MTA Board Meeting

Wednesday, 7/29/2026
9:00 AM - 12:00 PM ET

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

Regular Board Meeting Minutes
June 24, 2026
9:00 AM
2 Broadway
New York, New York

The following Board Members were present:
Hon. Janno Lieber, Chair & CEO
Hon. Samuel Chu
Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Melanie Hartzog
Hon. Marc Herbst
Hon. David Jones
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. Haeda B. Mihaltses
Hon. Melva M. Miller
Hon. James O'Donnell
Hon. Dr. John-Ross Rizzo
Hon. Lisa Sorin
Hon. Edward Valente
Hon. Neal Zuckerman
The following alternate non-voting members were present:
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Randolph Glucksman
The following Board Members were not present:
Hon. Matt Rand
Hon. Janette Sadik-Khan
Hon. John Samuelsen

Paige Graves, General Counsel, John McCarthy, Chief of External Relations & Policy, Lisette Camilo, Chief Administrative Officer, Jai Patel, Chief Financial Officer, Anita Miller, Chief Labor and Employee Relations Officer, Robert Free, LIRR President, Jamie Torres-Springer, MTA C&D President, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff and Strategic Planning, Catherine Sheridan, TBTA President, Demetrius Crichlow, New York City Transit President, Michael Kemper, Chief Security Officer, Monica Murray, Auditor General, and Jake Luce, Deputy Chief Management & Budget, also attended this meeting.

Chair Lieber called to order the June 2026 Board meeting.

A safety announcement was made.

1. **PUBLIC SPEAKERS.**

The following people spoke, either virtually or in-person:

The following public speakers commented (*live virtual comments):
Jean Ryan, Disabled in Action
Christopher Greif, NYCTRC & ACTA LIRR ADA Task Force
Lisa Daglian, PCAC
David Kupferberg, Passengers United
Jesse Figueroa*, Veterans Affairs
Lindsey Dobin*, private citizen
Debra Greif, private citizen
Miriam Fisher*, private citizen
Angela Kravtchenko*, Community Board 13
Iris Kelly, Disabled in Action
William Gati*, CURES
Norm Miller*, New York Public Interest Research Group
Gian Padula, NYC Public Schools
Abraham Zimmerman, private citizen
Crispin Drakes, TWU Local 100
Lauren Schandevel, Jobs to Move America
Alexander Kemp*, TWU Local 100
Rita Friedman, private citizen
Montoya Clemmons*, private citizen
Mike Howard*, private citizen
Wei Hong, private citizen
Bernard Fryshman, private citizen

Lolita Divilova*, private citizen
Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the details.

2. EXECUTIVE SESSION.

Chair Lieber thanked members of the public who spoke.

General Counsel Paige Graves confirmed a quorum of members were present at the meeting.

Upon motion duly made and seconded, the Board voted to convene an executive session in accordance with Section 105(1)(f) of the New York State Public Officers Law to discuss matters relating to labor agreements. Upon motion duly made and seconded during executive session, the Board voted affirmatively on two labor agreements between the MTA and two labor organizations. Thereafter, upon motion duly made and seconded, the Board voted to resume proceedings in public session.

3. CHAIR'S REMARKS.

Chair Lieber stated that in Executive Session, the Board voted affirmatively and approved labor agreements between the MTA and various labor organizations, specifically the labor agreements coming out of the LIRR Strike.

Chair Lieber noted that the MTA has maintained smooth service throughout the Knicks finals games, when subway ridership hit record highs, as well as throughout the World Cup when railroad service through Penn Station was threatened.

Chair Lieber noted it has been a great time to be a New Yorker, and the MTA is in the middle of it all with increased efficiency. The LIRR and Metro-North Railroad set new ridership records on June 18, 2026, on the day of the Knicks Parade. The MTA has also carried thousands of people to the US Open in Shinnecock Hills and to World Cup watch parties throughout the city.

Chair Lieber reported that for the past five years, the defining mission of this Board has been to preserve mass transit so that this region could recover post-COVID. He acknowledged the Board's strong decisions to double down, and increase the frequency on 11 subway lines, expand commuter railroad service by 40 percent, and embrace affordability initiatives, rather than decreasing and limiting regional service. Organizational efficiencies were key to making the so-called numbers work and to give the MTA credibility to ask for money in Albany.

Chair Lieber shared the ways the MTA is finding savings, particularly by leveraging technology to bring this agency into the 21st Century, while also noting that rising costs and inflation threaten the MTA's financial stability.

Other topics Chair Lieber shared included auto insurance reform and expanded toll enforcement powers from Albany, with acknowledgment to Governor Kathy Hochul, as well as upcoming legislative goals the MTA is focused on.

4. PRESENTATION ON OPERATING EFFIENCIES.

Jake Luce, Deputy Chief at MTA Finance, provided a special presentation on MTA's operating efficiencies program.

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

5. MINUTES.

Upon motion duly made and seconded, the Board approved the minutes of the joint Board and Committee meeting held on May 20, 2026 as distributed.

6. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE.

Upon motion duly made and seconded, the Board approved the following item.

- Gannett Fleming Engineers and Architects, P.C.: Contract award for E-ZPass® InterOPerability ("EZIOP") Hub Consultant Services in the amount of $5,466,668.

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

7. JOINT LONG ISLAND RAILROAD AND METRO-NORTH RAILROAD COMMITTEE.

Upon motion duly made and seconded, the Board approved the following two items:

Long Island Rail Road

- Alstom Transportation: Expedited Change Order Procedure for the M-9A Railcar Procurement.
- George S. Hall, Inc.: a retroactive modification of contract MS21001 in the amount of $2,858,104, for additional scopes of work required from January 2025 to December 2025 for Operation and Maintenance of Infrastructure and Related Structures Supporting LIRR Access Into Grand Central Madison Terminal Passenger Facilities.

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

8. NEW YORK CITY TRANSIT COMMITTEE.

Upon motion duly made and seconded, the Board approved the following three items:

- RFP Authorizing Resolution for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company in the amount of $2,858,104.
- The Goodyear Tire and Rubber Co.: Lease, Furnish and Service of Bus Tires for Department of Buses (DOB) and MTABC in the amount of $165,619,375.
- ARRO Inc. (New York, New York), Corporate Transportation Group Ltd. (Brooklyn, New York), Fejost LLC d/b/a Sentry Management Solutions (Bronx, New York), Bel-Linda d/b/a Islander Transportation (Staten Island, New York): Broker Car Services for Paratransit Access-A-Ride for $348,807,488.

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

9. CAPITAL PROGRAM COMMITTEE.

The Capital Program Committee did not have any items for Board approval.

10. DIVERSITY COMMITTEE.

The Diversity Committee did not have any items for Board approval.

11. COMMITTEE ON FINANCE.

Upon motion duly made and seconded, the Board approved the following items:

- 2026 New York State PWEF Assessment: The action item requests Board approval to authorize actions relating to the payment of the New York State assessment on the MTA and its constituent agencies for the Public Work Enforcement Fund for calendar year 2026 totaling $5,402,215.
- Milliman, Inc.: Contract award for multi-agency actuarial consulting services for pension and Other Post-Employment Benefit Plans totaling $3,022,683.
- Element Fleet Corporation: Contract award for the management of MTA's non-revenue fleet of 3,600+ vehicles totaling $115,802,035.

Real Estate

- License with 890 BLC Owner LLC for staging and access for the Oak AC Substation in support of the Penn Station Access Project, Bronx, NY.
- Lease with JJR Realty LLC for an MTA Bus employee parking lot on 4865 Arthur Kill Road, Staten Island, NY.
- Disposition of property to Farrell Building Company, Inc., located at 52 Foster Avenue, Bridgehampton, N.Y.

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

12. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE
JULY 2026

PROCUREMENTS

The Procurement Agenda this month includes 9 actions for a proposed expenditure of $ 498.2 M.

Staff Summary

Subject	Request Authorization for Several Procurement Actions
Contracts Department	
Evan Eisland, Executive Vice President and General Counsel	
Date: July 22, 2026	

Board Action

Order	To	Date	Approval	Info	Other
1	Capital Program Committee	7/27/26	X		
2	Board	7/29/26	X		

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 Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote	# of Actions	$	Amount
B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	$	TBD
C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	4	$	471,644,756
SUBTOTAL	5	$	471,644,756

Schedules Requiring Majority Vote	# of Actions	$	Amount
I. Modifications to Purchase and Public Works Contracts	1	$	16,200,000
SUBTOTAL	1	$	16,200,000

MTA Construction & Development proposes to ratify awards in the following category:

Schedules Requiring Majority Vote	# of Actions	$	Amount
K. Ratification of Completed Procurement Actions	3	$	10,383,416
SUBTOTAL	3	$	10,383,416
TOTAL	**9**	**$**	**498,228,172**

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.

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.

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for all items estimated to be greater than $1M.)

1. TBD **$TBD** ***Staff Summary Attached***
Contract No. C26204

MTA Construction and Development requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines and that it is in the public interest to authorize C&D to issue a competitive Request for Proposals in lieu of sealed bids for the award of the contract for the systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2.

Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for all items requiring Board approval.)

2. Skanska USA Civil Northeast, Inc. **$147,930,000** ***Staff Summary Attached***
Contract No. 6401

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to implement flood mitigation measures at the Long Island Railroad West Side Yard in Manhattan.

3. Scalamandre-Gramercy JV II **$145,407,713** ***Staff Summary Attached***
Contract No. 6534

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act and state of good repair improvements at two Long Island Rail Road stations on the Main Line in Nassau County: Floral Park Station and Bellerose Station.

4-5. ECCO III Enterprises, Inc. **$170,389,000** ***Staff Summary Attached***
Contract No. A46040

Atta Elevators New York, Inc. **$7,918,043** ***Staff Summary Attached***
Contract No. TBD

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades and station renewal work at 3rd Ave – 138th Street and Brook Avenue Stations on New York City Transit's Pelham (6) Line. Board approval is also requested to award a long-term elevator maintenance contract.

Procurements Requiring Majority Vote

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.)

6. American Bridge/Commodore JV **$16,200,000** ***Staff Summary Attached***
Contract No. RK-19A

MTA Construction and Development requests Board approval of a modification for additional structural work to replace the tower stringers. The modification will also extend the Substantial Completion date by 56 days to November 25, 2027.

MTA Construction & Development

Staff Summary

Schedule B: Request to Use RFP for Procurement of Purchase and Public Works in lieu of Sealed Bids

Item Number 1	
Department, Department Head Name: Delivery, Matthew Zettwoch, Program Executive, Stations	

Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	07/27/26	X		
2	**Board**	07/29/26	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**
RFP Authorizing Resolution	C26204
Description	
Systems, Finishes, Entrances and Ancillary Buildings for Second Avenue Subway - Phase 2	
Total Amount	
To Be Determined	
Contract Term (including Options, if any)	
To Be Determined	
Option(s) included in Total Amount?	☐ Yes ☐ No
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development ("C&D") requests that the Board adopt a resolution declaring competitive bidding impractical or inappropriate, pursuant to the New York Public Authorities Law and the All-Agency General Procurement Guidelines, and that it is in the public interest to authorize C&D to issue a competitive Request for Proposals ("RFP") in lieu of sealed bids for the award of the contract for the systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2 ("Contract 4").

DISCUSSION

Phase 2 of the Second Avenue Subway Program will extend Q Line subway service from 96th Street and Second Avenue to 125th Street and Lexington Avenue. Contract 4 will provide the systems (including Communications Based Train Control ("CBTC"), mechanical, electrical and plumbing work (including substations and tunnel ventilation), track and signals, and communication and security systems), the construction of six ancillary buildings and six station entrances, and finishes for Phase 2 which will need to be consistent with and able to seamlessly connect to the existing subway system. Moreover, the work to be completed under Contract 4 will require detailed and complex coordination with the work being performed under Contracts 2 and 3 of Phase 2. Additionally, the CBTC system to be installed as part of Contract 4 will include both the Phase 1 and Phase 2 territories and will be designed and installed based on performance requirements in the RFP. In order to ensure that the selected contractor can address the complex technical and integration issues associated with this Contract and coordination requirements with Contracts 2 and 3, C&D must be able to evaluate, along with price, proposers' technical qualifications, approaches and proposed project schedules to ensure the MTA receives the best value for this work and that the Phase 2 program schedule can be maintained, which cannot be done through a sealed bid process. Rather a competitive RFP is the appropriate procurement process for this work.

M/W/DBE INFORMATION

MTA's Department of Diversity and Civil Rights will assign applicable goals prior to issuance of the Request for Proposals.

IMPACT ON FUNDING

Funding for the Contract will be from a Federal grant agreement and the MTA's 2015-2019 and 2020-2024 Capital Programs.

ALTERNATIVES

The use of a sealed bid process, in which factors other than cost and project duration cannot be considered, is not recommended as it does not provide the flexibility to assess proposers' technical approaches and project schedules for accomplishing this project in a complex environment. An RFP is a better means to evaluate and consider alternative proposals or creative solutions. A negotiated procurement in this situation would better serve the public interest and offer C&D the best overall value.

RECOMMENDATION

That the Board adopt a resolution declaring competitive bidding impractical or inappropriate and that it is in the public interest to authorize C&D to issue competitive Requests for Proposals in lieu of sealed bids for the award of the contract for systems, finishes, entrances and ancillary buildings for Second Avenue Subway - Phase 2.

Construction & Development

Staff Summary

Schedule C: Competitive Requests for Proposals
(Award of Public Works Contract)

Item Number 2					
Department, Department Head Name: Delivery, Anthony Tufano, Senior Vice President, Railroads Business Unit					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	7/27/26	X		
2	**Board**	7/29/26	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**
Skanska USA Civil Northeast, Inc.	6401
Description	
Design-Build Services for LIRR West Side Yard Flood Mitigation Measures	
Total Amount	
1. Design Build Contract	$145,430,000
2. Option	$2,500,000
3. Stipend	$300,000
Contract Term (including Options, if any)	
1,187 calendar days	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐N/A
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Skanska USA Civil Northeast, Inc., ("Skanska") a publicly advertised and competitively solicited contract (the "Contract") for design-build services to implement flood mitigation measures at the Long Island Railroad ("LIRR") West Side Yard ("WSY") in Manhattan. The Contract is in the amount of $145,430,000 and has a duration of 1,187 calendar days. The Contract includes an option for the construction of a portion of the north perimeter concrete flood wall within NYCDOT right-of-way along 33rd Street. MTA C&D may exercise this option, at its sole discretion, on or before March 2027. If exercised, the Contract Price will increase by $2,500,000 (the "Option Price"), with no change to the Contract duration. 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 $150,000 to be paid to each of the two unsuccessful proposers for a total amount of $300,000.

DISCUSSION

During Superstorm Sandy, a tidal storm surge flooded the WSY and East River Tunnels, inundating them with salt water. This Project will implement flood protection solutions for the WSY in order to prevent and mitigate flooding of the yard and tunnels during future extreme weather events. This Contract includes the construction of flood walls along the WSY perimeter, installation of flood gates, sump pumps and a tide gate chamber, drainage system improvements, back-up power equipment and communication systems. In addition, existing equipment such as emergency generators, switchgear, DC batteries and a SCADA control cabinet will be elevated to protect them from future floods events.

The Contract also includes an option for the Design-Builder to construct a permanent flood wall within the NYCDOT Right of Way along West 33rd Street, extending for a distance of approximately 201 feet. The option also includes a below-grade seepage cutoff wall extending approximately 246 feet within the right of way. The option was included primarily to address potential development above the WSY, but that issue has now been accounted for and MTA C&D expects that it will be exercising the option.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of seven Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria addressing, (completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria addressing, (team, key personnel and organization, project approach, prior Design-Build experience, past performance and participation compliance). Based on these criteria, the following firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- Skanska
- Gramercy Scalamandre, A Joint Venture ("GSJV")
- Michels Corporation ("Michels")
- Posillico Civil, Inc. ("Posillico")

Following receipt of the RFP, Michels informed C&D that it would not submit a proposal.

During Step 2 of the procurement process, C&D representatives met separately with representatives from Skanska, GSJV and Posillico 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 suggested 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, ten ATCs were approved or conditionally approved. Skanska and GSJV submitted technical and price proposals incorporating their conditionally approved ATCs. Posillico did not incorporate any ATCs in its Proposal.

The selection committee, consisting of representatives from MTA C&D Delivery, Development and Contracts, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, proposer qualifications and experience, management plan, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: Skanska: $149,970,000 (Base: $147,970,000, Option: $1,800,000); GSJV: $153,676,000 (Base: $149,486,000, Option: $4,190,000), and Posillico: $148,153,252 (Base: $141,981,602, Option: $6,171,650).

The Selection Committee unanimously recommended that Skanska be invited to participate in negotiations as its proposal was determined to offer the best potential value to the MTA. Skanska's Technical Proposal demonstrates a comprehensive understanding of the Project's objectives, scope, and complex construction environment, including active rail operations, the High Line, Amtrak tunnels, and significant subsurface utility congestion. Skanska's proposed ATC effectively mitigates overhead conflicts with the High Line, reduces utility impacts, and addresses construction challenges along the West Service Road. The proposed Skanska and Thornton Tomasetti design team, together with its key subcontractors, has extensive experience delivering projects within the West Side Yard and Hudson Yards environments. In contrast to the other proposals, Skanska was the only proposer that did not require a continuous Track 30 outage of three months or more, aligning with MTA C&D's objective of minimizing service disruptions, as identified in the RFP's Railroad Supplied Services requirements. While Posillico offered the lowest price, its proposal demonstrated limited consideration of LIRR operational requirements, included a continuous 6-month Track 30 outage to construct work outside of LIRR property, and proposed a project schedule that did not comply with the RFP requirements.

Negotiations were held with Skanska and focused on the firm's price assumptions and scope clarifications. Skanska's cost for the option increased to reflect NYCDOT's requirement that all Work within its property occur at night. Following negotiations, Skanska submitted a Best and Final Offer ("BAFO") in the amount of $145,430,000 for the base and a duration of 1,187 days, and $2,500,000 for the Option. Skanska's' BAFO of $147,930,000 (inclusive of the option) was deemed to be fair and reasonable.

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

DBE 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%.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposers are included in the MTA 2010-2014 and 2020-2024 Capital Programs and by an FTA-administered grant.

ALTERNATIVES

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

Construction & Development

Staff Summary

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

Item Number 3					
Department, Department Head Name:					
Delivery, Anthony Tufano, Senior Vice President, Railroads Business Unit					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	**Capital Program Committee**	7/27/26	X		
2	**Board**	7/29/26	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**
Scalamandre-Gramercy JV II	6534
Description	
Design-Build Services for LIRR ADA Improvements Package III – Floral Park and Bellerose Stations	
Total Amount	
1. Contract	$145,407,713
2. Stipends	$840,000
Contract Term (including Options, if any)	
1,156 Calendar Days	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type	
☒ Competitive ☐ Noncompetitive	
Solicitation Type	
☒ RFP ☐ Bid ☐ Other:	
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	

ACTION REQUESTED

MTA Construction and Development (" MTA C&D") requests Board approval to award to Scalamandre-Gramercy JV II, a joint venture consisting of Peter Scalamandre and Sons Inc. and Gramercy Group, Inc. ("SGJV"), a publicly advertised and competitively solicited Contract No. 6534 (the "Contract") for design-build services for Americans with Disabilities Act ("ADA") and state of good repair improvements at two Long Island Rail Road ("LIRR") stations on the Main Line in Nassau County: Floral Park Station and Bellerose Station. The Contract is in the amount of $145,407,713 and for a duration of 1,156 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 $280,000 to be paid to each of the three unsuccessful proposers for a total amount of $840,000.

DISCUSSION

This Contract is one of a series of projects in support of the MTA's commitment to make stations accessible and will also provide for state of good repair work at the stations and general improvements to station operations. At Bellerose Station, the work includes modification of an existing tunnel to accommodate a new elevator tower, construction of a new hydraulic elevator, installation of new ADA ramps and accessible paths of travel, and installation of platform replacements and extensions. The work at Floral Park includes the replacement and extension of station platforms, the installation of a new escalator, repairs to three railway bridges, the viaduct and other station components as well as improvements providing code complaint egress and ADA compliant path of travel. The Contract also provides at both stations for sidewalk improvements, electrical and mechanical upgrades, upgrades to fire alarm systems, new structural foundations and superstructure elements, installation of Automated Snow and Ice Melt Systems, lighting, and signage.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of ten Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation

Criteria (addressing team, key personnel and organization, project approach, prior experience, past performance and diversity compliance). Based on these criteria, the following four firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- Scalamandre-Gramercy JV II ("SGJV")
- Citnalta-Railroad Joint Venture ("CRJV")
- Forte Construction Corp ("Forte")
- Posillico Civil, Inc. ("Posillico")

In response to the RFP, all four proposers submitted technical and price proposals. The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts and LIRR Engineering, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals, which were as follows: SGJV: $143,777,713; CRJV: $162,972,000; Forte: $184,688,000; and Posillico: $169,810,106.90.

The selection committee invited SGJV, CRJV, and Posillico to participate in negotiations. Forte was not invited to participate in negotiations because their price proposal was outside of the competitive range. Negotiations with CRJV, Posillico, and SGJV included detailed scope discussions focusing on schedule; general requirements; design and BIM modeling software; and the various elements of the project work. Following negotiations, the three proposers were asked to submit revised proposals and subsequently Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: SGJV: $145,407,713; CRJV: $161,972,000; and Posillico: $167,919,400.

The selection committee unanimously recommended SGJV for award of the Contract. The selection committee determined that SGJV's proposal offered the best value to the MTA. SGJV provided the lowest price and a technical approach that demonstrates an ability to complete the work safely, on time, and within budget. SGJV's technical proposal, includes a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. SGJV's BAFO of $145,407,713 is deemed to be fair and reasonable.

In connection with the review of SGJV's and its member partners Peter Scalamandre and Sons Inc.'s and Gramercy Group, Inc.'s responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered, and SGJV is found to be a responsible vendor.

MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for the Contract. SGJV is committed to meeting the required goal requirements. SGJV has not completed any MTA contracts with MWDBE goals; therefore, no assessment of their MWDBE performance is available at this time.

IMPACT ON FUNDING

Funding for the Contract, and for the stipends for the three unsuccessful proposers, is included in the LIRR portion of MTA's 2025-2029 Capital Program.

ALTERNATIVES

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

Construction & Development

Staff Summary

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

Items Numbers 4-5
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations

Board Reviews

Order	To	Date	Approval	Info	Other
1	**Capital Program Committee**	7/27/26	X		
2	**Board**	7/29/26	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
1. ECCO III Enterprises, Inc. 2. Atta Elevators New York, Inc.	1. A46040 2. TBD

Description

Design-Build Services for ADA Upgrades and Station Renewals at 3rd Ave – 138th Street and Brook Avenue Stations – Pelham (6) Line

Total Amount

1. Design Build Contract	$170,389,000
2. Long Term Elevator Maintenance Contract	$7,918,043
3. Stipend	$585,000

Contract Term (including Options, if any)

1. A46040	1,065 Calendar Days
2. Maintenance Contract	15 years

Option(s) included in Total Amount?	☐ Yes ☐ No ☒N/A
Renewal?	☐ Yes ☒ No

Procurement Type

☒ Competitive ☐ Noncompetitive

Solicitation Type

☒ RFP ☐ Bid ☐ Other:

Funding Source

☒ Operating** ☒ Capital* ☒ Federal* ☐ Other:

***Design-Build Contract** ****Maintenance Contract**

ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to ECCO III Enterprises, Inc. ("ECCO"), a publicly advertised and competitively solicited contract (the "Contract") for design-build services for Americans with Disabilities Act ("ADA") upgrades and station renewal work at the 3rd Ave – 138th Street and Brook Avenue Stations on New York City Transit's Pelham (6) Line. The Contract is in the amount of $170,389,000 and for a duration of 1,065 calendar days. Board approval is also requested to award a long-term elevator maintenance contract to Atta Elevators New York, Inc. ("Atta"), formerly Modern Elevator Installations, Inc., in the amount of $7,918,043 and for a duration of 15 years. 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 $195,000 to be paid to each of the three unsuccessful proposers for a total amount of $585,000.

DISCUSSION

This Contract is one of a series of ADA projects in support of the MTA's commitment to make stations accessible. The Contract work consists of the rehabilitation of the stations at 3rd Ave – 138th Street and Brooke Avenue on the IRT Pelham Line – including the design and construction of five new street-to-mezzanine elevators (three elevators at the 3rd Ave-138th Street Station and two elevators at the Brooke Avenue Station) and other ADA improvements, as well as providing water infiltration prevention elements, comprehensive station painting, removing and replacing damaged stations finishes, repairing select back-of-house rooms, and designing, replacing, or modifying existing station elements such as stairs and doors. Additionally, the scope of work at 3rd Ave – 138th Street Station includes replacing one active track, replacing and upgrading a series of street-level ventilators, associated drain assemblies and sewer connections to prevent flooding, and providing additional flood resiliency upgrades.

C&D also seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and its subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the design-builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the NYCT system, but to also take into consideration the elevator subcontractor's ultimate responsibility under a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on the service start date of the last elevator installed under the Contract.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of nine Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior experience and past performance). Based on these criteria, the following four firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- ECCO
- Citnalta-Railroad Joint Venture, a Joint Venture between Citnalta Construction Corp. and Railroad Construction Company, Inc. (“CRJV”),
- Forte Construction Corp. (“Forte”), and
- Judlau Contracting, Inc. (“Judlau”)

In response to the RFP, all four proposers submitted technical and price proposals. Forte proposed Mid-American Elevator Co., Inc. as the elevator installer and for the maintenance contract, while ECCO, CRJV and Judlau proposed Atta Elevators New York Inc. The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following pre-established selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: ECCO: $170,389,000 (maintenance - $7,918,042.32); CRJV: $198,345,000 (maintenance - $7,558,267.87); Forte: $183,818,000 (maintenance - $9,735,400); and Judlau: $234,472,945 (maintenance - $7,918,053.72).

After reviewing the price proposals, the selection committee invited ECCO and Forte to participate in negotiations. CRJV and Judlau were not invited as their proposals were outside of the competitive range. Negotiations focused on contract scope, schedule, costs associated with administration, design, and mobilization. Following negotiations, ECCO confirmed its price proposal of $170,389,000 and Atta’s price proposal of $7,918,042.32, while Forte submitted a Best and Final Offer (“BAFO”) in the amount of $178,618,008 (with a maintenance contract cost of $7,918,053.72).

The selection committee unanimously recommended ECCO for award. In addition to providing the lowest price, the selection committee determined that ECCO’s proposal offered the best value to the MTA because it offers a practical, well-organized approach that supports timely delivery while maintaining safe operations and minimizing public impact. Their design strategy uses phased, station-based packages with a strong quality control process, and their management plan clearly defines roles, responsibilities, and coordination across all major activities. ECCO’s elevator installer Atta has extensive experience installing and maintenance high-capacity elevators, having performed similar work on several MTA stations under its previous name Modern Elevator Installations, Inc. ECCOs BAFO of $170,389,000 and Atta’s proposal of $7,918,042.32 are deemed to be fair and reasonable.

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

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%.

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

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Atta Elevators New York Inc. has not recently completed any MWDBE contracts with goals; therefore, no assessment of the firm’s performance is available at this time.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA’s 2020-2024 Capital Programs. Funding for the Maintenance Contract is included in the NYCT operating budget.

ALTERNATIVES

None recommended. 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: 6

Vendor Name (& Location) American Bridge / Commodore JV (Fort Lee NJ)			
Description Structural Rehabilitation of the East River Suspended Spans and Anchorages at the RFK Bridge			
Contract Term (including Options, if any) December 30, 2023 – September 30, 2027			
Option(s) included in Total Amount?	☐ Yes	☐ No	☒ n/a
Procurement Type	☒ Competitive	☐ Non-competitive	
Solicitation Type	☐ RFP	☐ Bid	☒ Other: Modification
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:			
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer			

Contract Number		**AWO/Modification #**
RK-19A		06
Original Amount:	$	409,912,888
Prior Modifications:	$	5,149,996
Prior Budgetary Increases:	$	0
Current Amount:	$	415,062,884
This Request:	**$**	**16,200,000**
% of This Request to Current Amount:		3.90%
% of Modifications (including This Request) to Original Amount:		5.21%

<u>DISCUSSION:</u>

The Contract provides for rehabilitation of the East River suspended spans at the Robert F. Kennedy ("RFK") Bridge and includes structural strengthening of the bridge decks and roadways. MTA Construction and Development ("C&D") requests Board approval of a modification for additional structural work to replace the tower stringers. The modification will also extend the Substantial Completion date by 56 days to November 25, 2027.

The original contract work includes design, fabrication and installation of 40 new tower stringer pin assemblies fabricated to match the existing pin assemblies which are 90 years old. These pin assemblies connect the tower stringers (which support the roadway) to the adjacent floor beams. Following award of the Contract, an under-deck work platform was installed that provided close-up access to the underside of the bridge roadway and allowed a detailed inspection of the conditions of the structure. This inspection revealed unanticipated deterioration, including extensive corrosion in the pin assemblies, deformation of the keeper plates, misalignment of the tower stringers, and loss of bearing surfaces for the tower stringers. The deterioration has restricted the movement of the stringers, causing locked or binding conditions that increase stress on adjacent structural framing members, resulting in loss of structural integrity and functionality of the original pin connections. The deterioration, coupled with the misalignment of the stringers, necessitates replacement of the entire structural unit which includes the stringers, their bearings and the pin assemblies. This Modification provides for the replacement of all 40 tower stringers and their associated components. This Modification also includes a non-compensable extension of the date of Substantial Completion by 56 days from September 30, 2027 to November 25, 2027.

The Contractor submitted a cost proposal totaling a net $18,456,177.52. Negotiations resulted in agreement on a net lump sum price of $16,200,000, including a credit of $3,500,000 for the deletion of the in-scope pin assembly replacement. The final negotiated cost of $16,200,000 is considered fair and reasonable.

JULY 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)
(Staff Summaries required for all items requiring Board approval)

7. Parsons Transportation Group of New York, Inc. Contract No. CM1120 — **$1,964,055** — ***Staff Summary Attached***

MTA Construction and Development requests that the Board ratify a task order revision for continued CCM support and oversight of three contracts associated with the implementation of Communications Based Train Control on New York City Transit's Queens Boulevard Line West.

8. Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated Contract No. CM1190 — **$5,033,152** — ***Staff Summary Attached***

MTA Construction and Development requests that the Board ratify a modification to provide the preliminary design and technical requirements for a Communications Based Train Control system for both Phase 1 and Phase 2 of the Second Avenue Subway and to incorporate it into the signals, systems and fit out contract package for Phase 2.

9. Atkins-HNTB, JV Contract No. PS21002 — **$3,386,209** — ***Staff Summary Attached***

MTA Construction and Development requests that the Board ratify a modification for additional design services to update the contract documents for CBTC implementation on the Sixth Avenue/63rd Street Line to incorporate, among other things, CBTC system upgrades at the DeKalb Interlocking and a new tunnel lighting system and wireless cellular network infrastructure throughout the line. This modification will extend the term of the Contract by 15 months, to March 31, 2027

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 7

Vendor Name (& Location) Parsons Transportation Group of New York (New York NY)	
Description Consultant Construction Management and Inspection Services for CBTC West Phase I Signal System Modernization on the QBL Line	
Contract Term (including Options, if any) May 23, 2017 – December 31, 2026	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Contracts, Evan Eisland, EVP and General Counsel	

Contract Number		**AWO/Modification #**
CM1120		Task Order No. 2 Revision No. 7
Original Amount:	$	21,985,637
Prior Modifications:	$	10,814,000
Prior Budgetary Increases:	$	0
Current Amount:	$	32,799,637
This Request:	$	**1,964,055**
% of This Request to Current Amount:		4.24%
% of Modifications (including This Request) to Original Amount:		55.51%

DISCUSSION:

This task order was competitively awarded from a Board approved panel of professional service providers with indefinite quantity contracts for construction management and inspection services for signals and train control. MTA Construction and Development ("C&D") requests that the Board ratify a revision to the task order to continue to provide construction management and inspection services for three contracts associated with the implementation of Communications Based Train Control ("CBTC") on New York City Transit's Queens Boulevard Line West ("QBL-West"). The revision increases the not-to-exceed amount of the task order by $1,964,055. Board ratification is sought for this revision because it will bring the total allocated amount for task orders issued to this panel over the $50 Million previously approved by the Board for the panel.

This revision is required to support several modifications to the implementation contracts, including implementation of new functionalities for the Automatic Train Supervision system, services to support new MTA-IT cybersecurity mandates, unanticipated troubleshooting of track switch inconsistencies, compliance with new MTA-initiated platform barrier installations, and enhancements to the CBTC software to improve real-time identification of root causes behind emergency events.

Parsons submitted a cost proposal for the not-to-exceed amount of $1,918,957. Negotiations identified a discrepancy in the hours proposed for on-site project oversight and yielded a final cost not-to-exceed $1,964,055, which is considered fair and reasonable. This is the only active task order in the contract pool. The total allocated amount for task orders issued to this panel to date is $49,425,246.

Construction & Development

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 8

Vendor Name (& Location) Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated (New York NY)	
Description Design Consultant for Phase 2 of the Second Avenue Subway	
Contract Term (including Options, if any) December 30, 2016 – January 30, 2028	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☐ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	**AWO/Modification #**	
CM1190	15	
Original Amount:	$	120,453,095
Prior Modifications:	$	74,823,306
Prior Budgetary Increases:	$	0
Current Amount:	$	295,428,570
This Request:	**$**	**5,033,152**
% of This Request to Current Amount:		1.7%
% of Modifications (including This Request) to Original Amount:		66.3%

DISCUSSION:

Contract CM1190 (the "Contract") provides for Phase 2 Partnership ("P2P"), a joint venture consisting of WSP USA Inc. and STV Incorporated, to provide design services for Phase 2 of the Second Avenue Subway ("SAS") Project. MTA Construction and Development ("C&D") requests that the Board ratify a modification to provide the preliminary design and technical requirements for a Communications Based Train Control ("CBTC") system for both Phase 1 and Phase 2 of the SAS and to incorporate it into the signals, systems and fit out contract for SAS Phase 2 (the "C-4 Contract") which is expected to be issued in the fourth quarter of 2026. The modification is in the not-to-exceed amount of $5,033,152.

Phase 1 of SAS (extending Q Line service from 57th Street to 96th Street) was designed and constructed with the standard, at that time, fixed block signaling system. Phase 2 (which will extend that service to 125th Street) will be designed and constructed with modern CBTC signaling and the grant agreement providing federal funding for SAS mandates that Phase 1 be retrofitted with CBTC as part of Phase 2.

At the time that the Contract was issued, the exact model for implementation of future CBTC systems at the MTA had not been fully developed and for that reason, the Contract did not provide for P2P to provide CBTC design services. Since that time, C&D has updated and refined its approach to the delivery of CBTC projects, and requires that P2P prepare the preliminary design and technical requirements based on that updated approach and incorporate those documents into the contract documents for the C-4 contract. The C-4 contractor will then be responsible for the installation and commissioning of CBTC on both Phase 1 and Phase 2 of SAS. In order to mitigate schedule delays to the procurement and award of the C-4 contract, authorization was obtained from the President of C&D on May 11, 2026, to commence work under this Modification.

P2P submitted its cost proposal in the amount of $7,925,947. Following negotiations, the consultant submitted a final price of $5,033,152, which is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: 9

Vendor Name (& Location) Atkins-HNTB JV (New York NY)	
Description General Engineering Services for NYC Transit Communications Based Train Control	
Contract Term (including Options, if any) April 1, 2022 – December 30, 2025	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number		**AWO/Modification #**
PS21002		9
Original Amount:	$	18,154,956
Prior Modifications:	$	12,512,015
Prior Budgetary Increases:	$	0
Current Amount:	$	30,666,971
This Request:	**$**	**3,386,209**
% of This Request to Current Amount:		11%
% of Modifications (including This Request) to Original Amount:		87.5%

DISCUSSION:

The Contract provides for general engineering consultant services to assist the MTA in the implementation of its Communications Based Train Control ("CBTC") program for New York City Transit subway service. More specifically, the Contract work includes design, engineering, preparation of bridging documents and procurement support for the expansion of CBTC to the Fulton Street Line, the Sixth Avenue/63rd Street Line, and the Crosstown Line. MTA Construction and Development ("C&D") requests that the Board ratify a modification, in the amount of $3,386,208.76, for additional services to update the contract documents for CBTC implementation on the Sixth Avenue/63rd Street Line to incorporate, among other things, CBTC system upgrades at the DeKalb Interlocking and a new tunnel lighting system and wireless cellular network infrastructure throughout the line. This modification will also extend the term of the Contract by 15 months, to March 31, 2027.

In order to take full advantage of the diversions, flaggers and other NYCT services that will be required for CBTC implementation on the Sixth Avenue/63rd Street Line, and to minimize impacts to the public, C&D has concluded that the work to include a new tunnel lighting system and wireless cellular network infrastructure throughout the line should be bundled with the CBTC work. In addition, it is prudent to include CBTC upgrades at the DeKalb Interlocking with this project. This modification incorporates these items into the design and the bridging documents for the Sixth Avenue/63rd Street Line contract. The modification also includes updates to the design with the latest C&D design-build requirements and CBTC Interoperability Interface Specifications. In order to mitigate schedule delays, authorization was obtained from the President of C&D on January 7, 2026, to commence work under this Modification.

The designer, Atkins-HNTB JV, submitted its cost proposal in the amount of $4,705,632.84. Following negotiations, Atkins-HNTB JV submitted a final price of $3,386,208.76, which is considered fair and reasonable. The cost of the cellular network infrastructure design will be reimbursed by Boldyn Networks, Inc.

New York City Transit Procurements

Sergio Paneque, Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $554.8M.

Subject Request for Authorization to Award Various Procurements	July 23, 2026
Department MTA Procurement	**Department**
Department Head Name Sergio Paneque	**Department Head Name**
Department Head Signature Sergio Paneque	**Department Head Signature**
Project Manager Name Rose Davis	**Internal Approvals**

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/27/26			
2	Board	7/29/26			

Internal Approvals

Order	Approval	Order	Approval
X	President NYCT	X	Buses
X	CFO	X	Diversity/Civil Rights
X	Law		

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 NYC Transit Committee of these procurement actions.

DISCUSSION

NYC Transit proposes to award Noncompetitive procurements in the following categories: None

NYC Transit proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule I: Modifications to Purchase and Public Works Contracts	1	$ 554.8 M

NYC Transit proposes to award Ratifications in the following categories: None

TOTAL	1	$ 554.8 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.

New York City Transit

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. **New Flyer of America, Inc.** **$554,746,353** *Staff Summary Attached*
   192 Months from Notice of Award
   Contract# B40706.3 / B40666-2.10 / B40715.2

   Contract award for the purchase and delivery of NYC Transit buses; Three contract modifications to substitute 85 hybrids for 85 BEBs, add reliability demonstration requirements for BEBs, accelerate the delivery of existing hybrid and clean diesel bus orders, and exercise an option for the purchase of 425 low-floor 60-foot clean diesel buses on an expedited schedule.

Schedule I: Modifications to Purchase and Public Work Contracts — New York City Transit

Item Number: 1

Vendor Name (Location)	Contract Number	AWO/Mod. #
New Flyer of America, Inc. (St. Cloud, Minnesota)	B40706 B40666-2 B40715	Mod 3 Mod 10 Mod 2

Original Description Furnish and Deliver 205 low-floor battery-electric buses with up to 265 Option Buses Furnish and Deliver 110 low-floor 40-foot diesel-electric hybrid buses with up to 558 Option Buses Furnish and Deliver 224 low-floor 60-foot clean diesel buses with up to 446 Option Buses	**Original Amount:** B40706 B40666-2 B40715	 $ 286,150,222 $ 86,555,608 $ 266,751,238
Contract Term (including Options, if any) 192 months from Notice of Award (inclusive of delivery of the buses and provision of warranty support)	**Prior Modifications:** B40706 B40666-2 B40715	 $ 386,030,323 $ 507,104,593 $ 20,706,509
	Prior Budgetary Increases:	$ 0
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a	**Current Amount:** B40706 B40666-2 B40715	 $ 672,180,545 $ 593,660,201 $ 287,457,747
Procurement Type ☒ Competitive ☐ Noncompetitive **Solicitation Type** ☐ RFP ☐ Bid ☒ Other: Modifications	**This Request:** B40706 B40666-2 B40715	 $ (3,196,439) $ 0 $ 557,942,792
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	**% of This Request to Current Amount:** B40706 B40666-2 B40715	 -0.48% 0% 194%
Requesting Department: Department of Buses, Frank Farrell	**% of Modifications (including This Request) to Original Amount:** B40706 B40666-2 B40715	 134% 586% 217%

Discussion:

It is requested that the Board approve modifications to the following three contracts between NYC Transit and New Flyer of America, Inc. ("New Flyer"): Modification No. 3 to Contract B40706 will reduce the quantity of low-floor 40-foot battery-electric buses ("BEB") to be purchased under this contract by 85 and add 85 low-floor 40-foot diesel-electric-hybrid buses ("hybrid"), resulting in a net credit in the estimated amount of $3,196,439; Modification No. 10 to Contract B40666-2 will accelerate the delivery of hybrid buses previously awarded under this contract; and Modification No. 2 to Contract B40715 will exercise the option for the expedited purchase of 425 low-floor 6 foot clean diesel option buses, resulting in an increase in the estimated amount of $557,942,792.

New Flyer and its parent company NFI Group Inc. (NFI) have been reliable bus manufacturers for the MTA for many years. NYC Tran currently has three active contracts with New Flyer to manufacture new low-floor buses: Contract B40706 for 40-foot and 60-foot BEB Contract B40666-2 for 40-foot hybrid and clean diesel buses, and Contract B40715 for 60-foot clean diesel buses (collectively, t "Contracts"), as detailed below.

In general, New Flyer has met its obligations under the current contracts for hybrid and clean diesel buses. However, New Flyer has fac challenges meeting the BEB contract obligations. These challenges are not unique to New Flyer. The BEB industry and broader battery supply chain are only now beginning to mature quickly enough to support the explosive growth in demand for zero-emissions buses, driven by commitments like the MTA's to transition to a zero-emissions fleet by 2040.

The MTA determined that recent BEB performance data shows the technology may now be ready to support our requirements to deliver safe and reliable service. As explained in more detail below, making the proposed contract modifications now will position the MTA to obtain assurance that the BEBs can meet our performance requirements before issuing notice to proceed for a larger quantity. Additionally, these modifications enable the MTA to support the maturation of the BEB industry generally and New Flyer specifically, such that the MTA is able to achieve its sustainability goals while simultaneously reducing overall implementation costs, maintaining good service, and improving customer experience.

Contract B40706 (BEBs): is a federally funded contract that was awarded to New Flyer from a competitively solicited and negotiated Request for Proposal (RFP) for the purchase of up to 470 low-floor BEBs (380 40-foot and 90 60-foot) for NYC Transit and MTA Bus Company. Due to funding constraints, only 205 BEBs (187 40-foot and 18 60-foot) were awarded in the base contract on January 31, 2024 in the estimated amount of $286,150,222. The remaining 265 BEBs (193 40-foot and 72 60-foot) were awarded as options on November 27, 2024 in the estimated amount of $386,030,323 bringing the total estimated value of this contract to $672,180,545. These 470 BEBs were scheduled to be delivered beginning in Q3 2025 and concluding in Q2 2029. To date, only three have been delivered, while 30 more are expected to be delivered in Q3 2026 and the remaining 437 are on hold.

Contract B40666-2 (40-foot Hybrid Buses): is a locally funded contract that was awarded to New Flyer from a competitively solicited and negotiated RFP for the purchase of up to 275 low-floor 40-foot hybrid buses for NYC Transit. The original RFP resulted in a split award; New Flyer's portion was awarded on December 30, 2019 for 110 hybrid buses in the estimated amount of $86,555,608 with options to purchase up to 558 additional buses. All 558 option buses (245 hybrid and 313 clean diesel) were subsequently awarded bringing the total quantity of buses ordered under this contract to 668, of which 449 were delivered between Q2 2021 and Q3 2024. The remaining 219 (161 hybrid and 58 clean diesel) which were awarded in December 2025 are scheduled for delivery beginning in Q4 2026 and concluding in Q4 2028.

Contract B40715 (60-foot Clean Diesel Buses): is a locally funded contract that was awarded to New Flyer from a competitively solicited and negotiated RFP for the purchase of 245 low-floor 60-foot clean diesel buses for NYC Transit. Due to funding constraints, only 224 buses were awarded in the base contract on December 22, 2023 in the estimated amount of $266,751,238 with options to purchase up to 446 additional buses. Twenty-one of the option buses were awarded on June 27, 2025 in the estimated amount of $26,439,579 bringing the total quantity of buses ordered under this contract to 245; delivery of these buses began in Q4 2025 and is scheduled to conclude in Q2 2028.

MTA and NYCT staff have conducted extensive negotiations with New Flyer over the past few months to develop a multipronged approach to modify the existing Contracts with New Flyer. The Contracts will be concurrently modified to minimize further delays in procuring reliable buses by: (1) recovering and accelerating the delivery timeframe of existing bus orders; (2) establishing a 52-week Reliability Demonstration period for a fleet of 45 BEBs supported by robust performance KPIs and flexibility for the MTA to substitute hybrids and/or clean-diesel bus for BEBs during the 52-week pilot and beyond, as needed, and (3) exercising an option for additional 60-foot clean diesel buses.

<u>**Modifications that are the subject of this request are as follows:**</u>

Modification to Contract B40706 (BEBs) will reduce the total quantity of low-floor 40-foot BEBs to be purchased from 380 to 295 and add 85 low-floor 40-foot hybrid buses; approval was requested and received from the Federal Transit Administration to substitute hybrid buses in place of federally funded BEBs under this contract. New Flyer will deliver the 85 hybrid buses beginning in Q2 2028 and concluding in Q4 2028. Additionally, the delivery schedule for the remaining 352 BEBs (262 40-foot and 90 60-foot) will be postponed to until at least 2028 to allow NYC Transit and New Flyer to perform the Reliability Demonstration. New Flyer has agreed to maintain the existing price for the remaining 352 BEBs and forego any escalation. NYC Transit and New Flyer have agreed upon a set of criteria which must be met in order for NYC Transit to be obligated to purchase any of the remaining 352 BEBs; if those criteria are not met, hybrid and/or clean diesel buses may be substituted at NYC Transit's discretion. NYC Transit will seek Board approval if the decision is made to substitute hybrid and/or clean diesel buses for any of the remaining BEBs. The changes included in this B40706 Modification No. 3 will result ir net credit of $3,196,439.

Modification to Contract B40666-2 (40-foot Hybrid Buses) will update the delivery schedule to accelerate the delivery of 161 low-floor 40-foot hybrid buses which were awarded in December 2025. Delivery of these 161 buses will now be completed no later than Q2 2028 instead of Q4 2028.

Modification to Contract B40715 (60-foot Clean Diesel Buses) will allow for the purchase of 425 low-floor 60-foot clean diesel option buses to replace buses that are beyond their 12-year service life. This award will consist of 425 option buses in the estimated amount of $557,942,792 (an average unit price of $1,312,807 per bus). Additional requirements for diagnostic tools, manuals, training, and spare parts will be acquired via a subsequent contract modification. Pricing for these Option Buses is based on the unweighted unit price per bus obtained in the competitively solicited base contract to which an agreed upon adjustment formula has been applied. New Flyer will deliver these 425 buses starting in Q4 2027 and concluding in Q4 2030.

These contract modifications will include provisions for the payment of a portion of certain tariff costs associated with the buses delivered pursuant to these modifications. This is in consideration for contract terms favorable to the MTA and supports the best value for the MTA. The tariff costs cannot be determined at this time but are expected to be less than two percent of the overall modified Contracts' values.

Collectively, these modifications will position the MTA to achieve its near-term fleet replacement objectives and long-term sustainability goals. These modifications will also provide New Flyer with the commercial rationale to invest in its MTA production capacity with terr that secure favorable pricing for the MTA, new buses delivered on an accelerated schedule, and measurable performance standards for t BEBs.

Procurement, the Department of Buses, and NYC Transit's Cost-Price Analysis Unit have determined the final prices associated with these three modifications to be fair and reasonable.

These buses will be outfitted with new features including driver enclosure, OMNY, and Automated Camera Enforcement.

New Flyer has certified that pursuant to Executive Order No. 16, it is not conducting business in Russia.

The modifications 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. New Flyer has not committed to all of the MTA's cybersecurity requirements but has agreed to review its cybersecurity framework to continuously improve its cybersecurity protections throughout the term of these Contracts.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established zero percent MWBE and zero percent SDVOB goals on Contracts B40666-2 and B40715 as historically, there has been limited M/WBE/SDVOB attainment due to lack of subcontracting availability.

Transit Vehicle Manufacturers (TVM) is a program whereby the Federal Transit Administration (FTA) pre-approves vehicle manufacturers to propose on federally funded vehicle procurements based on established guidelines to ensure Disadvantaged Business Enterprises (DBE) participation. As Contract B40706 is federally funded, TVM program applies. New Flyer has furnished its TVM Certification of Compliance with DBE Regulations in accordance with FTA guidelines.

Impact on Funding

The 85 low-floor 40-foot diesel-electric hybrid buses for NYC Transit will be using federal funds secured through an executed federal grant and associated local match in the MTA 2020–2024 Capital Program. The 425 low-floor 60-foot clean diesel option buses for NYC Tran will be funded with 100 percent MTA funds which have been approved in the MTA 2025–2029 Capital Program. No award shall be ma until WAR certificates have been secured.

Alternatives

There are no alternatives. There is no reason to believe that conducting another solicitation will result in a better outcome.

Recommendation

It is recommended that the Board approve the award of these three contract modifications (B40706 Modification No. 3, B40666-2 Modification No. 10 and B40715 Modification No. 2) to New Flyer of America, Inc. to substitute 85 hybrids for 85 BEBs, add reliability demonstration requirements for BEBs, accelerate the delivery of existing hybrid and clean diesel bus orders, and exercise an option for t purchase of 425 low-floor 60-foot clean diesel buses on an expedited schedule in the combined total estimated amount of $554,746,353.

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $152.5M.

Subject	Request for Authorization to Award Various Procurements					July 21, 2026		
Department	MTA Procurement					**Department**		
Department Head Name	David Hanley					**Department Head Name**		
Department Head Signature						**Department Head Signature**		
Project Manager Name	Various					**Internal Approvals**		
Board Action								
Order	**To**	**Date**	**Approval**	**Info**	**Other**		**Approval**	**Order**	**Approval**
1	Committee	7/27/26					President		
2	Board	7/29/26					Gen. Counsel & Corporate Secretary		
							MTA Chief Procurement Officer		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Bridges & Tunnels Committee of these procurement actions.

DISCUSSION

MTA B&T proposes to award Noncompetitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	$ 152.5 M

MTA B&T proposes to award Ratifications in the following categories: None

TOTAL	1	$ 152.5 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.)

The legal name of MTA Bridges & Tunnels is Triborough Bridge and Tunnel Authority.

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.

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. TransCore LP **$152,454,311** ***Staff Summary Attached***
12 years + 7 months
Contract # PSC-13-2949 Mod. 21

Contract award for the All-Electronic Open-Road Tolling system; Modification in order to extend the contract term, upgrade, and maintain the existing Open Road Toll collection system so that it aligns with the capacity and functional capabilities of the Central Business District Tolling system.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Bridges and Tunnels

Item Number: 1

Vendor Name (Location) TransCore LP (Nashville, Tennessee)		**Contract Number** PSC-13-2949	**AWO/Modification #** 21
Description All-Electronic Open-Road Tolling System		**Original Amount:**	$ 7,968,282
Contract Term (including Options, if any) 12 Years, Seven Months (July 18, 2014–February 28, 2027)		**Prior Modifications:**	$ 208,315,034
		Prior Budgetary Increases:	$ 0.00
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a	**Current Amount:**	$ 216,283,316
Procurement Type	☒ Competitive ☐ Noncompetitive		
Solicitation Type	☒ RFP ☐ Bid ☐ Other:	**This Request:**	$ $152,454,311
Funding Source ☒ Operating ☒ Capital ☐ Federal ☐ Other:		**% of This Request to Current Amount:**	70.5%
Requesting Department Vice President, Tolling Operations, Sergio Reis		**% of Modifications (including This Request) to Original Amount:**	4527%

Discussion

Bridges and Tunnels ("B&T"), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to amend personal service Contract PSC-13-2949 with TransCore, LP ("TransCore"), in the not-to-exceed amount of $152,454,311, and extend the contract term 4 years, upgrade and enhance the existing Open Road Toll ("ORT") collection system so that it aligns with the capacity and functional capabilities of the Central Business District ("CBD") Tolling system.

The base contract was awarded in July 2014 for a term of eight years to install and maintain an All-Electronic Tolling / Open-Road Tolling ("ORT") system at the Henry Hudson Bridge. This system enables B&T to debit toll accounts or invoice registered vehicle owners for tolls incurred. Patrons are identified either through an on-board transponder (E-ZPass tag) or by capturing a license plate image via on-site cameras. Under ORT, cash is not accepted and traffic flows freely, similar to an open highway. Subsequent amendments increased the contract value by $208,351,034 to extend cashless tolling to eight additional Authority Toll Facilities and implement an automated revenue recovery system to address plate obstructions. Additional amendments: (1) funded full-system cashless tolling implementation with a one-year ORT maintenance term (October 2016); (2) provided additional maintenance support at all facilities for six years (February 2018); and (3) exercised three one-year renewal options for ORT maintenance (January 2024), establishing a new expiration date of February 28, 2027.

Aligning ORT with the CBD tolling platform, launched in 2025 and operating through 2031 under its current contract, will improve reliability, cybersecurity, customer experience, and long-term maintainability. Upgrading now enables the Authority to sustain stable operations through 2030 while avoiding the inefficiencies and higher costs of a standalone ORT procurement in the near term. This approach positions the Authority to issue a single, consolidated RFP around 2028 for a next-generation integrated tolling platform, reducing duplication, improving cost-effectiveness, and supporting a seamless transition to a unified system. The funding request extends the ORT period of performance to align with the CBD expiration.

The ORT system generates more than $2.4 billion in annual toll revenue across nine bridges and tunnels, but the technology installed in 2016 is now nearing the end of useful life. In contrast, the CBD system uses more modern camera-based technologies that improve billing accuracy, enhance customer service, and support more flexible business rules. To close this technology gap and ensure continued reliable operations, B&T has directed TransCore to upgrade the ORT System to a CBD equivalent technology standard that will extend ORT's service life by an estimated six to ten years.

TransCore proposed a cost of $152,454,311 which is slightly below the Project Manager's estimate and is consistent with the existing rates of the contract. Based on the aforementioned, the value of this Amendment is considered fair and reasonable. TransCore shall be compensated under the existing rates of the contract. The total amount of this amendment is in the not-to-exceed amount of $152,454,311.

This contract has been evaluated to determine the necessary and appropriate, if any, cybersecurity requirements, including any requirements under federal and local law or regulation. TransCore has certified that pursuant Executive Order 16, it is not doing business in Russia. The user departments for this contract have found TransCore's performance to be satisfactory during the contract's present term. TransCore is a responsible contractor.

Impact on Funding

Funding for the ORT System Upgrade is available in in a mixture of the 2020-2024 and 2025-2029 Capital Programs. Funding for ORT System O&M is available in the Operating Budget under GL #711420.

Metropolitan Transportation Authority

Staff Summary
Schedule F: Personal Service Contracts

Item					
Department, Department Head Name: Finance, Jaibala Patel					
Division, Division Head Name: Risk and Insurance Management, Claudia Reuben					
Board Reviews					
Order	**To**	**Date**	**Ap**	**Info**	**Other**
1	**Finance**	7/27/2026	x		
2	**Board**	7/29/2026	x		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Procurement	4	Legal
2	Risk and Insurance Mgmt.	5	Chief of Staff
3	CAO	6	CFO

SUMMARY INFORMATION	
Vendor Names: Alliant Insurance Service, Inc.	**Contract Numbers:** 15625-0100
Description: Owner Controlled Insurance Program III – Second Avenue Subway Phase II – Contracts 3 and 4	
Total Amount: $151,500,000	
Contract Term (including Options, if any): Four Years	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type: ☒ Competitive ☐ Noncompetitive	
Solicitation Type: ☐ RFP ☐ Bid ☒ Other:	
Funding Source: ☐ Operating ☒ Capital ☒ Federal ☐ Other:	

<u>Purpose</u>:

To obtain MTA Board approval for the placement of an Owner Controlled Insurance Program (OCIP) for Second Avenue Subway Phase II, Contracts 3 and 4, establish not-to-exceed (NTE) insurance costs of $151.5 million, and execute the following items necessary to finalize the procurement:

- Placement of the Primary OCIP General Liability and Workers Compensation (GL & WC) insurance policies and the Excess Liability policies with a consortium of underwriters from London, Bermuda, and domestic markets. ($48.8 million);
- Placement of the OCIP's Builder's Risk (BR) policy ($13 million);
- Entry by MTA and First Mutual Transportation Assurance Company (FMTAC, MTA's captive insurance company subsidiary) into an agreement with the insurer establishing a collateral trust that secures MTA obligations to pay the self-insured retentions of GL & WC claims. ($45 million);
- Establishment of separate deductible reimbursement policies within FMTAC for payment of the self-insured retentions for GL & WC estimated at $32.5 million, and BR estimated at $5 million losses, subject to actuarial studies. ($37.5 million);
- Execution of a Supplement Agreement with the selected broker, Alliant Insurance Services, to exercise the agreement for an additional four years from September 1, 2029 to August 31, 2033, and increase broker fees by $2,116,374, marketing fees $120,000, London and Bermuda commissions are included in the NTE listed above, and allow pass-through safety consultants' fees at a not to exceed of $5,000,000.

Staff Summary
Schedule F: Personal Service Contracts

Summary:

To place this insurance, the not-to-exceed (NTE) insurance costs for Contracts 3 and 4 are $151.5 million. The OCIP insurance program is approximately 5.61% of the construction value, which is lower than the 9-11% range typically incurred when contractors supply the insurance. The MTA's utilization of OCIP and its project-specific approach to insurance marketing represents approximately $91.5 to $145.5 million of lower insurance costs to the MTA. This cost reflects the noted efforts made to put in place an insurance program that provides the best value to the MTA.

Discussion:

Over the past 25 years, the MTA has successfully utilized the Owner Controlled Insurance Program concept on its capital projects. The Owner (MTA) purchases the insurance for each contractor and subcontractor of every tier working on the projects with uniform Workers' Compensation, Commercial General Liability, Excess Liability, Railroad Protective Liability, Builder's Risk policies, and receives a discount through the economy of scale in the overall insurance price. The contractors are encouraged to remove their insurance costs from their bids and proposals.

Prior to the Board meeting on August 15, 2025, a competitive mini-RFP was issued for an OCIP program for the entire Second Avenue Subway Phase II (SAS2) project (Contracts 2, 3 and 4) under the OCIP Panel Agreements 15625. The mini-RFP was issued per Procurement guidelines to Willis Towers Watson, Northeast (Willis), Marsh, Inc (Marsh), and Alliant Insurance Services, LLC (Alliant). As a result of the competitive solicitation, Alliant was selected as the Broker of Record.

The Board awarded Alliant the OCIP for all contracts (Contract 2, Contract 3, Contract 4) of SAS2 at the time of award. However, the Board only set the budget (OCIP and broker's fees) for SAS2 Contract 2 as a result of the meeting, the details of which are outlined more extensively in the Staff Summary for August 15, 2025

This request is to place an OCIP program for Contracts 3 and 4. The OCIP primary (GL & WC) coverages and excess will provide MTA and the qualified enrolled contractors with limits up to $200 million, subject to self-insured retentions.

The program is subject to an audit premium to evaluate any increase in construction value and payroll.

As part of the insurance program, MTA will be required to enter into a trust agreement with the insurer to hold a collateral of approximately $45 million to secure its self-insured retentions obligation of GL & WC losses. FMTAC will hold and invest the funds, per FMTAC's investment guidelines, with any interest earned being retained by FMTAC, and the collateral to be returned to FMTAC upon closure of all claims, subject to terms and conditions of the trust agreement. This transaction eliminates the need for a letter of credit or the posting of other security that would otherwise be required in order to place the policy. A Third Party Administrator (TPA) will be selected upon placement of the program to manage claims, to set up reserves, and to establish a loss fund based on retention analysis performed by the broker and the insurer.

Additionally, Builder's Risk coverage will be purchased to protect MTA's interests in the property being constructed. The not-to-exceed premium of this policy is approximately $13 million with policy limits of no less than $100 million.

D/M/WBE Information:
N/A

Impact on Funding:
This work is to be funded from the 2020-2024 Capital Plan.

Alternatives:

Do not utilize OCIP Coverage. The alternative to an OCIP would be to require each construction contractor to purchase insurance coverage and provide the MTA with evidence of that insurance. Costs for insurance would be included in construction contract bids. Based on MTA's prior experience, ensuring the program utilizes this method in lieu of an OCIP could cost an additional 3 to 6% in insurance premiums. OCIPs also provide for greater control over job site safety and assure that all contractors will have the proper insurance coverage in place for the term of the program. Should an OCIP not be purchased, these assurances and benefits will be lost.

Perform brokerage service in-house. This alternative is neither feasible nor cost-effective. The MTA does not have the staff or the ability to enter the insurance marketplace without an insurance broker.

MTA Headquarters Procurements

Sergio Paneque, Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $3.0M.

Subject	Request for Authorization to Award Various Procurements					July 28, 2026				
Department	MTA Procurement					**Department**				
Department Head Name	Sergio Paneque					**Department Head Name**				
Department Head Signature	Sergio Paneque					**Department Head Signature**				
Project Manager Name	Rose Davis					**Internal Approvals**				

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/27/26			
2	Board	7/29/26			

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: None

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

Schedules Requiring Majority Vote:		# of Actions	$ Amount
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	$ 3.0 M

MTA Headquarters proposes to award Ratifications in the following categories: None

	TOTAL	1	$ 3.0 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.

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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.)

1. **Miller Advertising Agency, Inc.** **$2,999,304** ***Staff Summary Attached***
One Year
Contract # 15626 Mod. 2
Contract award for classified, legal and recruitment services; Modification to (1) extend the contract for 12 months in order to continue providing classified, legal and recruitment services for all MTA agencies; and (2) increase the aggregate contract amount.

Item Number: 1

Vendor Name (Location) Miller Advertising Agency, Inc.	
Description: All-Agency Classified, Legal and Recruitment Services	
Contract Term (including Options, if any) November 1, 2021–October 31, 2026	
Option(s) included in Total Amount?	☒ Yes ☐ No ☐ n/a
Procurement Type	☒ Competitive ☐ Noncompetitive
Solicitation Type	☒ RFP ☐ Bid ☐ Other: Modification
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	
Requesting Department: MTA Marketing, Eugene Ribeiro	

Contract Number	**AWO/Mod. #**
15626	2

Original Amount:	$	4,000,000
Prior Modifications:	$	999,700
Prior Budgetary Increases:		1
Current Amount:	$	4,999,700
This Request:	$	$2,999,304
% of This Request to Current Amount:		59.9%
% of Modifications (including This Request) to Original Amount:		99.9%

Discussion:
MTA Headquarters is seeking Board approval to extend a competitively negotiated personal services contract awarded to Miller Advertising Agency, Inc. ("Miller") to continue providing classified, legal and recruitment services for all MTA agencies for 12 months (November 1, 2026–October 31, 2027), and increase the aggregate contract amount by $2,999,304 to the new not-to-exceed amount of $7,999,004.

In July 2021, the Board approved the five-year contract for a projected amount of $4 million for the term November 1, 2021–October 31, 2026, for various departments at the MTA and its operating agencies to place classified/legal/recruitment advertisements on an as-needed basis. The advertisements are largely placed due to legally mandated requirements or out of business necessity such as to announce bids, public hearings, and job ads. During this contract extension, a replacement Request for Proposals ("RFP") is estimated to be released by the end of Q3, 2026. Supplemental Agreement 1 added incremental funding in the amount of $999,700 to the contract to cover unforeseen and un-forecasted projects related to the Central Business District Tolling Project and Congestion Pricing initiative that went live January 5, 2025.

The $2,999,304 in additional funding is summarized as follows:

Real Estate is requesting $1.3 million dollars due to expiring tenant agreements requiring approximately 12 RFPs to advertise retail spaces at Grand Central Madison in 2026, and an additional 24 RFPs in 2027. The remaining $1,699,304 is needed for all other agencies to support their advertising and recruitment needs.

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

In connection with the review of Contractor' s responsibility, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chief Administrative Officer in consultation with the MTA General Counsel on July 16, 2026.

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
Actual expenditures on classified, legal, and recruitment advertising are dependent on actual need and will be funded by each Agency's Operating budget.

JULY 2026

MTA REAL ESTATE

FINANCE COMMITTEE AGENDA ITEMS

1. **TRANSACTIONAL ACTION ITEMS**

MTA New York City Transit

a. Lease with DKG Group Inc. for a travel/convenience store at the Queens Plaza Subway Station, Long Island City, NY

MTA Metro-North Railroad

b. Authorization to acquire property interests by negotiated settlement or eminent domain for the Harmon to Poughkeepsie Signal System Phase II Project, Westchester, Putnam, and Dutchess Counties, NY

c. Lease with Newburgh Industrial Associates LLC for warehouse space at 3 Enterprise Drive, Newburgh, NY

MTA Long Island Rail Road

d. Lease with Westbury Station Market Inc. for a travel/convenience store at the Westbury Station, Westbury, NY

e. Lease with Rockville Centre Station Market Inc. for a travel/convenience store at the Rockville Centre Station, Rockville Centre, NY

2. **INFORMATION ITEMS**

a. Report on agreements entered into directly by the Real Estate Department pursuant to board policy

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

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).

MTA NEW YORK CITY TRANSIT

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LEASE WITH DKG GROUP, INC. AT QUEENS PLAZA STATION, QUEENS, NY	JULY 29, 2026
Department REAL ESTATE	**Vendor Name**
Department Head Name DAVID FLORIO	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name ARTURO ESPINOZA	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Finance Committee	07/27/26	X		
2	Board	07/29/26	X		

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

AGENCY:	MTA New York City Transit ("NYCT")
LESSEE:	DKG Group, Inc.
LOCATION:	Queens Plaza subway station, Queens Blvd Line, Queens, NY
PREMISES:	Two freestanding platform units measuring approximately 90 square feet each
USE:	Sale of coffee, other beverages, grab-and-go food items, and lottery tickets
ACTION REQUESTED:	Authorization to enter into a lease agreement
TERM:	Ten (10) years with one option to extend for a period of five years
COMPENSATION:	Fixed rent of $7,200 in Lease Year 1 with 3% annual escalations

COMMENTS:

MTA Real Estate issued a Request for Proposals ("RFP") in July, 2025, seeking qualified proposals to lease the Premises. One (1) proposal was received by the closing date of December 5, 2025.

The sole proposal received is from DKG Group, Inc. with a net present value (NPV) of $59,895 over the term. Dippa Karki and Prabhakar Gupta, the owners of DKG Group, Inc., submitted a proposal offering a starting annual rent of $7,200 with 3% annual increases during years 1–10, for a total lease term of ten (10) years. Lessee proposes investing $71,000 in initial improvements.

DKG Group is a newcomer to the NYCT system and has experience in food distribution operating a pizzeria, and six food trucks throughout Brooklyn and Queens. DKG Group stated it has $300,000 in liquid assets to deploy in the buildout of multiple retail locations. A credit and background investigation confirmed DKG Group has the financial resources to undertake the proposed improvements and pay the rent offered and Mr. Gupta will serve as guarantor of the lease.

MTA's independent appraisal estimated the space's annual fair market rent at $20,000. Although DKG Group's proposed base rent is lower, MTA Real Estate has determined that the transaction reflects fair market value when considering the permanent improvements, the tenant will fund and the fact that the space was competitively bid, providing reliable market evidence of its true value.

Based on the foregoing, MTA requests authorization to enter into a lease agreement on behalf of NYCT with DKG Group, Inc. under the above-described terms and conditions.

MTA METRO-NORTH RAILROAD

Staff Summary

Metropolitan Transportation Authority

Subject	Date
AUTHORIZATION TO ACQUIRE PROPERTY INTERESTS BY NEGOTATION OR EMINENT DOMAIN FOR THE HARMON TO POUGHKEEPSIE SIGNAL SYSTEM PHASE II PROJECT IN WESTCHESTER, PUTNAM, AND DUTCHESS COUNTIES	JULY 29, 2026
Department REAL ESTATE	**Vendor Name**
Department Head Name DAVID FLORIO	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name GARRETT BURGER	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	MNR Committee	07/27/26		X	
2	Finance Committee	07/27/26	X		
3	Board	07/29/26	X		

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

AGENCY:	MTA Metro-North Railroad (“MNR”)
GRANTORS:	Various grantors per the attached list
LOCATIONS:	Various locations per the attached list
ACTION REQUESTED:	Authorization to acquire property interests in connection with the Harmon to Poughkeepsie Signal System Phase II Project (the “Project”)
COMPENSATION:	To be determined via negotiation or condemnation

COMMENTS:

In connection with the Project to upgrade and replace signal and communications equipment along the northern portion of the Hudson Line from Croton-Harmon to Poughkeepsie, the MTA must acquire the property interests for various uses including access for construction and ongoing maintenance of signal equipment, and installation of surface and subsurface utilities.

The MTA will endeavor to acquire the property interests for the Project through negotiated agreements. However, should the MTA be unable to reach agreement with any of the property owners, the property interests will need to be acquired by eminent domain. Thus, Board approval is being sought for the MTA to begin taking steps to satisfy the requirements of the Eminent Domain Procedure Law in order to preserve MTA’s rights, lessen the potential for future delays to the Project and ensure the timely acquisition of the property interests. If a negotiated agreement to acquire any of the property interests is reached prior to the filing of condemnation papers with the court, the terms of any such agreement will be presented to the Finance Committee and MTA Board for further approval as required.

Based on the foregoing, MTA Real Estate requests authorization to proceed with the acquisition of the property interest, by negotiated agreement or condemnation, on the above-described terms and conditions.

Staff Summary

Metropolitan Transportation Authority

FINANCE COMMITTEE MEETING
AUTHORIZATION TO ACQUIRE PROPERTY INTERESTS BY NEGOTATION OR EMINENT DOMAIN FOR THE MNR HARMON TO POUGHKEEPSIE SIGNAL SYSTEM PHASE II PROJECT IN WESTCHESTER, PUTNAM, AND DUTCHESS COUNTIES (Cont'd.)

Property List

PROPERTY OWNER (N/F)	PROPERTY ADDRESS	CITY/TOWN	TAX ID/LOT NUMBER	TYPE OF EASEMENT
Croton-On Hudson Realty	1 Half Moon Bay Dr (Municipal Place, Hudson River Rd)	Croton-on-Hudson	78.12-4-1	PERMANENT
Roa Hook Associates	180 Roa Hook Rd	Cortlandt	22.18-1-2	PERMANENT
Roa Hook Associates	Roa Hook Rd	Cortlandt	n/a	PERMANENT
Plymouth Realty Group Inc	Roa Hook Rd	Cortlandt	22.18-1-3	PERMANENT
Michael S Clemente	102 Manitou Road	Phillipstown	89.11-1-1	TEMPORARY
Open Space Institute Land Trust	Manitou Station Rd	Phillipstown	89.7-1-34	PERMANENT
Manitou Point Preserve LLC	100 Mystery Point Rd	Phillipstown	81.-1-4	TEMPORARY
Manitou Point Preserve LLC	Mystery Point Rd	Phillipstown	81-1-1.1	TEMPORARY
Manitou Point Preserve LLC	90 Mystery Point Rd	Phillipstown	81.-1-1.2	PERMANENT
Watchtower Bible and Tract Society of New York, Inc.	Brockway S	Fishkill	764799	PERMANENT
Watchtower Bible and Tract Society of New York, Inc.	5-26 Chealsea Industrial Park	Fishkill	798930	TEMPORARY
Tilcon Minerals	461 Sheafe Rd	Poughkeepsie	800100	PERMANENT
IBM Corp	South Rd	Poughkeepsie	820769	PERMANENT
IBM Corp	South Rd	Poughkeepsie	820769	PERMANENT
Pirate Canoe Club	Rivercrest Rd	Poughkeepsie	715867	PERMANENT
Chelsea Retreat LLC	Sand Dock Road	Wappinger	River Rd N ROW	PERMANENT

Staff Summary

Subject	Date
LEASE WITH NEWBURGH INDUSTRIAL ASSOCIATES LLC FOR WAREHOUSE SPACE AT 3 ENTERPRISE DRIVE, NEWBURGH, NY	JULY 29, 2026
Department REAL ESTATE	**Vendor Name**
Department Head Name DAVID FLORIO	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name ANDREW D. GREENBERG	**Table of Contents Ref. #**

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/27/26	X		
2	Board	07/29/26	X		

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

AGENCY: MTA Metro-North Railroad (“MNR”)

LESSOR: Newburgh Industrial Associates LLC

LOCATION: 3 Enterprise Drive, Newburgh, NY

PREMISES: Portion of a single-story building, comprising approximately 49,925 square feet of space with non-exclusive rights to a pro-rata share of parking (approximately 15 spaces)

USE: Warehousing, storage and general administrative offices incidental thereto

ACTION REQUESTED: Authorization to enter into a lease

TERM: Ten (10) years with two (2) five (5) year renewal options

REAL ESTATE TAXES: MNR will pay its proportionate share of real estate taxes. Lessor will endeavor to segregate the Premises into a condominium unit at MNR’s expense up to a maximum of $175,000, which will enable MNR to tax exempt the lot(s) it exclusively occupies and save approximately $3.40 per square foot per annum

OPERATING EXPENSES: MNR to reimburse its proportionate share of operating expenses associated with common area maintenance and to operate the premises

UTILITIES: MNR pays directly to the public utility from, and after the date that Lessor directly meters utilities. Prior to direct metering, MNR will pay utilities to lessor based on submetering. If lessor fails to direct meter a utility prior to the anniversary of the Commencement Date, then MNR has no further obligation to pay for such utility until same is direct metered.

LESSOR WORK: Lessor to deliver the Premises substantially complete of all Lessor’s Work by January 1, 2027, including two (2) offices and restroom(s), sprinkler distribution, heating to all warehouse portions, HVAC for offices and restrooms, two (2) private loading docks and overhead door access, electrical distribution of sufficient capacity, and demising walls

LEASE COMMENCEMENT: Later of (i) January 1, 2027 and (ii) the date the Lessor delivers sole and exclusive possession of the premises to MNR

BASE RENT: $249,625.00 per annum ($5.00 per square foot) with 2.5% annual increases

FINANCE COMMITTEE MEETING
LEASE WITH NEWBURGH INDUSTRIAL ASSOCIATES LLC FOR WAREHOUSE SPACE AT 3 ENTERPRISE DRIVE, NEWBURGH, NY (Cont'd.)

COMMENTS:

MNR has occupied approximately 35,000 square feet of warehouse/storage space at 101 Executive Blvd, Elmsford, New York since 2017. Their current lease expires in 2028, unless sooner terminated by providing the lessor with nine (9) months notice and reimbursement for unamortized brokerage commission by no later than August 2026.

In an effort to reduce costs and MNR's requirements for long-term storage space throughout the region. MTA Real Estate engaged the services of its exclusive broker CBRE, Inc., to evaluate the marketplace in Westchester, Putnam, and counties north through Albany to identify suitable locations of 35,000 to 50,000 sq. ft.

CBRE provided a summary of 22 available space options for consideration in properties distributed across Dutchess, Orange, Putnam, Rockland, Westchester, Fairfield, and Greater Albany markets. MTA/MNR toured 7 of those locations and narrowed the site search to 2 locations for negotiations and further consideration. At $5 per square foot base rent with 2.5% annual increases, 3 Enterprise Drive, Newburgh, NY is the least costly option and compared with the existing lease in Elmsford, yields a 58% annual cost savings (50% savings when calculated including all initial project costs amortized over the lease term).

Based on the foregoing, MTA Real Estate requests authorization to enter into a new lease on behalf of MNR with Newburgh Industrial Associates LLC under the above-described terms and conditions.

MTA LONG ISLAND RAIL ROAD

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LEASE WITH WESTBURY STATION MARKET INC. FOR THE RETAIL UNIT AT WESTBURY STATION IN WESTBURY, NY	**JULY 29, 2026**
Department: **REAL ESTATE**	Vendor Name
Department Head Name: **DAVID FLORIO**	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name: **SELINA STORZ**	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	07/27/26		X	
2	Finance Committee	07/27/26	X		
3	Board	07/29/26	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: Westbury Station Market Inc.

LOCATION: LIRR’s Westbury Station – 362 Union Avenue, Westbury, NY

PREMISES: Approximately 215 sq. ft. retail concession space within the Location.

USE: Operation of a retail concession

ACTION REQUESTED: Authorization to enter into a lease agreement

TERM: Ten (10) years

COMPENSATION: Year 1: $2,398 per annum with three percent (3%) escalations

COMMENTS:

The MTA Real Estate issued a Request for Proposals (“RFP”) on December 12, 2025, seeking qualified proposals to lease the Premises.

A total of two (2) proposals were received by the closing date of March 12, 2026 and are summarized below:

Proposer	Term	Use/Concept	Yr 1 MAG/ % Rent	NPV
Westbury Station Market Inc.	Ten (10) years	Travel Convenience	$2,390.00 with 3% annual increases	$21,096.27
Tom Tom Cafe	Ten (10) years	Travel Convenience	$400.00 a year with no annual increases	$2,944.03

The most favorable proposal was submitted by Westbury Station Market Inc., with Muhammad Afzal as its principal. Throughout the term, the Lessee will be responsible for ongoing maintenance and necessary repairs to the Premises, its components and all related systems including fixtures and equipment. Lessee will ensure quality merchandise, compliance with safety, sanitation and business practices. Lessee proposes investing $29,000 in initial improvements.

A credit and background investigation was performed and indicates that Westbury Station Market Inc. and its principal have no open civil or criminal records and possesses adequate financial resources to pay the proposed lease compensation, maintain the required insurance, make the required improvements and carry out the required property maintenance on the Premises.

The proposed compensation is below the appraised annual rental value of $12,000 as determined by the MTA's independent appraiser. However, the Premises has remained vacant since late 2020 and requires initial improvements to comply with current code requirements. Despite being actively marketed and advertised, the offering generated only two proposals. Given the extended vacancy, limited market interest, and the need for upfront investment by the Lessee, accepting a lower rental rate is reasonable in order to secure a qualified tenant and reactivate a long-idle space.

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into a lease agreement on behalf of LIRR with Westbury Station Market Inc. under the above-described terms and conditions.

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LEASE WITH ROCKVILLE CENTRE STATION MARKET INC. FOR THE RETAIL UNIT AT ROCKVILE CENTRE STATION IN ROCKVILLE CENTRE, NY	JULY 29, 2026
Department REAL ESTATE	**Vendor Name**
Department Head Name DAVID FLORIO	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name SELINA STORZ	**Table of Contents Ref. #**

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	07/27/26		X	
2	Finance Committee	07/27/26	X		
3	Board	07/29/26	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: Rockville Centre Station Market Inc.

LOCATION: LIRR's Rockville Centre Station, Rockville Centre, NY

PREMISES: Approximately 160 sq. ft. retail concession space within the Location

USE: Operation of a retail concession

ACTION REQUESTED: Authorization to enter into a lease agreement

TERM: Ten (10) years

COMPENSATION: Year 1: $10,700.00 per annum with three percent (3%) escalations

COMMENTS:

MTA Real Estate issued a Request for Proposals ("RFP") dated December 12, 2025. One (1) proposal was received by the closing date of March 12, 2026. The sole proposal received is from Rockville Centre Station Market Inc., with Muhammad Afzal as its principal. The proposal offers a net present value of $178,976.80, with a starting annual Year 1 base rent of $10,700. Lessee proposes investing $108,500 in initial improvements.

Throughout the term, the Lessee will be responsible for ongoing maintenance and necessary repairs to the Premises, its components, and all related systems including fixtures and equipment. Lessee will ensure quality merchandise, compliance with safety, sanitation, and business practices.

A credit and background investigation was performed and indicates that Rockville Centre Station Market Inc. and its principal have no open civil or criminal records and possess adequate financial resources to pay the proposed lease compensation, maintain the required insurance, make the required improvements and carry out the required property maintenance on the Premises.

The proposed Compensation exceeds a lease appraisal of the Premises provided by MTA's independent appraiser which estimated an annual rent of $8,000 per annum.

FINANCE COMMITTEE MEETING
LEASE WITH ROCKVILLE CENTRE STATION MARKET INC. FOR THE RETAIL UNIT AT ROCKVILLE CENTRE STATION IN ROCKVILLE CENTRE, NY (Cont'd.)

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into a lease agreement on behalf of LIRR with Rockville Centre Station Market Inc. under the above-described terms and conditions.

INFORMATION ITEMS

REPORT ON AGREEMENTS ENTERED INTO DIRECTLY BY THE REAL ESTATE DEPARTMENT PURSUANT TO BOARD POLICIES
July 2026

Agency	Agreement Type/ Counterparty	Location/Premises	Use	Term	Compensation	RFP Proposals
NYCT	License Agreement Licensee: Jessi Highet LLC	42 Street – 8 Avenue Station, Unit 11, New York, NY 10018	Installation, maintenance, and display of artwork	One (1) Year	None	N/A
NYCT	License Agreement Licensee: Art on the Ave NYC, Inc.	W 4 St – Wash Sq Station, Unit 3, New York, NY 10018	Installation, maintenance, and display of artwork	One (1) year with automatic one-month renewal periods	None	N/A
NYCT	License Agreement Licensor: NYC Department of Housing Preservation, and Development (HPD)	Parking Lot located at the corner of 220th and 9th Avenue, New York , NY	Final extension of agreement for parking for approximately 60 buses during ongoing construction at Kingsbridge Bus Depot	10 days	None	N/A
NYCT	Lease Agreement Tenant: NY City Transit Corp.	34th Street – Penn Station (8th Avenue Line), Units 1, 2, 3 & 4, NY, NY	Operation of four (4) Travel Convenience units	Ten (10) years with one (1) five (5) year renewal option	**NY CITY Transit Corp.** Year YR 1 MAG 1 $42,000 2 $43,260 3 $44,558 4 $45,895 5 $47,271 6 $48,690 7 $50,150 8 $51,655 9 $53,204 10 $54,800 **NPV@6%: $349,389.76 plus 5% of gross sales above $900K**	**DKG Group Inc.** Year YR 1 MAG 1 $22,000 2 $22,660 3 $23,340 4 $24,040 5 $24,761 6 $25,504 7 $26,269 8 $27,057 9 $27,869 10 $28,705 **NPV@6%: $99,366.80** **Nita Patel** Year YR 1 MAG 1 $5,000 2 $5,150 3 $5,305 4 $5,464 5 $5,628 6 $5,796 7 $5,970 8 $6,149 9 $6,334 10 $6,524 **NPV@6%: $83,188**
NYCT	Lease Agreement Landlord: Optimus Property Corp.	1353 Castle Hill Avenue, Bronx, NY 10462	NYCT swing room for bus operators	10 years, two (2) five (5) year Tenant renewal options	$87,000/year with 3% annual escalations (including renewal periods)	N/A
MNR	Permit Agreement Permitee: Storm King Art Center	Salisbury Mills- Cornwall Station Parking Lot	Use for overflow parking	Various days from June 21, 2026 to November 15, 2026	None	N/A

MNR	License Agreement Licensee: Gary J. Schnetzler LLC	MNR right-of-way along the Harlem Line Adjacent to 9 Hunts Lane, Chappaqua, NY	Use of MNR property for a deck adjacent to the licensee's property	Five (5) Years	$8,974.88 annually with 3% escalation	N/A
LIRR	License Agreement Licensee: Korea Art Forum Inc.	Fence surrounding LIRR's Murray Hill Station	Installation, maintenance, and display of artwork	One (1) Year	None	N/A
LIRR	License Agreement Licensee: United States Golf Association	Long Island Rail Road right-of-way between Hamptons Bay and South Hampton Train stations	Construction and use of a temporary passenger station and platform and pedestrian bridge to support the 2026 U.S. Golf Championship at Shinnecock Hills	June 15, 2026 to June 21, 2026	$5,000 per day	N/A
GCMOC	First Ammendment To License Agreement Licensee: GCC Level LLC, d/b/a/ Grab N' Go on the Run	Grand Central Madison / GCMK-04	Retail sale of pre-packaged goods, candy, gum, chips, coffee, and a selection of cold beverages	1 Year	16% Gross Sales	N/A
MNR GCT	Lease Agreement Tenant: Starbucks Coffee Company	Grand Central Terminal / Shuttle Passage Main Concourse - MC-06	Retail sale of Starbucks signature coffee, teas and ancillary branded items	10 Years with 2.5% annual escalations for Years 2 through 10	**Year Rent** 1 $674,736.00 2 $691,604.00 3 $708,894.00 4 $726,617.00 5 $744,782.00 6 $762,402.00 7 $782,487.00 8 $802,049.00 9 $822,100.00 10 $842,652.00 **NPV @ 7% $5,236,999.87**	**Dunkin' Year Rent** 1 $120,000.00 2 $120,400.00 3 $124,828.00 4 $127,344.96 5 $129,891.96 6 $132,489.70 7 $135,139.49 8 $137,842.28 9 $140,599.13 10 $143,411.11 **NPV @ 7% $911,017.00** **Le Cafe Coffee Year Rent** 1 $433,875.00 2 $446,891.25 3 $460,297.99 4 $474,106.93 5 $488,330.13 6 $502,980.04 7 $518,069.44 8 $533,611.52 9 $549,619.87 10 $566,108.47 **NPV @ 7% $3,436,518.43**
MNR GCT	Lease Agreement Tenant: BTCT2 LLC dba Coffee Table	Grand Central Terminal / Shuttle Passage - MC-15	Retail sale of coffee and craft beers	10 Years with 3% annual escalations for Years 2 through 10	**Year Rent** 1 $98,000.00 2 $100,940.00 3 $103,968.30 4 $107,087.25 5 $110,299.86 6 $113,608.86 7 $117,017.13 8 $120,527.64 9 $124,143.47 10 $127,867.77 **NPV @ 6% $815,242.86**	**Woops Year Rent** 1 $53,364.00 2 $54,965.00 3 $56,614.00 4 $58,312.00 5 $60,062.00 6 $61,864.00 7 $63,719.00 8 $65,631.00 9 $67,600.00 10 $69,628.00 **NPV @ 6% $443,924.64** **CMNY Xpress Year Rent** 1 $123,060.00 2 $126,752.00 3 $130,554.00 4 $134,471.00 5 $138,505.00 6 $142,660.00 7 $146,940.00 8 $151,348.00 9 $155,889.00 10 $160,565.00 **NPV @ 6% $1,023,711.99**
MNR GCT	License Agreement Licensee: Gravity Sports International Corporated	Grand Central Terminal / MC-09	Retail sale of FIFA World Cup licensed merchandise, including jerseys, accessories, and collectibles	3 Months	$22,500 + 10% of gross sales	N/A
	License Agreement		Retail sale of hair care, skincare,		Beginning July 1, 2026, Greater of	

MNR GCT	Licensee: Malin + Goetz	Grand Central Terminal / Lexington Passage - MC-70	and fragrance specializing in high quality, easy-to-use products made for city living	3 Years	$3,100 per month or 15% of sales and escalating at 3% annually	N/A