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 Loal 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. **<u>JOINT LONG ISLAND RAIL ROAD/METRO-NORTH RAILROAD COMMITTEE</u>**

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.

<u>11.BOARD ACTIONS</u>

A. <u>CAPITAL PROGRAM COMMITTEE ACTIONS</u>

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. <u>SAFETY COMMITTEE</u>

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 sage 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 Acess-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