000,000 |
| Contract Term (including Options, if any): October 9, 2015 – April 2, 2022 | % of This Request to Current Amount: | | 12% |
| Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer | % of Modifications (including This Request) to Original Amount: | | 160% |

DISCUSSION:

MTA Construction and Development (“C&D”) requests that the Board approve an increase of the total aggregate budget for its series of indefinite quantity contracts for architectural and engineering services in the amount of \$20 million.

On September 24, 2015, the Board approved the award of eight publicly solicited and competitively negotiated zero-dollar indefinite quantity contracts to provide architectural and engineering design services for MTA projects on an as needed basis. These contracts form a pool of pre-qualified design teams to compete for task orders. Contracts were awarded to AECOM USA, Inc., Stantec Consulting Services, Inc., Henningson, Durham & Richardson Architecture and Engineering, P.C., HNTB New York Engineering, Architecture and Landscape Architecture, P.C., Jacobs Civil Consultants, Inc., WSP USA, Inc., Parsons Transportation Group of New York, Inc., and Urbahn Architects, PLLC. The initial budget was \$100 million. Subsequent budget adjustments and modifications increased the total estimated aggregate amount to \$240 million. To date, 182 task orders have been issued with a total funding commitment not-to-exceed \$239.9 million.

Although a new series of indefinite quantity contracts has replaced this series for new task orders, there are currently existing task orders under this series that require modifications to address design changes and other scope adjustments. This action will authorize the budget to fund those modifications.

In connection with the review of Jacobs’ responsibility pursuant to the All-Agency Responsibility Guidelines, Jacobs was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the Chief Administrative Officer in consultation with the MTA General Counsel in April 2024.



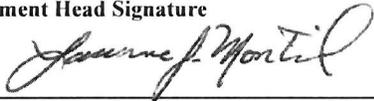
Long Island Rail Road Procurements

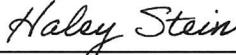
Lawrence J. Montreuil, Assistant Deputy Chief Procurement Officer – MTA Procurement



PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of \$31M.

| | | | | | |
|---|-----------|-------------|-----------------|-------------|--------------|
| Subject Request for Authorization to Award Various Procurements | | | | | |
| Department LIRR Procurement | | | | | |
| Department Head Name Lawrence J. Montreuil | | | | | |
| Department Head Signature  | | | | | |
| Project Manager Name Rose Davis | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | Committee | 03/23/26 | | | |
| 2 | Board | 03/25/26 | | | |

| | | | |
|----------------------------------|---|---|--|
| March 17, 2026 | | | |
| Department | | | |
| Department Head Name | | | |
| Department Head Signature | | | |
| Internal Approvals | | | |
| | Approval | | Approval |
| 1 | VP, General Counsel & Secretary  | 3 | VP – Capital Program Delivery & Oversight  |
| 2 | VP – Maintenance of Way  | 4 | President  |

| | | | | | | | |
|-----------------------------------|-----------------|--------------|-----------------|--------------|-----------------|--------------|-----------------|
| 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 Long Island Rail Road Committee of these procurement actions.

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

LIRR proposes to award Competitive procurements in the following categories:

| Procurements Requiring Two-Thirds Vote: | # of Actions | \$ Amount |
|--|--------------|-----------|
| Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts) | 1 | \$ 31 M |

LIRR proposes to award Ratifications in the following categories: None

| | | |
|-------|---|---------|
| TOTAL | 1 | \$ 31 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 COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

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

1. Various \$31,000,000 *Staff Summary Attached*

Five years

Contract #TBD

Contract award to seven vendors in order to provide as-needed construction support of the MTA Grade Crossing Safety Improvement Program.

Staff Summary

| | | | | | |
|--|---|--------------|---------------------------|--|----------------------------|
| Item Number 1 | | | | SUMMARY INFORMATION | |
| Department, Department Head Name: Procurement & Logistics, Lawrence Montreuil <i>Lawrence Montreuil</i> | | | | Vendor Name Various | Contract No. TBD |
| Internal Approvals | | | | Description Joint Agency (LIRR and MNR) as-needed construction in support of Grade Crossing Safety Improvement Program | |
| Order | Approval | Order | Approval | Total Amount: \$31,000,000 | |
| 1 | VP, General Counsel & Secretary | | <i>Halley Stein</i> | Contract Term (including Options, if any) Five Years | |
| 2 | VP – Maintenance of Way | | <i>Ed M. Belmont</i> | Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A | |
| 3 | VP – Capital Program Delivery & Oversight | | <i>Neeraj P. K. Singh</i> | Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 4 X | President | | <i>W.H.F.</i> | Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive | |
| | | | | Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| | | | | Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Purpose

The Long Island Rail Road Company (“LIRR”), on behalf of itself and Metro-North Commuter Railroad Company (“MNR”) (collectively referred to as “the Railroads”), hereby requests MTA Board approval to award a five-year public work master contract in the total estimated aggregate amount of \$31 million to a pool of eight qualified contractors. The contract was competitively solicited through a Request for Proposals (“RFP”) process and will provide State of Good Repair (“SOGR”) work in support of the MTA Grade Crossing Safety Improvement Program (“GCSIP”). The contracts will utilize Federal Grant Funding from Federal Railroad Administration (“FRA”) and Federal Highway Administration (“FHWA”).

Each Railroad’s contract will be established with a zero-dollar base value. The contracts will have a five-year term with no options. Individual work assignments will be awarded through a mini-Invitation for Bid (“IFB”) process to the lowest lump-sum bidder deemed both responsive and responsible.

The following qualified firms were selected to participate in this contract:

1. DRL Services LLC
2. Gazebo Contracting Inc.
3. Loduca Associates
4. Madhu Construction Corporation
5. Posillico Civil, Inc.
6. Railroad Construction Company, Inc.
7. S&S Kings Corp.

Discussion

MTA Office of Safety Management, in partnership with the New York State Department of Transportation, secured Federal Railroad Administration (“FRA”) grant funding to implement critical safety improvements at several identified crossings. These actions marked the inception of the Grade Crossing Safety Improvement Program (“GCSIP”).

In October 2025, LIRR on behalf of itself and MNR issued a Request for Proposal (“RFP”). The RFP was publicly advertised in the New York State Contract Reporter, New York Daily News, and on the MTA website, resulting in the submission of nine proposals in response to the RFP requirements.

The Selection Committee (“SC”) comprised of representatives from LIRR Operational Support Group, MNR Engineer Track Design, LIRR Corporate Safety, and MTA HQ Strategic Planning & Policy evaluated the nine proposal submissions utilizing the following pre-established selection criteria, as set forth in the RFP: (1) Demonstrated Experience and Expertise; (2) Qualifications of the Key Personnel; (3) Safety Record; and (4) Vendor Diversity Practice. There were no restrictions on the size of the selected pool. Final selections were made on a pass/fail basis.

Nine firms responded to the RFP. Based on the evaluation criteria set forth in the RFP, one proposer was eliminated as it did not meet the requirements. The SC determined that eight firms demonstrated the requisite experience, expertise, and capabilities to successfully perform the work. Another firm was later found to be non-responsible. Each of the remaining seven proposers presented a clearly defined track record in providing construction services of similar scope and complexity, including experience with rail projects. The proposers demonstrated compliance with the RFP’s requirements for key personnel, including Project Managers/Superintendents and Safety and Quality Assurance Control staff, each possessing the required years of experience and demonstrated performance on comparable projects. In addition, their safety submissions met the stated requirements and reflected an understanding of the critical safety considerations inherent in railroad construction work. Accordingly, the Selection Committee unanimously concluded that these eight proposers are qualified, capable, and suitable for inclusion in the contractor pool. All eight firms will be invited to participate in mini-IFBs issued by the respective Railroads for defined scopes of work.

Below are some elements of the work:

- **Reinforced Structural Concrete:** repairs to or installation of abutments, equipment pads, foundations/piers, ramps, retaining wall structures, curbs, sidewalks and pathways, cement concrete breaking and removal.
- **Electrical:** installing new electrical panels, conduits and wiring (including removal or relocation of buried electric service connections), lighting, traffic signal, railroad preemption and circuitry coordination with electric companies.
- **Pedestrian Interface:** pavement striping, installing Americans with Disabilities Act (“ADA”)–compliant pedestrian pathways, pedestrian shelters, pigeon control, platform canopies, safety/warning flooring, sign installations, structural/surface repairs, trash can units, handrails, light fixture additions/removals/replacements, electrical service and meter upgrades, ADA compliance.

The seven proposers have certified that, pursuant to EO 16, they are not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope 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.

There are no reports of unsatisfactory performance by these firms in the performance of prior contracts with the MTA.

D/M/WBE Information

Pursuant to the United States Department of Transportation (“U.S. DOT”) Interim Final Rule (“IFR”) issued on October 3, 2025, implementing changes to its Disadvantaged Business Enterprise (“DBE”) Program regulations found at 49 C.F.R. Part 26, this contract will not be assigned DBE goals.

Impact on Funding

This procurement action will utilize federal grants from the FRA and FHWA.

Alternatives

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

Recommendations

It is recommended that the MTA Board approve the award of this competitively solicited master contract to the listed firms for the provision of SOGR work in support of the MTA Grade Crossing Safety Improvement Program.

Staff Summary

| Item Number 1-4 | | | |
|--|--|-------|-------------|
| Department, Department Head Name: Senior Vice President, Facility Management, Marlene Thompson | | | |
| Internal Approvals | | | |
| Order | Approval | Order | Approval |
| 1 | Director, B&T Budget | Yk | 3/18/26 |
| 2 | General Counsel/Corporate Secretary PLF 3/19/26 | | |
| 3 | MTA Deputy Chief Procurement Officer | | 3/18/26 |
| 4 | DDCR | | |
| 5 | President | | ITS 3/18/26 |

| | |
|--|--|
| SUMMARY INFORMATION | |
| Vendor Names Henningson, Durham and Richardson Architecture and Engineering, P.C. PBS Engineering & Associates P.C. M&J Engineering P.C. VHB Engineering, Surveying, Landscape Architecture & Geology, P.C. | Contract Nos. PSC-25-3077A PSC-25-3077B PSC-25-3077C PSC-25-3077D |
| Description Miscellaneous Intelligent Transportation System & Operations Systems Consultant Design Services on an As-Needed Basis | |
| Total Amount: \$15,000,000 (estimated aggregate) | |
| Contract Term (including Options, if any) Five Years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other. | |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other. | |

Purpose

Bridges and Tunnels (“B&T”), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to award individual competitively solicited personal service contracts to four firms: Henningson, Durham & Richardson Architecture and Engineering, P.C. (“HDR”); PBS Engineering & Associates P.C. (“PBS”); M&J Engineering P.C. (“M&J”); and VHB Engineering, Surveying, Landscape Architecture & Geology, P.C. (“VHB”) for Intelligent Transportation System (“ITS”) and Operations Systems Consultant Design Services on an As-Needed Basis in the aggregate estimated amount of \$15 million over a period of five years. These contracts will be of an indefinite quantity, with the required services being assigned on an as-needed basis through the issuance of work orders.

Discussion

B&T requires the services of four multi-disciplined firms to provide miscellaneous ITS and Operations services on an as-needed basis. ITS and Operation systems provide innovative services for different modes of transportation and enable the public to make informed, safer, and coordinated decisions when using MTA transportation networks. The consultants will provide technical services including the following: (1) design and deployment of advanced ITS devices and subsystems, operations and maintenance control systems, and critical communications and cybersecurity infrastructure; (2) lifecycle support of ITS and Operations Technology across the MTA B&T’s facilities; (3) software development and the integration of new devices into existing enterprise platforms, including traffic management, incident detection, traveler information systems, weather systems, and operations control systems; (4) inspection, evaluation, and corrective maintenance for existing transportation and operations systems; (5) conceptual design and planning for major capital initiatives, construction support services, and traffic engineering and system performance studies; and (6) provides multi-disciplinary technical expertise on an as-needed basis, covering software, networking, cybersecurity, engineering, and a full range of structural, civil, electrical, mechanical, environmental, communications, and traffic engineering disciplines.

The required services will be assigned on an as-needed basis through the issuance of work orders and based on the consultant’s current workload, available personnel, and expertise. Each work order will be negotiated separately using the labor, overhead, and profit rates negotiated in each contract. The total amount of all work orders under the four contracts will not exceed \$15 million.

The Request for Proposals (“RFP”) was publicly advertised, and the solicitation notice was distributed to 60 firms. Of the 49 firms that viewed or downloaded the RFP, seven submitted proposals: AZH Construction & Consulting Corp; Greenman-Pedersen, Inc.; HDR;

JHK Engineering, P.C.; M&J; PBS; and VHB. Each was asked to quote labor, profit, overhead, and escalation rates based on predetermined titles. The firms were evaluated based on (1) qualification of firm for specific type of work; (2) qualification of firm for specific personnel proposed; (3) depth of understanding of the project; and (4) cost.

After evaluation of the technical and cost proposals, the Evaluation Committee recommended that B&T waive oral presentations and enter into negotiations with HDR, PBS, M&J, and VHB for these contracts. Each presented a comprehensive well-developed understanding of the technical requirements, demonstrated experience and knowledge of the intelligent transportation and operational system requirements and proposed well-qualified personnel. The recommended awards to the four selected firms are considered in B&T's best interest and are deemed the best-valued proposals.

HDR, PBS, M&J, and VHB's proposed 44 engineering labor positions with an average hourly rate of \$69.73, and individual rates ranging from \$35.00 to \$150.31. The variation in hourly rates reflects differences in engineering grade levels and associated qualifications. A price analysis was conducted and determined that the proposed rates are consistent with pricing submitted by other offerors as well as prior year contract rates. All labor rates are subject to the escalation provisions outlined in the contractual pricing agreement and will be adjusted accordingly throughout the contract term. The average annual escalation rate is 3.75 percent which is comparable to the average consumer price index escalation rate of 3.7 percent. Therefore, the pricing has been found to be fair and reasonable.

HDR, PBS, and M&J are incumbents of the current ITS consultant service contract and are performing satisfactorily in their current capacities; the 27 work orders assigned were completed on time and within the allocated budget.

The contracts resulting from this procurement have 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.

Each selected firm has certified that pursuant to Executive Order 16, it is not doing business in Russia.

MBE, WBE & SDVOE Information

In accordance with State law, the MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOE on this contract. HDR, PBS, M&J, and VHB have submitted MBE, WBE, SDVOE utilization plans that meet the goals.

Impact on Funding

Funding is available in both the Operating Budget, under GL #712151, and Transportation Systems Management and Operations (TSMO) portion of the B&T Capital Program (WAR Certificates will be requested on a Work Order basis).

Alternatives

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

Recommendation

It is recommended that the Board approve the award of personal service contracts to HDR, PBS, M&J, and VHB to provide Miscellaneous Intelligent Transportation System and Operations Systems Consultant Design Services on an As-Needed Basis.

Staff Summary

| |
|--|
| Subject 2025 Annual Procurement Report |
| Department MTA Procurement |
| Department Head Name Sergio Paneque |
| Department Head Signature |
| Division Head Name Bryan McGloin |

| |
|-----------------------------------|
| Date March 1, 2026 |
| Vendor Name Various |
| Contract Number Various |
| Contract Manager Name |
| Table of Contents Ref # |

| Board Action | | | | | |
|--------------|---------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance | 3/23/26 | X | | |
| 2 | Board | 3/25/26 | X | | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--------------------------|----------|------|
| Order | Approver | Approval | Date |
| 1 | Chief Compliance Officer | | |
| 2 | General Counsel | | |
| 3 | CFO | | |
| 4 | Chief of Staff | | |
| 5 | CAO | | |

Purpose:

To authorize the filing with the State of New York of the annual MTA All-Agency Procurement report for the period January 1, 2025 through December 31, 2025, as required under Section 2879 of the Public Authorities Law ("PAL").

The report, with data prepared by each agency, includes the information required, specifically, contracts for which were awarded, active and/or payments were made in 2025, by any MTA agency.

The report, which is being submitted separately in the Committee Exhibits, conforms to the format/content requirements of both PAL Section 2879 as well as the Public Authorities Reporting Information System (PARIS) overseen by the New York State Independent Authorities Budget Office. The Board-approved All-Agency Procurement Guidelines will be attached to the report prior to filing, as required by PAL Section 2879.

Many of the contracts on this list came before the Board during the course of the calendar year. The active contracts that were awarded prior to this calendar year were also included in the prior years' annual procurement reports, which have previously been reviewed by the Board.

Staff Summary

| |
|--|
| Subject Mission Statement, Measurements, and Performance Indicators Report |
| Department Chief of Staff and Strategic Planning |
| Department Head Name Juliette Michaelson |
| Department Head Signature |
| Project Manager Name N/A |

| |
|-------------------------------------|
| Date March 12, 2026 |
| Vendor Name N/A |
| Contract Number N/A |
| Contract Manager Name N/A |
| Table of Contents Ref # |

| Board Action | | | | | |
|--------------|---------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| | Finance | 3/23/26 | X | | |
| | Board | 3/25/26 | X | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|-----------------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | Chief Compliance Officer | | |
| 2 | Legal | | |
| 3 | Policy & External Relations | | |

Purpose:

To obtain Board approval of the MTA’s Mission Statement and to authorize submission of the annexed 2025 Mission Statement, Measurements, and Performance Indicators Report (the “Report”) to the Independent Authorities Budget Office (“ABO”).

Discussion:

Sections 2800, 1269-f, and 2824-a of the Public Authorities Law require MTA to annually reexamine its mission statement, reassess its stakeholders and list the MTA’s goals and associated key performance measurements used to evaluate and monitor the attainment of those goals.

The MTA and its Board engage in oversight of agency operating performance throughout the year. The Board, through its transit, rail and bridge/tunnel operating committees, closely monitors agency operating performance. Each operating agency reports its most recent performance data in posted monthly reports and in committee books distributed in advance of public MTA operating committee meetings, which are conducted at least eleven times a year. At these public meetings, which can both be attended by members of the public and viewed on a livestream, Board members and agency executives discuss operating agency performance results.

In addition, the MTA publishes an Annual Report booklet, available in print and on the MTA website at mta.info/about. Finally, the MTA posts a vast array of data about service performance, financial results, safety, ridership and other metrics, both on the New York State Open Data Portal at data.ny.gov, and on the MTA’s own website at metrics.mta.info.

The Report compiles the MTA Mission Statement, Stakeholder Assessment, and the MTA goals and associated performance measurements from 2025.

Recommendation:

It is recommended that the MTA Board approve the annexed Report and authorize submission of such Report as required by Section 2800, Section 1269-f, and Section 2824-a of the Public Authorities Law to the ABO.



Metropolitan Transportation Authority

**Metropolitan Transportation Authority
Mission Statement, Measurements, and
Performance Indicators Report Covering Fiscal Year 2025**

**In Compliance with New York State Public Authorities Law §2800 and §2824-a
Submitted as Part of the MTA 2025 Annual Report to the Governor**

Metropolitan Transportation Authority Mission Statement

The Metropolitan Transportation Authority (MTA) preserves and enhances the quality of life and economic health of the region it serves through the cost-efficient provision of safe, on-time, reliable, and clean transportation services.

Stakeholder Assessment

The main stakeholders of the MTA are its customers; the businesses, residents, and taxpayers of our service area and the State; the MTA's employees and unions; and its government partners.

Customers

Our customers are those who ride our trains and buses or cross our bridges and tunnels. They include the residents of our region, as well as visitors. Our customers expect service that is safe, on-time, reliable, and that provides good value for their money.

Businesses, Residents, and Taxpayers

The businesses, residents, and taxpayers in our service area want the MTA to spend its resources efficiently and appropriately, while enhancing the mobility of the region.

Employees and Unions

Our employees and unions expect a safe workplace, skills training relevant to their roles, and opportunities for growth.

Government Partners (Federal, State, and Local)

Our government partners expect us to enhance regional mobility by providing excellent service, while spending our resources in a cost-effective and appropriate manner.

Performance Measurements

A wide range of key performance indicators are used to evaluate and monitor progress against the MTA's strategic priorities.

A detailed explanation of MTA's strategic priorities can be found on the MTA website at <https://new.mta.info/transparency/strategic-priorities>. Analysis of the MTA's 2025 strategic priorities and performance can be found in the 2025 Annual Report, prepared in accordance with Public Authorities Law §2800. Comprehensive 2025 performance results are provided on the New York State Open Data Portal at data.ny.gov, and on the MTA's own website at metrics.mta.info.

Deliver excellent service

KPIs include on-time performance, service delivered, major incidents, mean distance between failures, paid traffic and ridership, and more

Promote safety & respect

KPIs include customer and employee injury rates, collisions with injury, employee lost-time, fare evasion and more

Increase appeal for customers

KPIs include elevator and escalator availability, ADA accessible stations, fare sales, call center, paratransit ridership, paratransit service performance, and more

Provide 21st century bus service

KPIs include service delivered, bus speeds, wait assessments, bus schedules, fleet age, and more

Maintain financial stability & viability

KPIs include farebox operating ratio, operating cost per passenger, E-ZPass market share, statement of operations, overtime, CRZ revenue and expenses, and more

Strengthen & expand the network

KPIs include Capital Program project commitments, Capital Program project completions, 20-year needs assessments, and more

Elevate the employee experience

KPIs include employee headcounts, workforce diversity, and more

The catalog of 250+ MTA-related datasets is available on the NYS Open Data Portal at https://data.ny.gov/Transportation/MTA-Open-Data-Catalog/f462-ka72/about_data

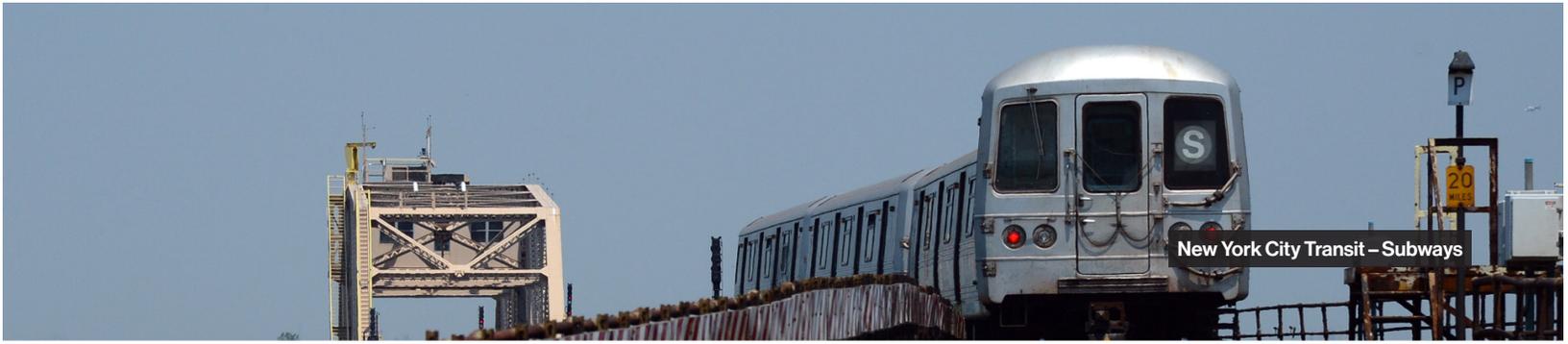


Metropolitan
Transportation
Authority



Delivering results for all New Yorkers

2025 Annual Report



New York City Transit – Subways



New York City Transit – Buses



New York City Transit – Paratransit



Metro-North Railroad



Long Island Rail Road



Bridges and Tunnels

Dear New York,

2025 was perhaps the biggest year ever for the MTA. It started off strong with the long-awaited implementation of congestion pricing and never slowed down. The last 12 months have seen this agency secure funding for its largest-ever Capital Plan, complete dozens of important infrastructure projects, and oversee the safest year for the subway system in a generation – all while delivering sky-high on-time performance and breaking ridership records across all modes.

This report will recap the tremendous progress made in detail, but the headline is that the MTA is in a great place. Thanks to support from Albany and some aggressive cost containment measures, our finances are solid, with a balanced budget for the third year running and outyear deficits that have been shrunk to half of one percent or less. Pretty remarkable considering it was just three years ago the post-pandemic fiscal cliff threatened to bankrupt operations.

Never has it been clearer that this is a new MTA. We are demonstrating every day what business-like government management can accomplish – identifying the challenges we face and implementing effective solutions in partnership with the communities we serve.

Huge thanks to Governor Hochul for her strong and consistent support, to our 6.5 million regular riders, and to the 70,000 strong MTA workforce who make it all possible.



Janno Lieber
Chair & CEO

Goal **Deliver excellent service**

Delivering fast and reliable service is at the core of how the MTA moves New York. In 2025, riders continued to choose the MTA in record numbers and were met with faster and more reliable commutes across the network.



Five years after the pandemic, ridership continues to grow

Ridership surged across all modes, with a combined 6.5 million people choosing MTA subways, buses, commuter rail, and paratransit every day. Subway ridership broke post-pandemic records multiple times, hitting 4.65 million customers on December 11. Paratransit completed more than 1 million trips for the first time ever in October and overall ridership grew to 140% of pre-pandemic levels, reflecting improved service and higher customer satisfaction.

LIRR and Metro-North ridership rebounded as high as 98% and 88% of pre-pandemic levels, respectively. From Metro-North's nine weekends that beat 2019 averages to LIRR surpassing 300,000 riders in a single day, 2025 marked a year of momentum and growth for commuter rail ridership.



“

The subway does an excellent job of getting me where I need to go, in a reasonable amount of time. The digital navigation screens, clear announcements, and OMNY cards are all significant improvements over the way things used to be years ago.

”

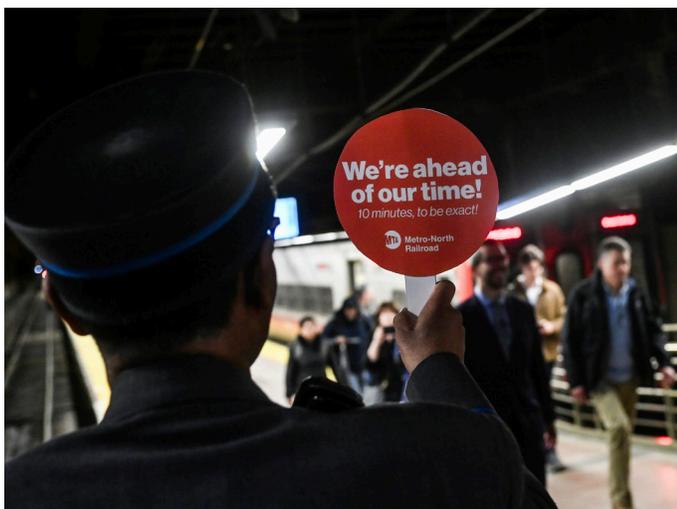
E line customer

Fall 2025 Customers Count survey

Service enhancements on key subway lines

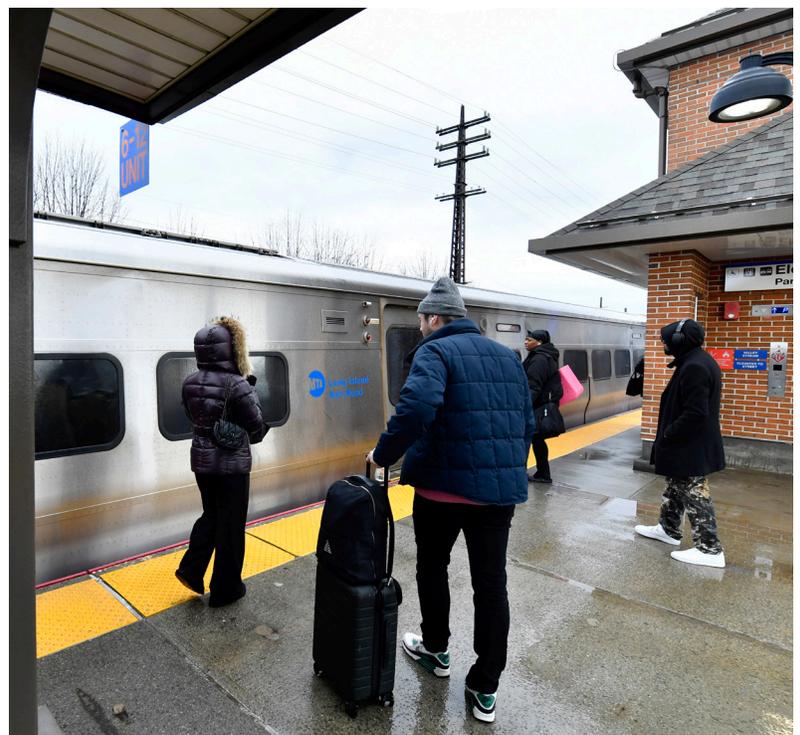
In November, the MTA added more weekday service on the **A** and **L** lines, improving trips for over 100,000 daily riders. With additional peak and midday trains, customers now spend less time waiting, enjoy less crowded cars, and experience more reliable trips across the system.

Then in December, the MTA undertook major service improvements on **F** and **M** trains that are on track to boost reliability and reduce crowding. Not only was service added on the **M**, weekday **F** and **M** trains swapped routes between Manhattan and Queens, eliminating a long-standing merge at Queens Plaza that had caused delays. Early results show the changes are paying off, benefiting 1.2 million daily riders.



Super-express trains cut travel times on Metro-North

New super-express trains debuted between Grand Central and Poughkeepsie on Metro-North's Hudson Line, offering a welcome speed boost for Hudson Valley commuters. Riders can now make the trip in under 90 minutes, saving riders nearly 15 minutes of travel time every day. This service was made possible by upgraded signal infrastructure that allows trains to run at faster speeds.



Reliable service all year long

Subways had a historically strong year, reaching 85% on-time performance in May, August, and September. There were 13,000 fewer subway delays in 2025 compared to the previous year, even with increases in regularly scheduled service. Access-A-Ride delivered 96% of trips within 30 minutes of the promised time in October. LIRR and Metro-North continued their stellar runs with 96% and 97% on-time performance in November. These gains were driven by targeted improvements across the agencies such as: modernized signals, aggressive track maintenance, and better scheduling practices that reduced delays and improved reliability.

LIRR is the default for games, concerts, and more

LIRR riders turned out in force for concerts, games, and other events in 2025, setting ridership records during the Ryder Cup and US Open. These trips helped push leisure travel beyond pre-pandemic levels: weekend and off-peak ridership in September reached 134% of September 2019 levels, underscoring the railroad's essential role in connecting New Yorkers to the events they love.

Goal

Improve the customer experience

In 2025, the MTA opened more Customer Service Centers, introduced more flexible and affordable fare products, welcomed millions of riders to Tap and Ride, and modernized the fleet for a more comfortable transit experience.



Tap and Ride brings convenience and financial flexibility

December 31, 2025 marked the official start of the MTA's full Tap and Ride era, capping a year of rapid adoption as riders embraced contactless payment. In the last year, Tap and Ride usage surged: bus trips jumped from 49% to 92%, and subway trips from 65% to 95%.

The year also brought major milestones in expanding access. In February, all new Fair Fares NYC enrollees received OMNY cards, and by year's end, 97% of Fair Fares trips were made with Tap and Ride. By the end of January 2025, we mailed over 1.3 million OMNY cards to existing MTA Reduced-Fare Program customers, and by December, more than 95% of those riders were tapping to pay. By the end of 2025, more than 95% of all eligible trips were taken with OMNY.

More Customer Service Centers

In 2025, the MTA opened new Customer Service Centers (CSC) in stations throughout Manhattan, Brooklyn, Queens, and the Bronx. Now, there are 30 CSCs citywide.

Customer service agents in CSCs assist riders switching to Tap and Ride, help customers sign up for the MTA Reduced-Fare Program or Fair Fares NYC program, and provide travel information, and station directions. These CSCs are staffed 24 hours a day, 7 days a week by our dedicated team.



A new railcar fleet for Staten Island

The entire Staten Island Railway (SIR) fleet is now made up of new R211 subway cars. The new railcars break down five times less often than older car models and feature wider doors, digital displays, brighter lighting and signage, and security cameras. After the R211's were introduced, SIR achieved its best weekday (non-COVID) on-time performance since 2007 at 96.9%. Additionally, SIR customers reported overall higher customer satisfaction onboard trains, giving it the second highest rating of any NYCT line in our Spring 2025 Customers Count survey.



Subway map gets a makeover

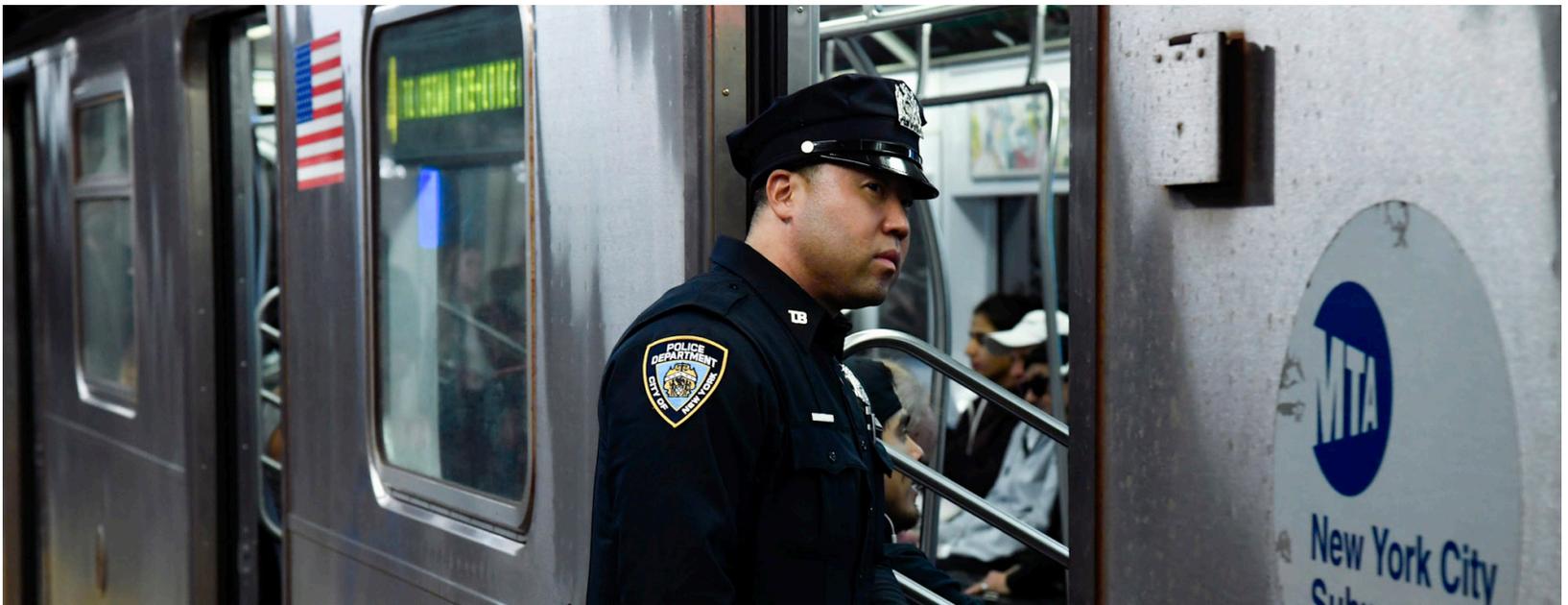
For the first time in 50 years, the MTA introduced a redesigned subway map with a modern, accessible look. The new map makes essential travel information easier to read and improves accessibility for riders with low vision or cognitive disabilities. While updated for today's needs, it honors the system's visual heritage by keeping the classic brand colors and embracing a geometric style inspired by the 1972 Vignelli map.

More flexible and affordable fare products for commuter railroads

Coming to railroad customers in January 2026: new flexible ticket offerings, including a new Day Pass for unlimited travel all day and a new "pay-as-you-go" discount giving riders a free ride after 10 paid one-way trips in any two-week period. Other new fare offerings include the extension of reduced fares to all trains – even in the morning peak – and an expanded Family Fare, allowing children 5-17 to ride for just \$1 each when traveling with an adult.

Goal **Keep transit safe and inviting**

2025 was one of the MTA's safest years on record, thanks to close collaboration with Governor Hochul and the New York City Police Department. The MTA delivered targeted improvements across the system, physical upgrades in key locations, expanded security presence in the subway and stronger interagency coordination to drive down toll evasion on bridges and tunnels.



Subway crime at its lowest in 16 years

Subway crime in 2025 fell 5% from 2024 and 14% compared to 2019. Over the last five years, major crimes per one million riders have been cut in half. It's no surprise that customers' sense of safety continues to climb, with 71% of customers reporting feeling safe in the subway in November – up 14 points from earlier in the year.

This progress is the result of a coordinated effort among the MTA, state leadership, and NYPD, who have invested in more police officers in stations and on overnight train patrols, mental health response teams, and expanded security infrastructure such as platform barriers and LED lights.



“
Crime is down and ridership is up on subways thanks to major investments to keep New Yorkers safe and run better, more reliable transit.
”

Governor Kathy Hochul

speaking about subway crime dropping to its lowest levels in a generation

NYPD officers on every train

Over the past year, two uniformed NYPD officers have been riding overnight subway trains from 9PM to 5AM, a move that has helped drive a drop in major transit crimes, increase arrests, and improve customers' sense of safety when riding at night. Building on that success, Governor Hochul and New York City deployed 750 additional NYPD officers across the system, including 300 inside train cars, and prioritized patrols at the 30 key stations that account for half of all transit crime.



MTA leads the fight against ghost plates

Toll evasion isn't just lost revenue; it's a serious crime that undermines safety and fairness across the MTA system. Almost two years ago, the MTA joined forces with city and state law enforcement to crack down on fraudulent license plates and ghost plates. The results speak for themselves: during 2025, the task force carried out 54 joint operations, leading to over 800 arrests and over 34,000 summonses. Together, drivers owed more than \$18 million in unpaid tolls and fees from using fake or obscured plates to dodge detection.

Platform barriers in over 100 stations

MTA installed platform barriers at 101 stations in 2025, delivering on Governor Hochul's commitment in her 2025 State of the State address. Today, 115 stations have platform barriers. Platform barriers provide additional safe places to stand as customers wait for the train. They were developed using in-house labor resulting in lower costs and a faster installation timeline. The MTA will continue installing barriers in more stations in 2026.



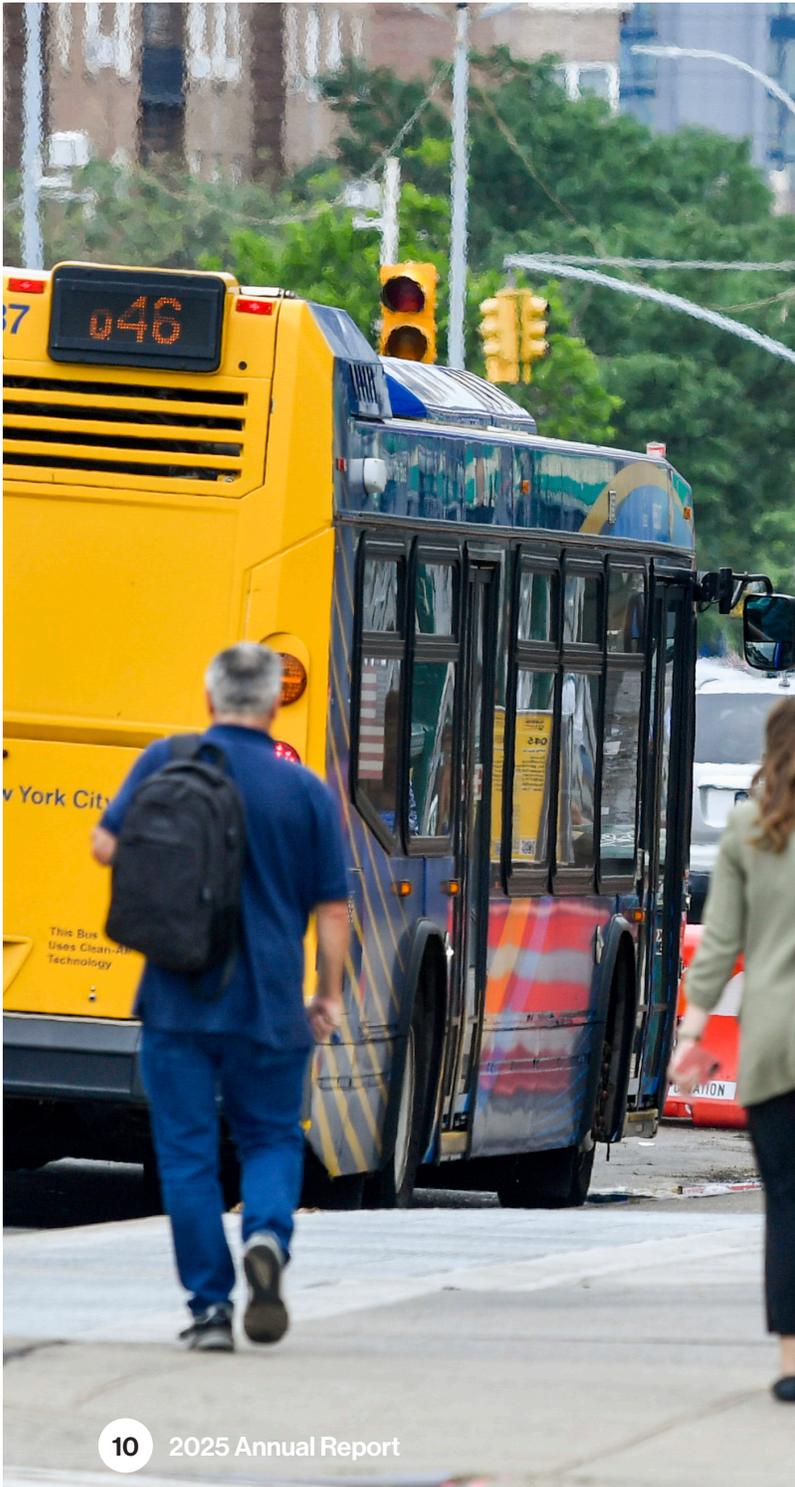
MTA recognized for safety and security leadership

LIRR, Metro-North, and NYCT earned national recognition in 2025 for leadership in safety and security. LIRR was recognized for using innovative technology to manage and analyze security data, Metro-North was honored for its dedicated procedure to quickly and efficiently respond to certain emergency situations, and NYCT was recognized for its joint labor-management safety audit program.

Goal

Provide 21st century bus service

Frequent, reliable, and accessible bus service is essential to millions of New Yorkers, and the MTA has been taking decisive action to deliver a better bus experience. This year, the MTA advanced bus network redesigns, increased service to improve commutes, and strengthened enforcement in bus lanes.



A new bus network for Queens

In 2025, the MTA completed one of its most ambitious service overhauls with the full rollout of a new bus network for Queens, New York’s most bus-dependent borough. Launched in two phases over the summer, the redesign added 11 new routes, expanded overnight service and improved transit access for 68,000 more residents, while delivering “10-minutes-or-better” service to 124,000 additional riders.

The new network is simpler, with more direct routes, better subway connections, and more frequent all-day service. Over 84% of riders kept their usual stops while benefiting from faster trips, improved reliability, and clearer signage. The redesign also introduced balanced stop spacing and new bus priority projects to speed up trips on major corridors. Backed by six years of planning and community input, including 300 events and 20,000 public comments, the redesign reflects how Queens moves today and delivers a faster, more intuitive, and more equitable bus system.

Queens Bus Network Redesign: by the numbers

124 total bus routes

\$33.7 M additional annual investment in operations

5,700 more jobs available to riders within 45 mins

More buses in the outer boroughs

Over the summer, the MTA increased bus service on 15 local bus routes in the Bronx, Brooklyn, Queens, and Staten Island, improving the commutes of tens of thousands of daily riders. This is in addition to better express bus service on 8 routes that started in the spring. These upgrades increase frequency, decrease wait times at bus stops, shorten commutes and reduce crowding.



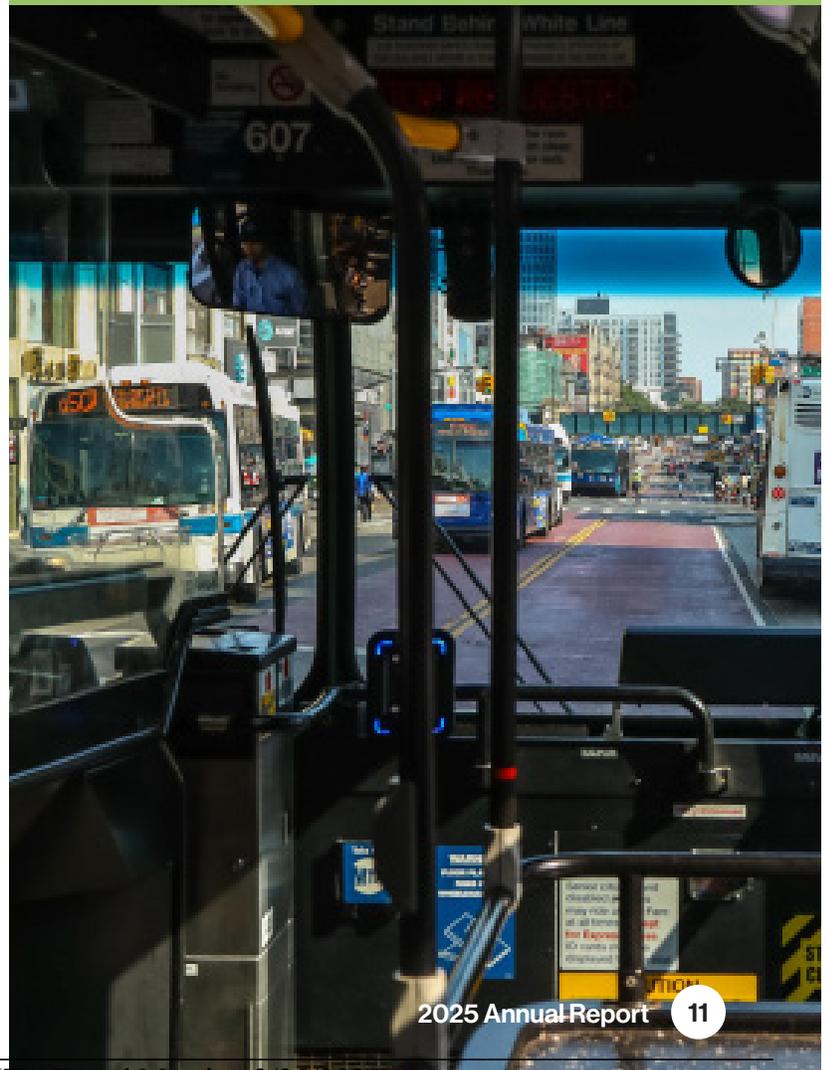
New bus fleet with upgraded features

New buses are on the way. In December, the MTA Board approved an option to purchase 100 new clean diesel buses to retire older buses in the fleet. These new buses will have new features including driver enclosure and Automated Camera Enforcement. This fleet will also produce less emissions and offer better reliability than the buses they replace.

Expanding bus lane enforcement

The MTA's Automated Camera Enforcement (ACE) program expanded dramatically in 2025, reinforcing its role as a key tool in speeding up buses and keeping streets safer. By year's end, more than 1,400 buses were ACE-equipped, covering 560 miles of routes across all five boroughs and benefiting over 980,000 daily riders.

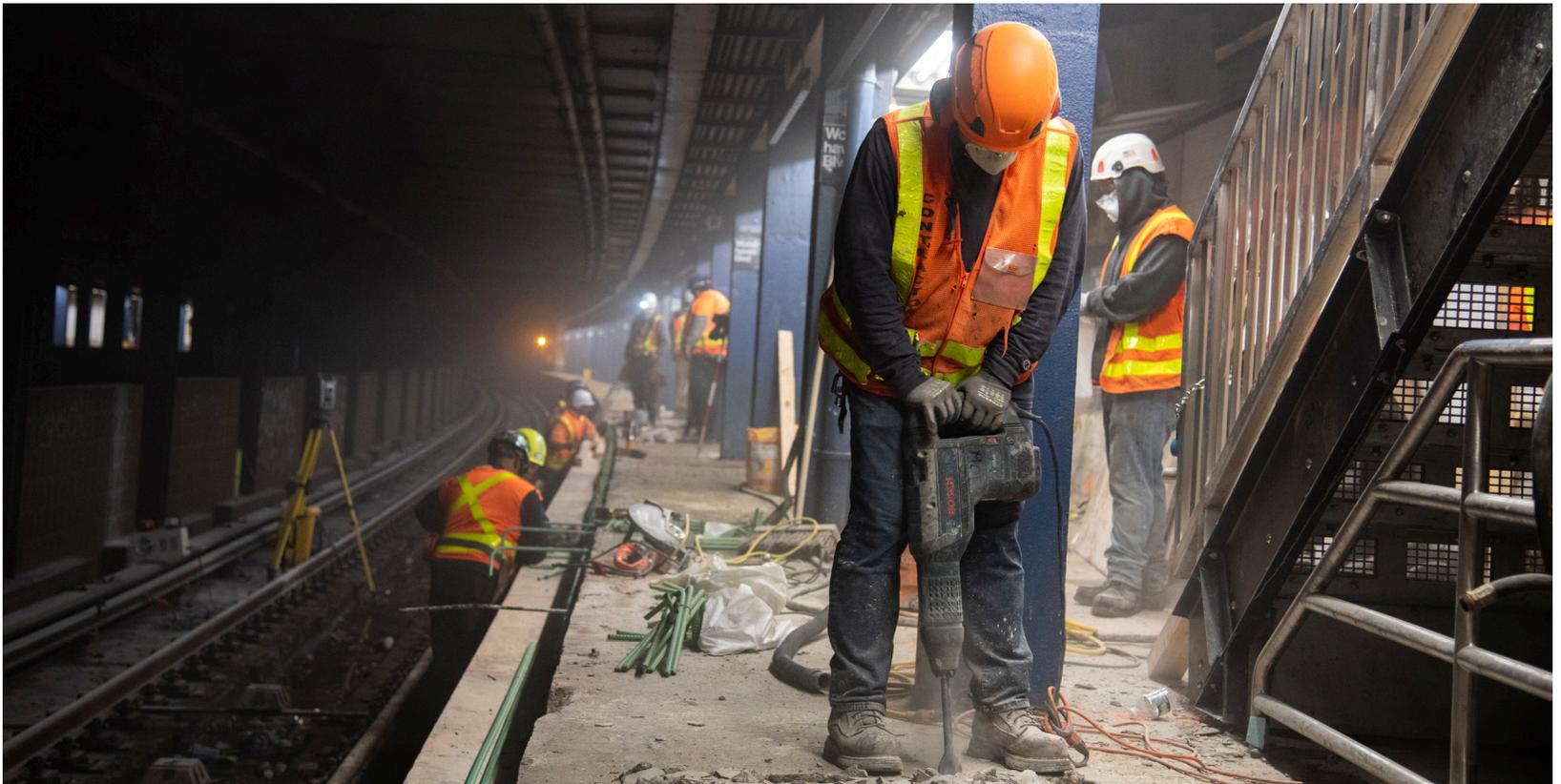
As a result, bus speeds increased by an average of 5%, with some corridors seeing gains as high as 30%. Collisions dropped by 20%, and blocked bus stops were reduced by 40%. Emissions also saw an estimated 5–10% reduction thanks to smoother traffic flow. Perhaps most telling: only 10% of drivers received more than two violations, showing that ACE is not just punitive, it's effective. With new routes added in Brooklyn and Manhattan in late 2025, the program continues to grow.



Goal

Strengthen and expand the network

Investing in core infrastructure is essential to how the MTA builds a stronger, more reliable transit system that will serve generations to come. The 2025-2029 Capital Program is the largest state of good repair investment in MTA history and will deliver necessary repairs, new rolling stock, and critical expansions across the network.



A fully funded Capital Program

The MTA Board approved the largest-ever Capital Program for 2025 through 2029. It invests \$68.4 billion over five years to rebuild, improve, and expand the MTA network that ensures millions of New Yorkers can continue to rely on trains, buses, bridges, and tunnels for decades to come. Shaped by a rigorous, data-driven analysis of the transportation network's capital needs for the next generation, this plan will deliver far more for riders while costing 4% less in inflation-adjusted dollars than the previous Capital Plan.

Investments will bring the transportation network to a state of good repair. Plan highlights include purchasing 2,000 new railcars, making more than 60 stations accessible, modernizing 75 miles of signals, and installing modern fare gates at 150 locations. Work has already begun on projects in this Capital Plan, including upgrading signals on the [A](#) [C](#), preliminary design and environmental review for the Interborough Express, and resiliency efforts on Metro-North's Hudson Line.

Advancing critical expansion projects in New York City

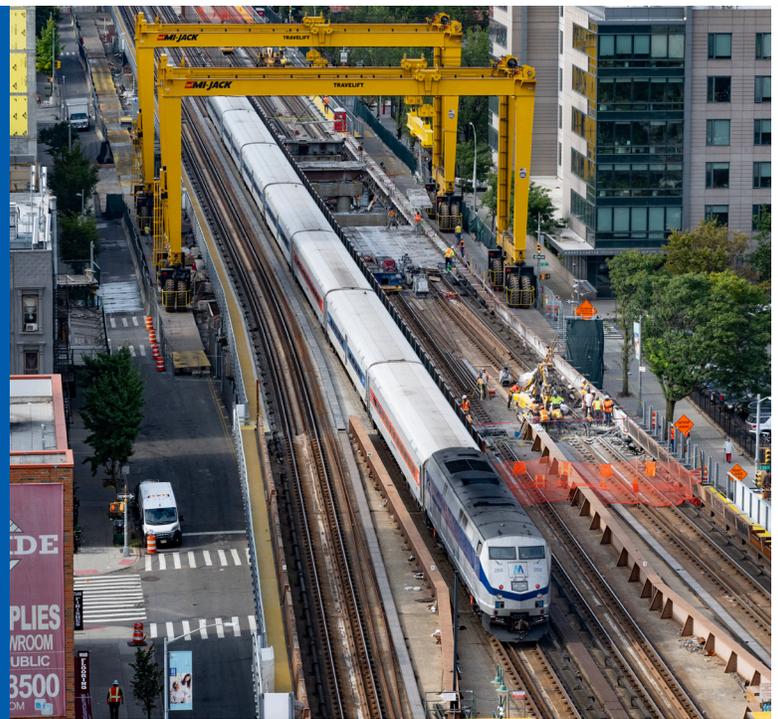
The MTA advanced the Second Avenue Subway Phase 2 and the Interborough Express projects. The Second Avenue Subway extension secured the largest tunneling contract award in MTA history. Early work began at the end of 2025, with major construction to begin in 2026 and tunneling in 2027. Phase 2, which extends the  from East 96 to 125 Streets, will serve 100,000 daily riders.

Design and engineering began on the Interborough Express in August, supported by a \$2.75 billion investment from the 2025–2029 Capital Plan. This marks real progress on a long-envisioned transit link, serving historically underserved communities in Brooklyn and Queens and connecting them to the subway, bus, and LIRR. The project will significantly reduce travel times between the two boroughs and will open a new transit option for 900,000 residents living in the neighborhoods along the route.



First-of-its-kind Railcar Acceptance and Testing Facility

This fall, the MTA celebrated the opening of its first-ever Railcar Acceptance and Testing Facility in Brooklyn, a major milestone in modernizing the subway system. Delivered on time and \$5.5 million under budget, the facility will test and process more than 1,500 new subway cars funded through the 2025–2029 Capital Plan and will speed up the rollout of new trains.



Park Avenue Viaduct Phase 1 completed ahead of schedule

In October, the MTA completed Phase 1 of the Park Avenue Viaduct Replacement. Stretching from East 115 to East 123 Street in East Harlem, the work replaced 8,240 feet of track and 128 bridge spans on the 132-year-old structure that carries nearly all Metro-North trains into Manhattan. Completed 51 months ahead of schedule and \$93 million under budget, Phase 1 demonstrated a more efficient, less disruptive approach to large-scale capital work.

Renovated LIRR Valley Stream Station opens

The MTA completed major renovations to the LIRR Valley Stream Station in December. Completed on budget and on schedule, the more modern station is now in a state of good repair. Valley Stream has a new escalator, staircase, elevator, parking spaces, and CCTV cameras, plus improved lighting, sidewalks, and crosswalks. These upgrades guarantee a more accessible, secure, and comfortable transit experience for the 137,000 customers who use Valley Stream every month.

One year of Congestion Relief

On January 5, 2025, the nation's first-ever congestion pricing program went live in New York City. Now, drivers entering Manhattan at or below 60 Street are charged a toll.

One year after congestion relief began, what was once the most congested district in the country now has less gridlock, better quality of life, and a humming economy. The program also reached its projected \$500 million revenue target in the first year, allowing the MTA to begin advancing billions of dollars in critical capital improvements on the subway, bus, and commuter rail network.



Fewer cars, more people.



Less gridlock

Every day, about 73,000 fewer vehicles enter the Congestion Relief Zone compared to last year. That's about 2.1 million fewer vehicles every month.



Faster commutes

Morning rush hour traffic speeds are up an average of 23% on crossings into the Zone.



Quicker transit

Buses are moving 2.3% faster in the Zone, reversing years of declining bus speeds. 5% of bus trips have fewer delays. Paratransit is faster too, seeing a 5% increase in average trip speeds within the Zone.



Safer streets

Streets in the Zone are safer, with collisions down 7% and traffic injuries down 8%. Complaints to 311 of vehicle honking are down 17% compared to the 2024, too.



Cleaner air

Air pollutants were down 22% during the first six months of the program, according to Cornell University.



A humming economy

16 million more pedestrians visited the Zone in 2025. Broadway posted its best season ever in 2024 - 2025, grossing \$1.9 billion in ticket sales. Plus, hotel occupancy in the Zone was 85% higher than the city average.

Advancing critical mass transit improvements

\$1.75 billion in key transit projects are moving forward thanks to revenue generated from congestion pricing. In December, the MTA Board approved a design-build contract to modernize signals on the **A** and **C** lines in Brooklyn and Queens, which will improve reliability and travel speeds for more than 600,000 daily riders. Accessibility upgrades to five subway stations are also on the way, including the 42 St-Bryant Park station complex **B D F M 7**, 5 Av **7**, Briarwood **E F**, Parsons Blvd **F**, and Gates Av **J Z**.

Goal

Make transit accessible to all

This year, the MTA accelerated accessibility upgrades across the network at a record pace. With new accessibility tools and infrastructure improvements systemwide, the MTA is building a transit system that's safer, more inclusive, and easier to navigate.



Making more stations accessible

The MTA continued to make more stations accessible for all. A record 41 elevator replacements were completed this year, including the 74 St – Broadway 7 / Jackson Hts-Roosevelt Av E F M R complex in Queens, Fordham Road 4 in the Bronx, and LIRR Auburndale Station. It was also a record-setting year for escalators; the 24 escalators replaced in 2025 were the most in MTA history.

Today, 156 subway stations are accessible, 37 more are in construction, and another 79 are currently in development. And the pace of installation is four times faster today than before 2020. Since 2020, crews have made 41 subway stations fully accessible. By the end of the 2025 – 2029 Capital Plan, no rider will be more than one station away from an accessible station. And 70% of all subway rides will take place to or from an accessible station.

Riders give feedback on next wave of accessibility projects

The MTA held online and in-person workshops with subway riders to get feedback on systemwide accessibility improvements that can be prioritized in the 2025 - 2029 Capital Plan. The latest Capital Plan invests in accessibility upgrades to at least 60 stations, with 39 stations already determined. Customer feedback was solicited on locations for the remaining stations.



Record paratransit ridership and satisfaction

In October, Access-A-Ride completed over one million trips in a single month for the first time ever. Access-A-Ride maintained its high levels of service reliability, with over 97% of trips picked up within 30 minutes of scheduled time and 90% within 20 minutes. Tap and Ride rollout for paratransit also expanded, with 180,000 customers now able to use digital fare payment, allowing paratransit customers the option to pay without carrying exact change for the first time ever. Weekday ridership now regularly tops 50,000, and customer satisfaction remains above 80%.

More accessibility tools for riders in stations

In February, the MTA partnered with Convo Communications to launch ConvoAccess, a pilot program offering on-demand American Sign Language interpretation. Now, Deaf and hard-of-hearing riders can use video at select subway, LIRR, and Metro-North station booths to communicate more easily with staff. Later in the year, the MTA expanded NaviLens across Manhattan and the Bronx to support blind and low-vision riders. NaviLens provides visual information in audio formats to help with wayfinding and navigation in subway stations and bus stops.



Let the past year be more proof — the MTA is delivering more accessibility than ever before, both in terms of dollars and number of ADA stations. And with a fully funded Capital Plan and dedicated funding from congestion pricing, we're not slowing down any time soon.



Janno Lieber, MTA Chair & CEO

on the MTA's ongoing completion of accessibility upgrades

Goal

Work smarter

Cost-consciousness is central to operating efficient and reliable service. In 2025, the MTA saved hundreds of millions of dollars in expenses while increasing train and bus service, investing in new technologies, and continuing to enhance transparency.



Making the MTA more efficient

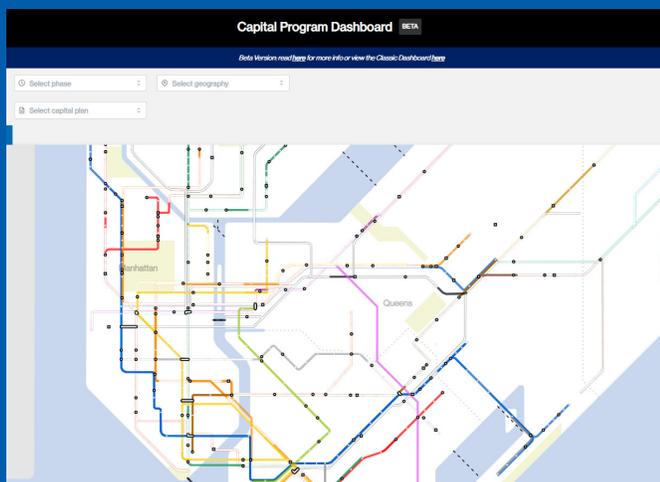
In 2025 the MTA continued to prioritize cost efficiency across the organization. Overall, the MTA is spending less than it did in 2019 in real dollars while still running more service. A systemwide review of costs and new initiatives are driving long-term savings like standardizing inspections, installing LED lights to improve energy efficiency, and finding new telecom and procurement efficiencies. In 2025 alone, the MTA achieved \$500 million in annually recurring cost savings.

Award-winning Open Data Program grows

The Open Data Program continues to grow with over 220 data assets published to the New York Open Data Portal by the end of 2025. Newly added datasets span topics including Congestion Relief Zone vehicle entries, employee availability, subway and bus schedules, and bus Automated Camera Enforcement violations. And in acknowledgment of MTA's commitment to transparency, the program earned BetaNYC's first-ever Civic Innovator Award this year, given to New Yorkers making the city more open, just, and equitable.

A revamped capital dashboard

At the end of 2025, the MTA launched a beta version of the redesigned Capital Program Dashboard. This tool gives New Yorkers a real-time view into the progress, budget, and scope of infrastructure projects across the system. First introduced in 2010, the dashboard has been redeveloped to better reflect how the MTA is using smart, innovative construction methods. The dashboard empowers riders, advocates, and legislators alike to track how capital dollars are being spent, bringing visibility to critical, often unseen work that keeps the region moving.



CityTicket puts money back in rider's pockets

As overall commuter rail ridership surged, CityTicket's growing popularity drove ridership at New York City stations to grow faster than the systemwide average. CityTicket remains a powerful tool for affordability and access, making travel between NYC stations on LIRR or Metro-North available for a flat fare – an option that is especially important for New Yorkers who live or work far from the subway or express bus routes. Since mid-2023, when CityTicket was expanded to include all days of the week and times of day, the program has saved riders over \$100 million.

Google supports track maintenance

The MTA and Google worked together to bring predictive analytics to track maintenance, enhancing preventive upkeep of tracks and helping detect defects before they disrupt service for customers. Using advanced cloud and artificial intelligence technology, the pilot helped to identify issues sooner, target repairs more precisely, and improve reliability for riders.

Merchandise collaboration with the Natural History Museum

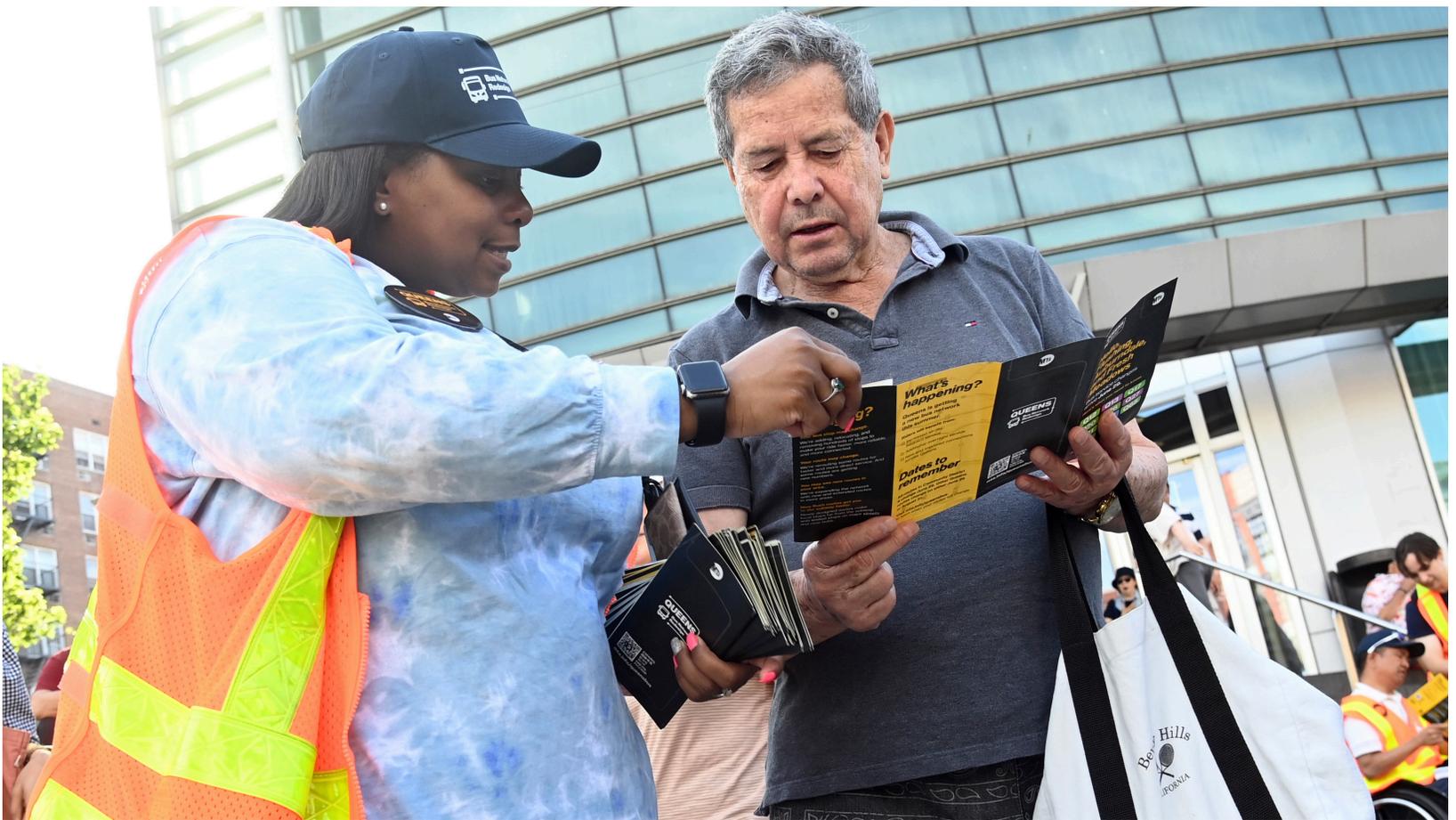
In December, the MTA unveiled a first-of-its-kind, limited edition merchandise collaboration with the American Museum of Natural History to celebrate the 40th anniversary of MTA Arts & Design. Inspired by artwork at the 81 St – Museum of Natural History **B** **C** Station, transit and museum enthusiasts alike can sport the collection featuring the station's art installation. This is all part of a broader agency initiative to diversify revenue sources through new commercial partnerships.



Goal

Engage with riders and community partners

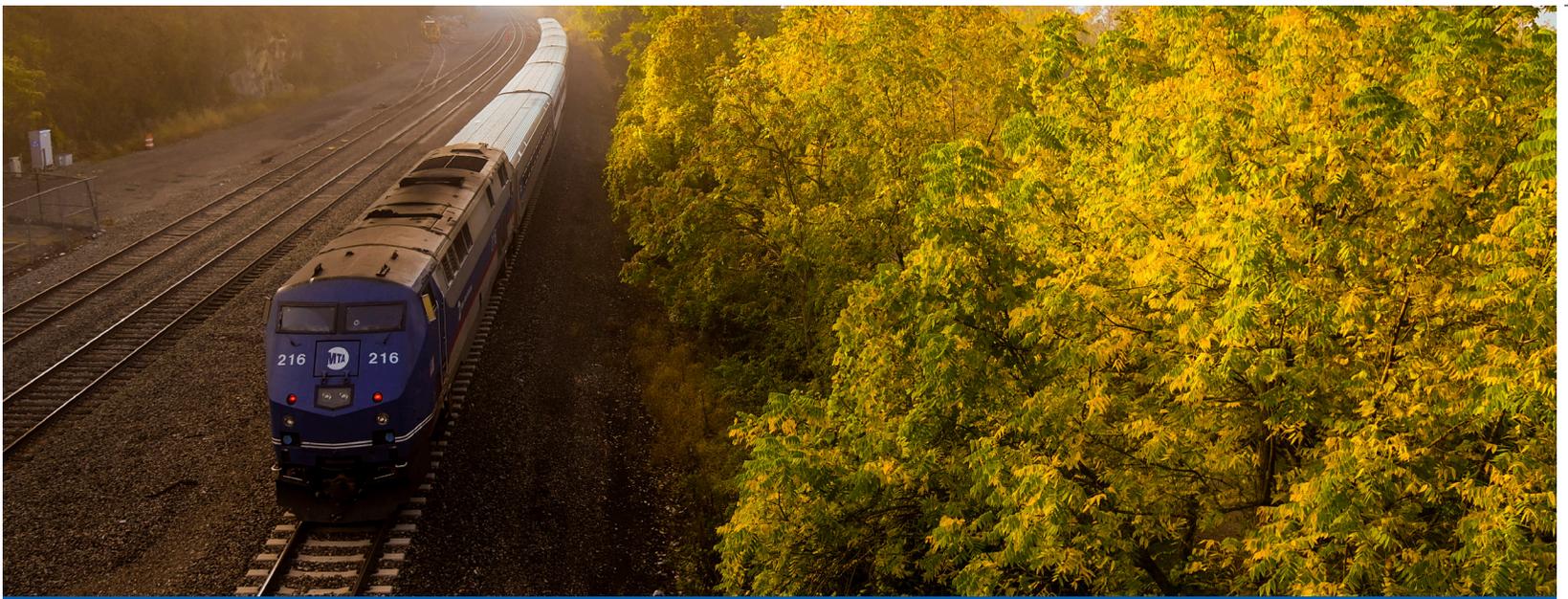
Listening to riders and communities informs how the MTA plans and delivers service. This year, teams were on the ground throughout the entire MTA service region sharing updates, celebrating new projects, and gathering input on future capital investments to ensure the system reflects the needs of those served.



Customer Ambassadors engage Queens bus riders

More than 750 MTA employees took on over 3,000 shifts as Customer Ambassadors during the two-phase launch of the Queens Bus Network Redesign, one of the largest customer service efforts in MTA history. These ambassadors engaged directly with many of the borough's 800,000 daily riders to support a smooth, informed rollout.

The Queens Bus Network Redesign is a historic effort to transform the nearly 70-year-old bus system, bringing new and improved transit service to New York City's largest borough. The redesign updates both express and local bus service to better match the growth and travel patterns that have developed in the borough over the years.



Fall foliage on full display

Metro-North's popular Leaf Peeper trains made a vibrant return this fall, adding extra weekend service between Grand Central, Beacon, and Poughkeepsie. The seasonal boost drove October weekend ridership to 102.5% of 2019 levels with 130,938 trips taken.

Learning about the Interborough Express

As the MTA advances the Interborough Express through the design and environmental review phase, community engagement is front and center. This year, we kicked off the start of a series of public meetings to explain the scope of the project, how environmental review works, and ensure the nearly 900,000 New Yorkers living along the proposed route have a voice in shaping the project.

Sharing transit careers with high schoolers

To mark National Transit Career Day, the MTA hosted a full-day event at Brooklyn's Transit Tech High School, connecting students with transit professionals from across the agency. Students got a hands-on look at the wide range of careers in transit, learning not just about the technology that powers the system, but also about the people who keep it running, offering a glimpse into the future they could help shape.

Celebrating 40 years of Arts & Design

MTA Arts & Design marked 40 years of enriching the transit experience with a yearlong celebration across the system. From new station art and digital installations to poetry, photography, and live performances, the anniversary programming showcased the breadth of artistic expression that has become a hallmark of the MTA.



Goal

Promote sustainability

The MTA continues to take bold action to address climate change. In 2025, the MTA advanced a wide range of initiatives to strengthen infrastructure resiliency, ensuring that mass transit remains not just a response to climate change, but a critical part of the solution for a more sustainable future.



Updating the MTA's Climate Resilience Roadmap

In October, the MTA released an update to the Climate Resilience Roadmap, highlighting major progress since the plan's debut in 2024. Over the 18 months, the MTA, in growing collaboration with NYC agencies, launched or advanced dozens of projects aligned with the Roadmap's ten strategic goals, backed by more than \$1.5 billion in funding through the 2025–2029 Capital Plan.

The Climate Resilience Roadmap Update outlines the need for increased partnership with the City of New York, including identifying 10 priority locations throughout the city where urgent action is needed by New York City government partners to control stormwater flood impacts on neighboring communities and transit infrastructure in all five boroughs.

A more climate-resilient Hudson Line

The MTA advanced the Hudson Line Climate Resilience Blueprint to rebuild critical infrastructure along a 20-mile stretch between Riverdale and Croton-Harmon that is vulnerable to extreme weather. Drainage, culverts, retaining walls, slopes, shorelines, and track are all candidates for resiliency upgrades. The Blueprint outlines design guidance and actions to protect the entire Metro-North line and ensures a coordinated approach for all future projects.



More efficient subway lighting

In 2025, the MTA completed the installation of LED lights at all 472 stations across the subway system, as part of a broader initiative to convert more than 150,000 fluorescent light fixtures by mid-2026. When complete, this conversion to LED lights will save the MTA an estimated \$5.9 million in annual recurring energy and material cost savings, all while reducing carbon emissions.

New bike and pedestrian paths on MTA bridges

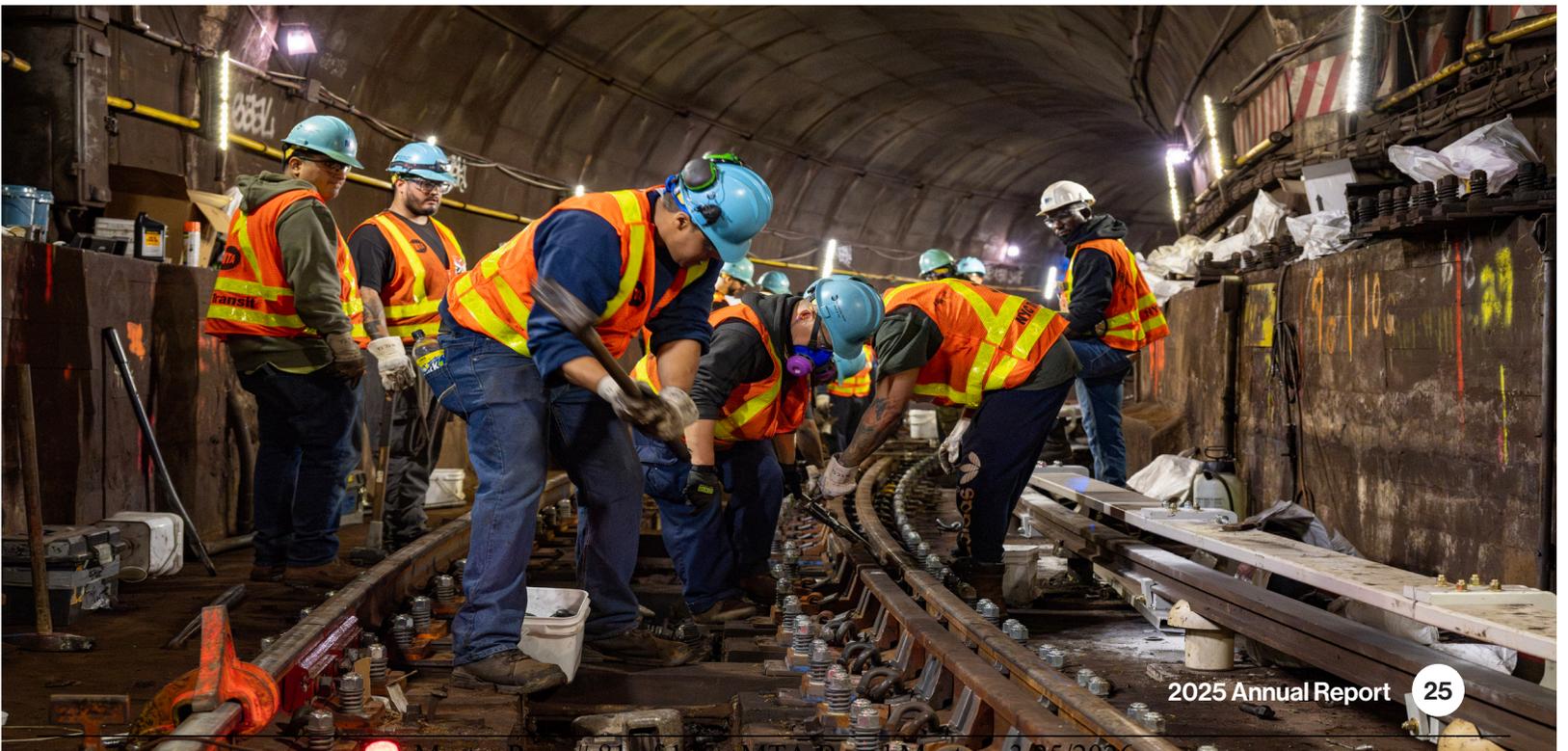
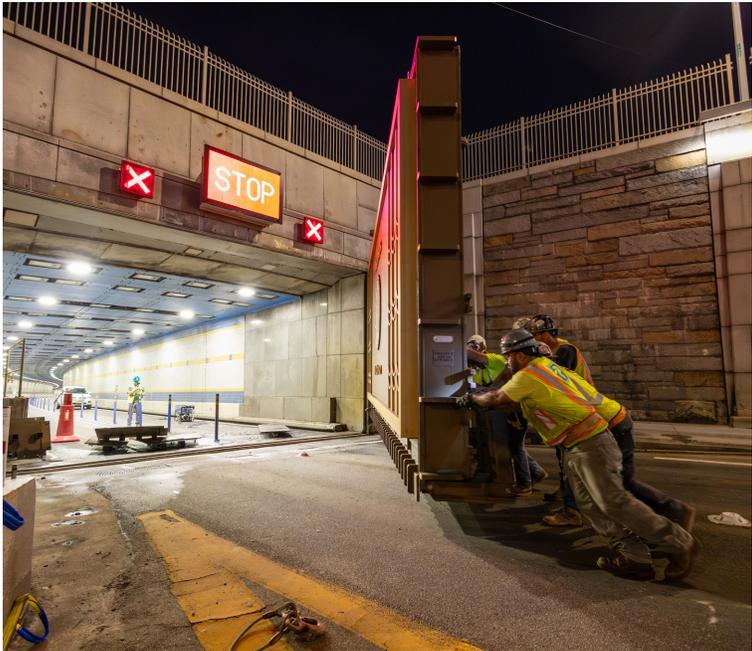
New and improved bike and pedestrian paths on the Robert F. Kennedy, Henry Hudson, and Cross Bay bridges opened in 2025, providing safer, more accessible, and greener options for walking and cycling. The milestone comes as part of the MTA's commitment to improving road conditions for cyclists, pedestrians and micromobility users on the agency's bridges, leveraging the MTA's infrastructure assets to promote walking and cycling and enhance safety across the region.



Our people in action

Our people move New York. From train and bus operators, maintainers and customer service agents, and accountants and policymakers, MTA employees are core to North America's largest public transportation agency. We're building a strong team, investing in our current workforce, and attracting new talent from all backgrounds.





MTA by the numbers

Ridership

Average weekday ridership, Q4 2025

4.1 million subway customers

272,000 LIRR customers

1.3 million bus customers

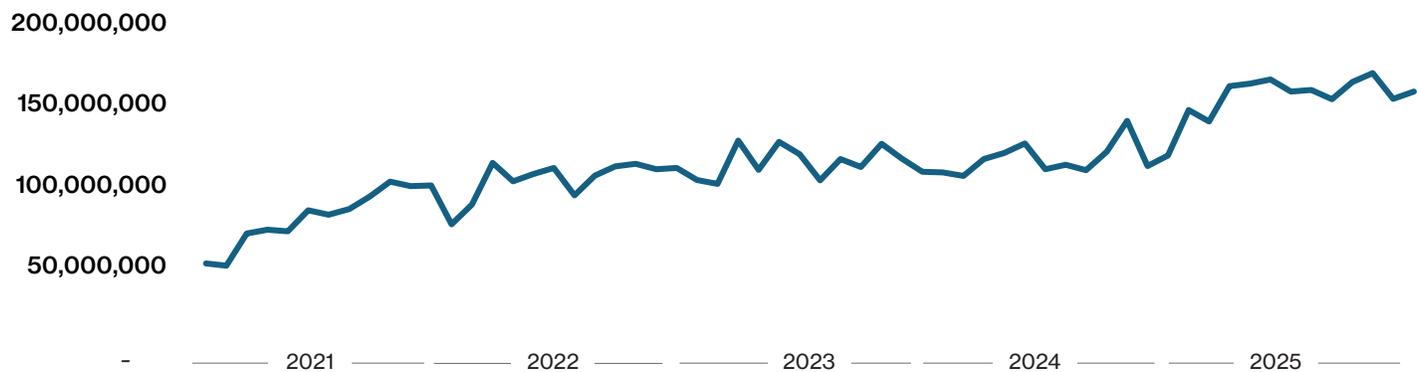
235,000 Metro-North customers

51,000 paratransit trips scheduled

948,000 bridge and tunnel crossings

Ridership continues to grow across all modes of transit

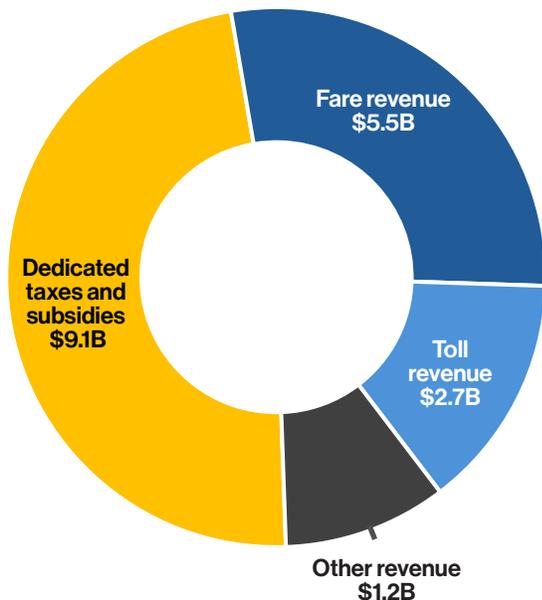
Total monthly ridership through Fall 2025, all modes



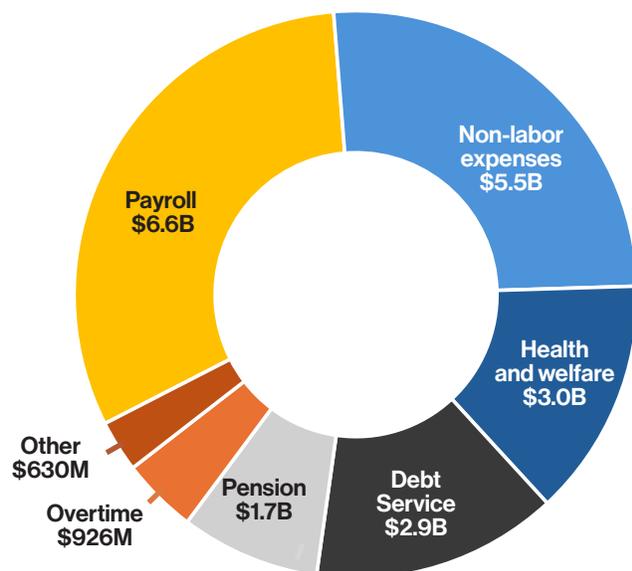
FY2026 operating budget

The MTA's **\$21.3 billion** operating budget funds the day-to-day costs of running subways, buses, trains, and paratransit as well as operating our seven bridges and two tunnels.

Where the money comes from



Where the money goes



Totals may not add due to rounding

Infrastructure

The MTA maintains assets valued at **\$1.5 trillion**, including:

7 bridges and **2** tunnels

Over **700** subway and train stations

More than **8,700** subway and commuter rail cars and **5,800** buses

Over **100** maintenance facilities

Nearly **500** elevators

2,000 miles of track and more than **3,500** switches

Capital budget

The MTA's capital budget funds the costs associated with maintaining and expanding the transportation network. The current Capital Program, which runs from 2025 to 2029, is **\$68.4 billion**.

The MTA committed **\$15.8 billion** in new capital projects in 2025 -- the largest annual commitment ever.

The MTA completed projects totaling **\$6.7 billion** in 2025.

Protecting the environment

MTA trains and buses avoid emitting **20 million metric tons** of carbon annually—equivalent to removing **4.5 million** cars off the road.

Our people

The MTA employs over **70,000** people in a variety of positions, from bus and train operators to engineers, accountants, and transit planners.

Generating economic opportunity

The MTA invested over **\$1.2 billion** in direct payments to MWBE, SDVOB, and DBE firms in 2025—by far the largest investment of any State agency.

32% of MTA payments were made to MWBEs and **7%** were made to SDVOBs, surpassing New York State's utilization goals of **30%** and **6%**, respectively.

For the past decade, the MTA has ranked number **#1 out of 97** State agencies and public authorities in dollars paid to certified MWBEs and has exceeded the state's 30% MWBE goal for five consecutive years.

About the MTA

The Metropolitan Transportation Authority is North America's largest transportation agency, serving a population of 15.3 million people across a 5,000 square-mile travel area surrounding New York City through Long Island, southeastern New York State, and Connecticut. The MTA network comprises the nation's largest bus fleet and more subway and commuter rail cars than all other U.S. transit systems combined.

The Authority is led by Chair and CEO Janno Lieber, along with a world-class management team. A 23-member board governs the MTA. Voting members are nominated by the governor, New York City's mayor, and the County Executives of the counties serving the MTA's service area. Additionally, six rotating, non-voting seats are held by representatives of organized labor and the Permanent Citizens Advisory Committee.

MTA Executive Leadership

Janno Lieber
Chair and CEO

Quemuel Arroyo
Chief Accessibility Officer

Lisette Camilo
Chief Administrative Officer

Demetrius Crichlow
President, New York City Transit

Rob Free
President, Long Island Rail Road

Paige Graves
General Counsel

Jon Kaufman
Chief, Strategic Initiatives

John McCarthy
Chief, Policy & External Relations

Juliette Michaelson
Chief of Staff & Strategic Planning

Anita Miller
Chief Labor & Employee
Relations Officer

Monica Murray
Auditor General

Jai Patel
Chief Financial Officer

Shanifah Rieara
Chief Customer Officer

Catherine Sheridan
President, Bridges and Tunnels

Jamie Torres-Springer
President, Construction &
Development

Justin Vonashek
President, Metro-North Railroad

Lourdes Zapata
Chief, Diversity & Inclusion

2025 Board Members

Andrew Albert
Gerard Bringmann
Norman Brown*
Samuel Chu
Michael Fleischer
Daniel Garodnick
Randolph Glucksman
Marc Herbst
David Jones
Meera Joshi*
Christopher Leathers
Blanca Lopez
David Mack
Haeda Mihaltses
Melva M. Miller
James O'Donnell
John-Ross Rizzo
John Samuelsen
Lisa Sorin
Vincent Tessitore Jr.*
Midori Valdivia
Ed Valente
Neal Zuckerman

**Retired in 2025*



Metropolitan Transportation Authority

mta.info

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:

| | | |
|---|---------------------|------------------|
| <u>Procurements Requiring Majority Vote:</u> | <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:

| | | |
|---|---------------------|-------------------|
| <u>Schedules Requiring Majority Vote:</u> | <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:

| | | |
|---|---------------------|-------------------|
| <u>Schedules Requiring Majority Vote:</u> | <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 Ten Years Contract # Master Contract 0000021540 | \$300,000,000 | <i>Staff Summary Attached</i> |
| 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 Five Years Contract # 15553-0100-1100.2 | \$6,000,000 | <i>Staff Summary Attached</i> |
| Contract award for Transportation Planning and Conceptual 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) | Master Contract ID |
| Various (50 Vendors) | 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 # 60000000038023 | | |
| 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. | | |

Item Number: 1

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|--|
| 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 900000000005262 | 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.

Item Number: 2

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|--|
| 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.

MARCH 2026
MTA REAL ESTATE
MTA C&D TRANSIT ORIENTED DEVELOPMENT
FINANCE COMMITTEE AGENDA ITEMS

1. ADMINISTRATIVE ACTION ITEMS

Metropolitan Transportation Authority

- a. All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines required by Public Authorities Law Sections 2895-289 (Guidelines available in the Exhibit Book and MTA.Info)
- b. Consolidation and amendment of MTA Real Estate policies governing the licensing of MTA agency properties to tenants, and the licensing of outside properties by MTA agencies for operational use
- c. Re-statement of MTA Real Estate licensing-in policy governing construction access agreements

2. TRANSACTIONAL ACTION ITEMS

MTA Long Island Rail Road

- d. Lease with Holden Rosen Grupp for a cafe in the East Hampton Station

MTA Metro-North Railroad

- e. Lease with Marky's Caviar for a retail space in Grand Central Terminal

3. INFORMATION ITEMS

- a. Grand Central Terminal Annual Report 2025
- b. Report on agreements entered into directly by the Real Estate Department pursuant to board policy
- c. Transit Oriented Development: Amendment to Viaduct Agreement with JP Morgan Chase related to redevelopment of 270 Park Ave

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

Staff Summary

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|---|
| Subject PROPERTY DISPOSITION GUIDELINES |
| Department REAL ESTATE / CORPORATE COMPLIANCE |
| Department Head Name DAVID FLORIO / LAMOND KEARSE |
| Department Head Signature |
| Project Manager Name NEIL MASTROPIETRO / JENNIFER SAMPERI / JULIE VASADY-KOVACS |

| |
|-------------------------------|
| Date MARCH 25, 2026 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|----------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Finance Committee | 03/23/26 | X | | |
| 2 | Board | 03/25/26 | X | | |
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| Internal Approvals | | | |
|--------------------|------------------------------|-------|----------|
| Order | Approval | Order | Approval |
| 1 | Legal | | |
| 2 | Chief Administrative Officer | | |
| 3 | Chief Financial Officer | | |
| 4 | Chief Compliance Officer | | |

Purpose:

To obtain MTA Board approval of (i) revised and updated MTA Real Estate Department’s Real Property Disposition Guidelines (the “2026 Real Property Disposition Guidelines”), (ii) updated MTA’s All-Agency Guidelines for the Disposal of Personal Property (the “2026 Personal Property Disposition Guidelines”), and (iii) the appointment of the MTA staff persons designated as the Personal Property Disposition Contracting Officers listed on Attachment C, each promulgated in accordance with Section 2895-2897 of the Public Authorities Law.

Discussion:

Section 2896 of the Public Authorities Law, enacted in 2005, requires that public authorities annually review and approve “comprehensive guidelines” adopted by resolution that detail its “operative policy and instructions” regarding disposals of real and personal property, and designate a contracting officer responsible for complying with and enforcing the guidelines. Each year the statute requires each public authority’s governing board to review and approve its guidelines by March 31st and to file a copy of the Guidelines with the State Comptroller. The proposed 2026 Real Property Disposition Guidelines prepared by the MTA Real Estate Department are annexed as Attachment A to this Staff Summary. The proposed 2026 Personal Property Disposition Guidelines, prepared by MTA Corporate Compliance in consultation with MTA Agency procurement departments, are annexed as Attachment B to this Staff Summary. A list of the MTA staff persons designated as the Personal Property Disposition Contracting Officers is annexed as Attachment C to this staff summary. The attachments are available for review by the MTA Board members in the Director’s Desk Exhibit Book and on MTA.INFO.

Real Property Disposition Guidelines:

In March 2025, the MTA Board approved the MTA Real Estate Department’s current real property disposition guidelines, which detailed MTA Real Estate’s policies and procedures for the disposal of real property.

The proposed 2026 Real Property Disposition Guidelines (see Attachment A) are substantially the same as those approved last year except for those minor changes as shown redlined in Attachment A, most of which have been made to reflect organizational updates and revisions and refinements to the administrative processes.

Personal Property Disposition Guidelines:

In March 2025, the MTA Board approved the current All-Agency Guidelines for the Disposal of Personal Property to provide a consistent set of personal property disposal policies and practice, across the MTA agencies.

Staff Summary

**FINANCE COMMITTEE MEETING
PROPERTY DISPOSITION GUIDELINES (Cont'd.)**

The proposed 2026 Personal Property Disposition Guidelines (see Attachment B) have a non-substantive title change; therefore, are substantially the same as the 2025 guidelines.

Recommendation:

It is recommended that the Board adopt the resolution attached to this Staff Summary approving the 2026 Real Property Guidelines and the 2026 Personal Property Guidelines and designating the MTA and MTA agency staff member(s) listed on Attachment C of the Real Property Disposition Guidelines as the Contracting Officer(s) for the MTA and MTA Agencies as the officer(s) responsible for disposition of real property.

Staff Summary

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|---|
| Subject ALL-AGENCY REAL ESTATE LICENSING-OUT POLICY |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name NEIL MASTROPIETRO/KIM TREVISAN |

| |
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| Date MARCH 25, 2026 |
| Vendor Name |
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| Internal Approvals | | | |
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| Order | Approval | Order | Approval |
| 1 | Legal | | |
| 2 | Chief Administrative Officer | | |
| 3 | Chief Financial Officer | | |
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AGENCY: Metropolitan Transportation Authority (“MTA”), New York City Transit Authority and Triborough Bridge and Tunnel Authority, and their respective subsidiaries, including Metro-North Commuter Railroad Company, The Long Island Rail Road Company, MTA Construction & Development Company (“MTAC&D”), MTA Bus Company, Grand Central Madison Operating Company, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority (each, individually, an “MTA Agency” and collectively the “MTA Agencies”)

PURPOSE: Approval of terms and adoption of a new all-agency licensing policy for licensing- out of real property, or portions thereof, that is owned, leased or under the custody and control of any MTA Agency (“MTA Agency Property”), which will consolidate, modify and replace the existing licensing-out policies adopted by the MTA Board from time to time enumerated on Schedule A attached hereto (collectively the “Existing Licensing-Out Policies” or individually an “Existing Licensing-Out Policy”)

PURPOSE/RECOMMENDATION

This All-Agency Real Estate Licensing-Out Policy seeks to create a single consolidated policy for the licensing-out to third parties of MTA Agency Property, to replace the Existing Licensing-Out Policies in order to provide for a more streamlined framework for MTA Real Estate and MTA Agencies to efficiently and productively enter into license agreements with third parties for MTA Agency Property on a short term and revocable basis.

Under the All-Agency Licensing-Out Policy, MTA Real Estate (which consists of MTA Transactions & Operations (“T&O”) and MTA Transit-Oriented Development (“TOD”); T&O and TOD individually or collectively as the case may be, “MTA Real Estate”) may, on behalf of each MTA Agency, and any MTA Agency may on its own behalf (subject to the conditions, requirements and restrictions set forth in Sections A through E below) negotiate License Agreements (defined below) or Licenses (defined below) with third parties pursuant to this All-Agency Licensing-Out Policy, without a public offering i.e., a Request for Proposals (“RFP”) and the applicable MTA Agency officer or authorized signatory may execute such License Agreements, in each case, without further MTA Board approval. This streamlined approach will enable MTA Real Estate and MTA Agencies to respond more effectively to changing market conditions and evolving retail trends, and revenue-

FINANCE COMMITTEE MEETING ALL-AGENCY REAL ESTATE LICENSING-OUT POLICY (Cont'd)

Page 2 of 6

generating opportunities (including optimizing underutilized space), and facilitate (i) the prompt accommodation of public and private activations including utility agreements, and (ii) the issuance of license agreements and entry permits for limited purposes in connection with construction and/or development-related activities by third parties on MTA Agency Property or property adjacent thereto as hereinafter described.

Adoption of this All-Agency Real Estate Licensing-Out Policy extinguishes the Existing Licensing-Out Policies (set forth on Schedule A attached hereto) to the extent that such Existing Licensing-Out Policies relate to the licensing out of MTA Agency Property pursuant to this All-Agency Real Estate Licensing-Out Policy.

MTA Real Estate recommends that the MTA Board approves this All-Agency Real Estate Licensing-Out Policy by adopting the resolution attached to this Staff Summary.

PROPOSED NEW ALL-AGENCY LICENSING-OUT POLICY:

MTA Real Estate may, on behalf of each MTA Agency, and any MTA Agency may on its own behalf (subject to the conditions, requirements and restrictions set forth in Sections A through E below), negotiate short term revocable licenses, entry permits or other similar agreements (however, so denominated, "License Agreements" or "Licenses") with third parties, without a public offering, and an appropriate officer or other authorized signatory of the applicable MTA Agency may execute such License Agreements, in each case without further MTA Board approval. License Agreements for the short-term use of MTA Agency Property shall be distinguished based upon their purposes and uses into the following general categories of Licenses: (1) Retail License Agreements, (2) Construction License Agreements, (3) Utility License Agreements, and (4) Miscellaneous License Agreements, each as defined, and subject to the conditions and restrictions, described below.

A. Retail License Agreements.

Under this Policy, a "Retail License Agreement" is a License Agreement for the retail use by private third parties of revenue generating space or other space not required for MTA Agency operational purposes within MTA Agency Property to provide retail-oriented, customer amenities at MTA Agency Property which is expressly revocable or terminable by the applicable MTA Agency at will, in its sole and absolute discretion, upon not more than 60 days' notice without compensation by the MTA or other MTA Agency, and that satisfies the other criteria set forth in this Section A of this Policy.

A Retail License Agreement may be negotiated by MTA Real Estate on behalf of the applicable MTA Agency and entered into under this Policy by such MTA Agency by an officer or authorized signatory of such MTA Agency, under the following circumstances: (i) for retail locations (including, without limitation, temporary kiosks or retail merchandising units (RMUs), pop-up retail uses and pilot programs to test retail concepts), that would otherwise go dark due to a tenant or licensee vacating early, or for other reasons, (ii) in order to maintain retail-oriented, customer amenities in circumstances where an RFP for the property was issued within the previous 12 months and failed to secure a tenant or licensee, or (iii) where the issuance of a RFP would likely be unsuccessful or is infeasible due to then current market conditions or the short term nature of the use by reason of anticipated MTA Agency future need for the space in question.

Retail License Agreements entered into under this All-Agency Real Estate Licensing-Out Policy are subject to and must comply with the General Terms and Conditions contained in Section E of this Policy, as well as the following conditions, requirements and restrictions

1. The maximum duration of each Retail License Agreement will be:

FINANCE COMMITTEE MEETING ALL-AGENCY REAL ESTATE LICENSING-OUT POLICY (Cont'd)

Page 3 of 6

- (a) up to five (5) years for a new license agreement with a third party that is not already occupying the licensed space in question either under an existing license or lease, with up to one option to renew or extend for an additional period not to exceed five (5) years; or
 - (b) up to five (5) years for a new or renewal license agreement for a third party that is already occupying the licensed space in question, whether as a licensee under an existing license agreement or a tenant under an existing lease.
2. The net present value of the aggregate base licensing fees payable over the initial term under any such Retail License Agreements may not exceed \$5,000,000 which amount will be automatically increased by 5% as of January 1st each year.
3. Compensation for such Retail License Agreements will be based on local market comparable values identified and documented by MTA Real Estate or its independent third-party real estate consultant, which may (but need not) be based upon an independent appraisal or independent broker's valuation.
4. After the expiration or sooner revocation or termination of any such Retail License Agreement (including any renewal or extension as noted above), any further licensing (or leasing) of the space in question must be publicly offered in an RFP and, if required, presented to the MTA Board for approval
5. All Retail License Agreements executed in accordance with this All-Agency Licensing Out Policy must be reported to the Finance Committee as an information item after execution.
6. Retail License Agreements will be negotiated and managed on behalf of the applicable MTA Agency by T&O and, accordingly, an MTA Agency may not enter into a Retail License Agreement without the approval of MTA Real Estate.

B. Construction License Agreements.

Under this Policy, a "Construction License Agreement" is a License Agreement granting third parties the right, privilege or permission to use MTA Agency Property in connection with construction, renovation, rehabilitation and/or development activities (collectively, "Construction Activities") on such MTA Agency Property or on property that is considered to be within the so-called "zone of influence" of such MTA Agency Property due to its adjacency or proximity to such MTA Agency Property, including without limitation, staging, due diligence, performance of pre-construction surveys, temporary installation of monitoring and other protective equipment and scaffolding, access and support of excavation, and that satisfy the requirements set forth in this Section B.

Construction License Agreements entered into under this Policy are subject to and shall comply with the General Terms and Conditions contained in Section E, as well as the following conditions, requirements and restrictions

1. The term of a Construction License Agreement shall not exceed the maximum duration of an MTA Agency project for which the agreement is required as determined by the MTA Agency(ies) or MTA Real Estate on their behalf that are impacted or affected by the Construction Activities permitted under such Construction License Agreements taking into account the Construction Activities schedule, with month-to-month or annual renewal extension provisions if deemed appropriate by the applicable MTA Agency, but in any event subject to provisions for the issuance of stop work orders at any time on limited or no prior notice (or other such conditions as deemed appropriate by the applicable MTA Agency(ies)).

FINANCE COMMITTEE MEETING ALL-AGENCY REAL ESTATE LICENSING-OUT POLICY (Cont'd)

2. Compensation or license fees under such Construction License Agreements will be determined by MTA Real Estate and/or the applicable MTA Agency, which may be based on (i) prevailing rate charts charged by the MTA Agency or (ii) other market valuation methods consistent with the nature and scope of the (a) Construction License Agreement, (b) the Construction Activities in question and (c) the work being performed on the property within the so-called “zone of influence”, provided however that such Compensation or license fees may be negotiated and/or waived if MTA Real Estate or the applicable MTA Agency(ies) deems it fair and appropriate, taking into account the nature and scope of the Construction License Agreement, the Construction Activities in question and whether the same interfere with the continued use of MTA Agency Property in any material respect, consistent with the market practices, including Construction Licenses for access to neighboring property for purposes, such as for the performance of a pre-construction survey, investigative diligence, and installation, maintenance, monitoring and removal of monitoring equipment and other protective measures
3. In instances where MTA Agencies are negotiating Construction License Agreements on their own behalf, and MTA Real Estate will ultimately manage such Construction License Agreement, the MTA Agency will coordinate with MTA Real Estate.

C. Utility License Agreements.

Under this Policy, a “Utility License Agreement” is a License Agreement granting to third party utility providers (e.g., energy, water, sewer, stormwater, gas, heat, cable, communications, or other similar purpose) for use of MTA Agency Property (typically, but not always, subterranean or aerial) that will not interfere (except as expressly permitted by the applicable MTA Agency) with the use, operations or facilities of the applicable MTA Agency.

Utility License Agreements entered into under this Policy are subject to and shall comply with the General Terms and Conditions contained in Section E of this Policy, as well as the following conditions, requirements and restrictions

1. The maximum duration for Utility Licenses will be ten (10) years, subject to extension or renewal for additional periods of time with each such extension or renewal period to not exceed [ten (10) years] in duration, as MTA Real Estate in consultation with the applicable MTA Agency, deem appropriate under the circumstances, taking into consideration demonstrated public need for continuing the Utility License to provide the utility service in question.
2. Compensation or license fees under Utility License Agreements will be determined by MTA Real Estate and/or the applicable MTA Agency based upon prevailing rate charts charged by the MTA Agency or other market valuation method; provided that compensation or license fees under such Utility License Agreement where the licensee is a government, municipality or other public entity or agency may be negotiated and/or may be waived as an accommodation if MTA Real Estate or the applicable MTA Agency(ies) deems it fair and appropriate under the circumstances.
3. In instances where MTA Agencies are negotiating Utility License Agreements on its own behalf, MTA Real Estate will ultimately manage such Utility License Agreement, and the MTA Agency will coordinate with MTA Real Estate.

D. Miscellaneous Licenses

FINANCE COMMITTEE MEETING ALL-AGENCY REAL ESTATE LICENSING-OUT POLICY (Cont'd)

Under this Policy, a “Miscellaneous License Agreement” is a License Agreement (other than a Retail License Agreement, Construction License Agreement or Utility License Agreement) granting third parties —the right, privilege or permission to use MTA Agency Property for non-retail and non-residential limited and specified purposes and/or activities, including but not limited to, cultural and local community events, beautification and landscaping programs, short-term commuter parking lot operations, taxi/car sharing services, bicycle parking, special events, and use by adjacent property owners for maintenance, parking, or other lawful uses directly related to their property.

Miscellaneous License Agreements entered into under this Policy are subject to and shall comply with the General Terms and Conditions contained in Section E of this Policy, as well as the following conditions, requirements and restrictions

1. The maximum duration of such Miscellaneous License Agreements will be five (5) years, except as provided in Section D.3. below, with month-to month or annual renewal provisions as appropriate, revocable or terminable on not more than 60 days’ notice without compensation by the MTA or other MTA Agency.
2. Compensation or license fees under such Miscellaneous License Agreements with private parties will, where appropriate and applicable, be based on local market comparable values identified and documented by MTA Real Estate or its independent third-party real estate consultant, which may (but need not be) be based upon an independent appraisal or independent broker’s valuation), or as otherwise deemed reasonable by MTA Real Estate or the applicable MTA Agency under the circumstances.
3. Compensation or license fees, if any, under such Miscellaneous License Agreements with government, public or not-for-profit parties, may be negotiated and/or waived if MTA Real Estate and/or the applicable MTA Agency deems it fair and appropriate under the circumstances; provided that (i) the licensee may not generate profit solely from the use of MTA Agency Property under such Miscellaneous License Agreement and (ii) the maximum duration of these Miscellaneous License Agreements will be one (1) year, with month-to month or annual renewal provisions as appropriate, revocable or terminable on not more than 60 days’ notice without compensation by the MTA or other MTA Agency.
4. MTA Agencies will have MTA Real Estate negotiate and manage Miscellaneous License Agreements on behalf of such MTA Agency and which License Agreement will be managed by MTA Real Estate.

E. General Conditions Applicable to all License Agreements

Each License Agreement entered into under this All-Agency Licensing-Out Policy will comply with, at a minimum, the following conditions, requirements and restrictions (the “General Terms and Conditions”).

1. Except as otherwise specifically set forth above in Sections A and D, (1) where the licensee is a government or public entity or not for profit entity, and (2) where the License Agreement relates to a capital project, or is entered into pursuant to an existing operating agreement, easement agreement, lease agreement, or other similar agreement that has previously been approved by the Board, such License Agreement shall be expressly revocable or terminable by the applicable MTA Agency at will upon such notice as may be reasonable under the circumstances as

FINANCE COMMITTEE MEETING ALL-AGENCY REAL ESTATE LICENSING-OUT POLICY (Cont'd)

Page 6 of 6

- determined by MTA Real Estate or such MTA Agency and, without compensation by the MTA or such MTA Agency, including without repayment of any unamortized improvement or fit-out costs incurred by the licensee for the licensed space or otherwise.
2. Each License Agreement shall contain customary provisions reimbursing the applicable MTA Agency(ies) for accommodation services, administrative costs and force account costs of the applicable MTA Agency(ies) in connection therewith, or as otherwise approved by the President (or such officer's designee) of the affected MTA Agency(ies).
 3. Each License Agreement entered into under this Policy will be structured to provide clear guidelines for usage and allocation of liability.
 4. Licensees under all License Agreements will be vetted in accordance with MTA Real Estate's or the MTA Agency's customary practices.
 5. MTA Agencies will follow the MTA Agency's customary practices when entering into License Agreements on its own behalf and which License Agreement will not be managed by MTA RED.
 6. All License Agreements will include adequate insurance and indemnification protections for the MTA and MTA Agencies.
 7. MTA Real Estate will negotiate and enter into License Agreements in accordance with the MTA Real Estate Department's Guidelines for Licensing-Out of Real Property.
 8. All License Agreements must be reviewed and approved as to form by the Legal Department of MTA and/or MTAC&D, except with respect to certain Construction License Agreements which are in the nature of entry permits for limited access to and non-intrusive use of MTA Agency Property which are customarily issued by the External Partners Program of MTAC&D on behalf of New York City Transit Authority or directly by the respective MTA Agencies on such MTA Agency's customary forms, which forms are reviewed and approved from time to time by the applicable MTA Agency's General Counsel or by the Legal Department of MTA and/or MTAC&D.

EXHIBIT A

LICENSING- OUT POLICIES BEING EXTINGUISHED PURSUANT TO NEW ALL-AGENCY LICENSING OUT POLICY

POLICY ON YEAR-TO-YEAR GARDEN LICENSE AGREEMENTS for MTA Agencies dated March 22, 1991, and amended January 26, 2004.

NEWSPAPER VENDING MACHINES dated December 16, 2002, and amended June 28, 2004, July 22, 2004, and September 27, 2004.

TEMPORARY CONCESSION LICENSE POLICY dated June 24, 1988 and amended November 12, 2013.

GUIDELINES FOR DISTRIBUTION OF NEWSPAPERS, BOOKS, AND MAGAZINES (NYCT ONLY) dated July 17, 1990.

AMENDMENT OF NEGOTIATED LICENSE POLICY FOR EXISTING TENANTS dated July 19, 1995, and amended April 4, 2007, July 22, 2020.

ALL-AGENCY AGREEMENTS FOR SHORT-TERM ACCESS RIGHTS TO REAL PROPERTY FOR NOT-FOR-PROFIT, MUNICIPAL, OR PUBLIC BENEFIT CORPORATIONS FOR NON-COMMERCIAL ACTIVITIES dated October 24, 2002.

ALL-AGENCY FACILITIES USE POLICY dated September 27, 2005, and amended January 26, 2011.

ALL-AGENCY BOLLARD AGREEMENT dated May 22, 2008.

SHORT-TERM ACCESS AGREEMENTS PROVIDING ACCESS RIGHTS TO MTA BRIDGES & TUNNELS RREAL PROPERTY dated May 22, 2006.

GRAND CENTRAL TERMINAL RETAIL LICENSING dated April 27, 2009 and amended July 22, 2020, September 23, 2020, and June 29, 2022.

ALL-AGENCY PILOT PROGRAM AGREEMENT dated June 25, 2011 and amended September 24, 2018.

GCT SHORT TERM LICENSING POLICY dated April 27, 2009, and amended July 22, 2020, September 23, 2020, and June 29, 2022.

POLICY FOR ENTERING INTO LICENSE TRANSACTIONS FOR NON-REVENUE GENERATING USES AT MTA PROPERTY dated July 27, 2022, and amended November 29, 2023.

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| Subject RESTATEMENT OF MTA REAL ESTATE CONSTRUCTION ACCESS AGREEMENT LICENSING-IN POLICY |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name NEIL MASTROPIETRO/ARTURO ESPINOZA |

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|--------------------------------------|
| Date MARCH 25, 2026 |
| Vendor Name |
| Contract Number |
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AGENCY: Metropolitan Transportation Authority (“MTA”), New York City Transit Authority and Triborough Bridge and Tunnel Authority, and their respective subsidiaries, including the Metro-North Railroad Company, The Long Island Rail Road Company, MTA Construction & Development Company (“MTAC&D”), MTA Bus Company, Grand Central Madison Operating Company, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority (each, individually, an “MTA Agency” and collectively the “MTA Agencies”)

PURPOSE: Approval of restatement of the Construction Access Agreement Policy for securing certain access rights to real property through the licensing-in of third party owned, real property by MTA Agencies for their contractors, employees and agents in connection with capital construction projects and maintenance and repairs related to MTA facilities.

PURPOSE/RECOMMENDATION

The following policy is to be re-stated as follows:

Restated Construction Access Agreement Policy

The existing policy for construction access agreements, adopted November 15, 1999 and amended on November 12, 2013 and June 23, 2021, allows MTA Real Estate to negotiate, acquire or grant third parties access rights and privileges required by MTA Agencies for capital projects or maintenance or repairs of operating facilities. These access rights are typically for the duration of the project and subject to a \$10,000 per month limit. Such permits or licenses are typically obtained from other public entities. The restated policy, as modified to remove the authorization for MTA Real Estate to grant third parties and is limited to the acquisition of rights, as follows:

The Board hereby authorizes the Chief Real Estate Transactions and Operations of the MTA to negotiate and enter into agreements on behalf of all MTA agencies for the purpose of securing certain access rights to real property for their contractors, employees and agents in connection with capital construction projects and maintenance and repairs related to MTA facilities.

**FINANCE COMMITTEE MEETING
RESTATEMENT OF MTA REAL ESTATE CONSTRUCTION ACCESS AGREEMENT LICENSING-IN
POLICY (Cont'd)**

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Each agreement shall:

- 1) be in a form approved by the MTA Legal Department
- 2) provide for a permit/license fee or equivalent compensation not to exceed \$10,000.00 per month and
- 3) provide for a term not to exceed the overall project duration.

This policy is applicable only to the acquisition of access rights that are (1) minor temporary uses of land having negligible or no permanent on the environment; or (2) are in connection with a project to be constructed upon real property therefore used for a transportation purpose or on an insubstantial to such property contiguous thereto and which will not change in a material respect the general character of such prior transportation use shall take effect immediately upon its adoption.

MTA LONG ISLAND RAIL ROAD

Staff Summary

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| Subject LEASE WITH HOLDEN ROSEN GRUPP FOR PORTIONS OF THE EAST HAMPTON STATION BUILDING |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name SELINA STORZ |

| |
|--------------------------------------|
| Date MARCH 25, 2026 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|----------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | LIRR Committee | 03/23/26 | | X | |
| 2 | Finance Committee | 03/23/26 | X | | |
| 3 | Board | 03/25/26 | X | | |
| | | | | | |

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

AGENCY: MTA Long Island Rail Road (“LIRR”)
LESSEE: Holden Rosen Grupp (“HRG”)
LOCATION: Railroad Avenue, East Hampton, NY
PREMISES: Portions of the East Hampton station building ± 613 SF.
USE: Operation of a daytime café and evening wine bar
ACTION REQUESTED: Authorization to enter into a lease agreement
TERM: Ten (10) years
COMPENSATION: Year 1: \$24,000 with fixed annual increases of \$2,000.

COMMENTS:

MTA Real Estate issued a Request for Proposals (“RFP”) dated November 21, 2024, for the lease of the Premises. Two (2) proposals were received and are summarized below:

| Proposer Name | Present Value at 6% |
|--------------------|---------------------|
| Nick Zappola | \$306,064.68 |
| Holden Rosen Grupp | \$235,846.73 |

The highest proposal came from Nick Zappola who proposed a starting rental of \$36,000 (\$58.72 psf) with three percent (3%) annual increases on a ten (10) year term; however, Nick Zappola withdrew the proposal after determining that it was too high. The second highest and now only remaining proposal came from HRG who proposed a starting rental of \$24,000 (\$39.15 psf) with \$2,000 annual increases on a ten (10) year term. HRG plans to invest \$459,000 in improvements to the space for its use.

In addition, HRG has funds available to fund the improvements required. He has indicated a net worth of \$4,406,246 through various assets and is the owner of a construction company which has built out retail establishments including a café and ice cream factory. The proposed concept for the East Hampton LIRR station building is a dynamic, dual-purpose beverage and snack bar that transitions throughout the day to cater to different customer needs.

**LEASE WITH HOLDEN ROSEN GRUPP FOR PORTIONS OF THE EAST HAMPTON STATION BUILDING
(Cont'd)**

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Capital Improvements - It was determined through HRG's early due diligence that the Suffolk County Board of Health will require a septic system upgrade, which is typically the LIRR's responsibility. HRG has provided the MTA Real Estate with a cost estimate of \$80k - \$120k for the required upgrade. In lieu of LIRR performing the work, the MTA Real Estate will provide 3 years of rent credits (\$24,000 in Year 1, \$26,000 in Year 2, and \$28,000 in Year 3) for an aggregate total of \$78,000 to compensate HRG for the cost of the total septic upgrade.

Additional Leased Premises – the LIRR has approved a portion of the ticket office for exclusive tenant use. The LIRR has also approved the non-exclusive use of a second restroom. The restroom will be available to the retail customers and LIRR employees.

HRG has experience in retail development and construction in New York City and proposes a complete a full build-out of the retail area including a service counter and seating area. The interior design will align with the historic character of the station, using warm lighting, wooden accents, and classic signage. Installations such as retractable counters and adjustable seating will allow for smooth daily transitions. All improvements will meet MTA Retail Design Guidelines and health and safety regulations.

MTA Real Estate solicited an appraisal from Goodman-Marks Associates ("GM") dated March 26, 2024, with an opinion of the annual market rental value of \$45.00 psf or \$32,000.00. Please note that the GM appraisal was based on 706 SF versus the 613 SF that was marketed in the RFP.

Based on the foregoing, it is recommended to proceed with the award of a lease agreement to Holden Rosen Grupp for the operation of a café/wine bar at the East Hampton Station Building.

MTA METRO-NORTH RAILROAD

Staff Summary

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| Subject LEASE WITH MARKYS S. CENTRAL PARK, LLC FOR RETAIL SPACE AT GRAND CENTRAL |
| Department REAL ESTATE |
| Department Head Name DAVID FLORIO |
| Department Head Signature |
| Project Manager Name KIM TREVISAN |

| |
|-------------------------------|
| Date MARCH 25, 2026 |
| Vendor Name |
| Contract Number |
| Contract Manager Name |
| Table of Contents Ref. # |

| Board Action | | | | | |
|--------------|-------------------|----------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | MNR Committee | 03/23/25 | | X | |
| 2 | Finance Committee | 03/23/25 | X | | |
| 3 | Board | 03/25/25 | X | | |
| | | | | | |

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

AGENCY: Metropolitan Transportation Agency (“MTA”) and MTA Metro-North Railroad (“MNR”)
 LESSEE: Markys S. Central Park, LLC dba Marky’s Caviar (“Marky’s”)
 LOCATION: Grand Central Terminal (“GCT”)
 PREMISES: MKT-23: Approximately 143 sq. ft.
 USE: Retail sale of caviar
 ACTION REQUESTED: Authorization to enter into a lease agreement
 TERM: 10 years
 COMMON AREA MAINTENANCE: \$3,289.00 with 3% annual escalations
 LESSEE WORK: Not Applicable

| BASE RENT: | Year | <u>Guaranteed</u> | <u>Percentage Rent</u> |
|------------|------|-------------------------------|---|
| | | <u>Annual Minimum</u> Rent | |
| | 1 | \$85,000.00 | 10% of gross sales over breakpoint of \$1,020,000 |
| | 2 | \$87,550.00 | 12% of gross sales over breakpoint of \$1,050,600 |
| | 3 | \$90,176.50 | 12% of gross sales over breakpoint of \$1,082,112 |
| | 4 | \$91,980.03 | 12% of gross sales over breakpoint of \$1,103,754 |
| | 5 | \$93,819.63 | 12% of gross sales over breakpoint of \$1,125,829 |
| | 6 | \$95,696.02 | 12% of gross sales over breakpoint of \$1,148,346 |
| | 7 | \$97,609.94 | 12% of gross sales over breakpoint of \$1,171,313 |
| | 8 | \$99,562.14 | 12% of gross sales over breakpoint of \$1,194,474 |
| | 9 | \$100,557.76 | 12% of gross sales over breakpoint of \$1,206,686 |
| | 10 | \$101,563.34 | 12% of gross sales over breakpoint of \$1,218,753 |

Staff Summary

FINANCE COMMITTEE MEETING

LEASE WITH MARKYS S. CENTRAL PARK, LLC FOR RETAIL SPACE AT GRAND CENTRAL TERMINAL (Cont'd.)

COMMENTS:

A publicly offered Request for Proposals (“RFP”) was issued on September 3, 2025 seeking a single-use retail operator for MKT-23 located in Grand Central Terminal’s Grand Central Market.

One (1) proposal was received on September 15, 2025 and is summarized below:

| Proposer | Term | Use | Yr 1 MAG / % Rent | % Rent | NPV (MAG & % Rent) |
|----------------|----------|----------------|-------------------------------------|---|--------------------|
| Marky’s Caviar | 10 years | Sale of Caviar | \$85,000 with 3% annual escalations | Year 1 10% over \$1,020,000 Years 2-10 12% over \$1,050,600 escalating 3% annually | \$687,863.13 |

The Marky’s Caviar proposal was evaluated according to the selection process guidelines outlined in the Real Estate Department Real Property Disposition Guidelines last approved by the MTA Board in March 2025. After initial review and consideration, Marky’s Caviar’s proposal was deemed complete and responsible and was additionally evaluated by MTA Real Estate’s third-party real estate service providers CBRE and SMG against the selection criteria listed in the RFP and recommended for selection. The net present value of the base rent proposal is \$687,863.13 (calculated at 6%) which is in line with the appraised value of the Premises, as estimated by an independent appraiser.

After reviewing and evaluation of the proposal, MTA Real Estate determined that Marky’s proposal was the highest and best use offer. Marky’s has been operating in MKT-23 since 2022 and is currently operating on a month-to-month basis, as their license agreement expired on July 31,2025.

The owner/operators of Marky’s Caviar are a current GCT tenant in good standing, operating in space MKT-23 for over three (3) years, offering fresh caviar.

Marky’s initial construction was completed in 2022. Under this RFP Marky’s will not be renovating the space.

Based on the foregoing, MTA Real Estate requests authorization to enter a lease on behalf of MNR with Markys S. Central Park, LLC under the above-described terms and conditions.