Metropolitan Transportation Authority

Finance Committee Meeting

November 2026

Committee Members

N. Zuckerman, Chair

A. Albert

S. Chu

M. Hartzog

M. Herbst

D. Jones

C. Leathers

H. Mihaltses

M. Miller

M. Rand

J. Samuelsen

L. Sorin

E. Valente

Finance Committee Meeting

2 Broadway, 20th Floor Board Room
New York, NY 10004

Monday, 11/16/2026
2:00 - 3:00 PM ET

1. Summary of Actions
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2. Public Comment Period

3. Financial Performance Report

4. Administrative Items
Finance Committee Minutes - Page 4

5. MTA Headquarters & All-Agency Items

Financial Actions (No Items)

Other Actions

Procurements
MTAHQ Procurements - Page 9

6. Information Items

Metropolitan Transportation Authority
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Metro-North Railroad & Long Island Rail Road (No Items)

New York City Transit, and MTA Bus Operations
NYCT Procurements - Page 49

Bridges and Tunnels (No Items)

7. MTA CONSOLIDATED REPORTS
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Real Estate Transaction Taxes - Page 62
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8. REAL ESTATE AGENDA
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FINANCE COMMITTEE

November 2026

Action		Amount	Short Description
N/A			

Agency	Vendor Name	Total Amount	Short Description
MTA HQ	RFP Authorizing Resolution	$60,349,000	Issue a competitive Request for Proposal to solicit and evaluate proposals for the award of the contract for asbestos and lead abatement services, environmental remediation, and emergency environmental response services.
MTA HQ	CBRE Inc.	$118,120,541	Contract award to provide property, project, occupancy and consultancy management services for various MTA owned or leased properties.
MTA HQ	Various vendors	$30,000,000	Contract award for the Transportation Planning and Conceptual Design Retainer Contract Panel on an as-needed basis for MTA and its agencies.
MTA HQ	Various vendors (91)	$7,000,000,000	Prequalification of professional service providers to perform General Engineering Services for various agencies.
MTA HQ	1. Constellation NewEnergy, Inc. 2. Engie Resources LLC 3. Direct Energy Business, LLC	$TBD	Contract award to pre-qualify energy services companies to supply wholesale electric power and ancillary services for New York City and Connecticut.
MTA HQ	Various vendors	$20,000,000	Contract award for Transportation Planning and Conceptual Design Retainer: Modification in order to increase the aggregate amount of the contract and extend the contract term until December 31, 2027.

MTA Real Estate	Vendor Name	Amount	Short Description
License with Forest Hills Gardens Corporation for the use of a parcel of land adjacent to the Forest Hills Station for storage of landscaping equipment	Forest Hills Gardens Corporation	$13,600.00 per annum ($1,133.33 per month) in Year 1, with 3% annual increases	Authorization to enter into a license agreement with Forest Hills Gardens Corporation for the storage of equipment and non-hazardous/non-combustible materials in conjunction with FHGC's landscaping operations
Agreements with the owner of 350 Park Avenue related to the redevelopment thereto and certain train shed rehabilitation work	350 PARK OWNER LLC, a joint venture among entities controlled by Vornado, Citadel,and Rudin	See staff summary for compensation details	Approval to enter into two Design and Construction Agreements (DCAs) with Vornado regarding development of 350 Park Ave and train shed reconstruction.
Sale of 1119 Pacific Street and transfer of development rights from a section of Franklin Shuttle right-of-way in Brooklyn	EMP Capital Group, a New York limited liability company, or an affiliated entity owned and controlled by Elie Pariente	$47,125,141 cash, comprised of (i) $42,625,141 for the Pacific Street Site, and (ii) $4,500,000 for the ROW Parcel TDRs, together with an "in-kind" contribution comprised of the design, construction, and maintenance of the MTA Service Road and the MTA Art Improvement (as defined below) (the "Required Project Improvements")	Sale of surface parking lot at Atlantic Avenue and Franklin Avenue for multi-family, mixed-use development with sale of additional development rights from adjacent Franklin Av Shuttle ROW.

Minutes of the
Metropolitan Transportation Authority
Finance Committee Meeting
2 Broadway, 20th Floor Board Room 1
New York, NY 10004
Monday, October 26, 2026
2:00 p.m.

The following Finance Committee Members were present:
Hon. Neal Zuckerman, Chair
Hon. Andrew Albert
Hon. Melanie Hartzog
Hon. Marc Herbst
Hon. David R. Jones
Hon. Christopher Leathers
Hon. Haeda Mihaltses
Hon. Lisa Sorin
Hon. Edward Valente

The following Finance Committee Members were absent:
Hon. Samuel Chu
Hon. Melva M. Miller
Hon. Matt Rand
Hon. John Samuelsen

The following staff members attended:
Jai Patel, Chief Financial Officer
Olga Chernat, Deputy Chief, Financial Services
David Florio, Chief Real Estate Transactions and Operations Officer
Miriam Harris, Senior Vice President, Transit-Oriented Development
Jake Luce, Deputy Chief, Management & Budget
Sergio Paneque, Chief Procurement Officer
Shanifah Rieara, Chief Customer Officer

To hear the content of public comments, details of Committee presentations, and Committee Members' comments and questions, as well as any part of the Finance Committee meeting, please refer to the video recording of the meeting produced by the MTA, available and maintained on the MTA website:
https://www.mta.info/transparency/board-and-committee-meetings/october-2026

1. **CALL TO ORDER**
   Chair Zuckerman called the meeting of the Finance Committee to order, briefly commented on voting, and addressed a public speaker's comment.

2. **PUBLIC COMMENTS (*attended remotely)**
   There were 3 public speakers.
   Christopher D. Greif, ADA Accessibility Transportation Group
   Renee Rizzo*
   Brian Fritz, Permanent Citizens Advisory Committee

3. **MINUTES**
The minutes of the meeting held on September 28, 2026, were approved.

4. **FINANCIAL PERFORMANCE**

Jake Luce, Deputy Chief, Management & Budget, presented operating results through September, which were $365 million favorable, compared with the Mid-Year Forecast.

This was driven primarily by operating expenses, which are $288 million favorable year-to-date.
Mr. Luce went further into revenues:

Operating revenue was also favorable by $89 million year-to-date, as receipt of FEMA COVID reimbursement more than offset passenger revenue that was unfavorable by $25 million due to lower paid ridership and toll revenue that was unfavorable by $31million due to anticipated bad debt reserves, lower than forecasted fee revenue, and lower than forecasted revenue per vehicle.

Operating subsidies were unfavorable year-to-date by $41 million, primarily due to unfavorable timing in City Subsidy for MTA Bus, and Connecticut DOT Subsidy for Metro-North.

In addition, capital subsidies were favorable by $74 million. Favorability was driven primarily by higher than anticipated net surplus from the Congestion Relief Zone and favorable Real Estate Transfer Tax receipts.

Mr. Luce explained the expense side:

Labor expenses were favorable by $97 million, with underruns in payroll and health benefits partially offset by overtime due to coverage for absences and vacancies, and for weather response.

Non-labor expenses were favorable by $230 million across categories, with the largest driver of favorability being professional services contracts.

In addition, debt service was favorable by $30 million.

Olga Chernat, Deputy Chief, Financial Services, presented the capital financing activity. The main update was that the MTA successfully priced the $738 million TRB 2026A refunding transaction, locking in nearly $32 million in net present value savings, or approximately 4% of the refunded bonds' par amount.

Ms. Chernat stated that the market in October reversed most of the increase in borrowing rates MTA experienced in September, particularly on the earlier part of the yield curve, where MTA's refunding opportunity was concentrated. This market improvement significantly boosted MTA's savings on the TRB 2026A transaction. To put this in perspective, at the end of September, the savings opportunity was only about one-third of what MTA was ultimately able to achieve.

Ms. Chernat further stated that due to timing, this transaction was not reflected in this month's financial performance report, but it will be included in next month's report.

Mr. Luce addressed a question from Hon. Hartzog about the FEMA COVID reimbursement.

Chair Zuckerman commented on the New York State Comptroller Report prepared by New York State Comptroller Thomas DiNapoli.

Jai Patel, Chief Financial Officer, provided additional comments on the report while also addressing questions from Hon. Albert and Hon. Hartzog about fare increases and the FEMA COVID reimbursement.

Mr. Luce addressed a question from Chair Zuckerman about the drop in MTA Bus revenue.

5. **MTA HEADQUARTERS AND ALL-AGENCY ITEMS ACTION ITEMS**

Sergio Paneque, Chief Procurement Officer, presented three MTA Headquarters items this month for Finance Committee approval in the estimated amount of $139.3 million. These actions were in the October 2026 Finance Committee Book.

The first item is a request that the Board approve the award of a competitively negotiated, estimated quantity miscellaneous procurement contract to Hilti, Inc. ("Hilti") for the as-needed supply and delivery of Hilti proprietary products, tools, and Maintenance, Repair, and Operating ("MRO") services.

The MTA and its agencies currently purchase MRO supplies and related products and services via 10 MRO contracts, each with its own distinct category of MRO products. This contract award covers renewals of the Hilti Proprietary Product category, which includes specialized fastening products and industrial tools used across multiple agencies. Additional services include vendor hosted MTA-Marketplace catalog.

The contract period is five years, with two 1-year options to be exercised at MTA's sole discretion, with an estimated total amount of $7.3 million.

The second item is a request that the Board approve the award of a competitively negotiated, all-agency personal services contract with Metropolitan Life Insurance Company ("MetLife") for the provision of life/accidental death and dismemberment ("Life/AD&D"), long-term disability, and short-term disability benefits for non-represented employees and certain represented and retired employees.

In total, over 85,000 employees and retirees are eligible for the current coverage offerings. The MTA pays the full premiums for the basic Life/AD&D and disability benefits insurance programs without any premium contribution from participating employees and retirees or their dependents. Certain MTA employees are also offered additional voluntary life insurance programs, which are paid for by the employee through payroll deductions. The current agreement with incumbent vendor, MetLife, will expire on December 31, 2026.

The base term of this contract is three years (January 1, 2027 – December 31, 2029). The MTA, at its sole discretion, will have the option to extend the term of the contract for an additional two years expiring December 31, 2031, one year at a time or two years at one time. The total contract cost for a five-year term, including both one-year extensions, is $93.8 million.

The third and final item is a request that the Board formally ratify two modifications to a competitively negotiated personal service contract awarded to Cubic Transportation Systems ("Cubic"). The original contract was awarded in 2017 and provided a state-of-the-art, integrated, reliable, and convenient contactless fare payment system, allowing customers to pay fares using digital wallets, contactless bank cards and MTA-issued contactless transit cards under the One Metro NY brand name.

Modification No. 58 is to execute the first five-year option reserved in the base agreement for Extended Customer Call Center Services. This will extend services for a retroactive period, beginning January 1, 2026, through December 31, 2030.

Modification No. 59 is to exercise the second five-year option reserved in the base agreement for Retail Point of Sale ("POS") Network which will extend services beginning October 1, 2026, through

September 30, 2031. MTA previously executed the first five-year option of Retail POS Network which expired on September 30, 2026.

The total contract value is $38.3 million.

Upon motion duly made and seconded, the Committee voted to recommend the Hilti, Inc. and the Metropolitan Life Insurance Company action items before the Board for approval.

Upon motion duly made and seconded, the Committee had a discussion led by Hon. Jones, Mihaltses, Albert, and Hartzog, and Chair Zuckerman about the Cubic Transportation Systems action item.

Ms. Patel addressed comments from the discussion on the Cubic Transportation Systems action item, and Shanifah Rieara, Chief Customer Officer, provided additional commentary.

At the conclusion of the discussion, the Committee voted to recommend the Cubic Transportation Systems action item before the Board for approval.

6. **INFORMATION ITEMS**

There were three information items for NYC Transit, but they were not presented due to time constraints, and they were already presented at the NYC Transit Committee Meeting. There were no information items for Bridges and Tunnels, Metro-North Railroad, and Long Island Rail Road.

Ms. Chernat made the annual presentation on the MTA's Fuel Hedging Program.

Ms. Chernat presented the Semi-Annual Investment Report recap. The 2026 Semi-Annual Investment Report showed that the MTA's managed investment portfolio earned a net weighted average yield of 3.67% during the first half of 2026, in line with Treasury benchmarks. Consistent with the Investment Guidelines, the portfolio is primarily invested in U.S. Treasury securities, with fully collateralized repurchase agreements used to support daily liquidity needs. As of September 30, 2026, the portfolio's net weighted average yield had increased to 3.90%.

REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer, presented one administrative action item and three transactional action items for consideration and approval.
Miriam Harris, Senior Vice President, Transit-Oriented Development, presented one additional transactional action item for consideration and approval.

Mr. Florio presented the first item: the Amended and Restated Property Acquisition Policy that consolidates and updates policies and permits wider discretion to secure property interests.

Mr. Florio then presented the following three transactional items:

- for the MTA, a lease with GNC Holdings, LLC for the retail sale of health and nutritional products at 2 Broadway;
- for MTA New York City Transit, a lease with DKG Group Inc. for a coffee concession at the168th Street station; and
- for MTA Metro-North Railroad, the acquisition of easements from Veolia Water New York, Inc. in New Rochelle in support of the Penn Station Access Project.

Ms. Harris then presented the following transactional item:

For MTA Long Island Rail Road, a ground lease with GO Westbury, LLC for the former Westbury commuter parking lot.

The action item for Westbury advances the redevelopment of a former LIRR commuter parking lot into new housing, retail and public space next to Westbury Station.

As part of the Main Line Expansion Project, also known as the Third Track project, a new 683-space parking garage was constructed on the north side of Westbury Station. This garage freed up the former commuter parking lot on the south side of the Station for transit-oriented development.
The Board last considered this project in April 2025, when it approved Gotham's conditional designation as the successful proposer in the RFP process led by the TOD team. Since that time, MTA and Gotham have:

- entered into a pre-lease agreement;
- advanced the design and negotiated the transaction documents described in the staff summary; and
- secured Village approval of the project following public hearings and environmental review.

The approved development, called Westbury Commons, will include:

- 184 rental apartments, including 19 affordable apartments;
- approximately 2,000 square feet of retail space;
- a public plaza and landscaped pedestrian paths connecting Post Avenue and Railroad Avenue with the station; and
- 254 parking spaces for residents and retail customers.

In return, MTA will receive:

- $2.25 million in upfront rent, paid over the first two years of the lease;
- an additional $500,000 payment upon permanent refinancing or by the fourth anniversary of lease commencement, whichever comes first; and
- annual base rent of at least $550,000, with increases of 12.5 percent every five years and periodic land-value resets.

Gotham will finance, build, operate and maintain the development, including the public plaza and station connections, at its expense. The plaza, station connections and affordable apartments must be completed before occupancy.

The transaction puts land that was made available by MTA's investment in the Main Line Expansion Project to productive use, providing housing next to transit, improving access to the station and generating long-term revenue for MTA.

Ms. Harris addressed a question from Hon. Hartzog about the total number of units and the number of affordable units.

Ms. Harris addressed a question from Hon. Herbst about what the MTA would receive in return for this arrangement.

Upon motion duly made and seconded, the Committee voted to recommend the five transactional action items before the Board for approval.

7. **ADJOURNMENT**

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

Respectfully submitted,

Patrick Isom,
Senior Manager, Finance and Debt Management

MTA Headquarters Procurements

Sergio Paneque, Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed estimated expenditure of $7,228 M.

Subject	Request for Authorization to Award Various Procurements	November 13, 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	11/16/2026			
2	Board	11/18/2026			

	Approval		Approval
	CAO		
	Legal		
	CFO		
	DDCR		

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:

Procurements Requiring Two-Thirds Vote:		# of Actions		$ Amount
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	$	60.3 M
Schedules Requiring Majority Vote:				
Schedule F:	Personal Service Contracts	3	$	7,148.1 M
Schedule G:	Miscellaneous Service Contracts	3	$	TBD M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	$	20.0 M
	SUBTOTAL	8	$	7,228 M

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

	TOTAL	8	$ 7,228 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.

NOVEMBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Request for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. RFP Authorizing Resolution **$60,349,000** ***Staff Summary Attached***
Nine Years
Contract # RFP 20260300
Issue a competitive Request for Proposal to solicit and evaluate proposals for the award of the contract for asbestos and lead abatement services, environmental remediation, and emergency environmental response services.

F. Personal Service Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

2. CBRE Inc **$118,120,541** ***Staff Summary Attached***
Five Years + one 3-year and two 1-year options
Contract # 26276-0100
Contract award to provide property, project, occupancy and consultancy management services for various MTA owned or leased properties.

3. Various vendors **$30,000,000** ***Staff Summary Attached***
Five Years
Contract # 16213
Contract award for the Transportation Planning and Conceptual Design Retainer Contract Panel on an as-needed basis for MTA and its agencies.

4. Various vendors (91) **$7,000,000,000** ***Staff Summary Attached***
Five Years
Contract # GEC2027-2031
Prequalification of professional service providers to perform General Engineering Services for various agencies.

NOVEMBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

5.	**Constellation NewEnergy, Inc.**	**$TBD**	***Staff Summary Attached***
6.	**Engie Resources LLC**		↓
7.	**Direct Energy Business, LLC**		↓

Five Years + three-year option
Contract # 16316 – 0100 thru 0300

Contract award to pre-qualify energy services companies to supply wholesale electric power and ancillary services for New York City and Connecticut.

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

8.	**Various vendors**	**$20,000,000**	***Staff Summary Attached***

Six years + nine months
Contract #s 15553-0100 through 1100 Mod 3

Contract award for Transportation Planning and Conceptual Design Retainer: Modification in order to increase the aggregate amount of the contract and extend the contract term until December 31, 2027.

Staff Summary

Metropolitan Transportation Authority

Item Number 1	
Department, Department Head Name: MTA Procurement, Sergio Paneque	

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Legal		
2	CFO		
3	DDCR		
4	CAO		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	**Contract Number** RFP 20260300
Description Asbestos and Lead Abatement Services, Environmental Remediation, and Emergency Environmental Response Services	
Total Amount $60,349,000	
Contract Term (including Options, if any) March 1, 2027 – February 28, 2036	
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

The Metropolitan Transportation Authority ("MTA" or "Authority"), on behalf of Metro-North Commuter Railroad Company ("MNR"), The Long Island Railroad Company ("LIRR"), and the New York City Transit Authority ("NYC Transit"), 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 MTA Procurement to issue a competitive Request for Proposals ("RFP") in lieu of sealed bids for the award of the contracts for asbestos and lead abatement services, environmental remediation, and emergency environmental response services (including confined space entry).

DISCUSSION

The scope includes highly specialized environmental services, including asbestos and lead abatement, environmental remediation, and emergency environmental response services. These services involve the handling, removal, containment, and disposal of hazardous materials and contaminants in compliance with complex federal, state, and local environmental, health, and safety regulations. The procurement also includes emergency response capabilities requiring immediate mobilization and specialized technical expertise and confined space monitoring, rescue and emergency services of employees working in manholes and vaults including those with live electrical cables.

Given the nature of the work, an award based solely on the lowest, responsive, responsible bid would not adequately protect the Authority's operational, regulatory, and safety interests. Successful performance requires demonstrated technical qualifications, regulatory expertise, specialized equipment, experienced personnel, strong safety performance, and the ability to respond rapidly to environmental incidents. Failure to properly perform these services could expose the Authority to regulatory violations, environmental liabilities, project delays, service disruptions, worker and public safety risks, and significant remediation costs. Improper or incomplete asbestos abatement exposes employees, contractors, and the public to hazardous asbestos fibers, which can lead to serious long-term health risks, regulatory enforcement, costly project delays, clearance failures, and legal claims. Inadequate abatement work can also result in substantial financial consequences, including remediation of failed work, litigation costs, and damage to public trust and organizational credibility.

A competitive RFP process is therefore the most appropriate procurement method, because it allows the Authority to evaluate proposers on factors beyond cost, including: (1) Technical expertise and demonstrated experience performing asbestos abatement, lead abatement, environmental remediation, and emergency response services, (2) Qualifications and experience of key personnel and subcontractors; (3) Regulatory compliance history and ability to meet applicable environmental requirements; (4) Safety programs, certifications, and past performance; (5) Availability of resources and capability to provide prompt emergency response services; (6) Quality of the proposed approach and demonstrated understanding of the Authority's requirements; and (7) Overall value and cost effectiveness to the Authority.

The Authority's objective is to secure contractors that can consistently perform complex environmental work safely, efficiently, and in full compliance with all applicable regulations. The ability to assess technical qualifications and operational capabilities through a competitive RFP process is essential to ensuring high-quality service delivery and minimizing environmental, financial, and operational risk. Accordingly, Board approval is requested to authorize the procurement of these services through a competitive RFP process in lieu of the standard competitive sealed bid process. This approach is justified because the specialized nature of the services, the critical importance of regulatory compliance, and the requirement for rapid emergency response make best-value evaluation more advantageous to the Authority than an award based solely on lowest price.

M/W/DBE INFORMATION

Goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB participation were established by the MTA Department of Diversity and Civil Rights for this procurement.

Impact on Funding

Funding will be made available from the agencies' operating budgets.

Alternatives

The use of a sealed bid process is not recommended because it limits the Authority's ability to evaluate factors beyond cost and schedule, including technical approach, operational capability, safety performance, and the ability to perform work within a complex operating environment.

These specialized services require demonstrated expertise, regulatory knowledge, and the ability to effectively manage environmental, operational, and safety risks. Reliance solely on the lowest responsive and responsible bidder may not adequately account for critical safety and compliance requirements, including containment, air monitoring, hazardous material handling, abatement procedures, and disposal protocols, increasing the risk of asbestos contamination, uncontrolled fiber release, and regulatory noncompliance.

In addition, unusually low bids may reflect an incomplete understanding of the scope or insufficient experience with the specialized protocols, coordination requirements, and operating conditions associated with this work. A competitive RFP process provides the flexibility to evaluate qualifications, project execution strategies, resource availability, and innovative approaches that enhance safety, efficiency, and overall project outcomes.

Accordingly, a negotiated best-value procurement through a competitive RFP process would better serve the public interest and provide the MTA with the greatest 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 MTA Procurement to issue competitive Requests for Proposals in lieu of sealed bids for the award of the contract for asbestos and lead abatement services, environmental remediation, and emergency environmental response services.

Staff Summary

Item Number: 2			
Department, Department Head Name: MTA Procurement, Sergio Paneque			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	**Procurement**	**6**	**CFO**
2	**Real Estate**		
3	**Administration**		
4	**DDCR**		
5	**Legal**		

SUMMARY INFORMATION	
Vendor Name CBRE Inc	**Contract No.** 26276-0100
Description Comprehensive Real Estate Services inclusive of Property, Project, Occupancy, and Consultancy Management Services	
Total Amount: Not to exceed $10,559,481 in Year 1. Subsequent funding (years 2-10) subject to Board-approved operating/capital budgets in the estimated amount of $118,120,541.	
Contract Term (including Options, if any) January 1, 2027–December 31, 2036, w/one 3-year and two 1-year extension Options	
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:	

Purpose

To recommend the Board approve the award of a competitively negotiated estimated quantity personal services contract to CBRE Inc to provide property, project, occupancy and consultancy management services for various Metropolitan Transportation Authority ("MTA") owned or leased properties for a five-year period (January 1, 2027 – December 31, 2036), with one 3-year and two 1-year renewable options to be exercised at the MTA's discretion. The Year 1 not-to-exceed cost is $10,559,481 (subsequent funding to be approved by the Board) and ten-year estimated cost is $118,120,541. The Board is also requested to authorize the MTA Chief Procurement Officer to approve the exercise of Options 1, 2 and 3. Additionally, Board approval is sought to add locations in subsequent contract years, subject to MTA Board approval of the MTA Financial Plans for such years.

Discussion

Under this contract, CBRE will provide comprehensive real estate services across agency properties located across the five boroughs of New York City and the entire MTA operating territory. MTA has a diverse property portfolio including, without limitation, office spaces, mixed-use spaces which integrate both industrial and office functions (such as MTA PD locations), industrial spaces which support MTA's transportation operations, public spaces such as parks, plazas and transportation hubs, retail spaces such as shops and storefronts located on MTA property, and operational employee facilities within MTA stations, mezzanines, yards, barns and depots. CBRE will be responsible for the day-to-day building operations and project management of 42 MTA Agency wide facilities as well as project management functions at 25 facilities located at various MTA Agencies. Both above-mentioned functions are funded under the Board approved MTA Operating Financial Plan and Capital Program.

In order to continue these essential services, a Request for Proposals ("RFP") was publicly advertised. Approximately 13 firms attended the Pre-Proposal Conference; proposals were then received from five firms: CBRE (the incumbent), G&E Real Estate Management Services Inc dba Newmark ("Newmark"), Venture NY Property Management LLC, Gardiner & Theobald Inc and Bastion Contracting LLC. The firms were evaluated based on their responsiveness to the RFP and demonstration of a clear understanding of the scope and objectives of the RFP, experience managing a geographically diverse real estate portfolio of similar scale and complexity, multi-disciplinary property management expertise including accounting and financial reporting, qualifications of the Proposing firm and the depth and strategic oversight of their executive leadership, the quality of experience and qualifications of the key personnel assigned and the firm's ability to appropriately staff the team, the Proposer's Diversity practices and finally, their Cost Proposal.

After evaluating the proposals, the Selection Committee ("SC"), composed of representatives from MTAHQ Real Estate, Metro-North Railroad Facilities, Long Island Rail Road Facilities, New York City Transit Facilities and New York City Transit Department of Buses Facilities, recommended two of the five firms (CBRE and Newmark) be invited for oral presentations. Upon conclusion of the oral presentations, the SC determined that CBRE and Newmark were the most technically qualified to perform this work and requested Procurement to proceed with negotiations with both CBRE and Newmark.

As a result of negotiations, the original ten-year cost of $134,346,681 proposed by CBRE, was reduced to $118,120,541, a total savings of $16,226,138 or 12 percent. This was primarily achieved through a reduction in the Occupancy Management fee from $11.9M to $4.2M, the Project Management fee from $7.3M to $3.7M, and the Property Management fee from $18.5M to $14.2M. The proposed salaries are subject to an escalation of 2 percent per year. The Best and Final Offer ("BAFO") received from CBRE was 3.4 percent less than the BAFO received from Newmark. Based on the above, the negotiated costs are considered fair and reasonable. The SC's evaluation resulted in recommending CBRE because property management is its core business, and its proposal offered the best value to the MTA.

CBRE will manage all facets of the operations of MTA properties, including, without limitation, general maintenance, cleaning, security and safety, maintenance and operation of the building systems, landscaping, and the operation and capital construction project implementation, using a combination of personnel on its own payroll (CBRE personnel), subcontractors procured by CBRE (CBRE-Procured Subcontractors), and contractors procured directly by MTA Procurement (MTA-Procured Contractors). All subcontract procurement undertaken by CBRE will follow MTA-approved procurement processes and guidelines and be subject to oversight by MTA Real Estate and MTA Procurement. All subcontracting services are not included in the above total. Funding for subsequent years will be based on MTA Board approval of the Operating Budget or the 5-Year Capital Program as applicable to each individual expense for such years.

The estimated amount set forth above reflects the following categories of costs and expenses, consistent with the current Board approved MTA operating/capital budget:

Property Management/Consultancy Services Fee $16,103,302.17
Staffing Cost $95,902,388.53
Project Management Fee $3,738,397.31
Occupancy Management Fee $4,227,407.74
Total est. quantities Contract amount $118,120,541.48

The above estimated amount further consists of the following MTA Real Estate budgets:
Estimated quantities Operating $100,402,460
Estimated quantities Capital $17,718,081

In addition, CBRE will handle payments for utilities, budgeted for Year 1 at $8,879,269, and payments under MTA-Procured Contracts, budgeted for Year 1 at $46,794,863. Expenditures in subsequent contract years will be subject to MTA Board approval of the MTA Financial Plans for such years.

Regarding CBRE: The contract is under evaluation to determine the appropriate scope of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements shall be included in the contract terms and conditions prior to award.

Pursuant to EO 16, CBRE has certified that it is not doing business in Russia.

M/WBE/SDVOB Information
Mandatory goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB participation were established by the MTA Department of Diversity and Civil Rights for this contract.

Impact on Funding
The funding for the first year of this contract is available in the MTA operating/capital budget. Funding for subsequent years will be based on Board-approved operating/capital budgets for those years.

Alternatives
Perform the services in-house: This is not a feasible alternative as the MTA does not possess the internal resources to provide the requisite property management services.

Do not approve award of the contract: This is not practical. Property and Project management is required for the day-to-day operations of the MTA.

Item Number: 3			
Department, Department Head Name: SVP, MTA Regional Planning, Adam Meagher			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	**Procurement**		
2	**Legal**		
3	**CFO**		
4	**DDCR**		
5	**CAO**		
6	**MTA C&D**		

SUMMARY INFORMATION	
Vendor Name	**Contract No.**
Various	16213
Description	
Transportation Planning and Conceptual Design Retainer	
Total Amount: $30,000,000 (aggregate budget)	
Contract Term (including Options, if any) **Five years** (January 1, 2027 – December 31, 2031)	
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:	

Purpose

Board approval is being sought to award 11 competitively negotiated, personal services contracts for the Transportation Planning and Conceptual Design Retainer Contract Panel on an as-needed basis for a period of 60 months (January 1, 2027 – December 31, 2031) for MTA and its agencies ("Contracts"). The aggregate budget allocated to planning studies under these Contracts is a not-to-exceed amount of $30,000,000. The proposed firms are:

1. AECOM USA Inc. ("AECOM") *
2. Arup US, Inc.*
3. EXP Services P.C.
4. Hardesty & Hanover, LLC
5. Henningson, Durham & Richardson Architecture and Engineering P.C. ("HDR") *
6. HNTB New York Engineering and Architecture, P.C.*
7. Jacobs Civil Consultants Inc.
8. STV Incorporated *
9. T.Y.Lin International Engineering and Architecture, P.C.
10. VHB Engineering, Surveying, Landscaping Architecture and Geology, P.C. ("VHB") *
11. WSP USA Inc. ("WSP") *

* Firms that are part of the current Transportation Planning contract.

Discussion

The current all-agency contract panel expires on December 31, 2026, and has been utilized for more than six years with previous board approvals totaling $31 million. The MTA and its operating agencies require the services of these firms to conduct research projects on an ad hoc or as-needed basis to support capital investments and improvements, identify priorities and strategies for strategic business development, support development of the MTA's Twenty-Year Needs Assessments and Capital Programs, and other policy making decisions.

These retainer contracts include firms with the broad skills needed to: use advanced statistical methods related specifically to demand modeling for service planning, conduct cost/benefit analyses for capital investments and budget priority setting, develop sample designs for large origin and destination and travel surveys, conduct demand estimation and forecast studies, perform feasibility, environmental analyses, and fare policy studies, and evaluate long-term service planning and strategic business initiatives.

Examples of projects planned in the next five years may include: update and recalibration of MTA's Modeling Tool, capacity studies, travel surveys of transit and commuter railroads, conceptual service planning and design, cost estimating, assessment of regional economic impacts, specific corridor studies to determine travel needs, environmental impact studies, regional analysis of future transportation needs and services, new technologies such as traffic simulations, and targeted service studies for specific railroads and subway lines. These contracts are critical to the Regional Planning unit and others at the MTA because they allow for quick engagement with a pool of firms possessing the broad experience and skills needed to support MTA's needs.

A publicly advertised Request for Proposals ("RFP") was issued in order to award successor contracts. The RFP notices were also sent to 154 firms, with 13 proposals received. The proposals were evaluated in such areas as transportation planning, conceptual design and market research expertise, analysis, report writing and presentation, project management, experience of staff and cost. The Selection Committee (SC) consisted of members from MTA C&D's Regional Planning group. The SC evaluated all the proposals and determined that the 11 firms listed above were the most technically qualified and best suited to perform the services identified in the RFP. The firms recommended for award demonstrated capabilities and core competencies including, but not limited to, conceptual design and analysis, project management, data collection, report writing, and analytics and modeling in the transportation planning arena. The SC concluded that oral presentations were not required. Unless there are extenuating or urgent circumstances, all work assignments will be competitively awarded by a mini-RFP process issued to all firms in this panel.

Contracts will be awarded with a zero-dollar base value. Except in urgent or extenuating circumstances, all work assignments will be awarded through a competitive mini-RFP process open to all firms on the panel. For each mini-RFP, firms will submit technical and cost proposals that will be evaluated before award. Cost proposals must provide sufficient detail regarding staffing levels, labor categories, hours, and rates, enabling the MTA to assess pricing against negotiated rates, competing proposals, and independent estimates. Although pricing will be established for each individual mini-RFP task, proposed work assignment rates will not exceed the negotiated fully loaded contract rates. The contract rates will remain fixed for the durations of the five-year term. The MTA Cost/Price Unit, in partnership with Procurement, conducted comprehensive evaluations and negotiations of the proposed rates. They were benchmarked against market pricing, similar MTA contracts, and internal estimates. These efforts resulted in negotiated rate reductions across multiple labor classifications.

Based on the foregoing, the negotiated fully loaded hourly rates and proposed pricing are considered fair and reasonable.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines (Guidelines) and such responsibility finding was approved by the MTA Chair/CEO with the concurrence of the MTA General Counsel in January 2021. No new SAI has been found relating to AECOM and AECOM has been found to be responsible.

In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines (Guidelines) and such responsibility finding was approved by the MTA CAO with the concurrence of the MTA General Counsel in April 2024. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible.

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.

Pursuant to EO 16, all firms: AECOM, Arup, EXP, Hardesty & Hanover, Jacobs, HDR, HNTB, STV, TYLin, VHB and WSP have certified that it is not doing business in Russia.

M/W/DBE Information
The Department of Diversity and Civil Rights ("DDCR") confirmed that pursuant to Interim Final Rule published October 3, 2025, which implemented changes to the Disadvantaged Business Enterprise ("DBE") Program regulations found at 49 C.F.R. Part 26, this contract's utilization plan submission will not be evaluated for DBE goals compliance.

Impact on Funding
The total cost for work assigned under this contract will not exceed $30,000,000. Actual expenditures are dependent upon the approval of projects in development by MTA and its agencies. Services may be funded by eligible sources such as Capital, Operating and Federal. Any expenditures incurred will be apportioned to the operating agencies in accordance with the cost of projects actually implemented by an agency.

Alternatives
Perform services in-house – This alternative is not practical since the MTA does not have the specialized expertise in the existing workforce for the types of projects contemplated under this contract. The hiring of full and part-time employees, factoring the associated overhead costs involved, would not be cost-effective. The services to be performed under these contracts would be managed best by independent outside firms capable of providing the necessary recommendations and advice, which would be unbiased and supported by market expertise.

Do not approve award – This would severely curtail MTA's ability to implement a comprehensive research program to support capital investments and improve customer service. Also, some of the studies to be performed under these contracts are mandated by the federal government. Therefore, this alternative is not recommended.

Recommendation
It is recommended that the Board approve the award of a competitively negotiated personal service contract for Transportation Planning Services to these 11 firms.

Item Number: 4			
Department, Department Head Name: MTA Procurement, Sergio Paneque			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Procurement	6	Real Estate
2	Legal		
3	CFO		
4	DDCR		
5	CAO		

SUMMARY INFORMATION	
Vendor Name Various	**Contract No.** GEC2027-2031
Description GEC Services for various agencies	
Total Amount: $7,000,000,000	
Contract Term (including Options, if any) January 1, 2027–December 31, 2031	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ N/A	
Renewal? ☒ Yes ☐ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: RFQ	
Funding Source ☒ Operating ☒ Capital ☒ Federal ☐ Other:	

Purpose

Metro-North Railroad ("MNR"), on behalf of itself and Long Island Rail Road Company ("LIRR"), New York City Transit Authority ("NYC Transit"), MTA Construction and Development Company ("C&D"), MTA Bridges and Tunnels ("B&T") and MTA Headquarters ("MTAHQ") (hereinafter collectively referred to as the "Agencies") requests approval to pre-qualify the pool of professional service providers listed in the Attachment who will be given the opportunity to respond to Requests for Proposals ("RFP(s)") to perform professional services for design, engineering, project management, construction supervision and inspection, and miscellaneous construction-related services to support the MTA Capital Program and needs of the MTA Operating Agencies.

This procurement will provide the Agencies with a pool of professional services providers to deliver general engineering services to support the design, planning and management of MTA projects (the "GEC Pool"). As each agency identifies specific needs, it will issue an RFP to those provider(s) that have the resources to meet those needs. The RFP will contain a detailed scope of work and expected deliverables and relevant terms and conditions. Contracts will be awarded to the provider providing the best value and/or technical capability. This pre-qualification and procurement approach has been used successfully by the MTA for the past 25 years and has proven to streamline the RFP process, reduce procurement lead times and lower administrative costs, while ensuring appropriate on-going competition and best value.

It is anticipated that C&D will be the primary user of the GEC Pool in support of the 2025-29 and 2030-34 Capital Programs, with the other Agencies also expected to make moderate use of the GEC Pool. The GEC Pool will have an aggregate budget of $7 billion but there will be no guaranteed contracts with any entity. Furthermore, this budget will cover any additional modifications to contracts that were issued under the current GEC, which has been mostly exhausted.

Discussion

A Request for Qualifications ("RFQ") was developed and publicly advertised on the MTA website and in multiple publications. This RFQ provided an opportunity for new firms to become qualified for the new GEC Pool. Qualification submissions in response to the RFQ were received from 54 firms for various work categories. Simultaneously, Technical Evaluation Committees ("TECs") were established for each category of work and TECs evaluated the qualification statements using the selection criteria set for in the RFQ:

1. Experience of the Consultant in the execution of work of similar nature;
2. Expertise and experience of key personnel proposed to be assigned to perform the work;
3. Approach to organize, direct, administer, and manage the work (Project Management Plan); and
4. Knowledge of, and experience with, railroad operations, or demonstrated ability to adapt to railroad operations.

The TECs qualified consultants for specific work categories based on the responding firms' qualifications with respect to the established selection criteria. There were no restraints as to size of the final consultant pool for any work category. Prequalification of any firm was based upon a pass/fail method. Also, firms previously qualified from the prior GEC pool were given the opportunity to recertify for their previously approved work categories. As a result of this process, a total of 91 firms were deemed qualified to participate in this GEC Pool. The Attachment lists the firms qualified for each work category. To promote fairness and competition, firms may seek to be added to the GEC Pool or to additional work categories by request to a designated procurement officer for any Agency and a qualification review conducted by a TEC from that Agency.

When a specific work scope requiring GEC services is identified by an Agency, that Agency, through its procurement officer, will solicit proposals from consultants either listed in the relevant categories or otherwise deemed to possess the required skills. Competitive solicitations will be required whenever practicable, however, in exigent circumstances or if otherwise required, less than the full pool of firms in any given category may be identified to propose on a given scope of work. For New York State funded work, selections will typically be made based upon a "best value" determination, while for federally funded assignments, selection will be made using the federally mandated Brooks Method.

Prior to the award of a contract to any of these firms, each Agency shall perform a responsibility review in accordance with the MTA All Agency Guidelines. Additionally, selected providers will be required to certify compliance with EO 16 and the MTA's Cybersecurity requirements.

D/M/WBE & SDVOB Information

Diversity participation goals will be sought from MTA Department of Diversity & Civil Rights on a contract-basis.

Impact on Funding

The total period of performance for this arrangement is five years and is estimated at a total value not-to-exceed $7,000,000,000 for all the Agencies. Funding for work under these contracts will come from the 2025-2029 and 2030-2034 Capital Programs and other funding sources as deemed necessary.

Alternatives

The Agencies will continue to require professional service providers for design, engineering, project management, construction supervision and inspection, and miscellaneous construction-related services in support of the Capital Program and the Operating Agencies. The alternative is to use an individual, publicly advertised RFP for each individual project requirement. The GEC approach described herein is strongly recommended as a means to significantly lessen the procurement lead-time for awards, thus reducing overall project time and costs.

ATTACHMENT: FIRMS RECOMMENDED FOR GEC POOL

A. Design and Engineering Services

A1: Line Structures

A.DiCesare Associates, P.C.
AECOM USA, Inc.
AI Engineers, Inc.
AKRF, Inc.
Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
CHA Consulting, Inc.
D&B Engineers and Architects, D.P.C
Dewberry Engineers, Inc.
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
GM2 Associates, Inc.
Greenman-Pedersen, Inc.
Hardesty and Hanover, LLC
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
HVEA Engineers
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
JMT of New York Inc.
KS Engineers, P.C.
LiRo Engineers, Inc.
Lochner Engineering, P.C.
Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C. (previously known as Maser Consulting)
Delve Underground Engineering, PLLC (previously known as McMillen Jacobs Associates)
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
MP Engineers and Architects, P.C.
Mueser Rutledge Consulting Engineers PLLC
NV5 New York - Engineers, Architects, Landscape Architects and Surveyors
Parsons Transportation Group of NY, Inc.
Popli, Architecture + Engineering & LS, DPC, dba Popli Design Group
Gotham Engineering ADPC d/b/a RailPros, Inc.
SI Engineering, P.C.
SJH Engineering, P.C.
Stantec Consulting Services, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
Thorton Tomasetti, Inc.
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
WSP USA Inc.

A2: Buildings, Passenger Station, Shops & Yards, and Parking Facilities

A.G. Consulting Engineers
AECOM USA, Inc.
AI Engineers, Inc.
Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
Beyer Blinder Belle Architects and Planners LLP
Building Conservation Associates, Inc.
Burns Engineering, PC

CHA Consulting, Inc.
CSA Group NY Architects and Engineers, P.C.
D&B Engineers and Architects, D.P.C
Dewberry Engineers, Inc.
DHK Architects, Inc.
di Domenico + Partners, LLP
EnTech Engineering, PC
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Greenman-Pedersen, Inc.
H2M Architects + Engineers
Hardesty and Hanover, LLC
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hirani Engineering and Land Surveying, D.P.C
HNTB New York Engineering and Architecture, PC
HVEA Engineers
IH Engineers, P.C.
IMEG Consultants Corp.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
JMT of New York Inc.
KS Engineers, P.C.
Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.
LHP Architects, PLLC
LiRo Engineers, Inc.
Lochner Engineering, P.C.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
MP Engineers and Architects, P.C.
NV5 New York - Engineers, Architects, Landscape Architects and Surveyors
Parsons Transportation Group of NY, Inc.
PENNONI ENGINEERING & SURVEYING OF NEW YORK, P.C.
Gotham Engineering ADPC d/b/a RailPros, Inc.
SIMCO Engineering P.C.
SJH Engineering, P.C.
Stantec Consulting Services, Inc.
STV, Incorporated
SUPERSTRUCTURES Engineering + Architecture, PLLC
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Thorton Tomasetti, Inc.
Urbahn Architects, PLLC
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
WSP USA Inc.

A3: Power

A.G. Consulting Engineers
AECOM USA, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
Burns Engineering, PC
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
Jacobs Civil Consultants, Inc.
Parsons Transportation Group of NY, Inc.
Stantec Consulting Services, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
WSP USA Inc.

A4: Track

AECOM USA, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
CHA Consulting, Inc.
Colliers Engineering and Design
GFT Engineers and Architects, P.C.
Hardesty and Hanover, LLC
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
Jacobs Civil Consultants, Inc.
Lochner Engineering, P.C.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
Parsons Transportation Group of NY, Inc.
Gotham Engineering ADPC d/b/a RailPros, Inc.
Stantec Consulting Services, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
WSP USA Inc.

A5: Signals & Communications

AECOM USA, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Burns Engineering, PC
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
Jacobs Civil Consultants, Inc.
Mott MacDonald NY, Inc.
Parsons Transportation Group of NY, Inc.
Gotham Engineering ADPC d/b/a RailPros, Inc.
Stantec Consulting Services, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
WSP USA Inc.

A6: Rolling Stock

Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
Garg Consulting Services, Inc.
JBA Corporation
Parsons Transportation Group of NY, Inc.
STV, Incorporated
WSP USA Inc.

A7: Value Engineering

AECOM USA, Inc.
Arcadis of NY, Inc.
Artheon, Inc.
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Greenman-Pedersen, Inc.
Hardesty and Hanover, LLC
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
Jacobs Civil Consultants, Inc.
LiRo Engineers, Inc.
Mott MacDonald NY, Inc.
PMA Consultants LLC

STV, Incorporated
WSP USA Inc.
JMT of New York Inc.

A8: Security Engineering

A.G. Consulting Engineers
AECOM USA, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
Burns Engineering, PC
GFT Engineers and Architects, P.C.
Hatch Associates Consultants, Inc.
HNTB New York Engineering and Architecture, PC
SOCOTECH Engineering, Inc. (formerly LPI, Inc.)
M&J Engineering, D.P.C.
NV5 New York - Engineers, Architects, Landscape Architects and Surveyors
Parsons Transportation Group of NY, Inc.
Stantec Consulting Services, Inc.
STV, Incorporated
Thorton Tomasetti, Inc.
TRC Engineers, Inc.
WSP USA Inc.

A9: Environmental Engineering

AECOM USA, Inc.
AKRF, Inc.
Arcadis of NY, Inc.
ATC Group Services LLC dba Atlas Technical
Cashin Associates
CORE Environmental Consultants, Inc.
D&B Engineers and Architects, D.P.C
Dewberry Engineers, Inc.
EnTech Engineering, PC
GFT Engineers and Architects, P.C.
GEI Consultants, Inc.
GZA GeoEnvironmental of New York
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hirani Engineering and Land Surveying, D.P.C
HNTB New York Engineering and Architecture, PC
HVEA Engineers
Infrastructure Engineering
Jacobs Civil Consultants, Inc.
Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.
LiRo Engineers, Inc.
Lochner Engineering, P.C.
Matrix New World Engineering, Land Surveying and Landscape Architecture, PC
Mott MacDonald NY, Inc.
NV5 New York - Engineers, Architects, Landscape Architects and Surveyors
Roux Environmental Engineering & Geology, D.P.C.
STV, Incorporated
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
TRC Engineers, Inc.
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
WSP USA Inc.
YU & Associates Engineers, PC

A10: Forensic Engineering / Laboratory Testing Services

HNTB New York Engineering and Architecture, PC
HVEA Engineers
SOCOTECH Engineering, Inc. (formerly LPI, Inc.)
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

A11: Soils / Foundation Engineering

AECOM USA, Inc.
AKRF, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)

Dewberry Engineers, Inc.
EnTech Engineering, PC
GFT Engineers and Architects, P.C.
GEI Consultants, Inc.
GeoDesign, Inc., P.C.
GZA GeoEnvironmental of New York
Hardesty and Hanover, LLC
Hirani Engineering and Land Surveying, D.P.C
HNTB New York Engineering and Architecture, PC
Jacobs Civil Consultants, Inc.
KS Engineers, P.C.
Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.
Matrix New World Engineering, Land Surveying and Landscape Architecture, PC
Delve Underground Engineering, PLLC (previously known as McMillen Jacobs Associates)
Mott MacDonald NY, Inc.
Mueser Rutledge Consulting Engineers PLLC
SJH Engineering, P.C.
Stantec Consulting Services, Inc.
STV, Incorporated
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.
YU & Associates Engineers, PC

A12: Conceptual Engineering*

AECOM USA, Inc.
Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
Artheon, Inc.
Burns Engineering, PC
Hardesty and Hanover, LLC
HNTB New York Engineering and Architecture, PC
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
LiRo Engineers, Inc.
SI Engineering, P.C.
STV, Incorporated
T.Y. Lin International Engineering & Architecture, P.C
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

A13: Planning*

AECOM USA, Inc.
Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
di Domenico + Partners, LLP
GFT Engineers and Architects, P.C.
Hardesty and Hanover, LLC
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
STV, Incorporated
T.Y. Lin International Engineering & Architecture, P.C
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

A14: Technical Support & Spares Supply Agreement (TSSSA)*

AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Hatch Associates Consultants, Inc.
Parsons Transportation Group of NY, Inc.
STV, Incorporated
Jacobs Civil Consultants, Inc.

A15: Communications Based Train Control (CBTC)*

AECOM USA, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Burns Engineering, PC
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC

Parsons Transportation Group of NY, Inc.
STV, Incorporated
T.Y. Lin International Engineering & Architecture, P.C
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

B. Construction Supervision & Inspection Services

B1: Line Structures

A.DiCesare Associates, P.C.
AECOM USA, Inc.
AI Engineers, Inc.
AKRF, Inc.
Arcadis of NY, Inc.
ATANE Engineers, Architects and Land Surveyors, D.P.C
CHA Consulting, Inc.
D&B Engineers and Architects, D.P.C
Dewberry Engineers, Inc.
EnTech Engineering, PC
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Greenman-Pedersen, Inc.
Hardesty and Hanover Construction Services, LLC
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
Hirani Engineering and Land Surveying, D.P.C
HNTB New York Engineering and Architecture, PC
HVEA Engineers
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Infrastructure Engineering
Jacobs Civil Consultants, Inc.
JED Engineering & Land Surveying, P.C.
KS Engineers, P.C.
LiRo Engineers, Inc.
Lochner Engineering, P.C.
Lozier, Inc.
M&J Engineering, D.P.C.
Delve Underground Engineering, PLLC (previously known as McMillen Jacobs Associates)
MCSS, Inc.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
NV5 New York - Engineers, Architects, Landscape Architects and Surveyors
Parsons Transportation Group of NY, Inc.
Popli, Architecture + Engineering & LS, DPC, dba Popli Design Group
Gotham Engineering ADPC d/b/a RailPros, Inc.
SI Engineering, P.C.
SIMCO Engineering P.C.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
TRC Engineers, Inc.
WSP USA Inc.

B2: Buildings, Passenger Station, Shops & Yards, and Parking Facilities

A.G. Consulting Engineers
AECOM USA, Inc.
AI Engineers, Inc.
Arcadis of NY, Inc.
Armand Corp dba Armand of New York
ATANE Engineers, Architects and Land Surveyors, D.P.C
Building Conservation Associates, Inc.
Cashin Associates
CHA Consulting, Inc.

D&B Engineers and Architects, D.P.C
EnTech Engineering, PC
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Greenman-Pedersen, Inc.
Hardesty and Hanover Construction Services, LLC
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
Hirani Engineering and Land Surveying, D.P.C
HNTB New York Engineering and Architecture, PC
HVEA Engineers
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
JBA Corporation
JCMS, Inc. dba Jois Construction Management
JMT of New York, Inc.
KS Engineers, P.C.
Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.
LiRo Engineers, Inc.
Lochner Engineering, P.C.
M&J Engineering, D.P.C.
MCSS, Inc.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
MP Engineers and Architects, P.C.
Parsons Transportation Group of NY, Inc.
PENNONI ENGINEERING & SURVEYING OF NEW YORK, P.C.
Gotham Engineering ADPC d/b/a RailPros, Inc.
SI Engineering, P.C.
SIMCO Engineering P.C.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

B3: Power

AECOM USA, Inc.
AI Engineers, Inc.
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
LiRo Engineers, Inc.
MCSS, Inc.
Mott MacDonald NY, Inc.

STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

B4: Track

AECOM USA, Inc.
AI Engineers, Inc.
Arcadis of NY, Inc.
CHA Consulting, Inc.
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.

Hill International, Inc.
HNTB New York Engineering and Architecture, PC
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
JBA Corporation
JCMS, Inc. dba Jois Construction Management
LiRo Engineers, Inc.
MCSS, Inc.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
Network Rail Consulting, Inc.
Gotham Engineering ADPC d/b/a RailPros, Inc.
SI Engineering, P.C.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

B5: Signals & Communications

AECOM USA, Inc.
GFT Engineers and Architects, P.C.
Garg Consulting Services, Inc.
Hill International, Inc.
HNTB New York Engineering and Architecture, PC
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
JBA Corporation
M&J Engineering, D.P.C.
MCSS, Inc.
Mott MacDonald NY, Inc.

Network Rail Consulting, Inc.
Gotham Engineering ADPC d/b/a RailPros, Inc.
SI Engineering, P.C.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

B6: Rolling Stock

Garg Consulting Services, Inc.
JBA Corporation
STV, Incorporated

B7: Environmental Engineering

Arcadis of NY, Inc.
ATC Group Services LLC dba Atlas Technical
Cashin Associates
D&B Engineers and Architects, D.P.C
Dewberry Engineers, Inc.
EnTech Engineering, PC
GFT Engineers and Architects, P.C.
GZA GeoEnvironmental of New York
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
HVEA Engineers
INFOTRAN ENGINEERS & ARCHITECTS PC
Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C.
LiRo Engineers, Inc.
Mott MacDonald NY, Inc.
PENNONI ENGINEERING & SURVEYING OF NEW YORK, P.C.

STV, Incorporated
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
TRC Engineers, Inc.
WSP USA Inc.

B8: Occupational Hazard Mitigation and Elimination Related Services

ATC Group Services LLC dba Atlas Technical
Lozier, Inc.
PENNONI ENGINEERING & SURVEYING OF NEW YORK, P.C.
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
TRC Engineers, Inc.
WSP USA Inc.

B9: Communications Based Train Control (CBTC)*

AECOM USA, Inc.
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
Network Rail Consulting, Inc.
Parsons Transportation Group of NY, Inc.
SI Engineering, P.C.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.

C. Misc. Professional Services

C1: Scheduling

Arcadis of NY, Inc.
Artheon, Inc.
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
EnTech Engineering, PC
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
JBA Corporation
JMT of New York Inc.
JCMS, Inc. dba Jois Construction Management
LiRo Engineers, Inc.
M&J Engineering, D.P.C.
MCSS, Inc.
MP Engineers and Architects, P.C.
PMA Consultants LLC
SJH Engineering, P.C.
STV, Incorporated
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
Toscano Clements Taylor, LLC
WSP USA Inc.

C2: Cost Estimating

Accu-Cost Construction Consultants, Inc.
Arcadis of NY, Inc.
Artheon, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
CHA Consulting, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
HNTB New York Engineering and Architecture, PC
JMT of New York Inc.
JCMS, Inc. dba Jois Construction Management
LiRo Engineers, Inc.
Lozier, Inc.
MCSS, Inc.

PMA Consultants LLC
STV, Incorporated
T.Y. Lin International Engineering & Architecture, P.C
Toscano Clements Taylor, LLC
WSP USA Inc.

C3: Claims Support

AECOM USA, Inc.
Arcadis of NY, Inc.
Artheon, Inc.
CHA Consulting, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
JBA Corporation
JMT of New York Inc.
JCMS, Inc. dba Jois Construction Management
Delve Underground Engineering, PLLC (previously known as McMillen Jacobs Associates)
MCSS, Inc.
MP Engineers and Architects, P.C.
PMA Consultants LLC
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
Toscano Clements Taylor, LLC

C4: Constructability

Arcadis of NY, Inc.
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Greenman-Pedersen, Inc.
Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
LiRo Engineers, Inc.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
Network Rail Consulting, Inc.
PMA Consultants LLC
Gotham Engineering ADPC d/b/a RailPros, Inc.
Stantec Consulting Services, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

C5: Test and Evaluation

JBA Corporation
SOCOTECH Engineering, Inc. (formerly LPI, Inc.)
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

C6: Useful Life Analysis

Henningson, Durham & Richardson Architecture and Engineering, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
SOCOTECH Engineering, Inc. (formerly LPI, Inc.)
Network Rail Consulting, Inc.

C7: Design Reviews

Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Building Conservation Associates, Inc.
Greenman-Pedersen, Inc.

Hatch Associates Consultants, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
HNTB New York Engineering and Architecture, PC
IH Engineers, P.C.
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
LiRo Engineers, Inc.
Michael Baker Engineering, Inc.
Mott MacDonald NY, Inc.
MP Engineers and Architects, P.C.
Network Rail Consulting, Inc.
Gotham Engineering ADPC d/b/a RailPros, Inc.
SI Engineering, P.C.
Stantec Consulting Services, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
WSP USA Inc.

C8: Technical Writer

Building Conservation Associates, Inc.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
Network Rail Consulting, Inc.
Gotham Engineering ADPC d/b/a RailPros, Inc.
SJH Engineering, P.C.
STV, Incorporated

C9: Quality Management

AECOM USA, Inc.
Artheon, Inc.
EnTech Engineering, PC
Greenman-Pedersen, Inc.
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
JBA Corporation
KS Engineers, P.C.
LiRo Engineers, Inc.
MP Engineers and Architects, P.C.

SYSTRA Engineering, Inc.
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

C10: Operational Studies & Simulation Models

AECOM USA, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
CTE (Center for Transportation & the Environment)
GFT Engineers and Architects, P.C.
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hirani Engineering and Land Surveying, D.P.C
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
LiRo Engineers, Inc.
Mott MacDonald NY, Inc.
Network Rail Consulting, Inc.
STV, Incorporated
SYSTRA Engineering, Inc.
T.Y. Lin International Engineering & Architecture, P.C
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
WSP USA Inc.

C11: Occupational Safety and Health

ATC Group Services LLC dba Atlas Technical

Hirani Engineering and Land Surveying, D.P.C
LiRo Engineers, Inc.
Lozier, Inc.
Roux Environmental Engineering & Geology, D.P.C.
T.Y. Lin International Engineering & Architecture, P.C
TRC Engineers, Inc.
WSP USA Inc.

C12: Program Management

AECOM USA, Inc.
Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
Building Conservation Associates, Inc.
Burns Engineering, PC
CTE (Center for Transportation & the Environment)
EnTech Engineering, PC
Henningson, Durham & Richardson Architecture and Engineering, P.C.
Hill International, Inc.
HNTB New York Engineering and Architecture, PC
INFOTRAN ENGINEERS & ARCHITECTS PC
Jacobs Civil Consultants, Inc.
Mott MacDonald NY, Inc.
MP Engineers and Architects, P.C.
Network Rail Consulting, Inc.
PMA Consultants LLC
Gotham Engineering ADPC d/b/a RailPros, Inc.
STV, Incorporated
T.Y. Lin International Engineering & Architecture, P.C
Tectonic Engineering and Surveying Consultants, Geologist & Land Surveyors, D.P.C.
WSP USA Inc.

C13: Risk Assessment Services

AECOM USA, Inc.
Arcadis of NY, Inc.
Arup US, Inc. (formerly known as Ove Arup and Partners, PC)
AtkinsRéalis PA P.C. dba AtkinsRéalis Architecture and Engineering
Burns Engineering, PC
Henningson, Durham & Richardson Architecture and Engineering, P.C.
HNTB New York Engineering and Architecture, PC
Jacobs Civil Consultants, Inc.
JBA Corporation
MP Engineers and Architects, P.C.
PMA Consultants LLC
T.Y. Lin International Engineering & Architecture, P.C

Schedule G: Miscellaneous Service Contracts

Metropolitan Transportation Authority

Item Number: **5-7**

Vendor Name (& Location) Constellation NewEnergy (Houston, TX) Engie Resources LLC (Houston, TX) Direct Energy Business, LLC (Princeton, NJ)	**Contract Number** 16316 – 0100 thru 0300
Description Request for Proposal to Provide Wholesale Electric Power and Ancillary Services (“Electricity Services”)	**Renewal?** ☒ Yes ☐ No
Contract Term (including Options, if any) December 1, 2026 – November 30, 2031 (base term) December 1, 2031 - November 30, 2034 (option)	**Total Amount:** $TBD
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a	**Funding Source** ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Procurement Type ☒ Competitive ☒ Non-competitive	**Requesting Dept/Div & Dept/Div Head Name:** Sr. Director, Energy Finance, Nora Ostrovskaya
Solicitation Type ☒ RFP ☐ Bid ☒ Other:	

PURPOSE

To obtain Board approval to pre-qualify the following energy services companies (“ESCOs” or “Pre-Qualified Bidder”): (1) Constellation NewEnergy, Inc. (“Constellation”), (2) Engie Resources LLC (“Engie”), and (3) Direct Energy Business, LLC (“Direct Energy”), an NRG Company (“NRG”) to supply electricity and/or provide electric supply and capacity hedging (“Electricity Supply Services”) in New York City and Connecticut. The contract will be for a base term of five years and will include MTA’s option to extend for an additional three years (“Pre-Qualification Term”). The Board is also requested to authorize the MTA Assistant Deputy Chief Procurement Officer to exercise the options.

BACKGROUND

Currently New York Power Authority, Long Island Power Authority, Central Hudson Gas & Electric Corporation, Orange and Rockland Utilities, Inc., and New York State Electric & Gas are the Electricity Supply Services providers within the New York Independent System Operator (“NYISO”) service territory. The MTA buys power from these NYISO suppliers as metered by the MTA’s Local Distribution Companies (“LDC”) that are servicing LIRR, MNR, MTAHQ, NYC Transit, TBTA & SIRTOA within NYISO service territory. MTA Metro-North Commuter Railroad (“MNR”) currently also receives power from United Illuminated and Eversource along with a portion of their electricity supply through Constellation as a result of a competitive 2024 bid event set to expire following the December 2026 meter reading.

For the NYISO service territory, the ESCOs must be licensed by the New York State Public Service Commission (“NYPSC”). For New England Independent System Operator (“ISONE”) ESCOs must be licensed by the Connecticut Department of Energy & Environmental Protection ("DEEP"), and the Public Utilities Regulatory Authority ("PURA") to provide as-needed load-following full-requirements electricity services to MNR’s Connecticut portion of the New Haven line within the ISONE service territory. MNR's New Haven line services two counties in Connecticut that are within the ISONE territory, namely New Haven and Fairfield. The NYISO territory is comprised of New York City region, Westchester, Putnam and Dutchess Counties. Constellation, Engie and NRG meet these licensing requirements in both New York and Connecticut.

DISCUSSION

A Request for Proposals ("RFP") was sent to nine firms (various electrical suppliers) and advertised in the New York State Contract Reporter. The pre-proposal conference was held on July 10, 2026, and was attended by three interested suppliers (Constellation, Engie and NRG). Three proposals were received by the aforementioned firms and deemed technically qualified.

The RFP indicated the agency's intent to award multiple contracts to create a panel of ESCOs to support MTA's needs. MTA plans to first pre-qualify proposers whose proposals meet the pre-qualification requirements, which will enable the MTA to solicit price proposals ("Bids") from the Pre-Qualified Bidders at any time during the length of the Pre-Qualification Term to provide Electricity Supply Services for accounts or a select subset of accounts. Both in the NYISO and ISONE markets, bidder shall Comply with all requirements of the applicable state public utility commission and FERC, necessary to schedule and deliver electricity to the MTA. MTA reserves the right not to solicit Bids from Pre-Qualified Bidders and not to make an award to the responding Pre-Qualified Bidders. MTA also reserves the right to award to multiple Pre-Qualified Bidders or to award specific account groupings to the winning Pre-Qualified Bidders. The individual Bid, if and when awarded, will be awarded to the lowest priced Bid for a period of one to three years specified at the time of the Bid.

The Selection Committee consisted of the following representatives: a Senior Director, Energy Finance (MTAHQ); Director, Energy & Operating Capital (MNR); and an Associate Transit Management Analyst (NYC Transit). Proposals were evaluated to determine whether the Prospective Proposers have the ability to meet the MTA's needs for competitively priced, economical and reliable Electricity Supply Services. Proposers were required to demonstrate that they were financially capable of performing the requisite services, ready willing and able to provide the electrical power deliveries and passed MTA's responsibility review process.

Bids will not be conducted until contracts are executed with all the pre-qualified ESCOs.

The contracts resulting from this procurement are currently being evaluated to determine the appropriate scope of cybersecurity requirements, including any requirements under federal, state, and local law regulations. Any applicable cybersecurity requirements, to the extent required, will be included in the contract terms and conditions.

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

M/W/DBE INFORMATION

The MTA Department of Diversity and Civil Rights ("DDCR") did not assign MWBE goals to these contracts due to the fact that utilities are exempt from assignment of M/WBE goals.

IMPACT ON FUNDING

This recommendation is to pre-qualify ESCOs licensed by the Connecticut Department of Energy & Environmental Protection ("DEEP"), and the Public Utilities Regulatory Authority ("PURA") and the NYS Public Service Commission ("NYPSC"). As such, there is no financial commitment to any of the pre-qualified proposers/bidders at this time.

ALTERNATIVES

MTA could opt not to consider or pursue competitive bidding and continue to purchase power non-competitively from the utilities that currently provide Electricity Supply Services to the MTA.

RECOMMENDATION

As part of the continuing effort to reduce MTA's electricity costs and seek competitive solutions for its electricity needs, the Selection Committee recommends that the Board approve the pre-qualification of the forementioned firms.

Item Number: 8

Vendor Name (Location) Various	**Contract Number** 15553-0100 thru 1100 / **AWO/Mod. #** 3
Description: Transportation Planning and Conceptual Design Retainer	**Original Amount:** $25,000,000
Contract Term (including Options, if any) April 1, 2021– December 31, 2027	**Prior Modifications:** $6,000,000
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ n/a	**Current Amount:** $31,000,000
Procurement Type ☒ Competitive ☐ Noncompetitive	**This Request:** $20,000,000
Solicitation Type ☒ RFP ☐ Bid ☐ Other: Modification	
Funding Source ☒ Operating ☒ Capital ☒ Federal ☐ Other:	**% of This Request to Current Amount:** 65%
Requesting Department: MTA Regional Planning, Adam Meagher, SVP	**% of Modifications (including This Request) to Original Amount:** 104%

Discussion:
MTA Headquarters is seeking Board approval to increase the aggregate amount of the Transportation Planning and Research contract by the not-to-exceed amount of $20 million and extend the contract term until December 31, 2027. In March 2021 and March 2026, pursuant to a competitive miscellaneous services Request for Proposals ("RFP"), the Board approved eleven firms to participate on a panel to perform various transportation planning research services for an aggregate not to exceed amount of $31 million. Listed below are the firms with active work assignments subject to this Board approval request.

1. AECOM USA, INC.
2. HENNINGSON, DURHAM & RICHARDSON
3. STV Inc.
4. WSP USA, Inc.

Under this contract, individual projects are assigned to firm(s) utilizing a competitive mini-RFP process among the panelists. Additional funding for this contract was approved by the Board in March 2026 in the amount of $6 million, resulting in the total not-to-exceed amount of $31 million. To date, a total of 20 work assignments have been awarded to nine of the firms under the contract, totaling approximately $26.2 million. Approximately $4.8 million in Board-approved funding remains available for future consultant supported work. All services performed to date have been deemed satisfactory and provided value to the MTA.

The contracts extension and additional funding are necessary to address and support critical projects already underway through executed work assignments. One such example is the 125th Street Subway Tunnel project, which is planning to utilize the tunnel boring machines ("TBMs") from the ongoing Second Avenue Subway Phase 2 ("SAS2") project to save the MTA significant time and cost. Ongoing work to complete pre-design field investigations and advanced conceptual engineering must be done in the required timeframe. Another example is the ongoing Hudson Line to Penn Station feasibility study, which is examining the feasibility of bringing Metro-North Hudson Line service to the West Side of Manhattan via Amtrak's Empire Connection. Increasing the amount of the contract would facilitate additional work required and allow the study to proceed on schedule.

Other critical projects already underway that may need to modify existing work assignments with additional funding include:

- Interborough Express (IBX) Environmental Assessment
- Poughkeepsie Yard Planning Study & Environmental Assessment
- Ronkonkoma East Modernization Study
- Support for MTA engagement with FRA's Penn Station Service Optimization Study

The fully loaded rates that were competitively negotiated and established in 2021 will remain in effect without any modification or increase. These rates are deemed fair and reasonable.

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.

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

Impact on Funding
Funding for this contract will come from eligible sources such as Capital, Operating and Federal. Any expenditures incurred will be apportioned to the operating agencies in accordance with the cost of projects actually implemented by an agency. Actual expenditures are dependent upon the approval of projects in development by MTA and its agencies.

Proposed Finance Committee Work Plan

I. RECURRING AGENDA ITEMS	Responsibility
Approval of Minutes	Board Secretary
Financial Performance Report	MTA OMB/Finance
Procurements (if any)	MTA Procurement
Action Items (if any)	Agency
MTA Consolidated Reports	MTA OMB
Real Estate Agenda	MTA Real Estate

II. SPECIFIC AGENDA ITEMS	Responsibility
January	
Other:	
Special Report: Finance Department Year-End Review	MTA Finance
DRAFT MTA Third Quarter Financial Statements	MTA Comptroller
February	
Action Items:	
MTA Mission Statement and Report	Strategic Initiatives
TBTA Operating Surplus	B&T/MTA OMB
Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties	MTA Treasury
Other:	
February Financial Plan	MTA OMB
March	
Action Items:	
All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines	MTA Real Estate/ MTA Corporate Compliance
All-Agency Annual Procurement Report	MTA Procurement
Other:	
MTA Prompt Payment Annual Report	MTA Financial Operations
Overview of the Annual Public Hearing on Projects Proposed for Federal Funding	MTA Grants Mgmt.
April	
Other:	
Annual Report on Hedged and Unhedged Variable Rate Debt	MTA Finance
May	
Action Item:	
MTA Annual Investment Report	MTA Treasury
Other:	
DRAFT MTA Fourth Quarter Financial Statements	MTA Comptroller
Station Maintenance Billings	MTA Comptroller
Annual Pension Fund Report	MTA Chief Investment Officer

Annual FMTAC Meeting	MTA Risk & Insurance Mgmt.
Annual FMTAC Report	MTA Risk & Insurance Mgmt.

June

Action Item:

PWEF Assessment	MTA Capital Program Funding/ MTA OMB

July

Other:

Preliminary Budget/July Financial Plan	MTA OMB
Transit Adjudication Bureau Report	MTA Legal
DRAFT MTA First Quarter Financial Statements	MTA Comptroller

September

No Items

October

Other:

DRAFT MTA Second Quarter Financial Statements	MTA Comptroller
Annual Review of MTA's Fuel Hedge Portfolio	MTA Finance
MTA Semi-Annual Investment Report	MTA Treasury

November

Other:

Final Proposed Budget/November Financial Plan	MTA OMB
Review and Assessment of the Finance Committee Charter	MTA CFO
Proposed Finance Committee Work Plan	MTA OMB

December

Action Items:

Adoption of the Final Budget and Financial Plan	MTA OMB
Authorization to Issue MTA and TBTA New Money Bonds, Bond Anticipation Notes, Refunding and Other Obligation; Approval of Reimbursement Resolutions for Federal Tax Purposes	MTA Finance
Approval of Proposed Work Plan	MTA CFO

Other:

Transit Adjudication Bureau Annual Report	MTA Legal

III. DETAILS

January

Other:

Special Report: Finance Department Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for the prior year and expectations of financing activity for the current year.

DRAFT MTA Third Quarter Financial Statements

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements.

February

Action Items:

MTA Mission Statement and Report

Review and Approve MTA Mission Statement and Measurement Report.

TBTA Operating Surplus

The MTA Comptroller should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA Operating Surplus and Investment Income, (2) advances of TBTA Operating Surplus, and (3) the deduction from TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties

By State statute, Dutchess, Orange and Rockland Counties are entitled to a share of MTA's MRT-1 and MRT-2 tax receipts collected in these counties during the prior year. The amount may be no less than $1.5 million for Dutchess and Orange Counties, and no less than $2.0 million for Rockland County. If the annual amounts collected exceed 1989 collection levels (the statutorily determined base period), proportional upward "escalation" adjustments are mandated by statute. MTA Treasury and MTA Office of Management & Budget will be prepared to answer questions on the related Staff Summary authorizing the payments.

Other:

February Financial Plan

The MTA Office of Management & Budget will present, for information purposes, a revised Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

March

Action Items:

All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines

Board approval of above guidelines as required annually by Public Authorities Law Sections 2895-2897. MTA Real Estate and MTA Corporate Compliance should be prepared to answer questions regarding these guidelines.

All-Agency Annual Procurement Report

The Agencies and the MTA Procurement Division should be prepared to answer questions on this State-required report.

Other:

MTA Annual Prompt Payment Status Report

The Deputy Chief of Financial Operations should be prepared to discuss a report, to be included in the Agenda materials, that reviews MTA-wide success in meeting mandated prompt-payment deadlines (including the interest penalties incurred as a result of late payment).

Overview of the Annual Public Hearing on Projects Proposed for Federal Funding
Provide information on the projects presented for federal funding and the related public comments.

April

Other:

Annual Report on Hedged and Unhedged Variable Rate Debt

The MTA Finance Department will present a report that summarizes the performance of the MTA's various variable-rate debt programs, including a discussion of the savings (compared to long-term rates) achieved through variable rate debt and a discussion on the current policy and limits on the use of variable rate debt.

May

Action Item:

MTA Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this State-required report.

Other:

DRAFT MTA Fourth Quarter Financial Statements

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements.

Station Maintenance Billings

Under the Public Authorities Law, the Board is required to certify to the City and the counties in the Metropolitan Transportation District the respective allocation of costs related to the operation, maintenance and use of Commuter Railroad passenger stations. The City and County assessments are based on a legislatively-prescribed formula.

Annual Pension Fund Report

The Chair of the MTA DB & MaBSTOA Pension & Deferred Compensation and the Chief Investment Officer should be prepared to answer questions on a report, to be included in the agenda materials, that reviews the investment performance and other metrics of the various MTA pension funds.

Annual Meeting of the First Mutual Transportation Assurance Company

The MTA's Captive Insurance Company will hold its statutorily required annual meeting in which it will review the prior year's operations as well as submit its financial statements and actuarial report for final approval. The MTA Risk and Insurance Management Divisions, along with the FMTAC's outside investment managers, should be prepared to answer questions on reports.

June

Action Item:

PWEF Assessment

The Board is requested to authorize remittance to the State Public Work Enforcement Fund for the current

calendar year as required by State statute, State agencies and authorities are required to pay an assessment based on the value of public work construction projects to cover costs incurred in enforcing the State's prevailing wage laws.

July

Other:

Preliminary Budget/July Financial Plan

The Chief Financial Officer and MTA Office of Management & Budget will present an updated forecast for the current year, a Preliminary Budget for the next year, and a four-year Financial Plan.

Transit Adjudication Bureau Report

Report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

DRAFT MTA First Quarter Financial Statements

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements.

September

No Items

October

Other:

DRAFT MTA Second Quarter Financial Statements

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements.

Annual Review of MTA's Fuel Hedge Portfolio

The Finance Department will provide an update on MTA's fuel hedge portfolio.

MTA Semi-Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this report.

November

Other:

Final Proposed Budget/November Financial Plan

The MTA Chief Financial Officer and MTA Office of Management & Budget will present an updated forecast for the current year, a Final Proposed Budget for next year, and a four-year Financial Plan.

Review and Assessment of the Finance Committee Charter

MTA Chief Financial Officer will present the most updated Finance Committee Charter to the Finance Committee members for them to review and assess its adequacy. The annual assessment is required under the current Committee Charter.

Proposed Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

December

Action Items:

Adoption of Final Budget and Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for and Financial Plan.

Authorization to Issue MTA and TBTA New Money Bonds, Bond Anticipation Notes, Working Capital Obligations and Refunding Obligations; Reimbursement Resolutions for Federal Tax Purposes

MTA Finance seeks Board approval to allow for the issuance of new money bonds or notes to fund existing approved bond financed capital projects under MTA and TBTA active bond resolutions; to allow for the refunding of fixed-rate bonds from time to time provided that such refundings comply with the Board approved refunding policy; to allow for the issuance of new money bonds or notes to fund working capital needs; and to allow for the reimbursement of capital expenditures at a later date from the proceeds of tax-exempt bond sales.

Approval of Proposed Work Plan

The Finance Committee Chair will recommend action to approve the Proposed Work Plan.

Other:

Transit Adjudication Bureau Annual Report

Annual report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

THE METROPOLITAN TRANSPORTATION AUTHORITY

FINANCE COMMITTEE

The Charter for the Finance Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), as amended on March 21, 2018.

I. PURPOSE

The Finance Committee (the "Committee") shall assist the Board Chair and the Board by (1) reviewing, providing guidance, and making recommendations with respect to the MTA's core financial policies and (2) reviewing, providing guidance and making recommendations with respect to MTA real estate matters.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law

that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The Chief Financial Officer and/or the Director of the Division of Management and Budget, the Director of Finance, and the MTA Director of Real Estate, with respect to real estate matters, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information that is material to the Committee's monitoring and oversight of the MTA's core financial policies and real estate matters, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's core financial policies and real estate matters.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. review the MTA's annual budget, and ensure that the MTA operates on a self-sustaining basis, as required by applicable law, and with support from various levels of government;

2. monitor the MTA's compliance during the fiscal year with its annual budget;

3. review the financial requirements of the MTA's capital plans;

4. review annually the proposed plan to meet the financial requirements of the MTA's capital plans, as well as any financing proposals during the fiscal year that deviate from the proposed financial plan for that year;

5. review any proposal relating to the incurrence (or repayment) of material indebtedness or other financing arrangement;

6. review any proposed procurements submitted to the Committee by the Chief Procurement Officer or Agency Procurement Officers;

7. oversee the operations of MTA headquarters, including by reviewing proposed procurements for MTA headquarters that require Board approval;

8. oversee the operations of the First Mutual Transportation Assurance Company ("FMTAC"), including by reviewing proposed procurements for FMTAC;

9. review annually the scope and terms of the MTA's insurance policies and coverage;

10. monitor the economic performance of the various MTA pension plans;

11. review and make recommendations to the Board with respect to the leasing and acquisition of real property; the licensing of customer services and amenities; the maximizing of advertising opportunities; the disposition or conveyance of interests in real property; the management of occupancies on the property of the MTA and the adoption or amendment of any policies relating thereto;

12. review and make recommendations to the Board with respect to the procurement of certain professional services in support of the activities of the real estate department, including real estate brokerage and other specialized consultant services;

13. review the MTA's offering and management of leasing, licensing, or other business opportunities on the property of the MTA and its subsidiaries and affiliates; and

14. provide support and guidance to the MTA in its formulation of its real estate policies and procedures.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;

2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;

3. review and assess the adequacy of this Charter annually; and

4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

New York City Transit Procurements

Sergio Paneque, Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed estimated expenditure of $70 M.

Subject	Request for Authorization to Award Various Procurements
Department	MTA Procurement
Department Head Name	Sergio Paneque
Department Head Signature	Sergio Paneque
Project Manager Name	Rose Davis

November 12, 2026	
Department	
Department Head Name	
Department Head Signature	

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	11/16/26			
2	Board	11/18/26			

Internal Approvals

	Approval		Approval
	President NYCT	X	Buses
X	CFO	X	Subway
X	Legal	X	Diversity/Civil Rights

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:

Procurements Requiring Two-Thirds Vote:	# of Actions	$ Amount
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	$ TBD M
Schedules Requiring Majority Vote:		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	$ 52.0 M
SUBTOTAL	2	$ 52.0 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:		
Schedule K: Ratification of Completed Procurement Actions	1	$ 18.0 M
TOTAL	3	$ 70.0 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.

New York City Transit

NOVEMBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Request for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. **RFP Authorizing Resolution** — **TBD** — *Staff Summary Attached*
Contract Term TBD
Contract # R34258

Authorizing Resolution to solicit and evaluate proposals for the procurement of four R34258 tamper cars for NYC Transit.

Procurements Requiring Majority Vote:

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

2. **Global Contact Services, LLC** — **$52,023,772** — *Staff Summary Attached*
Five Years; Options up to two years
Contract # 6%25577 Mod 9

Contract award for the operation of the Paratransit Call Center: Modification to extend the contract for up to 18 months and authorize additional funding to cover expected expenditures during the contract extension.

Staff Summary

MTA New York City Transit

Item Number 1			
Department **MTA Procurement, Sergio Paneque, CPO**			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Procurement		
2	Law		
3	Subways		
4	CFO		
5	President		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	**Contract No.** R34258
Descriptions Purchase of Four Tamper Cars for NYC Transit	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amt? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	

Purpose

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of four R34258 tamper cars for NYC Transit and deem that it is in the public interest to issue competitive Request for Proposals ("RFP") pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(f). NYC Transit is seeking to utilize this procedure to procure the four tamper cars through the approved 2020-2024 Capital Plan.

Discussion

The Public Authorities Law, Section 1209, subdivision 9(f) enables NYC Transit to use the competitive RFP process in lieu of competitive bidding to award contracts based on formal evaluation criteria such as quality, delivery, and cost against stated selection criterion. The utilization of the process also allows for better negotiation of scope, design, and pricing, particularly for the complex design and build of the equipment.

Tamper cars are used to tamp and level the ballast tracks and switches throughout the NYC Transit system. The specialized railway maintenance vehicles are used to restore and maintain the geometry and stability of the tracks. They are an integral part of the NYC Transit track maintenance program. The new tamper cars will replace the existing four R34148 tamper cars which have been in service for more than 20 years and have exceeded their useful life. These new tamper cars are needed to support critical track work and maintenance throughout the NYC Transit subway system.

Utilizing the competitive RFP process will allow NYC Transit to select the proposals which offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. By utilizing the RFP process for the acquisition of tamper cars, NYC Transit will be able to (1) weigh factors in the evaluation criteria, such as overall project price, overall quality of proposer and product, and delivery schedule; (2) negotiate specific contract terms and conditions, such as warranty and payment terms; (3) negotiate technical specifications as deemed appropriate; and (4) include any other factors that NYC Transit deems relevant to its operation. Upon completion of each RFP process, NYC Transit will obtain Board approval for contract award.

Alternative

Issue competitive Invitations for Bid. This approach is not recommended given the complexity of this procurement and the advantages offered by the RFP process.

Impact on Funding

Funding for the purchase of four R34258 tamper cars is available under the 2020-2024 Capital Program.

Recommendation

That the Board declare competitive bidding impractical or inappropriate for the procurement of four R34258 tamper cars for NYC Transit and that it is in the public interest to issue competitive RFPs pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(f).

Schedule H: Modifications to Personal Service & Miscellaneous Contracts

New York City Transit

Item Number: 2

Vendor Name (Location) Global Contact Services, LLC (Salisbury, North Carolina)	
Description Operation of the Paratransit Call Center	
Contract Term (including Options, if any) Five years; Options up to 2 years	
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	
Requesting Department: Department of Paratransit, Rachel Cohen, Senior VP	

Contract Number 6%25577	**AWO/Mod. #** Modification # 9
Original Amount:	$ 202,251,225.00
Prior Modifications:	$ 127,231,975.36
Prior Budgetary Increases:	$ 27,894,816.00
Current Amount:	$ 357,378,016.36
This Request:	$ 52,023,772.00
% of This Request to Current Amount:	14.56%
% of Modifications (including This Request) to Original Amount:	88.63%

Discussion:

NYC Transit is seeking Board approval to award Modification No. 9 to Contract 6%25577 with Global Contact Services, LLC ("GCS") to extend the term of contract for up to 18 months and authorize an additional $52,023,772 in funding to cover expected expenditures during this extension. This modification will give the Department of Paratransit ("Paratransit") time to collect performance data from its newly implemented technology deployments, evaluate their impact on call-center operations, and incorporate those findings into an upcoming Request for Proposal ("RFP") for a new Call Center contract.

The Paratransit Call Center, headquartered in Long Island City, Queens, is an integral part of Paratransit's overall operation and is responsible for providing customer service to Access-A-Ride ("AAR") customers by scheduling trips, responding to customer inquiries, and performing other customer service-related functions on behalf of NYC Transit. The Call Center operates 24 hours / 7 days a week in compliance with the Americans with Disabilities Act ("ADA").

The existing call center contract was awarded through a competitive RFP process and received Board approval in January 2020 and took effect on March 25, 2020. The contract includes a base term of five years, with an option to extend for up to two additional years which was exercised, extending the contract term through March 24, 2027. This modification will extend the term of the contract from March 25, 2027, through September 24, 2028; the expected expenditure during this extension is estimated to be $77,907,000. Only $52,023,772 is being requested as there will be approximately $25,883,228 remaining in the contract at the end of March 2027.

Paratransit is preparing for significant technology-driven changes to modernize its AAR operations, including two distinct efforts: (1) the transition to a new enterprise technology system for managing Paratransit trips, scheduled for deployment beginning in late 2026 and lasting throughout 2027, and (2) several ongoing AI initiatives which may allow for a reduction in additional call volume and staffing needs required by continued trip growth.

The enterprise system represents a large-scale, foundational replacement of the existing systems used to administer AAR trips, while the AI initiatives are smaller, targeted projects focused primarily on reducing call center call volume and staffing needs. Together, these efforts will help to transform how trips are scheduled, managed, and supported within the call center. To ensure a successful migration to the new enterprise platform, GCS's continued participation in testing, evaluating, and providing feedback throughout the 2026 – 2027 transition period is essential. This modification will help maintain stable service and minimize disruptions as Paratransit implements and refines the new system, integrates insights from the AI initiatives, and collects actual performance data in preparation for the upcoming renewal RFP.

This request for additional time and funding is a strategic step that allows Paratransit to better evaluate the impact of these technology interventions on call center operations and overall AAR service quality. GCS will continue managing all incoming and outgoing AAR reservation calls, providing staffing, records management, error investigation, staff training, and quality assurance to ensure stable day-to-day operations during this transition period.

Since the outcomes of the new enterprise system and AI initiatives will directly inform future pricing structures, staffing models, and service requirements for the upcoming renewal RFP, it is prudent to defer long-term procurement decisions until these technologies are fully deployed and evaluated. This extension will ensure service stability for AAR customers and provide the necessary time to collect and analyze operational data, assess whether the interventions are meeting their intended goals, and ensure that procurement decisions for future call center operations are based on demonstrated performance, so the next procurement can be structured to maximize the anticipated cost-effectiveness and fully leverage the expected efficiencies resulting from these technology initiatives.

MTA's Cost/Price Analysis Unit performed an analysis and determined the pricing to be fair and reasonable.

The NYC Transit Controller's Office performed an updated financial analysis of GCS and found it to be financially qualified to perform the work.

GCS has certified that it does not conduct business operations in Russia within the meaning of Executive Order No. 16.

The 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.

New York City Transit

NOVEMBER 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

3. Prevost Car (US), Inc. **$17,962,992** ***Staff Summary Attached***
192 Months from Notice of Award
Contract # B40695 Mod 3

Contract award to furnish and deliver 250 over-the-road clean diesel buses with Options: Ratification of a modification awarded under an Immediate Operating Need ("ION") for the purchase of 20 additional over-the-road clean diesel buses.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 3

Vendor Name (Location)	
Prevost Car (US), Inc. (Greensboro, NC)	
Description	
Furnish and Deliver 250 Over-the-Road Clean Diesel Express Buses with Options	
Contract Term (including Options, if any)	
192 Months from Notice of Award (inclusive of delivery of the buses and provision of warranty support)	
Option(s) included in Total Amount? ☒ Yes ☐ No	
Procurement Type ☐ Competitive ☒ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Sole-Source/Modification	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Department: Department of Buses, Frank Farrell	

Contract Number B40695	**Modification #** 3
Original Amount:	$214,187,492
Prior Modifications:	$117,976,833
Prior Budgetary Increases:	$0
Current Amount:	$332,164,325
This Request:	$17,962,992
% of This Request to Current Amount:	5.41%
% of Modifications (including This Request) to Original Amount:	63.47%

Discussion

It is requested that the Board ratify the award of Modification No. 3 to Contract B40695 under an Immediate Operating Need ("ION"), as approved by the Deputy Chief Procurement Officer, waiving formal competitive bidding pursuant to Article III, Paragraph B of the All-Agency Procurement Guidelines and subdivision 9(a) of Section 1209 of the Public Authorities Law. The award was issued on June 26, 2026, for the purchase of 20 additional over-the-road clean diesel buses ("Express Buses") from Prevost Car (US), Inc. ("Prevost") in the estimated amount of $17,962,992.

The base contract was approved by the Board in October 2023 and awarded to Prevost on December 15, 2023, for the purchase of 250 Express Buses for MTA Bus Company for the replacement of Express Buses that were beyond their 12-year service life. It was negotiated through a non-competitive procurement with Prevost, which was the only source for Express Buses that met the Authority's structural requirements at the time of solicitation. The estimated award amount of $214,187,493 included the base buses as well as related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training. The contract also included an option for up to 131 additional Express Buses, for which the Board pre-authorized the Senior Director, Procurement Operations to exercise through a future modification upon funding availability.

Modification No. 1 was awarded on July 29, 2025, for the purchase of 131 Option Buses for NYC Transit in the amount of $117,657,596.

Modification No. 2 was awarded on December 30, 2025, to memorialize nine technical changes in the total estimated amount of $319,237.

This Modification No. 3 was awarded on June 26, 2026 to memorialize the Authority's decision to purchase 20 additional Express Buses from Prevost under an ION. The ION was declared on April 24, 2026, in order to take advantage of additional capacity on Prevost's manufacturing line which was unforeseen at the time of the Base and Option awards and allow for the retirement of additional overaged buses. The expeditious award of this modification allowed Prevost enough time to secure orders for the materials necessary to manufacture these Express Buses before the production line for these buses permanently closes. Through continuous production, Prevost will deliver these additional Express Buses starting in March 2027 and concluding in April 2027.

As of October 7, 2026, Prevost has completed the delivery of 295 Base and Option Buses.

It should be noted that for this Modification No. 3, Prevost agreed to a unit price of $898,150 per bus, which is the same price agreed upon in May 2025 under Modification No. 1. Procurement, DOB, and the Cost Price Analysis Unit have determined the total estimated amount of $17,962,992 for the 20 additional Express Buses to be fair and reasonable.

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

The contract modification resulting from this procurement 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.

M/W/DBE Information

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

Alternatives

None. There are no alternatives as this contract modification has already been awarded.

Inventory

There is no impact to inventory with this modification.

Impact on Funding

This contract modification is funded with 100 percent MTA funds. Funds were approved in the MTA 2025–2029 Capital Program. A WAR certificate was secured prior to award.

B40695 Mod 3

A	Original Contract Amount	$214,187,492.31
B	Previous Budgetary Requests	$ -
C	Previous Contract Modifications	$117,976,832.62
D	Current Contract Amount	$332,164,324.93
E	This Change Amount	$17,962.991.80
F	Cumulative $ Change (B+C+E)	$135,939,824.42
G	% Change – This Change (E/A)	8.39%
H	Cumulative % Change (F/A)	63.47%
I	New Contract Amount (A+F)	$350,127,316.73

Recommendation

It is recommended that the Board ratify the award of Contract B40695 Modification No. 3 to Prevost for 20 additional Express Buses in the estimated amount of $17,962,992.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations by Category
October 2026 Monthly
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Mid-Year Forecast	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Mid-Year Forecast	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$495.8	$503.5	$7.6	1.5	$0.0	$0.0	$0.000	N/A	$495.8	$503.5	$7.6	1.5
Toll Revenue	242.1	239.9	(2.2)	**(0.9)**	0.0	0.0	0.000	N/A	242.1	239.9	(2.2)	**(0.9)**
Other Revenue	117.6	116.1	(1.5)	(1.3)	0.0	(2.8)	(2.8)	N/A	117.6	113.3	(4.3)	(3.7)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	256.4	285.4	29.0	11.3	256.4	285.4	29.0	11.3
Total Revenues	**$855.5**	**$859.4**	**$3.9**	**0.5**	**$256.4**	**$282.6**	**$26.2**	**10.2**	**$1,111.9**	**$1,142.0**	**$30.1**	**2.7**
Expenses												
Labor:												
Payroll	$560.1	$536.8	$23.3	4.2	$81.5	$81.6	($0.1)	(0.1)	$641.6	$618.4	$23.2	3.6
Overtime	76.6	107.3	(30.6)	39.9	21.8	35.1	(13.3)	61.1	98.4	142.4	(43.9)	44.6
Health and Welfare	173.7	184.5	(10.9)	(6.3)	10.1	13.2	(3.1)	(30.7)	183.8	197.8	(14.0)	(7.6)
OPEB Current Payments	80.3	85.1	(4.8)	(6.0)	1.6	1.5	0.1	3.7	81.9	86.7	(4.8)	(5.8)
Pension	143.3	142.8	0.6	0.4	11.8	12.3	(0.5)	(4.1)	155.1	155.0	0.1	0.1
Other Fringe Benefits	101.6	104.6	(3.0)	(3.0)	27.5	28.1	(0.6)	2.1	129.1	132.7	(3.6)	2.8
Reimbursable Overhead	(51.1)	(62.2)	11.1	21.7	51.1	62.0	(11.0)	(21.5)	0.0	(0.2)	0.1	>100.0
Total Labor Expenses	**$1,084.5**	**$1,098.9**	**($14.4)**	**(1.3)**	**$205.4**	**$233.9**	**($28.5)**	**(13.9)**	**$1,290.0**	**$1,332.8**	**($42.8)**	**(3.3)**
Non-Labor:												
Electric Power	$72.2	$44.1	$28.1	38.9	$0.0	$0.1	$0.0	(15.5)	$72.2	$44.2	$28.1	38.9
Fuel	25.0	27.5	(2.6)	(10.4)	0.0	0.0	0.0	96.5	25.0	27.5	(2.6)	(10.3)
Insurance	0.6	6.1	(5.5)	<(100.0)	0.7	1.7	(1.0)	<(100.0)	1.4	7.9	(6.5)	<(100.0)
Claims	66.4	58.3	8.1	12.2	0.0	0.0	0.0	N/A	66.4	58.3	8.1	12.2
Paratransit Service Contracts	80.6	72.3	8.3	10.3	0.0	0.0	0.0	N/A	80.6	72.3	8.3	10.3
Maintenance and Other Operating Contracts	83.5	71.4	12.1	14.5	9.0	18.2	(9.2)	<(100.0)	92.5	89.6	3.0	3.2
Professional Services Contracts	86.7	63.7	23.0	26.5	29.5	12.1	17.3	58.9	116.1	75.8	40.3	34.7
Materials and Supplies	68.8	63.9	4.9	7.1	11.3	16.2	(4.9)	(43.3)	80.1	80.1	0.0	(0.0)
Other Business Expenses	25.4	32.2	(6.8)	(26.8)	0.4	0.4	0.0	(7.9)	25.8	32.6	(6.8)	(26.5)
Total Non-Labor Expenses	**$509.2**	**$439.6**	**$69.6**	***13.7***	**$51.0**	**$48.7**	**$2.3**	***4.4***	**$560.1**	**$488.3**	**$71.8**	***12.8***
Other Expense Adjustments												
Functional Allocations	$0.0	$0.0	$0.0	<(100.0)	$0.0	$0.0	$0.0	100.0	$0.0	$0.0	$0.0	<(100.0)
Other	0.3	(18.4)	18.7	> 100.0	0.0	0.0	0.0	N/A	0.3	(18.4)	18.7	>100.0
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$0.3**	**($18.4)**	**$18.6**	> 100.0	**$0.0**	**$0.0**	**$0.0**	***100.0***	**$0.3**	**($18.4)**	**$18.6**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$1,594.0**	**$1,520.1**	**$73.9**	**4.6**	**$256.4**	**$282.6**	**($26.2)**	**(10.2)**	**$1,850.4**	**$1,802.7**	**$47.7**	**2.6**
Depreciation	$329.7	$415.7	($86.0)	(26.1)	$0.0	$0.0	$0.0	N/A	$329.7	$415.7	($86.0)	(26.1)
GASB Adjustments	13.2	(9.5)	22.7	> 100.0	0.0	0.0	0.0	N/A	13.2	(9.5)	22.7	>100.0
Total Non-Cash Liability Adjustments	**$342.9**	**$406.2**	**($63.3)**	(18.5)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$342.9**	**$406.2**	**($63.3)**	**(18.5)**
Total Expenses After Non-Cash Liability Adjs.	**$1,936.9**	**$1,926.3**	**$10.5**	**0.5**	**$256.4**	**$282.6**	**($26.2)**	**(10.2)**	**$2,193.3**	**$2,208.9**	**($15.7)**	**(0.7)**
Less: B&T Depreciation & GASB Adjustments	$18.4	$22.3	($3.9)	21.3	$0.0	$0.0	$0.0	N/A	$18.4	$22.3	($3.9)	21.3
Adjusted Total Expenses	**$1,918.5**	**$1,904.0**	**$14.5**	**0.0**	**$256.4**	**$282.6**	**($26.2)**	**10.2**	**$2,174.9**	**$2,186.6**	**($11.7)**	**0.5**
Net Surplus/(Deficit)	**($1,063.0)**	**($1,044.6)**	**$18.4**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.2)**	**($1,063.0)**	**($1,044.6)**	**$18.4**	**0.0**
Total Subsidies	**$708.2**	**$746.7**	**$38.5**	**5.4**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$708.2**	**$746.7**	**$38.5**	**5.4**
Debt Service	**211.7**	**228.0**	**(16.3)**	**(7.7)**	**0.0**	**0.0**	**0.0**	**N/A**	**211.7**	**228.0**	**(16.3)**	**(7.7)**

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2026 Mid-Year Forecast
Accrual Statement of Operations by Category
October 2026 Year-to-Date
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Mid-Year Forecast	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Mid-Year Forecast	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$4,565.4	$4,547.7	($17.6)	(0.4)	$0.0	$0.0	$0.000	N/A	$4,565.4	$4,547.7	($17.6)	(0.4)
Toll Revenue	2,308.0	2,274.5	(33.5)	**(1.5)**	0.0	0.0	0.000	N/A	2,308.0	2,274.5	(33.5)	**(1.5)**
Other Revenue	1,589.5	1,733.1	143.6	9.0	(0.8)	2.3	3.1	> 100.0	1,588.7	1,735.5	146.8	9.2
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	2,312.9	2,267.6	(45.3)	(2.0)	2,312.9	2,267.6	(45.3)	(2.0)
Total Revenues	**$8,462.8**	**$8,555.4**	**$92.6**	**1.1**	**$2,312.1**	**$2,270.0**	**($42.2)**	**(1.8)**	**$10,775.0**	**$10,825.4**	**$50.4**	**0.5**
Expenses												
Labor:												
Payroll	$5,482.0	$5,284.8	$197.2	3.6	$777.7	$684.7	$93.0	12.0	$6,259.7	$5,969.5	$290.2	4.6
Overtime	833.7	1,032.3	(198.7)	23.8	216.3	267.9	(51.6)	23.9	1,050.0	1,300.3	(250.3)	23.8
Health and Welfare	1,685.4	1,642.7	42.7	2.5	93.3	92.9	0.4	0.4	1,778.7	1,735.6	43.1	2.4
OPEB Current Payments	813.7	796.9	16.9	2.1	16.1	15.3	0.8	4.8	829.8	812.1	17.6	2.1
Pension	1,411.4	1,418.8	(7.4)	(0.5)	106.6	85.6	20.9	19.6	1,518.0	1,504.4	13.5	0.9
Other Fringe Benefits	1,038.1	1,051.5	(13.4)	(1.3)	263.5	257.4	6.1	2.3	1,301.6	1,308.9	(7.3)	0.6
Reimbursable Overhead	(476.2)	(521.9)	45.6	9.6	474.9	522.1	(47.2)	(9.9)	(1.3)	0.2	(1.6)	<(100.0)
Total Labor Expenses	**$10,788.0**	**$10,705.2**	**$82.9**	***0.8***	**$1,948.3**	**$1,925.9**	**$22.4**	***1.1***	**$12,736.3**	**$12,631.1**	**$105.2**	***0.8***
Non-Labor:												
Electric Power	$642.8	$581.7	$61.1	9.5	$0.6	$0.7	($0.1)	(19.9)	$643.4	$582.4	$61.0	9.5
Fuel	240.1	239.2	0.9	0.4	0.2	0.5	(0.3)	<(100.0)	240.2	239.6	0.6	0.2
Insurance	16.9	15.1	1.8	10.9	7.6	8.9	(1.4)	(18.1)	24.5	24.0	0.5	1.9
Claims	456.9	430.9	26.0	5.7	0.0	0.0	0.0	N/A	456.9	430.9	26.0	5.7
Paratransit Service Contracts	702.5	651.3	51.2	7.3	0.0	0.0	0.0	N/A	702.5	651.3	51.2	7.3
Maintenance and Other Operating Contracts	823.4	799.5	23.9	2.9	67.9	108.4	(40.5)	(59.6)	891.3	907.9	(16.6)	(1.9)
Professional Services Contracts	728.8	622.9	105.9	14.5	186.2	98.7	87.5	47.0	915.0	721.6	193.4	21.1
Materials and Supplies	651.4	629.6	21.8	3.3	100.1	121.7	(21.6)	(21.6)	751.4	751.3	0.2	0.0
Other Business Expenses	258.0	251.0	7.1	2.7	1.2	5.1	(3.8)	<(100.0)	259.3	256.0	3.2	1.3
Total Non-Labor Expenses	**$4,520.8**	**$4,221.2**	**$299.6**	***6.6***	**$363.8**	**$344.1**	**$19.8**	***5.4***	**$4,884.6**	**$4,565.2**	**$319.4**	***6.5***
Other Expense Adjustments												
Functional Allocations	($0.2)	$0.0	($0.2)	<(100.0)	$0.1	$0.0	($0.1)	100.0	($0.1)	$0.0	($0.1)	<(100.0)
Other	16.9	38.1	(21.2)	<(100.0)	0.0	0.0	0.0	N/A	16.9	38.1	(21.2)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$16.7**	**$38.2**	**($21.4)**	<(100.0)	**$0.1**	**$0.0**	**($0.1)**	***100.0***	**$16.8**	**$38.2**	**($21.4)**	**<(100.0)**
Total Expenses Before Non-Cash Liability Adjs.	**$15,325.6**	**$14,964.5**	**$361.1**	**2.4**	**$2,312.1**	**$2,270.0**	**$42.2**	**1.8**	**$17,637.7**	**$17,234.5**	**$403.3**	**2.3**
Depreciation	$3,326.7	$3,413.8	($87.1)	(2.6)	$0.0	$0.0	$0.0	N/A	$3,326.7	$3,413.8	($87.1)	(2.6)
GASB Adjustments	86.1	(40.3)	126.4	> 100.0	0.0	0.0	0.0	N/A	86.1	(40.3)	126.4	>100.0
Total Non-Cash Liability Adjustments	**$3,412.8**	**$3,373.5**	**$39.2**	***1.1***	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$3,412.8**	**$3,373.5**	**$39.2**	***1.1***
Total Expenses After Non-Cash Liability Adjs.	**$18,738.4**	**$18,338.0**	**$400.3**	**2.1**	**$2,312.1**	**$2,270.0**	**$42.2**	**1.8**	**$21,050.5**	**$20,608.0**	**$442.5**	**2.1**
Less: B&T Depreciation & GASB Adjustments	$198.6	$222.1	($23.5)	11.8	$0.0	$0.0	$0.0	N/A	$198.6	$222.1	($23.5)	11.8
Adjusted Total Expenses	**$18,539.7**	**$18,115.9**	**$423.9**	**0.0**	**$2,312.1**	**$2,270.0**	**$42.2**	**0.0**	**$20,851.9**	**$20,385.9**	**$466.0**	**0.0**
Net Surplus/(Deficit)	**($10,076.9)**	**($9,560.5)**	**$516.4**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(1.3)**	**($10,076.9)**	**($9,560.5)**	**$516.4**	**0.0**
Total Subsidies	**$10,757.1**	**$10,785.2**	**$28.2**	**0.3**	**$2.0**	**$0.0**	**($2.0)**	**(99.8)**	**$10,759.0**	**$10,785.2**	**$26.2**	**0.2**
Debt Service	**2,397.7**	**2,383.8**	**13.9**	**0.6**	**0.0**	**0.0**	**0.0**	**N/A**	**2,397.7**	**2,383.8**	**13.9**	**0.6**

Real Estate Transaction Taxes Receipts ($ in millions)

Mid-Year Forecast vs. Actual Receipts

2026 Mid-Year Forecast	2026	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD Nov
MRT-1	$321.4	$32.9	$29.1	$22.9	$27.6	$26.4	$25.8	$26.1	$26.1	$26.1	$26.1	$26.1	$26.1	$295.2
MRT-2	148.4	12.5	11.6	9.9	12.4	11.3	$12.8	13.0	13.0	13.0	13.0	13.0	13.0	135.4
Total MRT	$469.7	$45.4	$40.7	$32.9	$40.0	$37.7	$38.6	$39.1	$39.1	$39.1	$39.1	$39.1	$39.1	$430.6
RPTT	$354.4	$40.5	$83.4	$24.8	$26.7	$20.2	$24.6	$22.4	$22.4	$22.4	$22.4	$22.4	$22.4	$332.0
MRT	212.5	27.9	20.8	14.8	19.2	18.0	$15.5	16.0	16.0	16.0	16.0	16.0	16.0	196.4
Total Urban Tax - *NYCT 90% share*	$566.8	$68.3	$104.2	$39.6	$45.9	$38.2	$40.1	$38.4	$38.4	$38.4	$38.4	$38.4	$38.4	$528.4
Total Real Estate Taxes	$1,036.5	$113.7	$144.9	$72.5	$85.9	$75.9	$78.7	$77.5	$77.5	$77.5	$77.5	$77.5	$77.5	$959.1

2026 Actuals	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD Nov
MRT-1	$32.9	$29.1	$22.9	$27.6	$26.5	$25.4	$32.6	$36.5	$29.3	$28.9	$32.7		$324.4
MRT-2	12.5	11.6	9.9	12.4	11.3	11.2	12.6	15.3	14.1	14.6	13.6		139.2
Total MRT	$45.4	$40.7	$32.9	$40.0	$37.8	$36.6	$45.1	$51.8	$43.5	$43.5	$46.4		$463.7
RPTT	$40.5	$83.4	$24.8	$26.7	$20.2	$22.3	$37.8	$22.2	$21.9	$25.9	$21.6		$347.4
MRT	27.9	20.8	14.8	19.2	18.0	17.7	22.5	26.3	14.3	15.1	24.4		221.0
Total Urban Tax - *NYCT 90% share*	$68.3	$104.2	$39.6	$45.9	$38.2	$40.0	$60.3	$48.5	$36.2	$41.0	$46.0		$568.3
Total Real Estate Taxes	$113.7	$144.9	$72.5	$85.9	$76.0	$76.6	$105.5	$100.3	$79.6	$84.5	$92.4		$1,032.0

Variances	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD Nov
MRT-1	$0.0	$0.0	$0.0	$0.0	$0.1	($0.4)	$6.4	$10.4	$3.2	$2.8	$6.6		$29.2
MRT-2	0.0	0.0	0.0	0.0	(0.0)	(1.6)	(0.4)	2.3	1.2	1.6	0.7		3.8
Total MRT	$0.0	$0.0	$0.0	$0.0	$0.1	($2.0)	$6.1	$12.7	$4.4	$4.4	$7.3		$33.0
RPTT	$0.0	$0.0	$0.0	$0.0	$0.0	($2.3)	$15.5	($0.2)	($0.5)	$3.6	($0.8)		$15.4
MRT	0.0	0.0	0.0	0.0	0.0	2.2	6.4	10.3	(1.8)	(1.0)	8.4		24.5
Total Urban Tax - *NYCT 90% share*	$0.0	$0.0	$0.0	$0.0	$0.0	($0.1)	$21.9	$10.1	($2.2)	$2.6	$7.6		$39.9
Total Real Estate Taxes	$0.0	$0.0	$0.0	$0.0	$0.1	($2.1)	$28.0	$22.8	$2.2	$7.0	$14.9		$72.9
MRT-1	0.0%	0.0%	0.0%	0.0%	0.5%	-1.5%	24.7%	39.7%	12.2%	10.8%	25.3%		9.9%
MRT-2	0.0%	0.1%	0.0%	0.0%	-0.1%	-12.6%	-3.0%	18.0%	9.3%	12.4%	5.2%		2.8%
Total MRT	0.0%	0.0%	0.0%	0.0%	0.3%	-5.2%	15.5%	32.5%	11.2%	11.3%	18.7%		7.7%
RPTT	0.0%	0.0%	0.0%	0.0%	0.0%	-9.2%	69.1%	-0.7%	-2.0%	15.9%	-3.4%		4.6%
MRT	0.0%	0.0%	0.0%	0.0%	0.0%	14.0%	40.2%	64.0%	-11.1%	-6.1%	52.3%		12.5%
Total Urban Tax - *NYCT 90% share*	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	57.0%	26.3%	-5.8%	6.7%	19.8%		7.5%
Total Real Estate Taxes	0.0%	0.0%	0.0%	0.0%	0.2%	-2.7%	36.1%	29.4%	2.8%	9.0%	19.2%		7.6%

METROPOLITAN TRANSPORTATION AUTHORITY
Farebox Recovery and Operating Ratios
2026 Mid-Year Forecast and Actuals

FAREBOX RECOVERY RATIOS

	2026 Mid-Year Forecast Full Year	2026 Actual Oct YTD
New York City Transit	24.2%	26.0%
Staten Island Railway	2.7%	3.6%
Long Island Rail Road	19.5%	20.0%
Metro-North Railroad	28.6%	30.1%
MTA Bus Company	16.2%	16.6%
MTA Total Agency Average	**23.4%**	**24.8%**

FAREBOX OPERATING RATIOS

	2026 Mid-Year Forecast Full Year	2026 Actual Oct YTD
New York City Transit	33.5%	34.5%
Staten Island Railway	4.3%	6.2%
Long Island Rail Road	32.0%	33.3%
Metro-North Railroad	39.8%	42.7%
MTA Bus Company	18.8%	18.9%
MTA Total Agency Average	**32.9%**	**34.1%**

(1) Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years; those costs include depreciation and interest on long-term debt. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.

(2) Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the MTA.

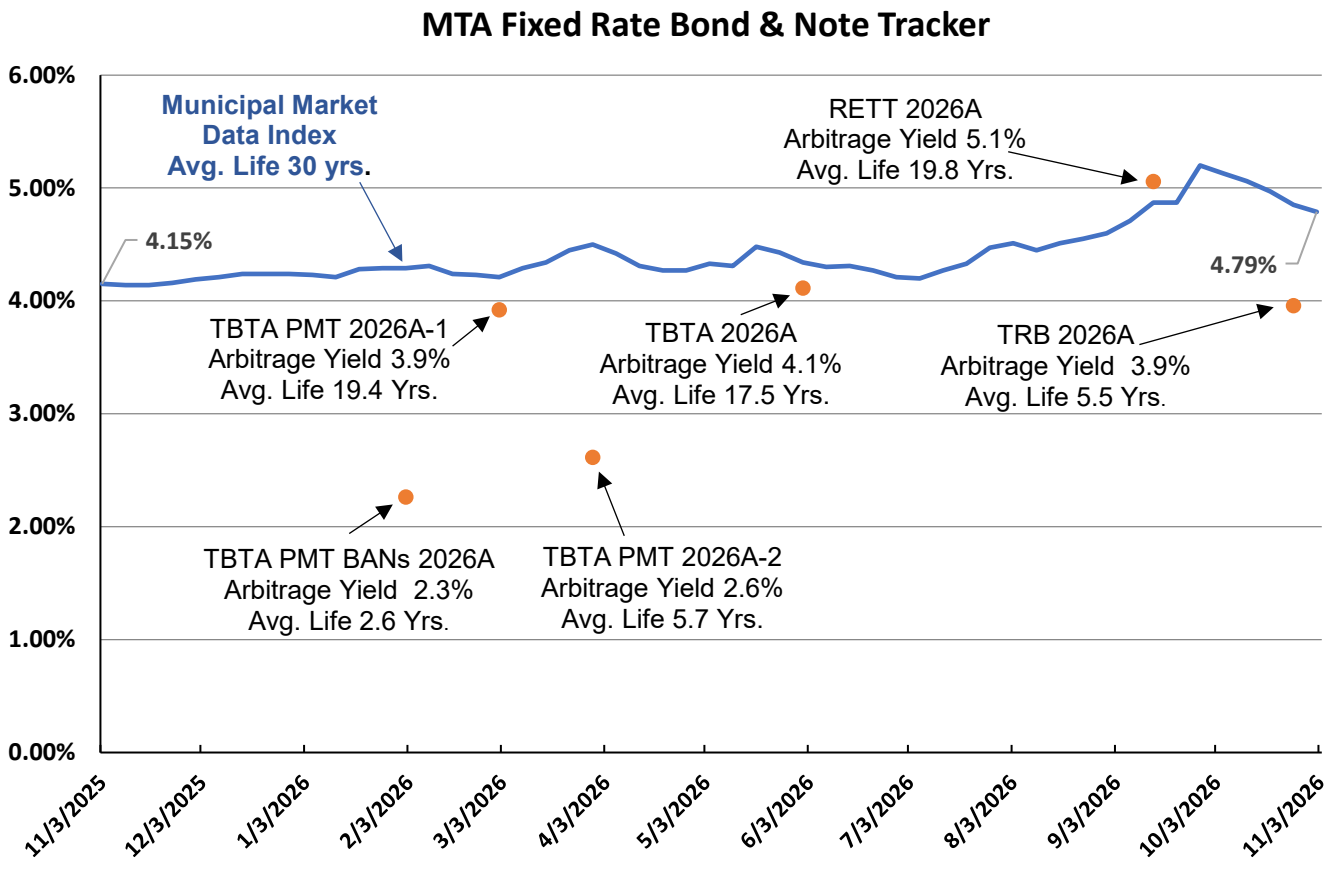
(3) In the agenda materials for the Meeting of the Metro-North and Long Island Rail Road Committees, the calculations of the farebox operating and recovery ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies, differ from the statistics presented in this table.

(4) Long Island Rail Road farebox operating and recovery ratios include expenses associated with the Grand Central Madison Operating Company (GCMOC), which is responsible for the LIRR-operating portion of Grand Central Terminal.

Capital Financing

MTA Fixed Rate Bond & Note Tracker

Tracks MTA Fixed Rate Bonds and Notes against the 30-year Municipal Market Data (MMD) Index, which is the average yield on municipal bonds with 30-year maturities that have an average rating equivalent to Aaa for Moody's and AAA for S&P.



Recent Transaction

$738.065 million Transportation Revenue Refunding Green Bonds (Climate Bond Certified), Series 2026A

On October 27, 2026, the MTA issued $738.065 million of Transportation Revenue Refunding Green Bonds (Climate Bond Certified), Series 2026A.

Purpose:

Proceeds from the Series 2026A bonds were used to refund certain currently callable Transportation Revenue Bonds, generating net present value savings of $31.808 million, or 4.340% of refunded par, as well as to refinance certain Transportation Revenue Variable Rate Bonds for portfolio management purposes.

Key Terms:

- Par Amount: $738.065 million
- All-in TIC: 4.049%
- Average Life: 5.55 years
- NPV Savings: $31.808 million (4.340% of refunded par)
- Final Maturity: November 15, 2037
- Underwriter's Discount[(1)]: $2.50 million ($3.39/bond)
- Cost of Issuance[(1)]: $0.773 million ($1.05/bond)
- Credit Ratings: A2/A/AA (Moody's/S&P/ Kroll)

Lead Participants:

- Book-running Senior Manager: Ramirez & Co., Inc. (MBE)
- Special Co-Senior Managers: Drexel Hamilton, LLC (SDVOB), Rice Financial Products Company (MBE), Stern Brothers & Co. (WBE)
- Bond Counsel: Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP (MBE)
- Financial Advisors: Public Resources Advisory Group, Inc.

[(1)] Underwriter's Discount is comprised of underwriter's compensation and reimbursement of expenses. Cost of Issuance includes legal, advisory, and rating agencies' fees.

Upcoming Transaction

MTA Dedicated Tax Fund Refunding Bonds, Series 2026A

In December 2026, MTA expects to issue approximately $734 million Dedicated Tax Fund Refunding Bonds, Series 2026A to refinance certain outstanding callable Dedicated Tax Fund Bonds for debt service savings. This transaction will be led by Lead Bookrunning Senior Manager Morgan Stanley and Co-Bookrunning Senior Manager RBC Capital Markets, pursuant to a merit-based assignment.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2026 Mid-Year Forecast
Total Positions by Function and Agency
October 2026

Function/Agency	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	**5,733**	**5,431**	**302**
NYC Transit	55	75	(20)
Long Island Rail Road	195	175	20
Grand Central Madison Operating Company	10	9	1
Metro-North Railroad	231	215	16
Bridges & Tunnels	43	22	21
Headquarters	4,467	4,206	261
Staten Island Railway	32	32	-
Construction & Development	649	658	(9)
Bus Company	52	39	13
Operations	**32,665**	**31,699**	**966**
NYC Transit	24,355	23,478	877
Long Island Rail Road	2,851	2,845	6
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	2,415	2,345	70
Bridges & Tunnels	114	119	(5)
Headquarters	-	-	-
Staten Island Railway	166	142	24
Construction & Development	-	-	-
Bus Company	2,764	2,769	(5)
Maintenance	**32,901**	**31,248**	**1,653**
NYC Transit	22,917	21,687	1,229
Long Island Rail Road	4,456	4,332	124
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	3,853	3,683	170
Bridges & Tunnels	388	368	20
Headquarters	-	-	-
Staten Island Railway	240	220	20
Construction & Development	-	-	-
Bus Company	1,047	958	89
Engineering/Capital	**1,568**	**1,353**	**215**
NYC Transit	913	517	396
Long Island Rail Road	175	101	74
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	75	63	12
Bridges & Tunnels	117	89	28
Headquarters	-	-	-
Staten Island Railway	6	7	(1)
Construction & Development	256	557	(301)
Bus Company	26	19	7
Public Safety	**2,753**	**2,566**	**187**
NYC Transit	969	889	80
Long Island Rail Road	-	-	-
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	242	209	33
Headquarters	1,529	1,462	67
Staten Island Railway	-	-	-
Construction & Development	-	-	-
Bus Company	13	6	7
Total Positions	**75,621**	**72,297**	**3,324**

Note: Totals may differ due to rounding
Positions data on Nov 13, 2026 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2026 Mid-Year Forecast
Total Positions by Function and Agency
October 2026

Category	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Total Positions	**75,621**	**72,297**	**3,324**
NYC Transit	49,208	46,646	2,562
Long Island Rail Road	7,678	7,453	225
Grand Central Madison Operating Company	10	9	1
Metro-North Railroad	6,574	6,306	268
Bridges & Tunnels	904	807	97
Headquarters	5,996	5,668	328
Staten Island Railway	444	401	43
Construction & Development	905	1,215	(310)
Bus Company	3,902	3,791	111
Non-reimbursable	**67,577**	**65,285**	**2,293**
NYC Transit	44,311	42,799	1,511
Long Island Rail Road	6,613	6,447	167
Grand Central Madison Operating Company	10	9	1
Metro-North Railroad	5,812	5,610	202
Bridges & Tunnels	832	750	82
Headquarters	5,728	5,499	229
Staten Island Railway	390	392	(2)
Construction & Development	16	14	2
Bus Company	3,865	3,764	101
Reimbursable	**8,043**	**7,013**	**1,030**
NYC Transit	4,897	3,847	1,051
Long Island Rail Road	1,064	1,007	58
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	762	696	66
Bridges & Tunnels	72	57	15
Headquarters	268	169	99
Staten Island Railway	54	10	44
Construction & Development	889	1,201	(312)
Bus Company	37	27	10
Total Full Time	**75,475**	**72,177**	**3,298**
NYC Transit	49,081	46,530	2,551
Long Island Rail Road	7,678	7,453	225
Grand Central Madison Operating Company	10	9	1
Metro-North Railroad	6,574	6,306	268
Bridges & Tunnels	904	807	97
Headquarters	5,996	5,668	328
Staten Island Railway	444	398	46
Construction & Development	905	1,215	(310)
Bus Company	3,884	3,791	93
Total Full-Time Equivalents	**145**	**119**	**26**
NYC Transit	127	116	11
Long Island Rail Road	-	-	-
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	3	(3)
Construction & Development	-	-	-
Bus Company	18	-	18

Note: Totals may differ due to rounding

Positions data on Nov 13, 2026 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2026 Mid-Year Forecast
Total Positions by Function and Occupational Group
October 2026

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	**5,733**	**5,431**	**302**
Managers/Supervisors	2,625	2,534	91
Professional, Technical, Clerical	2,861	2,602	259
Operational Hourlies	247	295	(48)
Operations	**32,665**	**31,699**	**966**
Managers/Supervisors	4,108	3,880	228
Professional, Technical, Clerical	1,029	959	70
Operational Hourlies	27,528	26,860	668
Maintenance	**32,901**	**31,248**	**1,653**
Managers/Supervisors	6,380	5,995	386
Professional, Technical, Clerical	1,685	1,444	240
Operational Hourlies	24,836	23,809	1,027
Engineering/Capital	**1,568**	**1,353**	**215**
Managers/Supervisors	766	896	(130)
Professional, Technical, Clerical	787	417	370
Operational Hourlies	15	40	(25)
Public Safety	**2,753**	**2,566**	**187**
Managers/Supervisors	946	853	93
Professional, Technical, Clerical	153	114	39
Operational Hourlies	1,654	1,599	55
Total Positions	**75,621**	**72,297**	**3,324**
Managers/Supervisors	14,825	14,158	668
Professional, Technical, Clerical	6,515	5,536	979
Operational Hourlies	54,280	52,603	1,677

Note: Totals may differ due to rounding
Positions data on Nov 13, 2026 and are subject to revision as well as adjustments warranted by annual audit review.

Fuel Hedge Program

Fuel Hedging Program: Active Ultra-Low Sulfur Diesel (ULSD) Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased*	Weighted Average Hedge Price for Each Month	2026 Adopted Budget (February Plan) Forecasted Commodity Price
November-26	2,522,092	50	2.16	2.17
December-26	2,626,256	50	2.15	2.17
January-27	2,504,669	49	2.15	2.15
February-27	2,296,373	46	2.16	2.15
March-27	2,454,053	45	2.20	2.15
April-27	2,497,844	46	2.25	2.15
May-27	2,532,586	47	2.32	2.15
June-27	2,428,410	45	2.36	2.15
July-27	2,803,085	50	2.41	2.15
August-27	2,758,943	50	2.48	2.15
September-27	2,571,116	50	2.56	2.15
October-27	2,770,490	50	2.65	2.15
November-27	2,311,901	46	2.70	2.15
December-27	2,188,511	42	2.76	2.15
January-28	1,914,743	37	2.80	2.14
February-28	1,676,302	33	2.89	2.14
March-28	1,592,513	29	2.92	2.14
April-28	1,345,654	25	2.95	2.14
May-28	1,127,888	21	2.97	2.14
June-28	908,015	17	3.06	2.14
July-28	700,603	12	3.12	2.14
August-28	459,640	8	3.16	2.14
September-28	214,071	4	3.22	2.14

*MTA's fuel hedging program mitigates budget risk by dollar cost averaging approximately 50% of projected fuel expenses. The goal of the program is to be 50% hedged for the next 12 months. Monthly hedges are equal to approximately 4% of the projected fuel purchases expected to occur 13-24 months from each hedge execution date. The actual percentage hedged could be higher or lower than the 50% target depending on the actual levels of fuel consumption. While the fuel heding program includes compressed natrual gas, there are currently no actve hedges.

Annual Impact as of Nov 4, 2026

	($ in millions)		
	2026	**2027**	**2028**
Ultra Low Sulfur Diesel			
Current Prices vs. 2026 Adopted Budget	($123.963)	($103.191)	($52.481)
Impact of Hedge	49.496	33.872	1.029
Net Impact: Fav/(Unfav)	($74.466)	($69.319)	($51.452)
Compressed Natural Gas			
Current Prices vs. 2026 Adopted Budget	($18.210)	$3.173	($2.386)
Impact of Hedge	0.000	0.000	0.000
Net Impact: Fav/(Unfav)	($18.210)	$3.173	($2.386)
Summary			
Current Prices vs. 2026 Adopted Budget	($142.172)	($100.017)	($54.867)
Impact of Hedge	49.496	33.872	1.029
Net Impact: Fav/(Unfav)	($92.676)	($66.146)	($53.838)

NOVEMBER 2026

MTA REAL ESTATE

MTA C&D TRANSIT ORIENTED DEVELOPMENT

FINANCE COMMITTEE AGENDA ITEMS

1. **TRANSACTIONAL ACTION ITEMS**

MTA New York City Transit

a. Sale of 1119 Pacific Street, and transfer of development rights from a section of Franklin Shuttle right-of-way in Brooklyn

MTA Metro-North Railroad

b. Agreements with the owner of 350 Park Avenue related to its redevelopment and certain train shed rehabilitation work

MTA Long Island Rail Road

c. License with Forest Hills Gardens Corporation for the use of a parcel of land adjacent to the Forest Hills Station for storage of landscaping equipment

2. INFORMATION ITEMS

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

b. Agreement with 1510 Broadway at the Halsey Street Station, Brooklyn

c. Surrender of a master lease interest in 1008-1014 Atlantic Avenue, Brooklyn, to the City of New York, and acquisition of 1381 Amsterdam Avenue, Manhattan

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
SALE OF 1119 PACIFIC STREET, AND TRANSFER OF DEVELOPMENT RIGHTS FROM A SECTION OF FRANKLIN SHUTTLE RIGHT-OF-WAY IN BROOKLYN	**NOVEMBER 18, 2026**
Department **TRANSIT ORIENTED DEVELOPMENT**	**Vendor Name**
Department Head Name **MIRIAM HARRIS**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **COLLYN CHAN**	**Table of Contents Ref. #**

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	11/16/26	X		
2	Board	11/18/26	X		

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

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA New York City Transit ("NYCT")

GRANTEE: **EMP Capital Group,** a New York limited liability company, or an affiliated entity owned and controlled by Elie Pariente ("EMP").

LOCATION: 1119 Pacific Street, Brooklyn, New York - Brooklyn Block 1126, Lot 57 (the "Pacific Street Site") and transferrable development rights associated from the adjacent Franklin Shuttle right-of-way which is a portion of Brooklyn Block 1126 Lot 32 (the "ROW Parcel")

ACTIVITY: (i) Sale in fee of the Pacific Street Site, a ± 30,230 square foot parcel, subject to the reservation of a permanent easement over and across a 15 foot wide portion of the Pacific Street Site adjacent to the ROW Parcel for the exclusive use of NYCT (the "Reserved Easement"), and (ii) transfer of up to 34,252 square feet of development rights associated with the ROW Parcel (the "ROW Parcel TDR's" and, together with the Pacific Street Site, the "MTA "Property Interests")

ACTION REQUESTED: Authorization to (i) conditionally designate EMP as the successful proposer to the request for proposals ("RFP") issued by MTA for the sale/transfer of the MTA Property Interests, and (ii) enter into binding transaction documents for the sale/transfer of the MTA Property Interests (the "Transaction Documents") for an as-of-right, mixed-use, residential transit-oriented development at the Pacific Street Site (the "Development Project").

COMPENSATION: $47,125,141 cash, comprised of (i) $42,625,141 for the Pacific Street Site, and (ii) $4,500,000 for the ROW Parcel TDRs, together with an "in-kind" contribution comprised of the design, construction, and maintenance of the MTA Service Road and the MTA Art Improvement (as defined below) (the "Required Project Improvements")

COMMENTS:

BACKGROUND

The Pacific Street Site is an irregularly shaped approximately 30,230 square foot parcel located at 1119 Pacific Street, Brooklyn, New York (designated as Brooklyn Block 1126, Lot 57). It is bordered to the north by Atlantic Avenue, to the east by Franklin Avenue, to the south by Pacific Street, and to the west by the ROW Parcel, which is improved with the

Franklin Avenue Shuttle right-of-way. The Pacific Street Site is improved with a combination of asphalt and hardstand surfaces and used predominantly as cable storage and parking. The Pacific Street Site was acquired in 2011 to support functions of NYCT's cable shop (the "Cable Shop") currently located at 1110 Atlantic Avenue directly west of the Pacific Street Site. The ROW Parcel is a segment of the Franklin Avenue Shuttle right-of-way directly adjacent to the Pacific Street Site. MTA intends to subdivide the ROW Parcel from the remainder of Brooklyn Block 1126, Lot 32, and to establish it as a separate tax and zoning lot prior to closing on the sale/transfer of the MTA Property Interests. The ROW Parcel TDRs from this subdivided parcel will be available for use at the Pacific Street Site as part of the Development Project. The NYCT Cable Shop will be relocated to a new facility located at 2016 Pitkin Ave, Brooklyn, and therefore the Pacific Street Site is no longer required for NYCT uses.

RFP PROCESS

MTA Transit-Oriented Development (TOD) released the RFP for the sale/transfer of the MTA Property Interests on March 24, 2026, soliciting proposals from qualified property developers to purchase the Pacific Street Site and undertake the Development Project.

The RFP required respondents to propose a Development Project consistent with the Pacific Street Site's "as-of-right" zoning within the Atlantic Avenue Mixed Use Zoning District, which allows for mixed-use residential, commercial, and light industrial uses, and provide for Reserved Easement adjacent to the Franklin Shuttle right-of-way. The RFP further required respondents to incorporate into the Development Project the Required Project Improvements. Lastly, respondents to the RFP were encouraged to incorporate into the Development Project, (i) the design, construction, and maintenance of public artwork on a wall underneath the Franklin Avenue Shuttle viaduct on the south side of Lefferts Place (the "MTA Art Improvement") and, (ii) accessibility improvements to the Franklin Avenue C/S station ("Accessibility Improvements") in exchange for a zoning bonus at the Pacific Street Site (the "Zoning for Accessibility Bonus") in accordance with the requirements of New York City's Zoning for Accessibility program.

Nine developers submitted proposals (the "RFP Proposals"), each featuring multifamily rental housing with ground floor retail with at least 25% of units as affordable units. The Best and Final Offers ("BAFO") for the MTA Property Interests are summarized below:

Developer Rank	Offer (BAFO)
1	$47.125M
2	$44.2M
3	$40M
4	$33.6M
5	$30M
6	$28.5M
7	$28M
8	$22M
9	$16.5M

An MTA RFP selection committee was formed to evaluate the RFP Responses and based its analysis on the following RFP criteria:

- **Financial Consideration to MTA:** The overall financial value of the Proposal.
- **Closing Schedule and Milestones:** The credibility, achievability, and overall timeliness of the Proposal, with shorter proposed timelines viewed favorably.
- **Good Faith Deposit:** The amount of the proposed Good Faith Deposit, with larger and earlier deposits viewed favorably.

- **Financial Capacity:** Demonstrated access to sufficient financial resources to complete the Development Project without a financing contingency.
- **Transaction Terms:** Acceptance of, and conformity with, the principal Transaction terms set forth in this RFP.
- **Zoning for Accessibility:** Whether the Proposal provides for participation in the Zoning for Accessibility program entailing the construction of Accessibility Improvements.
- **Art Improvements:** Whether the Proposal provides for the installation of the MTA Art Improvement at the Franklin Avenue Station.
- **Required Project Improvements:** The credibility, achievability, and overall timeliness of the Proposal, with shorter proposed timelines viewed favorably in regard to the Required Project Improvements.

The top two proposers following the BAFO were asked to provide a tour of a comparable facility in their portfolio and review and comment on the proposed Transaction Documents. Taking into consideration all information received by the selection committee, the committee determined that the two finalists excelled in the RFP selection criteria and could credibly finance and construct high-quality, multifamily housing in line with transaction terms and provide MTA with the Required Project Improvements and Accessibility Improvements at Franklin Avenue Station.

The differentiating factor between the two proposals was ultimately the aggregate cash purchase price payable for the MTA Property Interests, and EMP submitted the superior offer. As such, TOD is recommending EMP's selection as the designated developer under the RFP.

EMP is an integrated investment and development firm specializing in residential developments and has completed over 650+ units in the surrounding Brooklyn neighborhood in recent years. EMP proposed a mixed-use residential project consistent with the as-of-right zoning, proposing to build approximately 396 housing units – of which 25% will be affordable units – with approximately 8,000 SF of ground floor retail. EMP has also agreed to construct the Required Project Improvements, MTA Art Improvements and Accessibility Improvements as described above.

EMP's $47,125,141 offer for the MTA Property Interests is supported by an independent appraisal and supplemental analysis obtained by TOD dated August 16, 2026 and October 16, 2026.

RECOMMENDATION

Based on the foregoing, TOD requests Board authorization to (i) conditionally designate EMP Capital Group as the as the selected proposer under the RFP, and (ii) execute and deliver the Transaction Documents and take all actions necessary or desirable to consummate the sale/transfer of the MTA Property Interests to EMP, for an as-of right, mixed-use, transit-oriented Development Project.

MTA METRO-NORTH RAILROAD

Staff Summary

Metropolitan Transportation Authority

Subject	Date
AGREEMENTS WITH THE OWNER OF 350 PARK AVENUE RELATED TO ITS REDEVELOPMENT AND CERTAIN TRAIN SHED REHABILITATION WORK	**NOVEMBER 18, 2026**
Department **TRANSIT-ORIENTED DEVELOPMENT**	**Vendor Name**
Department Head Name **MIRIAM HARRIS**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **ROBERT LAGA**	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	MNR Committee	11/16/26		X	
2	Finance Committee	11/16/26	X		
3	Board	11/18/26	X		

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

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

GRANTEE: 350 PARK OWNER LLC, a joint venture among entities controlled by Vornado, Citadel, and Rudin ("Developer")

LOCATION: Developer seeks to enter into two agreements which govern work to be performed in two separate areas:

1) **The 350 Park Ave Overbuild Design and Construction Agreement ("Overbuild DCA")** relates to work to be performed at 350 Park Avenue, a roughly 53K SF assemblage of three tax lots (Tax Lots 27, 28, and 33 on Manhattan Block 1287) which occupies the entirety of the western frontage of Park Avenue between East 51st Street and East 52nd Street ("350 Property") and certain below-grade property which is owned and controlled by MTA and located beneath a portion of the 350 Property ("Retained Property") and in which Grand Central Terminal Train Shed Express Level and Local Level tracks are located ("Train Shed").

2) **The 350 Park Ave Trainshed Design and Construction Agreement ("Train Shed DCA")** relates to design work to be performed for the Train Shed including Park Avenue, between East 50th Street and East 53rd Street, from expansion joint to expansion joint, and sections of each cross street extending west of Park Avenue, as well as the construction of one of such segments of the Train Shed between East 51st and East 52nd Street and contains an option at MTA's election to direct the Developer to proceed with the other two segments of work upon the identification and funding commitment by the MTA for such work (collectively, "Train Shed Sector 3").

FINANCE COMMITTEE MEETING
AGREEMENTS WITH THE OWNER OF 350 PARK AVENUE RELATED TO ITS REDEVELOPMENT AND CERTAIN TRAIN SHED REHABILITATION WORK (Cont'd)

ACTIVITY:

Overbuild: Developer intends to demolish the three existing office buildings on the 350 Property and construct in their place a larger approximately 1.8 million SF story office building with ground floor retail and an outdoor public concourse fronting on Park Avenue and extending along portions of the site frontage along East 51st and 52nd Streets ("Developer Overbuild Project").

In connection with the Developer Overbuild Project, (a) existing structural foundation elements supporting the 350 Property will be removed, and new structural foundation elements will be constructed within the Retained Property and (b) an existing emergency egress route and ventilation ducts serving the MTA Parties' facilities and located within the existing building will be demolished and reconstructed within the new building. Approval is sought to execute the Overbuild DCA to set forth a design review and construction process for the foregoing and to minimize the project's impact on the property and rail operations of the MTA Parties. In connection with the Overbuild, Developer will deconstruct all existing support facilities that will no longer support the new building.

Train Shed: Developer has also agreed to manage rehabilitation of those portions ("Segments") of Train Shed Sector 3 ("Developer Train Shed Work") on behalf of the MTA Parties. That scope of work covers up to approximately 129,273 SF of the Train Shed and is detailed in the Train Shed DCA. Train Shed Sector 3 is subdivided into 3 constituent portions and the MTA Parties will have the right elect to proceed with 1, 2, or 3 of such portions.

ACTION REQUESTED:

1. Authorization to execute a 350 Park Train Shed Design and Construction Agreement
2. Authorization to execute a 350 Park Overbuild Design and Construction Agreement
3. Authorization to execute associated documents, including, but not limited to, an amendment to the Deed to memorialize the modifications to certain easements granted therein.

COMPENSATION:

MTA work associated with the Developer Overbuild Project will be cost neutral to the MTA. MTA reimbursable staff time and other MTA expenses will be reimbursed by Developer as detailed in the 350 Park Avenue – MTA Expense Reimbursement Agreement ("ERA"), dated as of March 19, 2025, and amended as of May 15, 2025.

Developer will contribute $25M towards Train Shed Sector 3, with pro-rata reimbursement if certain deadlines relating to the construction of the entirety of Train Shed Sector 3 are not met. The balance of the first Segment of the Developer Train Shed Work (roughly comprising the portion of Train Shed Sector 3 from East 51st to East 52nd Streets) will be funded from the 2025-2029 Capital Plan and will be based upon final amount as approved by the MTA after the construction bidding process, with the remaining MTA funding expected to come from the MTA's 2030–2034 Capital Plan.

COMMENTS:

PURPOSE

Board authorization is sought to execute the following with Developer: 1) 350 Park Train Shed Design and Construction Agreement; 2) 350 Park Overbuild Design and Construction Agreement; and 3) associated documents.

BACKGROUND:

350 Property:
The 350 Property is currently improved with three existing office buildings: a building containing approximately 547K SF, a building containing approximately 283K SF, and a 5-story building containing a total of approximately 845K SF. The first building sits on a portion of the 350 Property which is currently designated as Tax Lot 33 and which was transferred pursuant to a 1976 deed ("Deed") which, among other things, a) reserved to the MTA Parties the Retained Property (which actively functions as the Train Shed); b) provided certain rights and obligations with respect to Developer's maintenance, repair, or replacement of columns and associated support structures of Developer's building ("Support Facilities") within the Retained Property; c) granted to the MTA Parties easements over and through the 350 Property for emergency egress and ventilation; and d) provided certain controls with respect to any future demolition, alteration, or construction on the 350 Property.

The MTA Parties and Developer entered into a Demolition Work Entry Permit dated as of May 13, 2026, pursuant to which Developer is demolishing the building located on Tax Lot 33. Developer is in the process of demolishing the other two buildings, which are not located above/within the Retained Property. Following demolition of all three existing buildings at the 350 Property, Developer intends to construct a larger approximately 1.8 million SF, office building with ground floor retail and an outdoor public concourse fronting on Park Avenue and extending along portions of the site frontage along East 51st and 52nd Streets.

Train Shed:
The Train Shed is located along Park Avenue and beneath Park Avenue-fronting buildings between East 46th and 57th Streets and certain side streets. The Train Shed acts as both the roof of the Grand Central Terminal train platforms and structural support for the portion of Park Avenue between East 46th and 57th Streets and certain side streets radiating therefrom. The Train Shed, in effect, constitutes a bridge supporting the at-grade streets and avenues through steel columns and other structures that were originally constructed in the early 20th Century. The Train Shed's structural steel has significantly deteriorated over time, and the MTA Parties have embarked on a long-term project to rehabilitate these steel structures to ensure the viability of both the Train Shed and the streets and sidewalks supported thereby. Because the private owners of buildings fronting on the streets and sidewalks supported by the Train Shed will benefit from the rehabilitation project, the MTA Parties have engaged in a series of public-private partnerships with some of these building owners to jointly manage portions of the Train Shed rehabilitation project, including Developer with respect to Train Shed Sector 3.

Project Background: Developer and the MTA Parties have been meeting for over one year to review foundation plans for the Developer Overbuild Project, to ensure Developer's construction will have as little impact on MTA Parties operations as is practicable. During this design review period, Developer expressed interest in also managing the rehabilitation of the Train Shed Sector 3: a three-block area including the block immediately adjacent to the 350 Property and the blocks directly to the north and south. Developer also agreed to contribute $25 million in private funding to Sector 3, which arrangement would be set forth in the Train Shed DCA.

SCOPES OF WORK

Overbuild: Support Facilities for Developer's existing buildings run down through two levels of the Train Shed, including immediately adjacent to active tracks. In connection with the Developer Overbuild Project, certain existing Support Facilities will be removed, and new Support Facilities will be constructed within the Retained Property. The Deed outlines certain rights and obligations with respect to the same. In addition, pursuant to the Deed, the MTA Parties have an easement to maintain within Developer's existing building, ventilation shafts, ducts and related systems and a portion of an emergency egress route for the benefit of the MTA Parties. In connection with the Developer Overbuild Project, these will be demolished, temporarily relocated during construction, and replaced with a newly-constructed egress route and ventilation shafts within the Developer Overbuild Project. The MTA Parties will also have an option to elect to have Developer install certain ventilation equipment on behalf of the MTA Parties, and provided that the MTA Parties will

reimburse Developer for certain associated costs. In connection with the Developer Overbuild Project, the MTA Parties will also agree to certain perpetual restrictions relating to the location of fan plant venting in portions of the sidewalk adjacent to the proposed public concourse.

The Overbuild DCA will allow Developer to enter the Retained Property and other areas owned, operated, and/or controlled by the MTA Parties to facilitate the work described above. It will further provide that all of Developer's designs, contractor submittals, means and methods, protection plans, security and safety plans, project schedules, insurance, etc. are subject to MTA Parties' review and approval prior to Developer's start of construction. It is contemplated that plans will be finalized prior to execution of the Overbuild DCA, and an internal team including MTA, MNR, C&D, and TOD has been reviewing Developer's plans to minimize impacts on rail operations and to ensure compliance with the requirements under the Deed. The MTA Parties will have approval rights over modifications to the plans including to ensure no adverse impact on security, safety, scheduling, costs and/or Service Reliability of MTA Parties' operations or facilities. The MTA Parties intend to enter into certain other agreements relating to the Developer Overbuild Project and ancillary matters relating thereto, including, without limitation, upon completion of the Developer Overbuild Project, the parties will enter into an amendment to the Deed to memorialize the modifications to the easements as a result of, among other things, the reconstruction of the emergency egress and ventilation shafts, and the modifications to the Support Facilities. This amendment will be recorded against the entirety of the 350 Property. Developer shall post customary security in favor of the MTA Parties.

Train Shed:

During the design review period for the Developer Overbuild Project, Developer expressed interest in managing the rehabilitation of Train Shed Sector 3 in attempt to complete this portion of the Train Shed rehabilitation project in coordination with the completion of the Developer Overbuild Project by the end of 2032. This presented an opportunity for the MTA Parties to address substantial deterioration of the Train Shed, a priority MTA capital project. Developer has agreed to manage the design and construction services for the Train Shed Sector 3 work while its contractors are mobilized in connection with work at the 350 Property. This will result in efficiencies and cost savings for the MTA Parties. Developer has agreed to structure the performance of Train Shed Sector 3 similarly to what was done with JP Morgan Chase's Development Agent for Sectors 1 and 2 of The Train Shed. Developer will function as the MTA Parties' Development Agent, managing the work of Developer's construction manager. All construction contracts will be bid and held by Developer on MTA's behalf.

The Train Shed Sector 3 scope of work will include removal of portions of the existing Train Shed roof and construction of a new roof updated to current codes and requirements together with all design work associated therewith. The main load-bearing columns and girders of the Train Shed will be evaluated and reinforced. Steel stringers and the reinforced concrete slab that supports roadways and sidewalks will be replaced. The performance of the work will require the demolition of the existing Park Avenue Malls. The MTA is currently in discussions with New York City Department of Transportation regarding the extent to which Developer will be required to reconstruct the same, and Developer may perform this additional mall work in connection with the Developer Train Shed Work at no incremental cost to the MTA, compared to the cost of restoring the Park Avenue Malls equivalent to their prior condition.

All architectural elements, such as sidewalk finishes, curbs, ADA strips, expansion joints, planters, ramps, and stairs within the work zones will be replaced in-kind with necessary upgrades to meet current codes. Existing utilities and communication systems located within the work area will also be removed, temporarily re-supported, or replaced. A new waterproofing system will also be constructed to protect the underlying Train Shed from surface water run-off infiltration to prevent future corrosion.

It is currently contemplated that the design work for the entirety of Train Shed Sector 3 will be performed simultaneously, but the work itself may be bid out and performed on a segmented basis.

Developer has committed $25M toward construction of the Developer Train Shed Work (subject to a partial reimbursement if the entirety of Train Shed Sector 3 is not constructed). The remaining cost will covered by MTA capital funds. Developer's $25M will be committed on a pari passu basis with MTA funding. At this time, MTA has committed to fund (1) the entirety of the design work and (2) construction of the portion of Train Shed Sector 3 from East 51st to 52nd Street. Following execution of the Train Shed DCA, the MTA Parties will direct Developer to proceed with design of the entirety of Train Shed Sector 3 and thereafter will direct Developer to proceed with construction of the first Segment. A notice to proceed on the remaining Segments of Train Shed Sector 3 will be issued following MTA funding commitments for the remaining two blocks. Developer will be relieved of its commitment to construct the remaining two blocks of Train Shed Sector 3 if MTA has not committed its funds and directed Developer to begin the construction bidding process by September 30, 2030.

The Train Shed DCA will govern the work described above and include standard protections for the MTA Parties, including rights relating to the MTA Parties' review of all design drawings, means and methods, project schedule and costs, etc. The MTA Parties intend to enter into certain other agreements relating to the Developer Train Shed Work and ancillary matters relating thereto.

SPECIAL PROVISIONS RELATED TO MTA AND METRO-NORTH FACILITIES

Pursuant to the terms of the Train Shed DCA, Overbuild DCA, and associated agreements, all Developer designs, contractor submittals, means and methods, protection plans, security and safety plans, project schedules, and insurance for Train Shed work are subject to MTA, C&D and/or MNR review and approval prior to the start of construction. Additionally, Developer is required to protect MNR facilities in order to maintain and prevent or mitigate interruption of railroad operations. This includes the obligation to repair, replace or otherwise maintain MNR functional elements such as ventilation shafts, emergency egress, drainage fixtures, sidewalk vents and utility connections to maintain their function throughout the Developer Overbuild Project construction and Developer Train Shed Work.

CONSTRUCTION SCHEDULE

Demolition of the existing buildings at the 350 Property has commenced, and the Developer Overbuild Project is anticipated to be completed by the end of 2032. The first Segment of the Developer Train Shed Work is expected to commence in 2029 and to be complete by the end of 2032.

FUNDING

MTA work associated with the Developer Overbuild Project will be cost neutral to the MTA. MTA staff time and any other MTA expenses will be reimbursed by Developer as detailed in the ERA.

The budget for the Developer Train Shed Work will be funded from the 2025-2029 Capital Plan to fund design for the entirety of Sector 3 and construction of the first Segment of Sector 3, with funding for the construction of the remainder of Sector 3 expected to come from the MTA's 2030–2034 Capital Plan. Developer will contribute $25M towards this scope of work.

RECOMMENDATION:

FINANCE COMMITTEE MEETING
AGREEMENTS WITH THE OWNER OF 350 PARK AVENUE RELATED TO ITS REDEVELOPMENT AND CERTAIN TRAIN SHED REHABILITATION WORK (Cont'd)

MTA, C&D, and MNR recommend that the Boards of the MTA and MNR adopt the attached resolution, which among other things, authorizes the execution of (1) the Overbuild DCA, (2) the Train Shed DCA, (3) such other documents and instrument deemed necessary or appropriate to effective the Overbuild DCA and the Train Shed DCA. These agreements will require Developer to obtain MTA approval of construction drawings and to follow approved MTA policies and procedures during construction of its new tower in a way that minimizes construction impacts on MTA operations. The agreements will also commit Developer to manage the rehabilitation of a portion of the Grand Central Terminal Train Shed and to contribute $25M towards Train Shed project costs.

RESOLUTION

BOARDS OF THE
METROPOLITAN TRANSPORTATION AUTHORITY
and METRO-NORTH COMMUTER RAILROAD COMPANY

WHEREAS, 350 PARK OWNER LLC ("Developer") is a joint venture among entities controlled by Vornado, Citadel, and Rudin; and

WHEREAS, the MTA is the fee owner of certain below-grade property located beneath and/or adjacent to a portion of the Developer's property located at 350 Park Avenue, and in which MTA property the Grand Central Terminal Train Shed Express Level and Local Level tracks are located; and

WHEREAS, Developer plans to demolish the three existing office buildings located at 350 Park Avenue and to construct in their place a larger approximately 1.8 million SF story office building with ground floor retail and an outdoor public concourse fronting on Park Avenue and extending along portions of the site frontage along East 51st and 52nd Streets ("Developer Overbuild Project"); and

WHEREAS Developer has also agreed, subject to certain terms and conditions, to manage on behalf of the MTA Parties, the design and construction rehabilitation work of certain portions of Train Shed including Park Avenue, between East 50th Street and East 53rd Street, from expansion joint to expansion joint, and sections of each cross street extending west of Park Avenue ("Developer Train Shed Work"), and to contribute $25M in private funds subject to certain requirements towards such Developer Train Shed Work; and

WHEREAS, any transactions entered into with Developer to effectuate the Developer Overbuild Project and the Developer Train Shed Work, including, without limitation a 350 Park Ave Overbuild Design and Construction Agreement ("Overbuild DCA") and a 350 Park Ave Trainshed Design and Construction Agreement ("Train Shed DCA"), shall be consistent with the terms and conditions set forth in this resolution and the accompanying staff summary; and

NOW THEREFORE, the Boards of the MTA and MNR resolve as follows:

1. The Chair and Chief Executive Officer (CEO) of the MTA and the designees of the Chair and CEO, acting singly, are hereby authorized to execute and deliver the Overbuild DCA, the Train Shed DCA and to negotiate, execute and deliver such other contracts, agreements, and/or other instruments as are necessary, desirable and convenient, including, without limitation, construction license(s) and permanent easement(s), in conformity with the terms and conditions set forth in this in the accompanying staff summary and such other terms as deemed necessary, desirable or convenient by the Chair and CEO and the designees of the Chair and CEO, in order to effectuate such work.

2. The Chair and CEO of the MTA and the designees of the Chair and CEO, acting singly, are hereby authorized to take any and all actions as may be necessary, desirable or convenient to satisfy all applicable legal or regulatory requirements in connection with the foregoing actions.

MTA LONG ISLAND RAIL ROAD

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LICENSE WITH FOREST HILLS GARDENS CORPORATION FOR THE USE OF A PARCEL OF LAND ADJACENT TO THE FOREST HILLS STATION FOR STORAGE OF LANDSCAPING EQUIPMENT	**NOVEMBER 18, 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	11/16/26		X	
2	Finance Committee	11/16/26	X		
3	Board	11/18/26	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR")

LICENSEE: Forest Hills Gardens Corporation ("FHGC")

LOCATION: Forest Hills Station, Queens, NY

PREMISES: Approximately 13,250 square feet parcel of land

USE: Storage of equipment and non-hazardous/non-combustible materials in conjunction with FHGC's landscaping operations

ACTION REQUESTED: Authorization to enter into a license agreement

TERM: Ten (10) years

COMPENSATION: $13,600.00 per annum ($1,133.33 per month) in Year 1, with 3% annual increases

COMMENTS:

MTA Real Estate received a request from FHGC to renew and expand its use and occupancy of LIRR property adjacent to Forest Hills Station. FHGC previously occupied approximately 3,300 square feet of LIRR property pursuant to a license agreement dated September 27, 2010. Following expiration of the license agreement, FHGC continued its use and occupancy of the property on a month-to-month basis pursuant to a holdover agreement.

The license agreement will provide FHGC with the use and occupancy of approximately 13,250 square feet of land improved by two (2) metal-type buildings/storage sheds for the storage of equipment and non-hazardous and non-combustible materials in conjunction with its landscaping business operations. The LIRR has approved the expanded use of property.

The proposed compensation is in line with the appraised annual compensation of $13,600, as determined by the MTA's independent appraiser.

Based on the foregoing, the MTA Real Estate Department hereby requests authorization to enter into a license on behalf of the LIRR with FHGC under the above-described terms and conditions.

INFORMATION ITEMS

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

Agency	Agreement Type/ Counterparty	Location/Premises	Use	Term	Compensation	RFP Proposals
MNR GCT	First Amendment To License Agreement Licensee: Veselka GCT, LLC	Grand Central Terminal / Dining Concourse	Retail sale of pierogies, sandwiches, salads, soups, desserts, and providing exceptional Ukrainian soul food	3 Years	**Year Rent** 1 $75,600.00 2 $77,868.00 3 $80,204.04	N/A
MNR	Permit Agreement Permitee: Town of Cortlandt	MNR's Cortlandt Station: Parking Lots 1 & 2 on the east side of the Station	Use of the station parking lot for event parking	One (1) day - October 18, 2026	None	N/A

Staff Summary

Metropolitan Transportation Authority

Subject	Date
SURRENDER OF A MASTER LEASE INTEREST IN 1008 – 1014 ATLANTIC AVE, BROOKLYN, TO THE CITY OF NEW YORK, AND ACQUISITION OF 1381 AMSTERDAM AVE, MANHATTAN	**NOVEMBER 18, 2026**
Department **TRANSIT ORIENTED DEVELOPMENT**	**Vendor Name**
Department Head Name **MIRIAM G. HARRIS**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **JOHN COYNE**	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Finance Committee	11/16/26		X	
2	Board	11/18/26		X	

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

AGENCY: Metropolitan Transportation Authority ("MTA"); New York City Transit Authority ("NYCT"); and Manhattan and Bronx Surface Transit Operating Company ("MaBSTOA")

PROPERTIES: 1008 – 1014 Atlantic Avenue, Brooklyn (Block 1126, Lot 32) (the "Atlantic Avenue Site"); and 1381 Amsterdam Ave, Manhattan (Block 1968, Lot 1)(the "Amsterdam Depot Site")

COUNTERPARTY: The City of New York (the "City")

COMMENTS:

On December 31, 2025, MTA, NYCT and MaBSTOA and entered into an agreement with the City (the "Conveyance Agreement") pursuant to which NYCT agreed to surrender to the City its interest in the Atlantic Site under the Agreement of Lease with the City dated June 1, 1953, as amended (the "NYCT Master Lease") and the City agreed to convey its fee interest in the Amsterdam Depot Site to MTA, as more fully described below.

Atlantic Avenue Site

The Atlantic Site is an approximately 25,749 square foot property located at 1008 – 1014 Atlantic Avenue, Brooklyn, that is currently the site of NYCT's Atlantic Cable Shop (the "Cable Shop"), which is a division within the NYCT Department of Subways that warehouses and distributes cable throughout the subway system. The Atlantic Avenue Site also contains a portion of the Franklin Avenue Shuttle right-of-way (see Figure 1).

The City owns fee title to the Atlantic Avenue Site, and NYCT utilizes it pursuant to the NYCT Master Lease. The Cable Shop is in poor condition due to its age. In November 2023, the MTA Board approved a 20-year, six-month lease, with three five-year extensions, for the relocation of the Cable Shop to an NYCT facility located at 2016 Pitkin Avenue. A copy of that staff summary is attached for reference purposes as Attachment 1. The relocation of the Cable Shop to 2016 Pitkin Avenue is anticipated to be completed by January 2027.

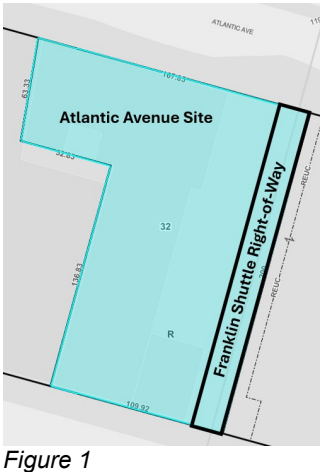


Figure 1

Amsterdam Depot Site

The Amsterdam Depot Site located at 1381 Amsterdam Avenue is an approximately 73,225 square foot property that was the site of the NYCT Amsterdam Depot. The City owns fee title to the Amsterdam Depot Site, and the MaBSTOA, a subsidiary of NYCT, is the lessee of the Amsterdam Depot Site under the Agreement of Lease between the City and MaBSTOA dated March 20, 1962 (the "MaBSTOA Master Lease"). NYCT ceased operating the Amsterdam Depot as a full-time depot in 2003 following a reorganization of New York City Transit's bus depot operations in conjunction with the reopening of the rebuilt 100th Street Depot in East Harlem. The Amsterdam Depot Site has since been in use for vintage bus storage and as a headquarters for the Eagle Team.

Surrender of Atlantic Avenue Site and Acquisition of Fee Interests in the ROW Parcel and Amsterdam Depot Site

Pursuant to Conveyance Agreement, the City will subdivide the Franklin Avenue Shuttle right-of-way from the Atlantic Avenue Site, creating a stand-alone right-of-way parcel (the "ROW Parcel"). The ROW Parcel will become a separate tax and zoning lot that will no longer be a part of the Atlantic Avenue Site. The City will then convey fee title to the ROW Parcel to MTA, and NYCT will surrender its leasehold interest in the remainder of the Atlantic Avenue Site to the City. The City intends to develop the Atlantic Avenue Site, without the ROW Parcel, as an affordable housing project, and has agreed to record an instrument requiring future owners or ground tenants of the Atlantic Avenue Site to construct and maintain a fence separating the ROW Parcel from the rest of the Atlantic Avenue Site.

Contemporaneously with NYCT's surrender of its leasehold interest in the Atlantic Avenue Site, excluding the ROW Parcel, the City will convey fee title to the Amsterdam Depot Site to MTA. The surrender by MaBSTOA of its leasehold interest in the Amsterdam Depot Site and conveyance by the City to MTA of fee title to the Amsterdam Depot Site will facilitate the future reconstruction, rehabilitation, improvement and/or financing of a transit facility at the Amsterdam Depot Site, which transit facilities may be constructed as a required in-kind contribution in connection with a future mixed-use development of the Amsterdam Depot Site by a private developer.

The above-described properties will be surrendered or conveyed by MTA or the City on an as-is basis, without any consideration payable on account of such surrender or conveyance. The surrender of NYCT's leasehold interest in the Atlantic Avenue Site will be effectuated pursuant to the applicable provisions of the NYCT Master Lease. The conveyance of the City's fee interests in the ROW Parcel and the Amsterdam Depot Site will be effectuated pursuant section 1266-c of the New York State Public Authorities Law, without ULURP review and by action of the Mayor alone

It should be noted that the ROW Parcel is the same parcel referenced in the separate Board item entitled "Sale of 1119 Pacific Street, Brooklyn, and Transfer of Development Rights from a Section of Franklin Shuttle Right-of-Way," which is included in this month's action items. That item proposes the fee sale of 1119 Pacific Street and the transfer of up to 34,252 square feet of development rights from the ROW Parcel to a private developer.

Closing under Conveyance Agreement

The obligations of MTA and the City under the Conveyance Agreement are contingent upon the execution of definitive transaction documents at the closing (the "Closing"), which is anticipated to occur by . The conveyances and leasehold surrenders are intended to be consummated simultaneously at the Closing. However, if the ROW subdivision is incomplete at the time of Closing, MTA may elect to close on the other property interests under the Conveyance Agreement while retaining NYCT's leasehold interest in the ROW Parcel until the subdivision of the ROW Parcel is completed. The City would continue to pursue the subdivision and convey fee title to the ROW Parcel to MTA after the Closing.

ATTACHMENT 1

November 29, 2023 Staff Summary for the Lease Agreement with Generation Next Realty, Inc., for the Relocation of the NYCT Atlantic Cable Shop to 2016 Pitkin Avenue, Brooklyn, New York

[begins on following page]

Staff Summary

Metropolitan Transportation Authority

Page 1 of 2

Subject	Date
LEASE AGREEMENT WITH GENERATION NEXT REALTY, INC. FOR RELOCATION OF NYCT ATLANTIC CABLE SHOP TO 2016 PITKIN AVENUE IN BROOKLYN, NY	NOVEMBER 29, 2023
Department: REAL ESTATE	Vendor Name:
Department Head Name: DAVID FLORIO	Contract Number:
Department Head Signature:	Contract Manager Name:
Project Manager Name: RAYMOND SMYTH	Table of Contents Ref. #:

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	11/27/23	X		
2	Board	11/29/23	X		

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

AGENCY: MTA New York City Transit ("NYCT")

LESSOR: Generation Next Realty, Inc.

LOCATION: 2016 Pitkin Avenue, Brooklyn NY (Block 3735, Lots 1 & 10)

PREMISES: Approximately 65,000 SF warehouse space & approximately 17,000 SF storage yard/parking

USE: Warehouse and ancillary uses, to facilitate a NYCT cable shop, replacing NYCT's Atlantic Avenue cable shop

TERM: Twenty (20) years and six (6) months, with three (3) five (5) year options to renew

ACTION REQUESTED: Authorization to enter into a new lease

RENT: $1,462,500 per year or $121,875 per month ($22.50 PSF)

ESCALATIONS: 3% annually, including option terms

COMMENTS:

NYCT currently operates a cable shop and warehouse at a facility located at 1114 Atlantic Avenue in Brooklyn, New York ("Cable Shop"). The administrative and storage buildings comprising the Cable Shop are both in poor condition due to their age, and the Cable Shop must either be completely rehabilitated or relocated to another site. While a full rehabilitation of the facility was originally planned as part of the capital program, costs have significantly increased, and the cost of this work is no longer financially feasible. Therefore, NYCT is seeking to relocate to an alternative site to ensure its operations can continue uninterrupted.

FOR INFORMATION PURPOSES ONLY

LEASE AGREEMENT WITH GENERATION NEXT REALTY, INC. FOR RELOCATION OF NYCT ATLANTIC CABLE SHOP TO 2016 PITKIN AVENUE IN BROOKLYN, NY

In an effort to identify an alternative site for NYCT, the MTA engaged its broker, CBRE, Inc., who identified or multiple available properties that met the requirements as outlined by NYCT. Site visits of each potential property were conducted and 2016 Pitkin Avenue ("Replacement Site") was determined to be the preferred site based on proximity to NYCT's existing cable shop and other critical operational considerations.

Once the proposed Replacement Site was selected, CBRE, Inc. and the MTA began preliminary negotiations with the owner of the Replacement Site. Negotiated annual rent for the Replacement Site is $22.50 PSF (exclusive of parking which is being offered by owner of the Replacement Site free of charge). A Fair Market Value ("FMV") analysis was provided by CBRE, Inc., identifying a FMV rent between a range from $20 to $32.50 PSF. Negotiated annual rent for the Replacement Site is within the range of the aforementioned FMV. The total project cost for the buildout is estimated at approximately $20 million, including full support costs.

Based on the foregoing, the MTA is requesting authorization to enter into a new lease with owner of the Replacement Site based on the terms outlined above.

Impact on funding: The cost of the lease/rent will be provided from the NYCT operating budget. Funding for the improvements in the building, estimated at approximately $25 million including full support costs, are included in the NYCT portion of the 2020-24 Capital Program.

FOR INFORMATION PURPOSES ONLY

Staff Summary

Metropolitan Transportation Authority

Subject	Date
DEVELOPER REIMBURSEMENT FOR THE COST OF EXCAVATION OF EASEMENT VOLUME AT THE HALSEY STREET STATION IN BROOKLYN	**NOVEMBER 18, 2026**
Department **TRANSIT-ORIENTED DEVELOPMENT**	**Vendor Name**
Department Head Name **MIRIAM G. HARRIS**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **MUNSUN PARK**	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Finance Committee	11/16/26		X	
2	Board	11/18/26		X	
3					

Internal Approvals			
Order	**Approval**	Order	Approval
X	Legal		
X	Chief Development Officer		
X	Chief Financial Officer		

AGENCIES: MTA Construction and Development (" MTA C&D"), Metropolitan Transportation Authority ("MTA") and New York City Transit Authority ("NYCT"), collectively the "MTA Parties".

COUNTERPARTY: 1510 Broadway LLC ("Developer").

PROPERTY: 1510 Broadway, Brooklyn, New York (the "Development Site") adjacent to the Halsey Station on the BMT Jamaica Line (the "Station").

COMMENTS:

Easement Volume and Access and Use Rights for Future Elevator

On June 21, 2022, the New York City Department of Housing Preservation and Development ("HPD") conveyed title to the Property to 1510 Broadway Housing Development Fund Company, Inc. (the "HDFC"), as nominee for the Developer as the beneficial owner of the Property, for a 100% affordable housing project at the Property (the "Housing Project"). HPD reserved for the benefit of NYCT in the deed to the Property an easement volume (the "Easement Volume") that would enable MTA's future construction of an elevator from the street level to the southbound platform of the Station. In conjunction with the conveyance of the Property, HDFC and the Developer entered into a Use and Occupancy Agreement (the "U&O Agreement") with NYCT pursuant to which NYCT was granted certain supplemental use and access rights (the "Use and Access Rights") with respect to the Easement Volume. HPD, the HDFC and the Developer granted the Easement Volume and the Use and Access Rights to NYCT at no cost because of the benefits of providing future accessibility to the Station and the lack of sidewalk space for the future elevator.

Excavation of Easement Volume by Developer

At the request of MTA, the Developer agreed in the U&O Agreement to perform certain construction work in connection with the Easement Volume, including excavating the pit for the future MTA elevator, supportive of excavation, waterproofing and foundation work (the "Easement Preparatory Work") as part of the Housing Project. MTA determined that having the Developer undertake the Easement Preparatory Work during the construction of the Housing Project would substantially reduce the impacts on the residential development and yield greater cost efficiency for MTA. In consideration of the Developer's agreement to undertake the Easement Preparatory Work, MTA agreed to reimburse the Developer for

the cost of the Easement Preparatory Work in the amount of $383,057.12. MTA subsequently requested the Developer to expand the scope of the Easement Preparatory Work to provide for additional waterproofing and increased footings dimensions and thickness for the excavated Easement Volume at an additional cost of $77,350.00.

Delivery of Excavated Easement and Cost Reimbursement of Developer

The Developer completed the Housing Project and MTA accepted delivery of the excavated Easement Volume in 2025. In addition to the cost savings realized by MTA from the Developer performing the Easement Preparatory Work as part of the Housing Project, the creation of the excavated Easement Volume has provided MTA with additional cost savings, including real estate property cost avoidance and eliminating the need to relocate underground utilities for a future sidewalk elevator. The total reimbursable cost due the Developer for the Easement Preparatory Work is $460,407.12, which is fair and reasonable for the scope of work involved and less than the cost that would have been incurred had MTA been required to excavate the Easement Volume after the Housing Project was completed.

As the cost of the Developer reimbursement for the Easement Preparatory Work is less than $1,000,000, neither competitive bidding nor Board approval is required under MTA's All Agency General Contract Procurement Guidelines for the Easement Preparatory Work undertaken by the Developer at MTA's request.

Staff Summary

Metropolitan Transportation Authority

Subject	Date
AGREEMENT WITH 1510 BROADWAY LLC AT THE HALSEY STREET STATION, BROOKLYN	**NOVEMBER 18, 2026**
Department **TRANSIT-ORIENTED DEVELOPMENT**	**Vendor Name**
Department Head Name **MIRIAM G. HARRIS**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **MUNSUN PARK**	**Table of Contents Ref. #**

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	11/16/26		X	
2	Board	11/18/26		X	
3					

Internal Approvals			
Order	Approval	Order	Approval
X	Legal		
X	Chief Development Officer		
X	Chief Financial Officer		

AGENCIES: MTA Construction and Development (" MTA C&D"), Metropolitan Transportation Authority ("MTA") and New York City Transit Authority ("NYCT"), collectively the "MTA Parties".

COUNTERPARTY: 1510 Broadway LLC ("Developer").

PROPERTY: 1510 Broadway, Brooklyn, New York (the "Development Site") adjacent to the Halsey Station on the BMT Jamaica Line (the "Station").

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