



January 2025

MTA Board Action Items



MTA Board Meeting

**2 Broadway
20th Floor Boardroom
New York, NY 10004**

**Wednesday, 1/29/2025
9:00 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. EXECUTIVE SESSION

3. PRESENTATION

4. APPROVAL OF MINUTES

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5. COMMITTEE ON CAPITAL PROGRAM (No Items)

6. COMMITTEE ON METRO-NORTH RAILROAD & LONG ISLAND RAILROAD (No Items)

7. COMMITTEE ON NYCT & BUS

a. Action Item

Queens Bus Network Redesign Staff Summary - Page 14

8. COMMITTEE ON MTA BRIDGES & TUNNELS OPERATIONS (No Items)

9. COMMITTEE ON FINANCE

a. MTA HQ & All-Agency Items

MTAHQ Procurements - Page 47

b. Real Estate Items

Real Estate Action Items - Page 55

10. AUDIT COMMITTEE - Material Distributed Separately

**Joint Minutes of the Metropolitan Transportation Authority,
the New York City Transit Authority, the Manhattan and Bronx Surface Transit
Operating Authority, the Staten Island Rapid Transit Operating Authority, the
Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority,
the Long Island Rail Road Company, Metro-North Commuter Railroad Company,
MTA Construction and Development Company, the MTA Bus Company and
the First Mutual Transportation Assurance Company**

Regular Board Meeting Minutes

December 18th, 2024

9:00 a.m.

2 Broadway

New York, NY 10004

The following Board Members were present (Attended remotely*):**

Hon. Janno Lieber, Chair & CEO

Hon. Andrew Albert

Hon. Norman Brown

Hon. Samuel Chu

Hon. Michael Fleischer

Hon. Daniel Garodnick

Hon. Marc Herbst

Hon. David Jones

Hon. Blanca Lopez

Hon. David Mack

Hon. Haeda B. Mihaltses

Hon. Dr. John-Ross Rizzo

Hon. Lisa Sorin

Hon. Vincent Tessitore, Jr.

Hon. Midori Valdivia

Hon. Neal Zuckerman

The following alternate non-voting members were present:

Hon. Gerard Bringmann

Hon. Randolph Glucksman

Hon. John Samuelson

The following Board Members were not present:

Hon. Meera Joshi

Paige Graves, General Counsel, Laura Wiles, Chief of Staff, John McCarthy, Chief External Relations & Policy, Lisette Camilo, Chief Administrative Officer, Kevin Willens, Chief Financial Officer, Carl Hamann, Acting Chief Safety Officer, Demetrius Crichlow, President, NYCT, Frank Annicaro, Sr. Vice President, NYCT DOB /MTA Bus Company, Catherine Rinaldi, President, Metro-North Railroad, Rob Free, President, LIRR, Jamie Torres-Springer, President, MTA C&D, Michael Kemper, Chief Security Officer, Quemuel Arroyo, Chief Accessibility Officer, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer attended the meeting.

The Board of the Metropolitan Transportation Authority also met as the Boards of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company, the MTA Construction and Development Company, the MTA Bus Company, and the First Mutual Transportation Assurance Company.

Unless otherwise indicated, these minutes reflect items on the agenda of the Board of the Metropolitan Transportation Authority, the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company,

the MTA Construction and Development Company, and the First Mutual Transportation Assurance Company.

Chair Lieber called to order the December 2024 Board meeting.

A recorded audio public safety announcement was played.

1. PUBLIC SPEAKERS' SESSION.

The MTA Moderator announced that the following public speakers will speak either live virtually or in-person. The MTA Moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The Moderator reminded speakers of the warning beep when 30 seconds remain to conclude their remarks. The Moderator advised that the public comments will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (*live virtual comments):

Gian Pedulla, Private citizen
Debra Grief, BFSSAC
Christopher Grief, NYCTRC & ACTA LIRR ADA Taskforce
Monica Bartley, Disabled in Action
Jason Anthony, Amazon Labor Union
David Kupferberg, Passengers United
Eric Roman, Jobs to Move America
Jean Ryan, Disabled in Action
Frank McCann, TWU Local 100
Antonia Manna, Private citizen
Miriam Fisher, Private citizen*
Philio Valenti, TWU Local 106*
Ron Mitchell, Private citizen*
Matty Buchys Hyland, Private citizen*
Kevin Cartwright, Private citizen*
Andy Pollack, Passengers United*
Aleta Dupree, Team Folds*
The Rev. Henry Tuell, St John's Church*
Roberto Soto, Local 137
Marvin Tavarez, Local 28BA
Ciro Impagliazzo, Private citizen
Iris Kelly, Disabled In Action
Joseph Morales, Private citizen
Michael Carrube, Subway-Surface Supervisor Association
Philip Valenti, TWU
Anna Humphrey, Center for Independence of the Disabled New York
Lisa Daglian, PCAC

Khalia Hayslett, Sunshine Network
Omar Vera, Private citizen
Cassie Raffucci, Passengers United

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the list of other speakers and the content of speakers' statements.

General Counsel Paige Graves confirmed a quorum of the Board Members in attendance.

2. EXECUTIVE SESSION

Chair Lieber asked to convene an Executive Session regarding cybersecurity. Upon motion made and duly seconded the Board entered into an Executive Session.

Upon the conclusion of Executive Session and upon motion duly made and seconded, the Board voted to reconvene in public session.

3. PUBLIC SESSION RESUMES.

Chair Lieber stated that while in Executive Session the Board was briefed on cybersecurity matters, Inaddition, the Board discussed and voted affirmatively on a cybersecurity-related procurement matter.

4. CHAIR LIEBER'S REMARKS.

Chair Lieber thanked public speakers for their engagement. Chair Lieber began his remarks with comments regarding ending the year on a high note. Chair Lieber highlighted ridership recovery, improvements in on-time performance, the success of the capital program, and ongoing safety efforts. The Chair touched on financial matters, including the budget and the importance of investing in aging infrastructure. Chair Lieber focused on particular improvements for paratransit services, where the MTA broke another daily record on December 4th, with almost 42,000 riders with scheduled trips, and over the past weekend there was record paratransit ridership on both Saturday and Sunday.

In addition, there were ridership records on both commuter rails, Metro-North and the LIRR. The Chair stated that after a record October, the LIRR carried 6.3 million riders in November while hitting 96% on-time performance, the best November in LIRR history. Chair Lieber continued to reflect on how much the MTA has achieved compared to the challenges faced during the pandemic, noting milestones like record ridership numbers and on-time performance achievements. Chair Lieber stated that the MTA is tightening its own standards and expressed that he is proud of the amazing team that has accomplished this. The Chair further acknowledged that work remains, including continued investment in the system and addressing safety and mental health issues in public spaces, citing that there is a call for continued investment, especially for the capital program, to ensure that the transit system remains reliable and accessible for all. Further

Chair Lieber noted that the MTA is ending the year with transit crime down 6% compared to last year and down 12% compared to pre-COVID. While that is great news, Chair Lieber acknowledged that there continues to be a mental health crisis that is playing out in all of our public spaces, the subways being one piece of that, and the result is the public space does not feel as orderly and safe and welcoming as it ought to feel. The Chair stated it is also important to maintain partnerships with the NYPD to improve safety. Chair Lieber mentioned new NYPD Commissioner Tisch as someone who is passionate about subway safety, as well as a new NYPD Transit Chief, Joe Gulotta, who will be a great leader of the Transit Bureau. In addition, Chief Gulotta's predecessor, Chief Kemper, is now a part of the MTA and has brought the MTA closer to the NYPD working as a team. Chair Lieber stated that he will continue to work with the City and the Governor and police leadership to make sure deployments are visible and that they are effective.

Chair Lieber noted that a big topic for today's meeting is finances, noting the Board will vote on the November Financial Plan. The Chair emphasized that the MTA budget is 3% lower in real terms than the pre-COVID MTA budget. Even with the decrease, the Chair noted that eleven subway lines received more service, there is 40% more service on the LIRR, bus service is being added, and the budget accounts for the Queens Bus Network Redesign, which has significant increases in service planned. All this work is being done in tandem with the Governor and with the support of the State.

On the Capital Program, Chair Lieber summarized that in 2024 MTA delivered 13 ADA stations with more coming this week and 36 more in construction. In addition, MTA is working hard on the Grand Central Train Shed; instead of doing it in 35 years it will get done in 15 years. He stated that there are billions of dollars of new procurements to advance all this work coming in 2025.

Chair Lieber stated that 2025 will be a big year and thanked the Board for its dedication, noting that it has been an amazing source of strength for the MTA and for our customers that we have an engaged and cohesive Board that is executing our goals.

5. CONGESTION PRICING OUTREACH UPDATE

Chair Lieber called on Juliette Michaelson, Deputy Chief of Policy & External Relations, and Charlie Zhen of the Community Engagement group to update the Board on the extensive outreach program regarding the phase-in of the congestion pricing program.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of the congestion pricing program update as well as Board Member comments and discussion.

6. QUEENS BUS NETWORK REDESIGN

Chair Lieber called on Chris Pangilinan, Chief of Operations Planning, and Rick Hajduk, Manager of Bus Service Planning, to brief the Board on a final proposed plan for the Queens Bus Network Redesign.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of the Queens Bus Network Redesign update as well as Board Member comments and discussion.

7. LABOR RELATIONS UPDATE

Chair Lieber called on Anita L. Miller, Chief Labor Relations Officer, to provide an update to the Board as to the yearend status of MTA labor negotiations.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of the Chief Labor Relations Officer's update.

8. 2025 ADOPTION OF BUDGET AND 2025-2029 FINANCIAL PLAN

Deputy Chief Financial Officer Jai Patel presented the 2025 Final Proposed Budget and November Financial Plan for 2025-2029.

A. Action Item:

Chair Lieber proposed a motion to adopt the MTA 2025 Final Proposed Budget and 2025-2029 Financial Plan and opened the floor for discussion. Upon motion duly made and seconded, the Board approved the following item:

1. 2025 Budget and 2025-2029 Financial Plan

The specifics are set forth in the staff summaries and documentation filed with the meeting materials.

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

9. APPROVAL OF MINUTES.

Upon motion duly made and seconded, the Board approved the Joint Minutes of the MTA and MTA Agencies Regular Board meeting held on November 18, 2024

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

10. MTA BRIDGES AND TUNNELS COMMITTEE.

A. Action Item.

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

1. Approved the award of a Modification to Personal Service & Miscellaneous Service Contracts to Gannett Fleming Engineers and Architects, PC. Contract #PSC-21-3047 in the amount of \$2.1M.

Refer to the staff summary and documentation filed with the records of this meeting for the details on this item.

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

A. Metro-North Railroad Action Items.

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

- a. To enter into a contract to accept the NYSDOT grant for connecting services for 2025.
- b. To enter into an Eleventh MOU with the City of Newburgh for ferry landing and parking leases for 2025.

B. Long Island Rail Road Procurement Items.

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

1. To award a competitive modification to a purchase contract in the amount of \$787.6M to Siemens Mobility, Inc. for new dual-mode locomotives.

C. Metro-North Railroad Procurement Items.

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

- a. To award a non-competitive purchase contract to BBM Railway Equipment, LLC for the preventative maintenance, inspection, repair and parts supply for car hoists and truck turntables in the amount of \$4.5M.
- b. To award a miscellaneous service contract to Port Imperial Ferry Corp. d/b/a NY Waterway for ferry and parking services for the Haverstraw-Ossining and Newburgh-Beacon routes in the amount of \$44.3M.

Refer to the staff summary and documentation filed with the records of this meeting for the details on these items.

12. NEW YORK CITY TRANSIT AND BUS COMMITTEE.

A. Procurement Item.

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

1. Approved the modification to contract #R34211.112 to Kawasaki Rail Car, Inc. in the amount of \$1.2B.

Refer to the staff summary and documentation filed with the records of this meeting for the details on these items.

13. COMMITTEE ON CORPORATE GOVERNANCE

A. Action Items.

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

1. The MTA By Laws
2. The MTA Board Committee Charters

Refer to the staff summary and documentation filed with the records of this meeting for the details on these items.

14. CAPITAL PROGRAM COMMITTEE.

A. Procurement Actions.

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

- 1-2. Award of a publicly advertised and competitively solicited contract with MLJTC2, a joint venture between MLJ Contracting Corp. and TC Electric, LLC (Contract No. A37806), for Design-Build services for ADA Upgrades – Package 6, which provides for accessibility improvements at five New York City Transit stations and award of a long-term elevator maintenance contract;
3. Award of a publicly advertised and competitively solicited contract with BEI Holdings, Inc. (Contract No. 1000133778R) for Design-Build services to upgrade the hardware and software for Metro-North Railroad's Private Branch Exchange system;
4. Award of a publicly advertised and competitively solicited contract with ExterNetworks, Inc. (Contract No. 1000187450) for Design-Build services for Radio System upgrades – Phase 1 to replace Metro-North Railroad's existing radio dispatch system;
5. Award of a publicly advertised and competitively solicited contract with TUV Rheinland of North America, Inc. (Contract No. D81491) for an independent safety assessor for the signal system modernization work at New York City Transit's Beach 105th Street Station interlocking;

6. Ratification of a modification to a contract with Walsh Construction Company II, LLC (Contract No. C34838) for accessibility upgrades to the Relay Building A site at New York City Transit's 207th Street Yard to be compliant with the Americans with Disabilities Act requirements;
7. Ratification of a modification to a contract with Walsh Construction Company II, LLC (Contract No. C34838) to re-route water and sewer lines to address differing site conditions and water pressure issues for Relay Building A at New York City Transit's 207th Street Yard;
8. Ratification of a modification to a contract with FOS Development Corp. (Contract No. C48703) for additional structural steel repairs to forty-one roof beams and five columns on Tracks E1 and E4 in the vicinity of New York City Transit's Bergen Street Station;
9. Ratification of a modification to a contract with John Civetta & Sons, Inc. (Contract No. 1000135846) to construct a dedicated exhaust system for the Unified Trash Facility at Grand Central Terminal; and
10. Ratification of a modification to a contract with Atkins-HNTB, JV, a joint venture between Atkins North America Inc. and HNTB New York Engineering and Architecture, P.C. (Contract No. PS21002), for additional services in support of the implementation of Communications Based Train Control for New York City Transit and extending the period of performance by 12 months.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

15. MTA FINANCE COMMITTEE

A. Action Items.

Upon a motion duly made and seconded the Board approved the action items listed below. The specifics are set forth in the staff summary and documentation filed with the meeting materials.

1. TBTA Special Obligation Resolution authorizing Real Estate Transfer Tax Revenue Obligations.
2. Authorization to issue 2025 MTA and TBTA bonds and bond anticipation notes to finance projects in the approved capital programs, and to refinance outstanding debt as well as to authorize reimbursement resolutions.
3. Approval of the update to the criteria for selection of banks and financial institutions eligible to provide new or replacement letters of credit, credit facilities, liquidity facilities, and lines of credit for working capital.

4. Approval to amend existing requirements and reduce the minimum number of ratings for qualifying banks and financial institutions from three to two ratings.
5. Temporary fare promotions during the Rockaway Line Rehabilitations and Resiliency Project.

B. Procurement Items.

Upon a motion duly made and seconded the Board approved the action items listed below. The specifics are set forth in the staff summary and documentation filed with the meeting materials.

1. Award of a competitively negotiated, estimated quantity, miscellaneous service contract for management of MTA's Small Business Development and Mentoring Program to McKissack-WSP JV in the amount of \$112.7M.
2. Award of a retroactive change order to the competitively negotiated personal service contract awarded to Aetna Life Insurance Company for NYC Transit Medical Benefits Program for an additional not to-exceed amount of \$4.7 B

C. Real Estate Items

Upon a motion duly made and seconded, the Board approved the procurement items listed below. The specifics are set forth in staff summaries and documentation filed with the meeting materials.

Administrative Action Item

Metro-North Railroad

1. Conveyance of Metro-North property interests in the Wakefield section of the Bronx to facilitate adjacent transit orientated development.

16. ADJOURNMENT

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

Paige Graves
General Counsel and
Corporate Secretary
MTA

Susan Sarch
Vice President,
General Counsel and Corporate Secretary
Metro-North Railroad

David Farber
General Counsel and
Corporate Secretary
NYCT and MTA Bus

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

Paul L. Friman
General Counsel
and Corporate Secretary
TBTA

Evan Eisland
General Counsel and Corporate Secretary
MTA C&D



Service Changes: Queens Bus Network Redesign

Christopher Pangilinan, Chief, Operations Planning

Service Issue

The proposed Queens Bus Network Redesign described in the December 2024 Queens Bus Network Redesign Proposed Final Plan Addendum (the “Proposed Final Plan Addendum”) represents a historic effort to reimagine the borough’s bus network based on our riders’ priorities: reliable service, faster travel, better connections, and simplified service. The proposed redesign of the local and express bus networks is grounded in our established network redesign strategies: improved route design, enhanced connectivity, improved frequency, balanced bus stops, improved transit equity, improved accessibility, and expanded bus priority.

The proposed Queens Bus Network Redesign, including the individual route profiles, is set forth in the Proposed Final Plan Addendum, which can be viewed at <https://new.mta.info/queensbusredesign>.

Recommendation

Implement the Queens Bus Network Redesign.

Impact on Funding

The Queens Bus Network Redesign would increase the net annual operating cost of Queens bus service by approximately \$33.7 million. This includes \$14.3 million of NYC Transit operating costs (MTA) and \$19.4 of MTA Bus operating costs (funded by the City of New York). The additional operating budget would enable increased frequency on key routes, allowing for an extensive, all-day frequent network. The increased budget would also allow for expanded access, increased service spans, and routing changes that provide new connections.

Implementation Date

Implementation is planned for two phases in the summer and fall of 2025.

Staff Summary



Bus Company



New York City Transit

Subject	Queens Bus Network Redesign
Department	Operations Planning
Department Head Name	Christopher Pangilinan
Department Head Signature	
Project Manager Name	Robert Lai

Date	January 17, 2025
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Committee		X		
3	Board		X		
4					

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Cust. Officer
7	President	3	General Counsel
6	Deputy CFO	2	Sr. Dir., External Relations
5	SVP, Buses	1	Chief, OP

Purpose

The purpose of this staff summary is to obtain Board approval to implement the Queens Bus Network Redesign described in the December 2024 Queens Bus Network Redesign Proposed Final Plan Addendum (the “Proposed Final Plan Addendum”) for local and express bus service. The redesigned bus network would better serve ridership demand while improving riders’ commutes through faster and more reliable travel. The redesigned Queens bus network has simpler, more direct routes, improved bus stop spacing, enhanced connectivity, improved frequency on key routes, and expanded bus priority.

Discussion

There are approximately 2.4 million residents of Queens. On an average weekday, there are more than 800,000 bus boardings on bus routes serving Queens. Roughly 45 percent of Queens residents commute via public transit, with a mean travel time of 43 minutes. There are 71 MTA Bus Company and 42 New York City Transit routes in Queens (including the B24, B32, B57, and B62 which are incorporated in this study as they travel into Queens).

An Existing Conditions Report was completed in August 2019. This report looked at the borough, its people, its travel needs, and what can be done to improve bus travel to meet those needs. It included an in-depth examination of the following key data elements: population and employment demographics, travel patterns, ridership, slow bus speeds, service reliability metrics, and productivity and financial efficiency metrics. The Report, along with valuable information gathered from our riders through public outreach, was used to inform the decision-making and overall process that created the subsequent plan iterations.

The initial Queens Bus Network Redesign Draft Plan (the “2019 Draft Plan”) was released in December 2019 and was followed by a round of outreach throughout winter 2020. Public feedback was solicited via in-person open houses and on-street pop-up events, the MTA website, Community Board presentations, presentations to elected officials and other key stakeholders, and via the MTA’s social media platforms. The project was paused in March 2020 due to the COVID-19 Pandemic. The project remained on pause for approximately 18 months.

Following the project’s restart, the planning team evaluated over 11,000 comments from the Draft Plan outreach. From these comments, the team decided the best way forward was to withdraw the 2019 Draft Plan and create a new plan based off the wealth of feedback received. The 2019 Draft Plan was officially withdrawn in December 2021, and the New Draft Plan was released in March 2022. The New Draft Plan release was followed by another robust round of outreach, which included soliciting feedback at outdoor open houses, pop-up events, virtual public workshops, the MTA website, presentations to elected officials and other key stakeholders, and via the MTA’s social media platforms.

The nearly 4,000 comments received on the New Draft Plan were used to inform revisions to the proposals developed for the Proposed Final Plan, released in December 2023. The Proposed Final Plan had yet another robust round of public outreach, including at least one presentation to each Community Board in Queens.

Each version of the proposed Queens Bus Network Redesign included numerous changes to bus stops, routings, and schedules. There are several key redesign strategies that were employed when developing the New Draft Plan that remained omnipresent through development and revisions to the Proposed Final Plan:

- **Improve route design:** Straighter routes with fewer turns reduce delays that can lead to gaps in service and overcrowding. In addition, the project introduces a new route type, “Rush”, which aims to connect riders quickly between outer borough neighborhoods and subway stations. These routes pick up riders locally and then skip stops to the subway, stopping only at major transfer points and key destinations.
- **Enhance connectivity:** The project aims to create a stronger network grid, with new routes that fill in gaps and with improved connections within Queens and to other boroughs.
- **Improve frequency:** Prioritizing an all-day frequent network (10 minutes-or-better between 6am and 9pm) is critical to getting customers to their destinations while allowing for easy, flexible travel. Frequent service allows customers to change plans and rely on the transportation network.
- **Balance bus stops:** Each bus stop removed from a route saves an average of 20 seconds, but depending on location and time of day, removal of a stop might save a minute or more travel time for everyone on the bus and makes bus service more reliable. These savings stem from buses not having to exit and re-enter traffic so often. Careful consideration has been given to each stop proposed to be discontinued, with analysis of ridership, distance between stops, transfers, community facilities, local demographics, and accessibility.

- Expand bus priority with the NYC Department of Transportation (NYC DOT): NYC DOT has conducted an analysis of major Queens corridors to identify streets where future bus priority treatments would have the greatest impact for Queens bus riders. The process identified 24 top-ranked corridors to be studied for potential bus priority street improvements. These improvements may include new bus lanes, busways, queue jump intersections, transit signal priority (TSP), and other interventions.
- Improve transit equity: The project has paid specific attention to areas with greater concentration of residents that are low-income, minority, and are transit dependent to help improve transportation equity. The MTA developed equity indices to evaluate the difference between the existing and proposed networks for those that live in areas of concentrated need. Understanding where these areas of concentrated need are located helped the project team understand where changes to the network, such as frequency increases and service span expansions, would most directly serve equity communities.
- Improve accessibility: The project team looked closely at areas with a high concentration of residents with disabilities. This project would streamline routes and expand connections to current and future ADA-accessible subway stations and would fill gaps in the existing bus network to expand the reach of accessible public transportation. In addition, the project team has used multiple criteria to evaluate bus stop spacing from an accessibility perspective.

A public hearing was held at Queens Borough Hall on July 24, 2024, soliciting final comments on the service changes proposed in the Proposed Final Plan. July 26, 2024 then marked the end of the public comment period for the Proposed Final Plan.

After refining the Proposed Final Plan based on constructive feedback from riders and other stakeholders who attended the July 2024 public hearing or submitted written comments, we have completed the Proposed Final Plan Addendum. The Proposed Final Plan Addendum includes 49 existing routes with routing changes, 17 new routes, and four retired routes. It would expand the bus network and increase connectivity within the borough and beyond.

The Proposed Final Plan included several route changes that are no longer being pursued in the Proposed Final Plan Addendum, in response to public feedback and operational constraints. Changes between the Proposed Final Plan and the Proposed Final Plan Addendum are detailed on individual route profile pages. Changes to “Q” routes in Brooklyn and “B” routes in Queens, with the exceptions of the Q7, Q35, Q112, B57, and B62 will be explored further in the ongoing Brooklyn Bus Network Redesign.

In addition to routing changes, the Proposed Final Plan Addendum includes proposed bus stop removals to improve bus stop spacing, balancing the need to improve travel times with the need to serve our riders with mobility limitations. Bus stop balancing changes would allow us to better match peer systems and improve average local route stop spacing from approximately every 950 feet to every 1300 feet. The improved bus stop spacing will increase the time buses spend moving and, in turn, improve riders’ commutes. Some bus stop changes have been made in advance of the Queens Bus Network Redesign being implemented in conjunction with NYC DOT’s bus priority projects. Additionally, preliminary bus stop pole and sign work will begin prior to the actual implementation

dates, as time is required for NYC DOT staff to make the necessary changes in advance of the proposed implementation dates.

Schedule changes include frequency increases and decreases and extended service spans for certain routes. 17 existing routes would see frequency increases, 63 would see no frequency changes, and 29 would see frequencies reallocated or decreased. Service spans would be expanded for 8 existing routes, 97 routes would see no span changes, and 4 would see reduced spans. For detailed information on proposed schedule changes by route, see the Proposed Final Plan Addendum.

Transfers are a crucial component of the redesign process, and interconnected routes provide faster travel times and enable increased frequency. The Queens Bus Network Redesign will result in some riders requiring an additional transfer to complete their trip. To ensure that these riders do not have to pay an additional fare to transfer, we will seek to add additional free transfers to the system where appropriate.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Queens Bus Network Redesign described in the Proposed Final Plan Addendum would not result in a disproportionate impact on either minority or below-poverty populations.

More details, including changes between the Proposed Final Plan and the Proposed Final Plan Addendum, can be viewed at <https://new.mta.info/queensbusredesign>.

Recommendation

Implement the proposed Queens Bus Network Redesign as set forth in the Proposed Final Plan Addendum.

Alternatives

1. *Do nothing.* The status quo would be maintained, missing an opportunity to modernize the Queens bus network and improve speed and reliability.
2. *Consider less comprehensive changes.* Further study would be required to identify less comprehensive changes that could be made to individual routes, which would delay implementation of route changes well beyond 2025. Further, making less comprehensive changes would substantially reduce or eliminate many of the benefits achieved by a comprehensive network design.

Staff Summary



Bus Company



New York City Transit

Impact on Funding

The Queens Bus Network Redesign would increase the net annual operating cost of Queens bus service by approximately \$33.7 million. This includes \$14.3 million of NYC Transit operating costs (MTA) and \$19.4 of MTA Bus operating costs (funded by the City of New York) that would be implemented in the summer and fall of 2025. The additional operating budget would enable increased frequency on key routes, allowing for an extensive, all-day frequent network. The budget would also allow for expanded access, increased service spans, and routing changes that provide new connections.

Implementation Date

Implementation is planned for two phases in the summer and fall of 2025.

BOARD RESOLUTION

WHEREAS, in a Staff Summary dated January 17, 2025 (the “Staff Summary”), the Chief of Operations Planning recommended the following action:

- Implementation of the Queens Bus Network Redesign described in the December 2024 Queens Bus Network Redesign Proposed Final Plan Addendum (the “Proposed Final Plan Addendum”)

WHEREAS, a public hearing was held pursuant to the MTA Board adopted Service Change Guidelines (the “Service Change Guidelines”) on July 24, 2024 concerning the service changes described in the December 12, 2023 proposed Queens Bus Network Redesign Final Plan (the “Final Plan”);

WHEREAS, a summary of public comments on the service changes described in the Final Plan, and the New York City Transit staff responses thereto, accompanied the Staff Summary; and

WHEREAS, upon a review of the Staff Summary and the documents referenced in or attached thereto, the Board has determined that the additional net operating costs associated with the proposed Queens Bus Network Redesign as compared to the costs associated with the current Queens bus network are funded in the 2025 budget;

WHEREAS, the implementation of the Queens Bus Network Redesign constitutes a major service change according to the Service Change Guidelines, and the Board has considered the analysis of this major service change that was prepared by New York City staff in accordance with Title VI requirements, and has considered the impacts of this proposed major service change upon riders of mass transportation services, including minority and low-income users of such services;

WHEREAS, not less than thirty days written notice of the implementation of the Queens Bus Network Redesign shall be given to the Mayor and City Council of the City of New York pursuant to New York Public Authorities Law Section 1205(4), and such notices shall be provided with notice to the Speaker of the New York City Council and the Public Advocate;

NOW, THEREFORE IT IS RESOLVED that the Board approves the major service changes described in the Staff Summary, including the attachments thereto; and authorizes the President or his designee to implement such changes at such time as deemed practicable.

Summary of Public Comments from July 2024 Public Hearing Regarding Queens Bus Network Redesign

From December 2023 through July 2024, MTA NYC Transit and MTA Bus Company presented the Queens Bus Network Redesign Proposed Final Plan to stakeholders and customers throughout the borough, including all Queens Community Boards. A public hearing was held on July 24, 2024. Below is a summary of the most common comments and concerns expressed by the public:

Comment: Reroute/discontinue/combine/extend/maintain various proposals included in the Queens Bus Network Redesign Proposed Final Plan.

Response: The Queens Bus Network Redesign underwent an extensive planning process to deliver a more legible, frequent, and reliable network driven by rider priorities. Throughout the many iterations of the Queens Bus Network Redesign, the project team strived to balance various considerations, listening to the public at every step. This is most evident in the withdrawal of the Original Draft Plan and subsequent proposals put forth through the New Draft Plan, Proposed Final Plan, and now, the Proposed Final Plan Addendum. Working with limited resources, we believe that this final version of the Queens Bus Network Redesign will address many of the most common concerns we heard during the Proposed Final Plan outreach period while maintaining a familiar network that provides better service to our riders.

Comment: Fare evasion is a major problem on buses. The MTA should enforce fares more effectively.

Response: The MTA has recently enhanced its approach to fare enforcement on buses through the deployment of EAGLE teams to local and SBS bus stop hubs with high rates of fare evasion. With NYPD support, officers educate members of the community on fare payment options and issue summonses if riders do not pay the fare.

Comment: Route numbers should be redesignated to avoid confusion.

Response: The Original Draft Plan attempted to renumber routes as part of the initial pass to redesign the Queens bus network. Through the outreach process we heard public feedback that Queens residents found the renumbering challenging to understand. The subsequent Queens Bus Network Redesign plans reassigned route labels that were more familiar to those riders know today. This has proven more effective in communicating changes throughout the many iterations of the plan, as well as garnering useful feedback on route proposals.

Comment: The Proposed Final Plan does not accommodate the projected influx of riders that the Central Business District Tolling Program, or congestion pricing, is guaranteed to have.

Response: The MTA would invest \$33 million of additional annual service as part of the changes proposed by the Queens Bus Network Redesign. The plan includes 17 new routes, many of which would follow a Rush service pattern to provide riders with quicker trips to key destinations and rail stations. The plan also features increased frequencies and spans on various routes in the local network, as well as a new express bus route, the QM65, that would create a new connection between Southeast Queens and Downtown Manhattan. Following implementation of the Central Business District Tolling Program and Queens Bus Network Redesign, we will monitor ridership trends and adjust service levels as appropriate.

Comment: Relocate bus stops in front of religious institutions to provide better access for passenger vehicles.

Response: The MTA works with NYC DOT to review bus stop placements on a continuous basis. Some bus stop locations, particularly in high volume areas such as Jamaica and Flushing, cannot be easily relocated due to the complex logistics of multiple converging bus lines.

Comment: How has the MTA factored accessibility and equity considerations into the Queens Bus Network Redesign?

Response: The planning process has been informed by equity from the start of the project. The MTA's team extensively studied demographic characteristics, including transit dependency, minority representation, income, access to opportunity, and mobility needs in the Existing Conditions Report. The MTA's approach to equity expands beyond the federal requirements of Title VI of the Civil Rights Act of 1964 (Title VI), examining a broader set of socioeconomic indicators. In tandem with rigorous data analysis, the project team has been out in communities learning about how transit can better meet riders' needs, particularly focusing on communities far from the subway system. This has led to the development of this Proposed Final Plan Addendum that holistically works to mitigate adverse impacts and invest in service in areas with greater need.

In addition, the MTA has released an equity evaluation of the Proposed Final Plan Addendum. The assessment includes a detailed Equity Score Index that was developed using the MTA's expanded equity framework indicators. This index assigned Equity Scores to geographies and facilitated an evaluation of differences between the existing and proposed Queens bus network.

In terms of accessibility, while our bus fleet is ADA accessible, we recognize that much of the subway system is not yet compliant. For this reason, the Queens Bus Network Redesign aims to prioritize connections to stations with existing or planned accessibility upgrades.

Comment: Restore my bus stop(s).

Response: When analyzing each bus stop, the following factors were weighed:

- In-depth analysis of bus stop usage
 - The number of riders boarding and alighting at the bus stop on an average weekday
 - Whether the stop is a key transfer point to other bus routes or nearby subway or rail services
- Rider demographics
 - The density of seniors or persons with mobility issues
- Examination of surrounding land uses
 - The presence of community facilities, educational institutions, and/or medical facilities adjacent to the stop
- Identification of potential improvements to remaining bus stops to better accommodate riders
- Operational needs in response to routing or street conditions
- Pedestrian safety
 - Presence of nearby crosswalks in the area surrounding the stop
- Accessibility
 - Presence of an accessible boarding area at the bus stop

Bus stop balancing helps to speed up buses and increase reliability. Bus stops that are close together slow buses and reduce reliability. Improved spacing between stops will speed up bus service by reducing the number of times a bus must slow down, pull out of traffic, stop, then merge back into traffic. Bus stops that are spaced closely together and underutilized were considered for bus stop consolidation, while paying attention to and keeping our focus on minimizing inconvenience to riders.

Comment: Removing bus stops will not speed up service.

Response: Bus stop balancing, which involves removing bus stops for better spacing between stops, will speed up bus service by reducing the number of times a bus must slow down, pull out of traffic, stop, then merge back into traffic. Furthermore, removing stops on the near side of intersections better ensures that buses do not get stuck waiting for a green signal.

Bus stops that are spaced closely and underutilized were considered for bus stop consolidation, while minimizing inconvenience to riders. In making bus stop balancing proposals, we considered major employment, shopping, and medical centers, schools, ridership, topography, transfers to other buses and trains, resident demographics, including concentrations of seniors and persons with disabilities, and other local conditions such as bus stop shelters and other amenities.

Comment: Express bus service to Manhattan should be increased for Eastern Queens residents.

Response: The plan features the addition of the QM65—a new express route providing service between Laurelton, Rochdale, South Jamaica, and Downtown Manhattan. Other express bus routes across the borough have been adjusted to match ridership patterns that may result in minor frequency increases or decreases.

Comment: There should be more intra-borough express buses, particularly between Long Island City and outer Queens to account for Long Island City's growth as a residential and job center.

Response: Queens subway and local bus services will continue to provide robust access to Long Island City. Intra-borough express bus routes are not currently being pursued due to high operating cost per passenger on these services.

Comment: There should be an express bus between the Rockaways and Downtown Manhattan.

Response: An express bus service between the Rockaways and Downtown Manhattan would be redundant with existing A train and Rockaway Ferry service and would likely see low ridership.

Comment: Is there demand for Lower Manhattan express bus service along Jewel Av?

Response: Based on our analysis of origin-destination trips, there are very few riders making bus-only trips between Jewel Av and Lower Manhattan on a regular basis.

Comment: There should be bus service between 231 St in the Bronx and Astoria Blvd via the Triborough Bridge.

Response: The M60 SBS provides service between Broadway – W 106 St in Manhattan and LaGuardia Airport via Astoria Blvd and the Robert F. Kennedy Bridge, with connections along 125 St. Bronx riders can utilize the 1 train and transfer to the M60 SBS at 116 St, or utilize the BxM2 and transfer to the M60 SBS at 125 St.

Comment: Bring Select Bus Service to Northern Blvd, making neighborhood stops along the way from Flushing to Manhattan's East Side over the Queensboro Bridge in its own dedicated bus lane.

Response: Due to resource constraints, creating Select Bus Service on Northern Blvd would come at the expense of local service, meaning that riders at local stops would have less service than today. In addition, running these buses over the Queensboro Bridge would reduce the route's reliability given heavy congestion during the peak and midday periods.

Under Queens Redesign, Northern Blvd would continue to be a major connector between Manhattan and Queens, providing both Q63 Rush service with wider bus stop spacing and Q66 Local service to bring riders to Manhattan's East Side via a transfer to the 7, E, F, M, N, R, and W subway lines or Q32 or Q60 bus routes.

Comment: We need larger buses on the Q6, Q8, Q9, and Q41 due to overcrowding.

Response: While larger, articulated buses would be able to hold more passengers per bus, to efficiently utilize resources a route with articulated buses would not run as frequently as a route with standard 40' buses. Bus service frequency is scheduled to provide the capacity to accommodate ridership accounting for the bus size, and ridership is monitored as part of the regular schedule review process.

Comment: There should be local bus service connecting Long Island City, Hunters Point, and Manhattan via the Midtown Tunnel.

Response: The MTA has a commitment to fiscal responsibility. Every proposed change to the bus network has been thoroughly evaluated from both a fleet and budgetary perspective, necessitating careful and sometimes difficult decisions. Bus service between Long Island City, Hunters Point, and Midtown Manhattan would be redundant with the 7 train and likely see low ridership. Because of this, associated resource constraints, and operational challenges on Manhattan streets near the tunnel, the MTA is not implementing this local bus service at this time. However, the MTA will continue to investigate proposals like this for possible future implementation.

Comment: Bus stops along Sutphin Blvd in Jamaica are frequently blocked by vendors and police vehicles.

Response: We work closely with our partners at NYC DOT and NYPD to improve bus stop and bus lane enforcement. City streets, including bus lanes and bus stops, are managed by NYC DOT. Camera enforcement of bus lanes, busways, parking in bus stops, and double parking is in effect on bus corridors throughout Queens regardless of the presence of bus lanes.

If and whenever you observe cars and other vehicles regularly parking at a particular stop on a bus route or in a bus lane, please note the bus route, bus stop, and time of day and contact us by calling 511 or providing the information on our website at <https://new.mta.info/customer->

[feedback](#) so that we can investigate the incident further. We can work with our partners at NYPD to resolve the issue.

Comment: Why are there no bus lines running across the Throgs Neck Bridge or Clearview Expwy?

Response: The Throgs Neck Bridge and Clearview Expressway connect lower-density communities in both the Bronx and Queens, making local bus service unlikely to be viable.

Comment: SBS routes need onboard payment systems.

Response: OMNY is currently accepted for fare payment on all New York City buses, including SBS routes. On SBS routes, riders may board at any door and tap an OMNY card or contactless card or device at the OMNY reader just inside of that door.

Comment: The southern stretch of Bell Blvd, south of 48th Av, should have bus service continuing down to Hillside Av via Bell Blvd and 217th St, which may then terminate at a major intersection along Hillside, such as Springfield Blvd.

Response: The nearby Q27 would continue to serve this area via Springfield Blvd, with service to Cambria Heights.

Comment: The MTA should adopt a combined monthly or weekly CityTicket, ideally funded through the OBTA.

Response: The MTA is continually reviewing fare policy in response to budgetary and technological constraints and is exploring ways to make fare payment more convenient and equitable for all riders.

Comment: Expand bus lanes and busways.

Response: To continue to improve bus service, we are working with our partners at NYC DOT to expand bus priority on key Queens corridors where it is most needed. More information regarding bus priority plans in Queens can be found in the NYC DOT's 2024 NYC Streets Plan report.

Comment: Do not require a second fare for those that currently pay a single fare.

Response: While the Queens Bus Network Redesign improves connections and travel for most riders, some riders would need to make an additional transfer to complete their trip. To ensure that these passengers do not have to pay an additional fare to transfer, we are seeking to strategically add additional free transfers to the system. Our policy is that no rider should have to pay an additional transfer fare as result of the Queens Bus Network Redesign.

Comment: The MTA should implement time-based transfer and daily fare cap policies.

Response: With OMNY or a pay-per-ride card, you get one free transfer within two hours of paying your fare. You can transfer from subway to bus, bus to subway, or bus to bus. If you transfer from the subway or local bus to an express bus, you'll be charged the difference between the subway or bus fare and the express bus fare unless you have a 7-Day Unlimited Express Bus Plus MetroCard.

Using OMNY under the current fare cap policy, riders only pay for the subway and local bus rides they take up to \$34 in a 7-day period, as long as they use the same device or contactless card.

To learn more about the MTA's fare policies, visit our website by clicking the following link: [Everything you need to know about fares in New York.](#)

Comment: Keep buses cleaner.

Response: Our staff cleans each bus daily. While it is our responsibility to maintain buses, riders must also do their part by not littering.

Comment: I don't think the community had enough time to appeal these sweeping changes nor understand them completely, and the MTA did not do enough community outreach.

Response: Since the inception of Queens Bus Network Redesign in 2019, the MTA has held over 230 outreach engagements. This includes over 150 opportunities for live public comment at pop-ups, open houses, town halls, workshops, and Community Board presentations throughout Queens. The MTA has also promoted the project extensively. This has included promotions onboard buses, in subway stations, at bus stops, in newspapers, on social media, and in press releases.

Comment: Bay Terrace needs more connections to other parts of Queens and Downtown Manhattan.

Response: The Q31 extension would provide a new connection from Bay Terrace to parts of eastern Queens south of Flushing, such as Fresh Meadows and Jamaica. This proposal would

increase access to rail connections to both Downtown and Midtown Manhattan. The QM2 and QM32 express buses also provide robust service to Midtown Manhattan from Bay Terrace.

The Queens Bus Network Redesign would maintain existing Q13, Q16, and Q28 service to Flushing.

Comment: Extend one bus, such as the Q45, Q46, or Q48, from Union Turnpike Station up 108th St to reach other parts of Forest Hills.

Response: This proposal was reviewed and was found to be operationally challenging due to a lack of layover space and turnaround options in Forest Hills, resulting in decreased reliability. This trip would continue to be possible via a transfer to the E or F train.

Comment: UBS Arena, within Belmont Park, is proud to be a job center for the region and home to the beginning of the Q2 and the Q110 bus routes. We're worried that existing connections, with their existing commute patterns, will go away with the proposed changes.

Response: UBS Arena would continue to receive direct service with the proposed Q2 and Q82. The Q2 routing would remain unchanged, but operate as a Rush route, providing faster service between Jamaica and UBS Arena. The Q82 Rush would operate via Hempstead Av and Hillside Av with a connection to the Q110 along Jamaica Av.

The Q2 would run 24 hours a day, while the new Q82 would run between the hours of 4:00 AM and 12:50 AM on weekdays, 5:45 AM and 1:15 AM on Saturdays, and 5:10 AM and 12:50 AM on Sundays, ensuring riders always have a connection to Jamaica.

Comment: How will the Queens Bus Network Redesign address operational challenges along Cooper Av and at Ridgewood Intermodal Terminal?

Response: The Queens and Brooklyn Bus Network Redesign project teams are working closely with NYC DOT to ensure proposals along Cooper Av and at Ridgewood Intermodal Terminal would be feasible. Note that the route proposals for the B7 and B20 will be further explored under the Brooklyn Bus Network Redesign.

B15/B35/B55

Comment: The B15 and B35 should be SBS routes, rather than being replaced by the proposed B55 XT.

Response: The B15, B35, and proposed B55 XT routes are Brooklyn routes that are not planned for implementation under the Queens Bus Network Redesign. Feedback on these routes, as well as other Brooklyn routes, is encouraged as part of the Brooklyn Bus Network Redesign outreach

process. Learn more about the project and how to share feedback at mta.info/brooklynbusredesign.

B57

Comment: The B57 should have the same frequency as the existing Q18 along 69 St.

Response: The B57 is a Brooklyn route that is not planned for implementation under the Queens Bus Network Redesign. Feedback on the B57, as well as other Brooklyn routes, is encouraged as part of the Brooklyn Bus Network Redesign outreach process. Learn more about the project and how to share feedback at mta.info/brooklynbusredesign.

Q1

Comment: The Q1 should start at Archer Av/Sutphin Blvd instead of Jamaica Av, making it easier to transfer between the subway, LIRR, or AirTrain and the bus.

Response: This extension would be operationally difficult due to the high volume of buses and congestion in this area. These transfers would be reachable via a one block walk south from Jamaica Av to Archer Av.

Comment: Maintain the existing Q1.

Response: The Q1 would be extended west to make new connections and receive major frequency increases in select time periods to better serve the densest part of the Hillside Av corridor. The route would also have fewer variants, making service more legible for riders.

Q3

Comment: Q3 bus no longer goes to Brooklyn – it terminates at JFK airport.

Response: The Q3 would maintain its existing routing to JFK, and frequencies would increase compared to existing service. The Q3 has never served Brooklyn.

Q4

Comment: Q4 needs to be extended to Elmont Rd.

Response: The Q4 would maintain its existing routing under Queens Bus Network Redesign. This extension to Linden Blvd/Elmont Rd would be operationally difficult due to a lack of turnaround and layover options in the surrounding area.

Q5

Comment: Upgrade the Q5 to an SBS route with all-day service to Green Acres Mall.

Response: The Q5 would have all-day frequent service along Merrick Blvd between Laurelton and Jamaica. Existing service to Green Acres Mall would be provided by the new Q87 Rush with increased spacing between stops, providing faster service. The Q5 would continue to serve Green Acres Mall during the day on weekends.

Comment: The Q5 should continue serving Hook Creek Blvd and the LIRR Rosedale station.

Response: Under Queens Bus Network Redesign, weekday Q5 service to Hook Creek Blvd and Rosedale LIRR would be served by the new Q87 and Q86, respectively. On weekends, the Q5 would continue to serve Hook Creek Blvd and the Q86 would serve Rosedale LIRR. Merrick Blvd riders would see faster, more legible service overall with this project.

Q5/Q85

Comment: Maintain existing Q5 and Q85 service to Green Acres Mall for shoppers.

Response: The proposed Q87 and Q89 routes would provide weekday service to Green Acres Mall. The Q5 would follow existing service patterns on the weekends, terminating at Green Acres Mall during the day and at Rosedale LIRR overnight.

Q6

Comment: Do not decrease service on the Q6.

Response: In response to public feedback, frequencies on the Q6 would remain at existing levels.

Comment: There is overcrowding on the Q6 and at the Sutphin Blvd/Archer Av and Sutphin Blvd/91 Av stops.

Response: Due to resource constraints, frequency on the Q6 would not be increased, but would remain at existing levels. We will continue to monitor Q6 ridership and adjust frequency as appropriate and as resources are made available. These stops have particularly high ridership because they are the main points of connection between the Q6 and the subway and LIRR.

Q8

Comment: Concerns about the shortening of the Q8 to New Lots Av.

Response: The proposed Q8 reroute to New Lots Av is in Brooklyn and is therefore not planned for implementation under the Queens Bus Network Redesign. Feedback on the Q8, as well as other Brooklyn routes, is encouraged as part of the Brooklyn Bus Network Redesign outreach process. Learn more about the project and how to share feedback at mta.info/brooklynbusredesign.

Comment: The Q8 needs to make fewer stops and have higher frequency.

Response: Under Queens Bus Network Redesign, Q8 stops in Queens would be spaced slightly further apart to improve speed and reliability. Q8 stops in Brooklyn would remain as existing and will be explored further in the Brooklyn Bus Network Redesign. Frequencies would be increased on weekdays to provide all-day 10 minutes-or-better service.

Q9A/Q89

Comment: Restore the Q9A route from Rockaway Blvd to Jamaica Bus Terminal.

Response: The new Q51 would serve segments of Linden Blvd previously served by the Q9A/Q89. The Q9 would continue to serve Lincoln St between Linden Blvd and Rockaway Blvd and connect to Jamaica.

Q10

Comment: Maintain the existing Q10 routing via Rockaway Blvd and 130 St for access to the A train and JFK Airport.

Response: In response to public feedback, the Q10 would continue to serve Rockaway Blvd and 130 St with some changes to stops and frequencies. The route will also have limited-stop Rush service along Lefferts Blvd, speeding up trips for riders looking to connect to the subway and LIRR. The existing Q10 Limited branch would be renumbered as the Q80 with more frequent service in addition to new overnight service. Lefferts Blvd overall would see more frequent service under Queens Bus Network Redesign.

Q11

Comment: The reroute of the Q11 leaves residents of the Centreville portion of Ozone Park without a single bus line.

Response: The combined Q11/Q21 would significantly increase frequencies for bus-dependent riders in both Lindenwood and Howard Beach. The proposed routing would also provide new connections across Cross Bay Blvd. Residents of the Centreville section of Ozone Park would continue to be able to access local bus service on Cross Bay Blvd and 157 Av via the Q11, Q41, Q52, and Q53.

Q12

Comment: The Q12 should be rerouted along Little Neck Pkwy, replacing the Q36, and serve Jamaica Av, Jericho Tpke, and the Floral Park LIRR station.

Response: The Q12 would be rerouted from Sanford Av to Northern Blvd to provide all-day frequent service along Northern Blvd from Little Neck to Flushing. Extending the route to Floral Park LIRR would be operationally challenging due to resource constraints and lack of viable turnaround and layover options in Nassau County.

Q14

Comment: Q14 needs to be extended to Ridgewood to maintain connection with M train.

Response: The Q14 would be extended to Ridgewood via Forest Av, terminating at the Forest Av M train.

Q15

Comment: The Q15 needs more early morning service.

Response: The existing Q15 first trip begins at 5:05 AM on weekdays. The Queens Redesign Q15 retains a similar service span, beginning at 5:15 AM. The proposed Q61, which covers the 154 St segment of the existing Q15, would begin service at 4:45 AM.

Comment: The Q15 should operate to Beechhurst.

Response: In response to public feedback and operational challenges, the Q15 would continue to serve Beechhurst via 10 Av and Powells Cove Blvd.

Q19

Comment: Due to overcrowded buses, increase frequency on the Q19.

Response: The Q19 would not see a frequency increase at this time due to resource constraints. We will continue to monitor ridership on this route and adjust frequencies accordingly.

Comment: There is a gap in accessing the western Bronx from Queens. Extending the Q19 or Bx41 could close this gap.

Response: Travel between the western Bronx and Queens is possible through utilizing the M60 SBS and the various subway and bus transfers along 125 St.

Q20

Comment: Maintain the Q20A routing via 20 Av with the same or higher frequencies to facilitate a one-seat ride to shopping destinations in College Point.

Response: In response to public feedback, the Q20 would continue to connect College Point to Flushing via 20 Av with minor changes to stops and frequencies.

Q22

Comment: Do not shorten the Q22. We will have to take two buses to go between the east and west ends of the Rockaway Peninsula.

Response: Due to low ridership on the western end of the existing Q22, the route would terminate at Beach 116 St. The realigned Q35 via Rockaway Beach Blvd would provide connections to destinations further west. Riders making this transfer would not be required to pay a second fare.

Q23

Comment: Maintain existing routing on the Q23 between Forest Hills and Rego Park.

Response: The Q23 service would mostly maintain its existing routing between Forest Hills and Rego Park. Due to operational issues and in response to community requests, the Q23 would be rerouted from Austin St to Yellowstone Blvd and Queens Blvd.

Q25

Comment: 127 St between 14 Av and 23 Av is too narrow, causing bottlenecks and passing problems for Q25 buses.

Response: The existing Q25 routing along 127 St provides important access for College Point riders and would not change under Queens Bus Network Redesign.

Comment: Reroute the proposed Q25 and Q65 to terminate along 146 St between Jamaica Av and Archer Av to improve operations and mobility.

Response: Moving bus terminals in Jamaica is logistically challenging as any adjustments would have a cascading effect on the many bus routes that terminate here. Bus terminals are chosen based on a variety of factors, including but not limited to route frequencies, route type, layover space, and common transfers.

Q26

Comment: Extend the Q26 to College Point.

Response: The Q26 would serve College Point via the existing Q65 routing on College Point Blvd, 14 Av, and 15 Av.

Comment: Extend the Q26 to Oakland Gardens.

Response: Due to resource constraints, the Q26 would continue to use its existing southern terminal at Francis Lewis Blvd/Horace Harding Expwy.

Q27

Comment: Extend the Q27 with the Q77 to Rosedale for cross-Queens connections.

Response: Due to resource constraints, the Q27 would continue to use its existing southern terminal in Cambria Heights, where riders could transfer to the Q77 for destinations further south.

Q28

Comment: Restore the Q28 to College Point.

Response: The Q28 currently runs from Flushing to Bay Terrace and would continue to do so under Queens Bus Network Redesign.

Q30

Comment: Retain existing Q30 routing to Little Neck.

Response: In response to community feedback, the Q30 would continue to connect Little Neck to Jamaica via Horace Harding Expwy.

Comment: Continue Q30 service on weekends and/or expand Q31 span to mitigate a service cut on Utopia Pkwy in the evenings.

Response: In response to public feedback, the Q30 to Little Neck would mostly maintain its existing routing. The Q30 and Q75 combined would resemble existing service levels on Utopia Pkwy at all times.

Q31

Comment: Retain existing Q31 routing to Bayside and Auburndale on Bell Blvd.

Response: In response to community feedback and following bus operations testing, the Q31 would continue to serve Bell Blvd with an extension to The Bay Terrace Shopping Center.

Q34

Comment: Do not discontinue the Q34 line. The alternative bus lines are already heavily populated, and will lead to serious and unsafe overcrowding, especially during the morning and evening rush hour periods.

Response: Service on the existing Q34 routing in Flushing and Whitestone would be provided by the new Q61. Alternative service from Flushing to Jamaica would be provided by the Q20, Q25, and Q44 SBS. Q25 frequencies would be combined with the Q34, resulting in significant frequency increases in several time periods.

Q35

Comment: Please add a Q35A route connecting the Rockaways to the Brighton Beach B/Q station via Emmons Av and Belt Pkwy.

Response: This proposed routing is not being considered currently. The Q35 would continue to operate between Brooklyn College and Rockaway Park with an extension to the Rockaway Ferry landing and a reroute from Newport Av to Rockaway Beach Blvd.

Comment: Maintain existing Q35 routing on Newport Av.

Response: With the proposed discontinuation of the Q22 west of Beach 116 St, the Q35 would be rerouted to Rockaway Beach Blvd to streamline operations and continue serving riders along the western peninsula.

Q36

Comment: Operate the Q36 on Saturdays and Sundays to provide bus service to Little Neck LIRR station.

Response: The new Q36 would run on weekends, providing requested service to the Little Neck LIRR station via Little Neck Pkwy.

Q37

Comment: Retain existing Q37 routing since Q3, Q7, Q10, and B15 already serve JFK Airport.

Response: In response to public feedback, the Q37 would continue to use its existing southern terminal at 135 Rd in South Ozone Park. The route would be realigned from 114 St and 133 Av to Rockaway Blvd and Lefferts Blvd to reduce turns.

Q38

Comment: Extend the Q38 from Fresh Pond Rd to Queens Center so that riders don't have to wait for a transfer to the Q14.

Response: The existing Q38 loop routing is inefficient and unreliable. The new Q14 would provide service on the northern half of the existing Q38 and create new connections between Ridgewood and East Elmhurst.

Q40

Comment: There are not enough buses on the Q40.

Response: The proposed Q40 Rush route would not see any major changes to frequency, but should be a more reliable, faster service to Jamaica due to new limited-stop Rush segments along Lakewood Av and Sutphin Blvd.

Q43

Comment: Extend the Q43 to Long Island Jewish Medical Center to provide a one-seat ride from Jamaica.

Response: The Q43 would maintain its existing routing between Floral Park and Jamaica. The Q46 will continue to serve Long Island Jewish Medical Center.

Comment: Increase service on the Q43 to account for new ridership, such as near the HERRC shelter.

Response: The Q43 would not see a service increase as part of the Queens Bus Network Redesign. We will continue to monitor Q43 ridership and adjust frequency as appropriate and as resources are made available.

Q44

Comment: Extend the Q44 to Fordham Plaza.

Response: Adding additional mileage to the Q44, an already long bus route, would have impacts on reliability, making the bus less able to effectively serve existing passengers.

Q46

Comment: Implement Limited or SBS style route on the Q46, especially westbound trips during rush hour.

Response: The proposed Q46 Rush stops along Union Tpke east of 188 St would be spaced slightly further apart than existing, while stops along Union Tpke west of 188 St would only be located at key destinations and major transfer points. The purpose of Rush service is to quickly connect outer borough neighborhoods to subway stations, particularly during peak travel periods. The proposed Q46 Rush would provide riders a travel experience like those on Limited and SBS routes, while also providing essential connections east of 188 St.

Comment: The Q46 should serve Long Island Jewish Hospital.

Response: The Q46 would maintain its existing routing between Long Island Jewish Medical Center and Kew Gardens.

Q50:

Comment: The Q50 should operate to Co-op City at all times.

Response: As part of the Bronx Bus Network Redesign, off-peak Q50 service was shortened to terminate at Pelham Bay Park 6 station. Overnight service between Co-op City and Pelham Bay Park is provided by the Bx12 Local. Daytime service between Co-op City and Pelham Bay Park is provided by the Bx23. The Q50 would continue to provide service to Co-Op City during peak periods.

Comment: The Q50 should run to Jamaica.

Response: The Q50 is already a long bus route, and increasing the length would have impacts on reliability. Under Queens Bus Network Redesign, riders would be able to transfer in Flushing to the Q17, Q20, Q25, or Q44 which provide all-day frequent service to Jamaica.

Q51

Comment: The Q51 running to Rockaway Blvd/Cross Bay Blvd will add more congestion to an area already served by multiple bus lines.

Response: Converging multiple bus lines, particularly around subway stations, creates transit hubs allowing us to provide easy to use service to riders looking to transfer between different transit lines.

Q52

Comment: Extend the Q52 to serve new housing developments in Edgemere and Arverne East.

Response: Q52 service would be extended to Beach Channel Drive/Beach 50 St to offer new service to current residents as well as the thousands of new residents expected at the Edgemere Commons development. The MTA will monitor future developments for potential new service improvements to the Q52 on an ongoing basis as resources become available.

Comment: Extend Q52 to Bayswater and Far Rockaway.

Response: Extending the Q52 SBS to Bayswater would be an inefficient use of the SBS route type to serve a low-density neighborhood and would negatively impact the line's reliability. An extension to Far Rockaway would be redundant to service provided by the Q22 and the A train.

Q55

Comment: Extend the Q55 to Jamaica.

Response: Due to operational and resource constraints, the Q55 would continue to terminate in Richmond Hill. Q55 riders can transfer to the J train at 121 St or the Q56 for trips to Jamaica.

Q56

Comment: Implement limited service for the Q56 in commercial parts of Jamaica and increase stops past 75 St-Elderts Ln.

Response: Q56 Limited service is unlikely to be successful due to relatively low passenger volumes and high levels of congestion along the Jamaica Av corridor. Queens Bus Network Redesign would reduce the density of stops on the Queens side of the Q56, improving speed and reliability. Changes to the Q56 in Brooklyn will be explored further in the Brooklyn Bus Network Redesign.

Q60

Comment: Implement the Q60 Limited on Queens Blvd. The corridor is too long for the Q60 to be a "Local-Only" route.

Response: Many riders currently use the Q60 for shorter trips, particularly to one of the thirteen subway stations it connects to. Converting the route to Limited would not serve these short trips as effectively. An SBS or Limited overlay along the route would necessitate frequency cuts on existing Q60 service. However, NYC DOT is currently working to improve bus service on the corridor through the Queens Blvd Capital Project. This project will lead to stop spacing changes along most of Queens Blvd that predates work on the Queens Bus Network Redesign. We will continue to work closely with NYC DOT to improve bus service on Queens Blvd.

Q61

Comment: Increase frequencies on the Q61.

Response: The new Q61 would connect Beechhurst to Flushing, providing new service along Willets Point Blvd. The route would replace existing Q15 service in Beechhurst and existing Q34 service in Linden Hill. In addition, the Q61 would provide Linden Hill with new weekend service. We will monitor ridership on this route and adjust frequencies as needed.

Q64/Q73

Comment: Reintroduce the 73 Av crosstown route (Q73) or extend the Q64 further east to 188 St via 73 Av to fill the huge east-west gap in this part of Fresh Meadows.

Response: During the New Draft Plan public feedback phase, the Q73 received strong negative feedback from communities along 73 Av who were opposed to any bus operations. However, in response to comments requesting an east-west connection in Fresh Meadows, the new Q74 route has been proposed in the Proposed Final Plan Addendum, which would provide service between Forest Hills and Queensborough Community College via Jewel Av and Horace Harding Expwy, serving riders in Fresh Meadows and Bayside.

Comment: Do not remove any stops on the Q64.

Response: Stop removals have been carefully proposed to speed up buses along this route and improve reliability, with removals at low ridership stops that are located near higher ridership stops.

Q65

Comment: Maintain the existing Q65 routing to College Point for a one-seat ride to Jamaica.

Response: College Point riders would still have an option for a one-seat ride to Jamaica via the Q25. In addition, Q26 riders can transfer to the Q65 in Flushing at Main St and Roosevelt Ave, where bus stops are located together at the same bus stop pole.

Q66

Comment: Passengers experience 25–35-minute headways when waiting for a westbound Q66 bus during the PM rush hour service. Buses are supposed to be picking up passengers at least every 5-10 minutes during the PM rush hour in the westbound direction.

Response: We recognize that buses don't always come on time, and it can be particularly frustrating when a frequent service is consistently delayed, especially during rush hour. We continue to work diligently with NYC DOT to make improvements to rights-of-way to ensure timely bus service.

Comment: Create a variant of the Q66 route that terminates at Northern Blvd and Broadway. A lot of passengers have complained about having to take another bus when Q66 buses terminate in Woodside.

Response: The existing Woodside variant of the Q66 would be relabeled as the Q63 as part of the Queens Bus Network Redesign. Riders with destinations along 35 Av and 21 St would continue to take the Q66 at all times, while those with Long Island City destinations could use the new Q63.

Q74

Comment: Bring back the proposed Q74 route.

Response: In response to public feedback, Queens Bus Network Redesign proposes a new Q74 route between Queensborough Community College and Forest Hills via Horace Harding Expwy and Jewel Av.

Q75

Comment: Expand the proposed Q75 to reach the Little Neck LIRR station.

Response: In response to public feedback, the Q75 would connect Queensborough Community College to Jamaica, rather than Little Neck to Briarwood. Service to the Little Neck LIRR station would continue to be provided by the Q36.

Comment: The Q75 should go to Kew Gardens-Union Tpke instead of Briarwood station for better subway connections.

Response: In response to public feedback, the Q75 would provide service between Queensborough Community College (QCC) and Jamaica, rather than Little Neck to Briarwood. The new Q74 would provide connections between QCC and Forest Hills for connections to the E, F, M, and R subway lines and the LIRR.

Q76

Comment: The Q76 should be extended to College Point Blvd and operate until midnight 7 days per week.

Response: In response to public feedback, Q76 service would be extended along 14 Av to College Point Blvd to provide better east-west connectivity across the neighborhood. It would also offer late night service, running from 4:55 AM – 11:05 PM on weekdays, 5:25 AM – 10:25 PM on Saturdays, and 6:25 AM – 10:40 PM on Sundays to match ridership patterns.

Q77

Comment: The Q77 needs to be changed to reflect adjusted speed due to high ridership of school children. This will avoid delays due to traffic and congestion on the northbound trip from Guy R. Brewer Blvd to 175 St, Rockaway Blvd, and Farmers Blvd.

Response: Schedules are built with a diverse number of factors in mind, including slower expected speeds due to higher ridership during peak hours. If consistent delays occur, frequency

would be readjusted to match existing conditions. We will continue to monitor ridership and adjust as needed.

Q83

Comment: Remove the nonstop Rush service on the Q83.

Response: In response to public feedback, local service on the Q83 would be maintained.

Q84

Comment: The Q84 should operate 24 hours a day.

Response: The Q84 would offer late night service, running from 4:35 AM – 1:30 AM on weekdays, 5:55 AM – 1:05 AM on Saturdays, and 6:00 AM – 1:15 AM on Sundays. 24-hour service to Cambria Heights would be provided by the nearby Q4.

Q86

Comment: Due to concerns about the width of Huxley St, reroute the Q86 off of Huxley St and onto 147 Av.

Response: In response to public feedback, the new Q86 would operate on 147 Av, Brookville Blvd, and 149 Av to reach its southern terminal at 253 St.

Q100

Comment: Removing the Q100 will make transit less accessible to a third of the Ditmars area, encourage even more car use, mean longer travel times for people visiting family at Rikers, and reduces the number of buses available for getting to Astoria Park.

Response: In response to public feedback, the Q100 would continue to provide express-like service between Long Island City and northern Astoria as a Limited route traveling along the 21 St Bus Priority corridor. To better supplement Q69 service on Ditmars Blvd and improve 24/7 travel options for Astoria riders farthest from the subway, the route would now serve new local stops on 20 Av before traveling to Rikers Island.

Q101

Comment: Maintain the existing Q101 routing from Astoria into Manhattan.

Response: The proposed Q101 would provide a new connection for Astoria riders to Court Square and Hunters Point, enhance service reliability on Steinway St, and substantially improve transfers at the accessible Queens Plaza and Court Square stations. Riders living and working along the Hunters Point waterfront would see much more frequent bus service and would have more bus and subway transfer options to choose from.

A key goal of the Queens Bus Network Redesign has been to look at communities that have grown significantly in the last decade, and few neighborhoods have seen as much growth as Hunters Point. Through each iteration of the Queens Bus Network Redesign plan, we've heard positive feedback about us extending more routes to the neighborhood to serve the new developments.

Existing Q101 service over the Queensboro Bridge is slow and unreliable, taking more than 10 minutes on average during the middle of the day and up to 25 minutes in heavier congestion. This makes Q101 service on Steinway St more unreliable and contributes to bus bunching across the length of the route. Removing this portion of the routing will help increase reliability for the majority of Q101 riders that do not travel into Manhattan.

Q102

Comment: Maintain the existing Q102 service between Roosevelt Island, the 21 St – Queensbridge, Queensboro Plaza, and Queens Plaza subway stations, as well as medical facilities along 30 Av and 31 St.

Response: In response to public feedback, the Q102 would provide more direct service between Roosevelt Island and Queens Plaza with a new connection to Court Square. The route would be streamlined to serve 36 Av and provide new options for Ravenswood and Astoria riders. Service on 30 Av would still be provided by the Q18. Service along the length of 31 St will still be provided by the N/W trains.

Q110

Comment: Do not extend the Q110 to the Floral Park LIRR Station.

Response: In response to public feedback, the Q110 would now terminate at the existing Q36 terminus at 256 St/Jericho Tpke in Queens. While not directly connecting to the Floral Park LIRR station, the new routing would be a short walk from the station and would provide frequent, local, 24-hour service for eastern Queens and western Nassau County residents.

Q111

Comment: Eliminate the Q111 express service along Guy R. Brewer Blvd to ensure thousands of bus riders can transfer to the subway.

Response: The Q115 would make local stops along Guy R. Brewer Blvd. The combination of the Q111, Q113, Q114, and Q115 would result in more bus service along Guy R. Brewer Blvd than it has today, increasing access to subway connections for all riders along the corridor.

Q113

Comment: Retain the Q113.

Response: In response to public feedback, the Q113 would maintain its existing routing except for a minor change near Jamaica to provide more direct service to subway connections and reduce turns.

QM1/QM5

Comment: Do not reroute the QM1 and QM5 along Union Turnpike.

Response: The QM1 and QM5 would maintain their existing routing along Union Tpke. No routing changes are proposed for these routes.

QM2

Comment: The QM2 must be made more reliable, with reduced wait times during the week and weekend.

Response: Under the Queens Bus Network Redesign, the QM2 service would be adjusted to match ridership patterns that would result in minor frequency decreases. Following implementation, we will continue to monitor the ridership on this route and adjust frequency accordingly.

QM3

Comment: Do not eliminate the QM3.

Response: The QM3 service would be discontinued due to low ridership. Alternate service would be provided by the Q12, Q13, Q36, or LIRR.

Comment: QM3 should be a downtown route since the Long Island Rail Road does not serve Downtown.

Response: The QM3 service would be discontinued due to low ridership. Downtown Manhattan would still be accessible via the LIRR and a transfer to the subway or local bus.

Comment: Extend the QM3 past Little Neck Pkwy and Horace Harding Expwy via Little Neck Pkwy, Jericho Tpke, and Braddock Av, terminating at 89 Av.

Response: The QM3 would be discontinued due to low ridership. Express bus service on the southern end of Little Neck Pkwy would be accessible via the QM68, with connections provided by the Q36 Rush on Little Neck Pkwy and the Q1 on Braddock Av. Express bus service on the northern end of Little Neck Pkwy would be provided by the QM8.

QM8

Comment: Will the QM8 Super Express Bus still be in service?

Response: Yes, existing QM8 Super Express trips would be maintained.

QM5/QM8/QM35

Comment: QM5, QM8, and QM35 should run on the service road to the Long Island Expwy to serve more neighborhoods.

Response: Serving more neighborhoods on local streets would undermine the purpose of express buses to provide fast service to the outer neighborhoods in Queens that lack access to rail transit options.

QM2/QM5/QM20

Comment: Reroute QM2, QM5, QM20 to serve Hudson Yards in both directions and provide bidirectional service through the Queens-Midtown Tunnel.

Response: Routing express buses deeper into Manhattan would have negative impacts on speed and reliability, adding additional mileage and time to their runs. The QM2, QM5, and QM20 provide service to 42 St, allowing for an easy transfer to the 7 train at Times Square-42 St to access Hudson Yards.

QM10/QM40:

Comment: The QM10 and QM40 should run to College Point instead of looping around LeFrak City to connect Springfield Blvd and Bell Blvd.

Response: Due to a combination of resource constraints and a lack of public feedback requesting express bus service to College Point, College Point express bus service is not being pursued at this time.

QM63

Comment: Why is the QM63 being moved off 3 Av when other express buses are not?

Response: Currently, the X63 has stops on three different avenues in Manhattan: 3 Av and 5 Av on Manhattan-bound trips, and Madison Av on Rosedale-bound trips. The proposed QM63 would simplify this service pattern by only stopping on Madison Av, eliminating the current circuitous routing, allowing riders to board and alight at the same stop and increasing legibility.

QM65

Comment: Extend QM65 to Rosedale, Brookville, and Springfield Gardens.

Response: The proposed QM65 is a new express route that would extend to Springfield Gardens via Merrick Blvd. Riders closer to Brookville and Rosedale could use the QM63 for access to Midtown, or transfer to the QM65 via the Q85, Q89, or Q111 for a direct trip to Downtown Manhattan.



MTA Headquarters Procurements

Lisette Camilo, Chief Administrative Officer/Interim Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of \$16.4M.

Subject Request for Authorization to Award Various Procurements					
Department MTA Procurement					
Department Head Name Lisette Camilo					
Department Head Signature <i>Lisette Camilo</i>					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	01/27/25			
2	Board	01/29/25			

January 24, 2025			
Internal Approvals			
	Approval		Approval
	CAO		
	Legal		
	CFO		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

MTA Headquarters proposes to award Noncompetitive procurements in the following categories: None

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$Amount</u>
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 14.1 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 2.3 M
SUBTOTAL	2	\$ 16.4 M

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

TOTAL	2	\$ 16.4 M
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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.

JANUARY 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

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

1. **Metropolitan Life Insurance Company** **\$14,140,000** *Staff Summary Attached*
Four Years, Option Included
Contract # 15524-0100.2

Modification to the contract for Life/Accidental Death and Dismemberment, Long-term and Short-term Disability Benefits Insurance in order to continue providing benefit services.

I. Modifications to Purchase and Public Work Contracts

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

1. **Saf-Gard Safety Shoe Company** **\$2,250,000** *Staff Summary Attached*
Seven Years, Two Months
Contract # 6%19739.5

Modification to the contract for As-Needed Purchase of Safety and Work Shoes in order to extend services for eight months and add funding.

Item Number: 1

Vendor Name (Location) Metropolitan Life Insurance Company (New York, New York)
Description: Life/AD&D, Long-term and Short-term Disability Benefits Insurance
Contract Term (including Options, if any) January 1, 2021–December 31, 2025
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: Deputy Chief Benefits Administration Officer, Stephen Scholl

Contract Number 0000015524-0100	AWO/Mod. # 2
Original Amount:	\$ 55,511,837
Prior Modifications:	\$ 0
Prior Budgetary Increases:	0
Current Amount:	\$ 55,511,837
This Request:	\$ 14,140,000
% of This Request to Current Amount:	25%
% of Modifications (including This Request) to Original Amount:	25%

Discussion:

MTA Headquarters is seeking Board approval to increase the funding for a competitively negotiated personal service contract awarded to Metropolitan Life Insurance Company (“MetLife”) to continue providing life/accidental death and dismemberment (“Life/AD&D”), long-term (“LTD”), and short-term disability (“STD”) benefits for non-represented employees and certain represented and retired employees in the amount of \$14,140,000. In September 2020, the Board approved the five-year contract for a projected amount of \$55,511,837 for the term (January 1, 2021–December 31, 2025).

This contract covers the more than 88,000 employees and retirees 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 offered additional voluntary life insurance programs, which the employee pays for through payroll deductions.

In February 2022, the Triborough Bridge and Tunnel Authority (“TBTA”) LTD population was converted from a self-insured to fully insured plan. The TBTA LTD conversion resulted in a one-time cost of \$5,155,800 to transfer the responsibility of paying future claims, medical management, assume risk, and provide benefits to 49 individuals with open claims at the time of the conversion as a Reserve Buy-out (“RBO”). To assist in negotiating the RBO, the MTA received advisory services from a benefit consulting subject-matter expert who determined that the RBO cost of \$5,155,800 to be fair and reasonable based on the Society of Actuaries (“SOA”) 2012 Group LTD table using an interest rate of 2.25 percent at the time of the transaction. The LTD conversion to a fully insured plan is consistent with MTA’s transformation initiative to streamline business processes across the agencies.

The projected premium cost for all benefits at the time of award was \$925,197 per month. Due to the RBO transaction, increased enrollment, and wage increases, the MTA’s average monthly cost for this benefit has increased to \$1,135,830 for the period of January 1, 2021, to September 30, 2024. The competitively negotiated premium rates for Life/AD&D and STD are guaranteed for the five-year term of the agreement. LTD rates were guaranteed for the initial three-year term and subject to a loss ratio analysis for the optional remaining two-year term that was exercised with modification one in December 2023. A loss ratio analysis was done on a combined basis for Life/AD&D, then LTD and STD to determine if any plans were eligible for an increase or reduction of premium. As a result, MetLife proposed a 15 percent increase to the premium rates for LTD benefits, and the MTA’s benefit advisory consultant performed an underwriting analysis projecting a 19 percent increase to annual premiums. MetLife’s 15 percent increase was therefore considered fair from an underwriting perspective. A replacement RFP for this benefit is planned to be issued by Q2 of 2025. In the event a successor contract is not awarded in time to provide coverage commencing 2026, the Board may be requested to approve an extension to this contract.

A responsibility review was conducted for MetLife pursuant to the All-Agency Responsibility Guidelines (“Guidelines”). In connection with a previous contract awarded to MetLife, it was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the Guidelines, and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to MetLife and MetLife has been found to be responsible.

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

The contract 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. The Authority is working with the contractor to include applicable cybersecurity requirements prior to issuance of the modification.

Impact on Funding

The contract is funded by the MTA's operating budget and employee contributions for the optional insurance programs.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number:

Vendor Name Location) Saf-Gard Safety Shoe Company (Greensboro, NC)
Description As-Needed Purchase of Safety and Work Shoes
Contract Term (including Options, if any) December 29, 2017–February 27, 2025
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: NYC Transit Department of Subways / MTA Bus Company

Contract Number 60000000019739	AWO/Modification 5
Original Amount:	\$ 20,169,218
Prior Modifications:	\$ 2,254,154
Prior Budgetary Increases:	\$ 753,275
Current Amount:	\$ 23,176,647
This Request:	\$ 2,250,000
% of This Request to Current Amount:	9.71%
% of Modifications (including This Request) to Original Amount:	26.07%

Discussion:

MTA Headquarters is requesting Board approval to extend a competitively negotiated estimated quantity purchase contract awarded to Saf-Gard Safety Shoe Company (“Saf-Gard”) for the as-needed purchase of safety and work shoes for NYC Transit and MTA Bus Company (“MTA Bus”) for eight months (February 28, 2025–October 28, 2025) and to add \$2.25 million to the contract.

In February 2018, the Board ratified the award of a competitively negotiated as-needed purchase contract for safety and work shoes. This contract specifically supports NYC Transit and MTA Bus, and provides footwear required under a collective bargaining agreement. Four previous modifications were issued to this contract with the purpose of including additional product offerings as a subcategory to the existing price schedule, owing to a change in the labor agreement, and two contract extensions with accompanying funding.

MTAHQ Procurement has released a new solicitation for the as-needed purchase of safety and work shoes and therefore does not anticipate further extensions to the current contract. The proposed eight-month extension will provide sufficient time for solicitation and award, as well as allow a new vendor six months to develop its website and build its inventory to sufficient levels to begin supply on the date of execution of a new agreement, should the incumbent not be awarded the new contract.

The current unit prices, deemed fair and reasonable for award of the most recently approved contract modification, will remain unchanged for the duration of the eight-month extension period. The total estimated cost of this extension is consistent with the average rate of spend from previous years. Based on the foregoing, pricing for this extension is deemed fair and reasonable.

Saf-Gard Safety Shoe Company has certified that pursuant to EO 16, it is not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope of cybersecurity requirements, including any requirements under federal, state and local law and regulations. Applicable cybersecurity requirements have been included in the contract terms and conditions.

Impact on Funding

Funding for this action will be provided by the operating accounts from the participating agencies.

Alternatives

Not to extend this contract: This is not feasible, as it would mean not fulfilling the standing labor agreement with NYC Transit and MTA Bus which requires that Safety and Work shoes be provided.

JANUARY 2025
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ADMINISTRATIVE ACTION ITEMS

MTA New York City Transit

- a. Update on the acquisition of temporary and permanent easements from the New York City Department of Parks and Recreation in support of accessibility improvements at the Broadway Junction station in Brooklyn, NY

2. TRANSACTIONAL ACTIONAL ITEMS

MTA Metro-North Railroad

- b. Lease agreement with Carlo Innovation Inc. for a restaurant in the Spring Valley Station

MTA Long Island Rail Road

- c. License agreement with 450 Acquisition Company, LLC for the use of a parcel of land for parking located adjacent to 450 Endo Boulevard, Garden City, NY
- d. Grant of a permanent easement agreement to the Long Island Power Authority in support of the Yaphank Station relocation project in Brookhaven, NY

2. INFORMATION ITEMS

- a. Short-Term Parking Permit between MNR and the town of Cortlandt for the use of parking lots at Cortlandt Station
- b. License between B&T and Pace University for a retail unit on the ground floor of the Battery Parking Garage, 70 Greenwich Street, New York, NY
- c. LIRR acquisition of property from Rose-Breslin Associates, LLC for the Yaphank Station relocation project
- d. Report on agreements entered into directly by the Real Estate Department pursuant to board policy

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

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

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

MTA NEW YORK CITY TRANSIT

Staff Summary

Subject UPDATE ON THE ACQUISITION OF TEMPORARY AND PERMANENT EASEMENTS FROM THE NEW YORK CITY DEPARTMENT OF PARKS AND RECREATION IN SUPPORT OF ACCESSIBILITY IMPROVEMENTS AT NYCT'S BROADWAY JUNCTION IN BROOKLYN, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date JANUARY 29, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/25	X		
2	Board	01/29/25	X		

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

AGENCY: MTA New York City Transit ("NYCT")
GRANTEE: New York City Department of Parks and Recreation ("Parks")
LOCATION: 431 Hoyt Street Brooklyn, NY ("Gowanus Green")
PREMISES: Approximately 52,048 square feet
USE: Open land to be developed for a park
ACTION REQUESTED: Authorization to enter into easement agreements
COMPENSATION: \$3,970,000

COMMENTS:

As referenced in the attached Staff Summary dated November 29, 2023 regarding easements to be acquired in Parks property in support of accessibility improvements at the Broadway Junction subway station, Metropolitan Transportation Authority ("MTA") is required to identify properties of sufficient recreational usefulness as a park to serve as substitute parkland of equal value to the acquisition of easements, which will be transferred to Parks permanently given the prior use of federal funds at Callahan Kelly Park. One parcel, a portion of Sackman Street owned by the New York City Department of Transportation, was identified in the November 29, 2023, staff summary and a second NYCT-controlled parcel in the December 20, 2023, staff summary. Their combined value of \$4,360,000 did not satisfy the value of temporary and permanent easements acquired from Parks which was \$8,330,000 thereby leaving a shortfall of \$3,970,000 (the "Shortfall"). Therefore, the search for additional NYCT-controlled property continued and no NYCT-controlled parcels identified met the City's standards to be converted into a park. Eventually, a third City-owned parcel in Brooklyn was identified by Parks, Gowanus Green, and that parcel satisfied both the City's standards and the eligibility requirements of the federal Land and Wildlife Conservation Fund requirements for substitute property of the land being alienated, which included an appraisal exceeding the Shortfall.

In lieu of providing additional NYCT-controlled property, Parks has agreed to accept payment of the Shortfall, (ie, not to exceed \$3,970,000), as a monetary contribution to Parks' capital fund for the future development of a park at Gowanus Green.

Staff Summary

**FINANCE COMMITTEE MEETING
UPDATE ON THE ACQUISITION OF TEMPORARY AND PERMANENT EASEMENTS FROM THE NEW
YORK CITY DEPARTMENT OF PARKS AND RECREATION IN SUPPORT OF ACCESSIBILITY
IMPROVEMENTS AT NYCT'S BROADWAY JUNCTION IN BROOKLYN, NY (Cont'd.)**

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Based on the foregoing, MTA Real Estate requests authorization to continue negotiations and enter into easement agreements with Parks at the above-described terms and conditions, including payment to Parks of the above mentioned \$3,970,000.

Staff Summary

Subject ACQUISITION OF TEMPORARY AND PERMANENT EASEMENTS FROM THE NEW YORK CITY DEPARTMENT OF PARKS AND RECREATION IN SUPPORT OF ACCESSIBILITY IMPROVEMENTS AT NYCT'S BROADWAY JUNCTION STATION IN BROOKLYN, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date NOVEMBER 29, 2023
Vendor Name
Contract Number
Contract Manager Name
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		
3	Chief Administrative Officer		
2	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
GRANTOR: New York City Department of Parks and Recreation ("Parks")
LOCATION: Portion of Kings County Block 1547 Lot 1 in Callahan-Kelly Playground ("the Park") adjacent to NYCT's Broadway Junction subway station in Brooklyn
EASEMENT AREA: Temporary easements totaling 14,316 square feet and permanent easements totaling 9,616 square feet
USE: Construction, maintenance, and operation of accessibility improvements
ACTION REQUESTED: Authorization to enter into easement agreements
COMPENSATION: \$8,330,000 for all easements with an offset of \$3,600,000 for a portion of Sackman Street to be transferred to Parks and additional offsets of parcels worth at least \$4,730,000 to be transferred to Parks.

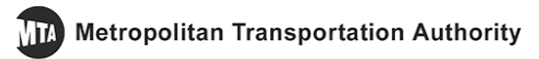
COMMENTS:

In support of a capital project to install accessibility improvements at the Broadway Junction subway station complex serving the A, C, J, Z, and L lines, temporary and permanent easements need to be acquired in adjacent property belonging to Parks. The easements will allow for the expansion of the station headhouse to create space for new elevators and ramps along with new aerial bridges to improve circulation throughout the station complex.

New York State legislation, included in the 2020-2021 Enacted Budget, added PAL 1266 (12-a) to create a new valuation procedure for transfers to or acquisitions by the MTA of City of New York (the "City") owned real property, or interests in real property, needed by the MTA for certain capital projects in the 2015-2019 and 2020-2024 capital programs. The legislation adding PAL 1266 (12-a) was enacted so that the MTA can acquire from the City the real property interests needed for critical MTA capital projects timely, efficiently, and cost-effectively.

Staff Summary

FINANCE COMMITTEE MEETING



ACQUISITION OF TEMPORARY AND PERMANENT EASEMENTS FROM THE NEW YORK CITY DEPARTMENT OF PARKS AND RECREATION IN SUPPORT OF ACCESSIBILITY IMPROVEMENTS AT NYCT'S BROADWAY JUNCTION STATION IN BROOKLYN, NY (Cont'd.)

Page 2 of 2

PAL 1266 (12-a) requires valuations of the City's real property interests and negotiations with the City to determine fair market value to be conducted after 1) the MTA has identified the need for such property interests, and 2) the City has consented to their transfer or acquisition.

The MTA has identified to the City the real property interests that the MTA needs to construct the accessibility improvements at the Broadway Junction subway station complex, and the City has consented to the transfer / sale of said real property interests to the MTA.

The New York State Assembly and Senate in June 2022 approved a bill authorizing this parkland alienation for the MTA acquisition of said real property interests at Parks' Callahan Kelly Playground and the Governor signed the bill in August 2022. An additional bill for technical corrections to the 2022 legislation was passed in May 2023 and signed by the Governor in July 2023.

Pursuant to PAL 1266 (12-a), after the MTA acquires title to the real property interests, the MTA will make a written offer to compensate the City the fair market value for said real property interests, based on an appraisal, and if needed will commence negotiations with the City to determine fair market value.

Since the Park received federal funding, any action to alienate any portion of the Park requires an additional process overseen by the National Park Service called conversion, the result of which is a requirement for identifying property whose value meets or exceeds the value of the real property interests alienated from Parks to serve as substitute parkland to be transferred to Parks permanently. Only property of sufficient recreational usefulness as a park qualifies; it is insufficient to compensate Parks with funds. One such parcel was identified early in the process and was included in the 2022 alienation legislation: the portion of Sackman Street adjacent to the Park. Thus, the alienation legislation authorized NYCT to undertake the process of a mapping action to formally discontinue and close a portion of Sackman Street (known as a "de-mapping") bordering the Park and then subsequently transferring jurisdiction of such de-mapped area to Parks.

An independent valuation of the easement areas alienated from Parks and the portion of Sackman Street to be transferred to Parks resulted in a shortfall of \$4,730,000 and the need to identify additional parcels in the Borough of Brooklyn to make up the difference. A significant driver of that shortfall is the requirement to value the temporary easements as permanent easements when the duration of the temporary occupancy is greater than 6 months, which is the case in this project. Therefore, in order to make up the shortfall, MTA identified additional parcels controlled by NYCT and they are being appraised. MTA Real Estate will negotiate terms and work with Parks to transfer the desired parcels to Parks' jurisdiction. The property acquisition will be subject to satisfactory completion of any necessary environmental reviews.

Based on the foregoing, MTA Real Estate requests authorization to proceed with negotiations and enter into easement agreements with Parks at the above-described terms and conditions. This Staff Summary will be updated to include any of the additional parkland replacement parcels identified to satisfy the above-described shortfall and the final terms and conditions will be presented to the Finance Committee and Board for approval.

Staff Summary

Subject SURRENDER OF NEW YORK CITY TRANSIT LEASED PROPERTY TO CITY OF NEW YORK IN BROOKLYN
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date DECEMBER 20, 2023
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	12/18/23	X		
2	Board	12/20/23	X		

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

AGENCY: MTA New York City Transit ("NYCT")
GRANTEE: City of New York ("City")
LOCATION: A portion of Block 477, Lot 1 on the tax map of the Borough of Brooklyn, King's County, City and State of New York, which borders the Gowanus Canal and 9th Street in the Gowanus neighborhood of Brooklyn ("Gowanus Property")
SURRENDERED AREA: Not to exceed 4,000 square feet
ACTION REQUESTED: Authorization to enter into a surrender agreement
COMPENSATION: Approximately \$228 per square foot. Total amount not to exceed \$912,000.

COMMENTS:

NYCT is acquiring easements on property owned by the New York City Department of Parks and Recreation ("Parks") pursuant to the attached staff summary dated November 29, 2023, in support of a capital project to undertake accessibility improvements at the Broadway Junction subway station complex in Brooklyn.

In connection with the acquisition of easements on Parks' property, there is a legal requirement to provide in-kind substitution of real property, which may consist of one or more parcels, whose total value meets or exceeds the value of the easements acquired by NYCT.

Such a parcel adjacent to the NYCT's Smith – 9th Sts subway station on the Culver Line was identified as a suitable candidate. The Gowanus Property is property subject to an Agreement of Lease between the City and NYCT dated June 1, 1953 (the "Master Lease"). An independent valuation of the Gowanus Property determined the fair market value of the property is approximately \$228 per square foot. A property line survey of the Gowanus Property is underway which will determine the exact dimensions and size of the Gowanus Property. It is not expected to exceed 4,000 square feet or \$912,000 in value.

The value of the Gowanus Property reduces the shortfall referenced in the November 29, 2023, staff summary from \$4,730,000 to \$3,818,000. MTA Real Estate is collaborating with Parks to identify additional parcels whose value meets or exceeds the remaining shortfall.

Staff Summary

FINANCE COMMITTEE MEETING



SURRENDER OF NEW YORK CITY TRANSIT LEASED PROPERTY TO CITY OF NEW YORK IN BROOKLYN (Cont'd.)

Page 2 of 2

Parks will construct a public access path within the Gowanus Property. The surrender agreement will be approved as to form by MTA Legal. In the surrender agreement to formally release NYCT's leasehold interest back to the City, NYCT will retain rights within the Gowanus Property to operate and maintain the subway. Additionally, if NYCT proposes to locate an elevator in the Gowanus Property in a future MTA Capital Plan, both parties will cooperate on a suitable location and the area occupied by the elevator and associated improvements will be added to the Master Lease.

Based on the foregoing, MTA Real Estate requests authorization to enter into a surrender agreement on behalf of NYCT with the City of New York under the above-described terms and conditions.

FOR REFERENCE PURPOSES ONLY

MTA METRO-NORTH RAILROAD

Staff Summary

Subject LEASE AGREEMENT WITH CARLO INNOVATION INC. FOR A RESTAURANT IN THE SPRING VALLEY STATION, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name JASON ORTIZ

Date JANUARY 29, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	01/27/25		X	
2	Finance Committee	01/27/25	X		
3	Board	01/29/25	X		

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

AGENCY: MTA Metro-North Railroad (“MNR”)
LESSEE: Carlo Innovation Inc. (“CII”)
LOCATION: Spring Valley station building, Spring Valley, NY
PREMISES: Station building totaling approximately 2,140 square feet at 1 Municipal Plaza, including five (5) parking spaces
USE: Operation of a full-service Mexican restaurant
ACTION REQUESTED: Authorization to enter into a lease agreement
TERM: Ten (10) years
COMPENSATION: \$14,400 year 1, with 3% annual increases

COMMENTS:

MTA Real Estate issued a Request for Proposals (“RFP”) dated May 22, 2024, for the lease of the Premises. One (1) proposal was received and is summarized below:

Proposer Name	Net Present Value at 6%
Carlo Innovation Inc.	\$119,790.50

A single bid was received from CII proposing a starting rent of \$14,400.00 (\$6.73 per square foot) per annum with three percent (3%) annual increases over a ten (10) year term. CII plans to invest approximately \$90,000.00 in improvements.

The principal of CII is Galo Lema, who is an experienced owner and operator of Pancho Villa Restaurant & Cantina in Nyack, NY. He also runs a local food truck and a bus transportation service operating from Spring Valley to Manhattan. CII proposes to offer a full-service restaurant incorporating a variety of Mexican food. The Minimum Operating Hours under the lease are from 6:00 AM to 11:00 AM on Business Days, however, Mr. Galo intends to be open from 5 AM to 6 PM, seven days a week. The lease requires that the Lessee unlock and open the Station Facilities, including the bathrooms and other applicable Public Areas, no later than 6:00 AM on all days that trains operate on a regular weekday schedule. Their menu

Staff Summary



FINANCE COMMITTEE MEETING

LEASE AGREEMENT WITH CARLO INNOVATION INC. FOR THE MNR SPRING VALLEY STATION AT 1 MUNICIPAL PLAZA, SPRING VALLEY, NEW YORK (Cont'd.)

would closely follow that of their restaurant in Nyack. They also plan to utilize this location as a support kitchen servicing other CII operations. The lease also grants a license to use five (5) parking spaces on an exclusive basis.

Credit and background investigations performed on CII and Galo Lema found no evidence of criminal conviction history, or other disagreement or reputation issues connected with the aforementioned business. CII has good credit and sufficient financial resources to successfully complete the required improvements and compensation obligations. In addition, Galo Lema will provide a guaranty of performance and payment obligations of the tenant under the lease.

MTA Real Estate obtained an independent appraisal to determine the market rental value of the Station Building and the appraised value was \$22,000.00 per annum. Although CII's offer was below this appraised value, it was the only bid received and an indicator of fair market value in this challenging area.

Based on the foregoing, it is recommended to proceed with the award of a lease agreement for the Spring Valley Station Building to CII for the operation of a full-service restaurant.

MTA LONG ISLAND RAIL ROAD

Staff Summary

Subject LICENSE AGREEMENT WITH 450 ACQUISITION COMPANY, LLC FOR USE OF A PARCEL OF LAND FOR PARKING LOCATED ADJACENT TO 450 ENDO BOULEVARD, GARDEN CITY, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name NEIL MASTROPIETRO

Date JANUARY 29, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/25	X		
2	Board	01/29/25	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: 450 Acquisition Company, LLC
LOCATION: 450 Endo Boulevard, Garden City, New York – Located along the South portion of the non-operating Central Branch ROW.
PREMISES: Located along the South portion of the non-operating Branch ROW – Two (2) parcels, one (1) comprising approximately 26, 520 sq. ft. and the second parcel comprising approximately 7,080 sq. ft., for a total of 33, 600 sq. ft (“Licensed Area”)
USE: Parking lot for motor vehicles in conjunction with Licensee’s business operations.
ACTION REQUESTED: Approval to enter into a License Agreement with 450 Acquisition Company, LLC
TERM: Five (5) years with a five (5) year option
COMPENSATION \$8.00 per square foot or \$268,800.00 per annum with 3% annual increases

COMMENTS:
 Licensee has requested to continue utilizing approximately 33,600 square feet of property for motor vehicle parking in conjunction with Licensee’s business operations located along the south portion of the non-operating Central Branch ROW adjacent to 450 Endo Boulevard, Garden City, New York. The Licensee will be responsible, at its sole cost and expense, for maintenance of the Premises.

The negotiated Compensation falls within an acceptable competitive range which is \$8 to \$9 per square foot, as determined by an independent broker’s opinion of value.

Per the MTA Real Estate Department’s Policy and Procedures for the Licensing of Real Property, *Licenses Requiring Board Approval But Not Requiring Requests for Proposals*, Circumstance 3 states: The property is located such that (apart from the applicable Agency) only a single adjacent owner can make use of the property.

Staff Summary

**FINANCE COMMITTEE MEETING
LICENSE AGREEMENT WITH 450 ACQUISITION COMPANY, LLC AND LONG ISLAND RAIL ROAD FOR
LIRR PROPERTY ADJACENT TO 450 ENDO BOULEVARD, GARDEN CITY, NY (Cont'd)**

Page 2 of 2

Based on the foregoing, MTA Real Estate hereby requests authorization to proceed with the award of a license agreement on behalf of LIRR with 450 Acquisition Company, LLC under the above-described terms and conditions.

Staff Summary

Subject DISPOSITION OF A PERMANENT EASEMENT AGREEMENT WITH LONG ISLAND LIGHTING COMPANY d/b/a LONG ISLAND POWER AUTHORITY IN CONNECTION WITH THE YAPHANK STATION RELOCATION PROJECT IN THE TOWN OF BROOKHAVEN, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name NEIL MASTROPIETRO

Date JANUARY 29, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/25	X		
2	Board	01/29/25	X		

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

AGENCY: MTA Long Island Rail Road Company (“LIRR”)
GRANTEE: Long Island Lighting Company d/b/a Long Island Power Authority (“LIPA”)
LOCATION: Town of Brookhaven, Suffolk County, NY
EASEMENT AREA: Approximately 3,136.76 SF
USE: Installation and maintenance of electrical equipment in support of the new LIRR Yaphank Station
ACTION REQUESTED: Authorization to enter into easement agreement with Grantee
TERM: Perpetual
COMPENSATION: None

COMMENTS:

LIRR recently acquired an approximately 5.33-acre site in the Town of Brookhaven in Suffolk County, NY for the purpose of relocating the existing LIRR Yaphank Station. Construction of the new station began in January 2025, and new electrical service is required at the Location. As part of the project, MTA Construction and Development has requested from the local electric service provider (which is the Grantee) the installation of a new electric service. Grantee has requested a permanent easement on the Location to install the required equipment to supply and maintain the electric service for the new station.

MTA Real Estate proposes that the LIRR grant a permanent easement to the Grantee (as the local electric service provider) so that the Grantee can install and maintain the required electrical equipment. The disposition of property via negotiation is permitted by the Public Authorities Law §2897(7)(a)(i), whereby the MTA may grant an easement on real property for less than fair market value if the easement is granted to a government or other public entity and the terms and conditions of the transfer require that ownership of the easement remains with that government or other public entity, which requirement will be included in the easement document. Grantee is a NYS public authority and therefore a public entity. An appraisal obtained by MTA Real Estate valued the proposed easement area at \$22,400.

Staff Summary



**FINANCE COMMITTEE MEETING
DISPOSITION OF A PERMANENT EASEMENT AGREEMENT WITH LONG ISLAND LIGHTING COMPANY
d/b/a LONG ISLAND POWER AUTHORITY IN CONNECTION WITH THE YAPHANK STATION
RELOCATION PROJECT IN THE TOWN OF BROOKHAVEN, NY (Cont'd.)**

Page 2 of 2

Based on the foregoing, MTA Real Estate requests authorization to enter into an Easement agreement on behalf of the LIRR with Long Island Lighting Company d/b/a LIPA under the above-described terms and conditions.