



March 2025

MTA Board Action Items



MTA Board Meeting

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

**Wednesday, 3/26/2025
9:00 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. PRESENTATION

3. APPROVAL OF MINUTES

Joint Minutes of the Metropolitan Transportation Authority_February 2025 - Page 3

4. COMMITTEE ON CAPITAL PROGRAM

a. C&D CPC Summary of Actions

C&D Procurement - Page 11

5. COMMITTEE ON METRO-NORTH RAILROAD & LONG ISLAND RAILROAD - NO ITEMS

6. COMMITTEE ON NYCT & BUS

a. NYCT Procurements

Procurement Staff Summary - Page 23

7. COMMITTEE ON MTA BRIDGES & TUNNELS OPERATIONS - No Items

8. COMMITTEE ON FINANCE

a. Action Items

All Agency Annual Procurement Report (Report available in the Exhibit Book and MTA.Info) - Page 32

b. Real Estate

Real Estate Action Items - Page 33

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

Regular Board Meeting Minutes

February 26, 2025

11:00 a.m.

Grand Central Madison

New York, NY

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

Hon. Janno Lieber, Chair & CEO

Hon. Andrew Albert

Hon. Norman Brown

Hon. Samuel Chu*

Hon. Daniel Garodnick

Hon. Michael Fleischer

Hon. Marc Herbst

Hon. Meera Joshi

Hon. Blanca Lopez

Hon. Haeda B. Mihaltses

Hon. Dr. John-Ross Rizzo

Hon. Vincent Tessitore, Jr.

Hon. Midori Valdivia

Hon. Neal Zuckerman

The following alternate non-voting members were present:

Hon. Gerard Bringmann

Hon. Randolph Glucksman*

The following Board Members were not present:

Hon. David Jones

Hon. David Mack

Hon. John Samuelsen

Hon. Lisa Sorin

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, Jai Patel, Co-Chief Financial Officer, Carl Hamann, Acting Chief Safety Officer, 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, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Deputy Chief External Relations, Catherine Sheridan, President Bridges & Tunnels, Demetrius Crichlow, President New York City Transit, Monica Murray, Auditor General, Justin Vonashek, Executive Vice President & Chief Operations Officer MNR, Daniel Cort, MTA IG, Quemuel Arroyo, Chief Accessibility Officer, Kate DeSanto, Associate Counsel, Governance, Paul Grether, Chief Grand Central Madison Operating Company, and Lucielle Songhai, Assistant Director Government Community Relations, attended the meeting.

Chair Lieber called to order the February 2025 Board meeting.

A safety announcement was made.

1. PUBLIC SPEAKERS' SESSION

The MTA Moderator announced that the following public speakers will speak either live virtually or in-person. The 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 comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

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

Christopher Greif, ADA accessibility transportation group
Brian Fritsch, PCAC
Debra Greif, BFFAC
Rachel Fauss. Reinvent Albany
Anna Humphrey, Center for Independence of the Disabled
Evan Yanky, BCID
Philip Valenti, TWO Local 106 Transit Supervisor
Aleta Dupre, Team Folds*
David Kupferberg, Private citizen
Jack Nirenberg, Vice President, Passengers United
Tramell Thompson, Progressive Action
Joseph Betancourt, TWU Local –106
Christopher Leon Johnson, Private citizen*
Jason Anthony, ADA Accessibility Transportation Group
Chris Drummond, Progressive Action
Mike Howard, Disabled in Action/Passengers United
Omer Baygeldi, Academy of Public Service*
Patrick Condren, BUS4NYC
Michael Ring, Disabled in Action
Omar Vera, Private Citizen
Khalia Hayslette, Sunshine Network

Stuart Desser, Private citizen*
Charlton D'Souza, Passengers United*
Domonique Clay, Private citizen*
Ahmed Tomal, Private citizen*
Andy Pollack, Passengers United

2. CHAIR'S REMARKS

Chair Lieber thanked everyone who joined the meeting today, especially the public speakers, noting that the meeting is taking place at a different venue and the extra effort to attend today is appreciated. The Chair mentioned that Grand Central Madison, the venue for today's meeting, opened two years ago. He stated that MTA Construction and Development got the terminal completed after decades of delays under four prior governors and is an interesting symbol of both past dysfunction and current day success.

Chair Lieber remarked on the early success of the Congestion Relief Zone in spite of the naysayers and resistance. Chair Lieber stated that there have been 2.8 million fewer cars in the Congestion Relief Zone since the program launched and that the economy in the zone has been humming as well. Data shows that since the program kicked off, pedestrian traffic is up 4%, Broadway attendance is up 21%, restaurant reservations are up 7%, retail sales are up \$900 million, and retail occupancy is up as well. Further, travel times into the CBD are way down in the morning peak by 44% for the Holland Tunnel, 36% for those traveling via the Queensboro Bridge, and over 30% on the Williamsburg Bridge coming from Brooklyn. The Chair cited that drivers and bus commuters are routinely saving 10-30 minutes in travel time. Additionally, speeds on the historically clogged cross streets of Manhattan -- Canal St, 34th St, and 57th St -- are way up, 30% faster than before. Trips are faster and more reliable, with dramatically less frequent delays. The Chair stated that MTA is meeting revenue projections too – after the first month of tolling, MTA is on track to generate the projected \$450 million in annual net revenue during Phase 1. Chair Lieber noted that with Governor Hochul leading the pro-transit coalition, the MTA team cannot afford to get distracted - we have to protect congestion pricing, we must keep making the case to Albany lawmakers, and we must keep delivering the top-notch service that is symbolic of the team who runs service at the new MTA. Chair Lieber stated that the MTA has to do all of this while continuing to find new efficiencies. The MTA's credibility with Albany and with the public depends on efficiencies. With the support of the Governor, MTA has been successfully cutting \$500 million out of the annual budget.

On ridership, Chair Lieber stated January is typically one of the lower months in terms of ridership, but right now we are seeing hefty year-over-year increases for subway, buses and especially express buses. Across the board – Paratransit is up 20% and Long Island Rail Road is up 11%, with 97% on-time performance (OTP). Metro-North ridership is up 7% and showing a 98% OTP.

The Chair stated that before the Board hears about Cathy Rinaldi's tenure and retirement, he was delighted to welcome Governor Hochul to the board meeting. Chair Lieber noted that this was the

third time Governor Hochul has visited the MTA Board meeting, which was historic, and was a sign of her commitment to transit. The Chair welcomed Governor Hochul to the meeting.

Governor Kathy Hochul joined the MTA Board meeting and provided remarks to the Board, remarks on the Congestion Pricing Program and on the retirement of Metro-North President Cathy Rinaldi. The Governor also presented a Proclamation plaque in recognition of President Rinaldi's exemplary service to the MTA and the region.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Governor Hochul's remarks and Board members comments.

Chair Lieber resumed his remarks about Metro-North's ridership and operations statistics. Chair Lieber remarked on MNR President Cathy Rinaldi's incredible roles at the MTA and the many accomplishments achieved under her leadership. Chair Lieber had a short video played of Cathy Rinaldi's leadership highlights and presented President Rinaldi with a piece of original artwork from the White Plains Station as a token of appreciation. The Chair thanked President Rinaldi for her service and congratulated President Rinaldi on her retirement. President Rinaldi also provided thanks and remarks to the Chair, the Board and the Metro-North staff.

Please refer to the video recording of the meeting, produced by the MTA and maintained in the MTA records, for details of the Chair's remarks as well as President Rinaldi's remarks to the Board.

General Counsel Paige Graves confirmed that a quorum of Board Members was present.

Chair Lieber called on Construction and Development President Jamie Torres-Springer to deliver a presentation on MTA C&D Cost Containment efforts.

3. MTA COST CONTAINMENT PRESENTATION

MTA Construction & Development President Jamie Torres–Springer gave a presentation on MTA C&D Cost Containment efforts.

Please refer to the video recording of the meeting, produced by the MTA and maintained in the MTA records, for details of the presentation and board member remarks.

4. COMMITTEE ON SAFETY

Upon motion duly made and seconded, the Board voted to approve the Department of Subways and Department of Buses Public Transportation Agency Safety Plans.

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

5. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

Chair Lieber stated that the Bridges and Tunnels Committee considered the 2024 TBTA Operating Surplus resolutions, which are being reported by the Finance Committee for Board approval.

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

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

A. Metro-North Action Item

- i. County of Westchester Employer-Based Shuttle Agreement

B. Metro- North Procurements

- i. RFP Authorizing Resolution to solicit and evaluate proposals from railcar manufactures for the procurement of coach cars that will operate on the newly constructed Penn Station Access Route.
- ii. Modification to the contract with Siemens Mobility, Inc. for the design, manufacture, test and delivery of new dual-mode locomotives in order to exercise Option 4 and procure 13 dual-mode locomotives with an option to purchase two additional locomotives \$304,941,000.

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

7. NEW YORK CITY TRANSIT COMMITTEE

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

- i. Contract award for the sole-source procurement of truck components and car body replacement parts, components, assemblies, and kits. Kawasaki Rail Car, Inc. \$122,200,000. Contract # TBD
- ii. - iv. Modification to the contract in order to exercise the Option years for the provision of Access-A-Ride Primary Carrier Transportation Services for Paratransit.
PTM Management Corp. \$158,412,004
NY Paratransit Group \$85,195,692
AMR All-Transit LLC \$0.00

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

8. CAPITAL PROGRAM COMMITTEE

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

1. Award of two modifications to a contract with Skanska Railroad Construction JV (A46030), one for replacement of two cross girders and two columns on the Express Track of the 61st Street Woodside Station and the other for the procurement and fabrication of four platform girders and certain temporary steel elements;
2. Award of a modification to a contract for signal system modernization with Tutor Perini Corporation (S47009) to resolve a claim of Extra Work associated with the modification and/or replacement of rail ties; and
3. Award of a modification to a contract for the new fare payment system with Cubic Transportation Systems (A34024) that replaces bus validator mounting hardware with a new bracket system and an updated wiring configuration and provides for the Contractor to accelerate the completion of other outstanding Change Work.

Board Member Herbst recused himself from the vote on Procurement Action Items reflected in paragraph 1 above.

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

9. COMMITTEE ON FINANCE

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

- i. Authorization to Amend the TBTA Multiple Credit and Series 2025 Supplemental Resolution to authorize the use of term loan agreements to finance Transit and Commuter Projects secured by certain authorized revenues.
- ii. Authorization to File for and Accept Federal Grants
- iii. 2024 TBTA Operating Surplus resolutions which will:
 - Certify and transfer \$1,423,408,128 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
 - Transfer \$11,249,639 representing 2024 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York; and
 - Advance the 2025 TBTA Surplus as per resolution.
- iv. MTA's Mission Statement and submission of the 2024 Mission Statement, Measurements, and performance Indicators Report to the Independent Authorities Budget Office.

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

- i. Award of a contract to provide drug and alcohol testing services in support of MTA pre-hire and post-hire workplace drug/alcohol testing policies for the MTA agencies. Quest Diagnostics Clinical Laboratories Inc. \$9,535,161. Contract # 15934.

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

- i. Master lease with TK Metro Grand Central LLC & Times Square LLC for retail spaces on the 42 Street-Times Square and 42 Street-Grand Central Shuttle Station mezzanines (1, 2, 3, 4, 5, 6, 7, N, R, Q, S trains), NY.

10. 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 January 29, 2024, as corrected.

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

11. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 1:00 p.m.

Paige Graves
General Counsel and
Corporate Secretary
MTA

Haley Stein
Acting 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

Evan Eisland
General Counsel and Corporate Secretary
MTA C&D

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

**PROCUREMENT PACKAGE
MARCH 2025**

PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$ 251.8 M.

Staff Summary

Subject Request Authorization for Several Procurement Actions					
Contracts Department Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	3/24/25	X		
2	Board	3/26/25	X		

Date: March 21, 2025			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

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

Discussion

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
F. Personal Service Contracts	1	\$	186,550,867
H. Modifications to Personal Service Contracts	1	\$	59,962,040
SUBTOTAL	2	\$	246,512,907

MTA Construction & Development proposes to award Ratifications in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	3	\$	5,262,802
SUBTOTAL	3	\$	5,262,802
TOTAL	5	\$	251,775,709

Budget Impact

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

Recommendation

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

MTA Construction & Development

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

MARCH 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)

1. **AECOM-HNTB JV** **\$186,550,867** **Staff Summary Attached**
Contract D81483

MTA Construction & Development requests Board approval to award a publicly advertised and competitively solicited contract to provide project management consultant services for the Second Avenue Subway Phase 2 Project.

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

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

2. **Phase 2 Partnership, a Joint Venture of** **\$59,962,040** **Staff Summary Attached**
WSP USA Inc. and STV Incorporated
Contract No. CM1190

MTA Construction and Development requests that the Board approve a modification to advance the design of Contract 4, the systems and fit out contract for the Second Avenue Subway Phase 2 Project, from a preliminary design to a fully designed package for a Design-Bid-Build contract.

Staff Summary

Schedule F: Personal Service Contracts

Item Number	1				
Department, Department Head Name:					
Program Executive – Saqib Rizwan, Senior Vice President					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	03/24/25	X		
2	Board	03/26/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
AECOM-HNTB JV	D81483
Description	
Project Management Consultant Services for the Second Avenue Subway Phase 2 Project	
Total Amount	
\$186,550,867	
Contract Term (including Options, if any)	
91 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

ACTION/RECOMMENDATION

MTA Construction & Development (“C&D”) requests Board approval to award a publicly advertised and competitively solicited contract (the “Contract”) to AECOM-HNTB JV (“AECOM-HNTB”), a joint venture consisting of AECOM USA, Inc. and HNTB New York Engineering and Architecture, PC, to provide project management consultant services for the Second Avenue Subway (“SAS”) Phase 2 Project (the “SAS Phase 2 Project”). The Contract is in the not-to-exceed amount of \$186,550,867 and for a duration of 91 months.

DISCUSSION

The SAS Phase 2 Project will extend the existing Q Line subway service from its northern terminus located at 96th Street and 2nd Avenue to a new terminus at 125th Street and Lexington Avenue. Three new stations will be added along this new alignment at 106th Street and 2nd Avenue, 116th Street and 2nd Avenue, and 125th Street and Lexington Avenue. The SAS Phase 2 Project is comprised of four contracts. Construction Contract C26201 (“Contract 1”) is a Design-Bid-Build contract for utility relocation and building remediation/protection along Second Avenue in Manhattan. Construction Contract C26202 (“Contract 2”) is a Design-Build contract for the rehabilitation of certain existing tunnels, the construction of two bored running tunnels and associated cross passages, and for the construction of the structural shells for the 116th Street and 125th Street Stations. Construction Contract C26203 (“Contract 3”) is a Design-Build Contract for the tunnel and structural shell of the 106th Street Station. Construction Contract C26204 (“Contract 4”) is the systems contract that provides for the construction of station entrances and ancillary buildings, fit out of the new stations and tunnels with architectural finishes and mechanical, electrical, plumbing, vertical circulation elements, and installation of track, traction power, communication, and signal and train control systems.

This Contract will provide consultant services for the administration and management of Contracts 2, 3, and 4, including procurement support, design compliance, construction compliance, and management of testing and commissioning. Contract 1, which was awarded in December 2023, is being managed separately.

Selection for the Contract was determined via a one-step qualifications-based procurement process required by the Brooks Act for federally funded engineering services contracts. Under the Brooks Act, contracts are negotiated with the firm that is determined to be the most technically qualified by the selection committee based on established evaluation criteria. Price

is not a consideration in the selection or ranking of the firm. A Request for Proposals was publicly advertised resulting in the submission of proposals from three firms:

- AECOM-HNTB
- Bechtel Infrastructure Corporation (“Bechtel”) and
- Second Avenue Subway East Harlem Collaborative - a Jacobs + TYLin Engineering JV (“Jacobs-TYLin JV”)

The proposals were evaluated and scored by a selection committee consisting of representatives from C&D Delivery, Development, and Contracts, utilizing the following pre-established selection criteria: Experience of Key Personnel; Management Approach demonstrating effective resource allocation, early mobilization ability, and management of cost, schedule, and risk; Plan of Approach demonstrating an understanding of the Project requirements, needs of the user groups, and subway operations; Relevant Experience demonstrating company experience with projects of similar size, complexity, and scope; Oral Presentation and Interview; Quality Assurance; and other relevant matters.

After reviewing technical proposals, the selection committee voted to shortlist all three firms for oral presentations. Upon conclusion of the oral presentations, the selection committee determined AECOM-HNTB to be the highest technically ranked and recommended AECOM-HNTB for negotiations. AECOM-HNTB proposed a qualified team with experience managing projects with multiple design and construction interfaces, presented a strong plan of approach and robust management approach. The firm and its proposed team have extensive experience performing similar work on projects of similar magnitude and complexity. AECOM-HNTB’s proposed management team (specifically the design, commercial and construction managers, and the systems integration and commissioning manager) gave the committee confidence in their ability to successfully ramp up and support the Project. AECOM-HNTB’s proposal demonstrates a strong understanding of the project’s complexities – containing strategies to mitigate project risks as well as establish relationships with key third party stakeholders that will facilitate progression of the work. Although both the Bechtel and Jacobs-Tylin teams demonstrated strengths in a number of areas, neither team demonstrated as strong a command of all of the factors being considered for this Contract as the AECOM-HNTB team.

AECOM-HNTB’s initial cost proposal was \$238,355,000. Negotiations were conducted, focusing on the scope of work, levels of effort, incentives, liquidated damages, rates and fixed fee. Overhead rates were reviewed and adjusted pursuant to MTA Audit recommendations. Two post proposal addenda were issued to, among other things, add scope of work for an intern program that the project management consultant will help manage, as well as to reflect the current schedule to revenue service. After the negotiations concluded, AECOM-HNTB submitted a Best and Final Offer (“BAFO”) in the amount of \$186,550,867 and the BAFO was determined to be fair and reasonable.

This Contract incorporates a performance evaluation program (“PEP”) that will be applied to the fee. The PEP provides an opportunity for the Consultant to earn additional profit through excellent performance in managing its project and a reduction in the fee for unsatisfactory performance. In addition, the Consultant is eligible to earn an incentive payment if Contract 4 achieves early Substantial Completion or if Contracts 2 and 3 achieve certain milestones early. Further, the Consultant will incur liquidated damages for each day that Contract 4 does not achieve substantial completion or the relevant milestones for Contracts 2 and 3 are late. The total of these available incentive payments is capped at \$4,410,000, and the total all liquidated damages is similarly capped at \$4,410,000. Finally, to discourage turnover of certain key personnel, the Consultant is eligible for an incentive capped at \$320,000 if certain key personnel remain on the SAS Phase 2 Project for 5 consecutive years.

In connection with the review of AECOM’s responsibility pursuant to the All-Agency Responsibility Guidelines, AECOM was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the MTA Chairman in consultation with the MTA General Counsel in January 2021.

DBE INFORMATION

The MTA Department of Diversity and Civil Rights has established a Disadvantage Business Enterprise (“DBE”) goal of 22.5% for the Contract. AECOM-HNTB is committed to meeting the required goal requirements and its utilization plan is under review. AECOM-HNTB has not completed any MTA contract with goals; therefore, no assessment of its DBE performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract is included in the MTA’s 2015-2019 and 2020-2024 Capital Programs.

ALTERNATIVES

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

Staff Summary

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: **2**

Vendor Name (& Location) Phase 2 Partnership, a Joint Venture of WSP USA Inc. and STV Incorporated (New York NY)
Description Design Consultant for Phase 2 of the Second Avenue Subway
Contract Term (including Options, if any) 133 Months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number CM1190	AWO/Modification # 29
Original Amount:	\$ 120,453,095
Prior Modifications:	\$ 75,013,435
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 195,466,530
This Request:	\$ 59,962,040
% of This Request to Current Amount:	30.7%
% of Modifications (including This Request) to Original Amount:	1.1%

DISCUSSION:

The Contract provides for the consultant, Phase 2 Partnership (“P2P”), a joint venture consisting of WSP USA Inc. and STV Incorporated, to provide design services for Phase 2 of the Second Avenue Subway project (the “SAS Phase 2 Project”). MTA Construction and Development (“C&D”) requests that the Board approve a modification for an amount not-to-exceed \$59,962,040 for P2P to advance the design of Contract 4, the systems and fit out contract for the SAS Phase 2 Project, from a preliminary design to a fully designed package for a Design-Bid-Build contract.

The Contract provides design and construction phase support services for four construction contracts to build Phase 2 of the SAS project, which will extend the existing Q Line subway service from its northern terminus located at 96th Street and 2nd Avenue to a new terminus at 125th Street and Lexington Avenue. Construction Contract C26201 (“Contract 1”) is a Design-Bid-Build contract for utility relocation and building remediation/protection along Second Avenue in Manhattan, between 104th Street and 112th Street, including the cross streets, in preparation for the cut-and-cover construction of the new 106th Street Station. Construction Contract C26202 (“Contract 2”) is a Design-Build contract for the rehabilitation of certain existing tunnels, the construction of two bored running tunnels and associated cross passages, and for the construction of the structural shells for the 116th Street and 125th Street Stations. Construction Contract C26203 (“Contract 3”) is a Design-Build Contract for the tunnel and structural shell of the 106th Street Station. Contract C26204 (“Contract 4”) is the systems contract that provides for the construction of station entrances and ancillary buildings, fit out the new stations and tunnels with architectural finishes and mechanical, electrical, plumbing, vertical circulation elements, and installation of track, traction power, communication, and signal and train control systems. Contract 1 was awarded in December 2023 and Contract 2 is currently in procurement.

Contract 4 was originally envisioned as a Design-Build Contract. However, during the preliminary design phase, C&D’s public outreach resulted in feedback from the bidding community that there was little to no interest in a Design-Build contract for this work and that a Design-Bid-Build contract would result in greater competition and lower cost by allowing contractors to offer competitive bids on a defined scope of work. In addition, there is no benefit to using the Design-Build delivery model for Contract 4 because, among other things, the systems and finishes to be installed will need to be consistent with and able to seamlessly connect to the existing subway system. Converting this Contract to a Design-Bid-Build Contract will also avoid delays to the schedules of the preceding Contracts 2 and 3, as development of the designs for those contracts are dependent upon final design information from Contract 4 that would be delayed if, as in the case of Design-Build contracts, the final design would not be developed until after award.

In support of the originally envisioned design-build concept, Contract 4’s design has been advanced to 30% completion. This modification provides for the services required to advance the 30% design to the 100% final design required for a Design-Bid-Build Contract and support for the Request for Proposal procurement process that will be used to identify and award Contract 4.

The Consultant submitted its cost proposal in the amount of \$67,694,905. Following negotiations, P2P submitted a Best and Final Offer (“BAFO”) of \$59,962,040 which is considered fair and reasonable.

Pursuant to Public Authorities Law §1264, a design build waiver has been requested from the New York State budget director.

MARCH 2025

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

3. Empire Control Abatement, Inc. \$487,802 Staff Summary Attached
Contract A37751

MTA Construction and Development requests that the Board ratify a modification to reconcile unit price quantity overruns and underruns.

4-5. Railworks Transit, LLC \$4,775,000 Staff Summary Attached
Contract M44146

MTA Construction and Development requests that the Board ratify two modifications for changes to track bed type in segments of the 63rd Street Line.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **3**

Vendor Name (& Location) Empire Control Abatement, Inc. (Plainview, NY)	
Description Stormwater Mitigation at Street Stairs – Phase 1	
Contract Term (including Options, if any) June 2, 2023 – June 6, 2024	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number A-37751	AWO/Modification # 4
Original Amount:	\$ 4,297,000.00
Prior Modifications:	\$ 63,685.00
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 4,360,685.00
This Request:	\$ 487,802
% of This Request to Current Amount:	11.2%
% of Modifications (including This Request) to Original Amount:	12.8%

DISCUSSION:

This Contract provides for the rehabilitation and modification of 16 street level egress stairs across four New York City Transit stations in Manhattan, the 34th Street Herald Square Station, 34th Street Penn Station, the 28th Street Station, and the 18th Street Station, to mitigate or prevent the ingress of stormwater run-off into the stations. MTA Construction and Development (“C&D”) requests that the Board ratify this modification, in the amount of \$487,802, to reconcile unit price quantity overruns and underruns.

The Contract is predominantly made up of unit price items, with funding allocated for a maximum number of each item to be utilized in the Work at a pre-determined unit price representing all costs for each item. Several of the items needed to perform the Work, primarily concrete, handrail, metal stair tread, and signage, exceeded the amount provided for in the Contract. There were also quantity underruns in items such as tile, metal posts, and guardrails.

Based on a reconciliation of the unit price items expended during the course of the Contract, the Contractor submitted a cost proposal in the amount of \$599,131.85. The parties agreed to a negotiated price of \$487,801.25, because the additional quantities required for certain of the items justified a reduced unit price. The negotiated priced is considered fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Item Number: **4-5**

Vendor Name (& Location) RailWorks Transit, LLC (East Farmingdale, NY)
Description Mainline Track Replacement, 63 rd Street Line – IND, Jamaica and Myrtle Avenue Lines – BMT in the Boroughs of Manhattan, Queens and Brooklyn
Contract Term (including Options, if any) December 28, 2021 – December 28, 2023
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
M44146	12 & 36
Original Amount:	\$ 92,739,500
Prior Modifications:	\$ 7,801,218
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 100,540,718
Modification No. 12	\$ 1,950,000
Modification No. 36	\$ 2,825,000
This Request:	\$ 4,775,000
% of This Request to Current Amount:	4.75%
% of Modifications (including This Request) to Original Amount:	13.56%

DISCUSSION:

This Contract provides for mainline track replacement on the 63rd Street Line in Manhattan & Queens, the Jamaica Line in Queens and the Myrtle Avenue Line in Brooklyn. MTA Construction and Development (“C&D”) requests that the Board ratify two modifications in the amounts of \$1,950,000 and \$2,825,000, respectively, for changes to track bed type in segments of the 63rd Street Line.

The Contract work consisted of replacement of rails, demolition of existing concrete track plinths (the raised base on which the rail sits), and replacement with new Solid Cast Polymer (“SCP”) Block plinths. During performance of the work, the Contractor determined that the depth of the track bed fill concrete in several track segments near the Roosevelt Island Station was not as shown on the as-built drawings and insufficient for the installation of the specified SCP Block plinths while maintaining the existing track profile. To address this differing site condition, these modifications provide for the construction of new concrete plinths or repair of existing concrete plinths in various track segments, along with the use of lower profile Resilient Fastener-Direct Fixation Fastener plates to fasten the new rails to the plinths.

Modification No. 12 addresses two track segments on Track T2 near the Roosevelt Island Station, totaling 1,504 linear feet and includes the demolition and reconstruction of the existing concrete track plinths.

The Contractor submitted a proposal in the amount of \$2,757,074. Negotiations were held and agreement was reached on a net cost of \$1,950,000 for this completed work, which is considered fair and reasonable.

Modification No. 36 addresses one track segment on Track T1 near the Roosevelt Island Station, totaling 3,018 linear feet and includes the repair of the existing concrete plinths.

The Contractor submitted a cost proposal in the amount of \$3,820,041. Negotiations were held and agreement was reached on a net cost of \$2,825,000 for this completed work, which is considered fair and reasonable.

In order to mitigate delays to the project, the C&D project team directed the Contractor to proceed with the work. The SCP Block plinths had already been purchased by the Contractor and will be stored and utilized by the MTA in future project(s).

In connection with the review of RailWorks Transit’s responsibility pursuant to the All-Agency Responsibility Guidelines, RailWorks Transit was found to be responsible notwithstanding Significant Adverse Information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in March 2022.

New York City Transit Procurements

Louis Montanti, MTA Deputy Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of \$11.5M.

Subject	Request for Authorization to Award Various Procurements				
Department	MTA Procurement				
Department Head Name	Lisette Camilo				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	3/24/25			
2	Board	3/26/25			

March 21, 2025			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
X	President NYCT	X	Pres. MTA Bus/SVP DOB
X	Co-CFO	X	SVP Subways
X	Law	X	Diversity/Civil Rights

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

PURPOSE

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

DISCUSSION

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 1.4 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$ 10.1 M
SUBTOTAL		2	\$ 11.5 M

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

TOTAL	2	\$ 11.5 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.

MARCH 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

1. Etech Simulation Corp \$1,424,600 *Staff Summary Attached*
Ten years (six-year base + two 2-year options)
Contract# 462672
Contract award for the purchase, installation, and maintenance of four Bus Operator Simulator systems.

Procurements Requiring Majority Vote:

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

2. Trillium CNG \$10,109,451 (est.) *Staff Summary Attached*
Seven years, three months
Contract# 6%19633.1
Contract for the operation and maintenance of CNG fueling facilities for the Department of Buses and MTA Bus Company: Modification in order to exercise Option 1 to extend the term by three years.

Staff Summary

Item Number: 1			
Department, Department Head Name: Procurement & Supply Chain, Louis A. Montanti			
Internal Approvals			
Order	Approval	Order	Approval
1	Procurement	6	President
2	Law		
3	CFO		
4	DDCR		
5	Buses/MTABC		

SUMMARY INFORMATION	
Vendor Name Etech Simulation Corp	Contract No. 462672
Description Purchase, Installation and Maintenance of Four Bus Operator Simulator Systems	
Total Amount: \$1,424,600 Base: \$1,205,600 Options: \$219,000	
Contract Term (including Options, if any) Ten years: (Six-year base + two, 2-year options)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To request that the Board, pursuant to Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit, Department of Buses (“DOB”) and Section 1265-a, subdivision 4(g) for MTA Bus Company (“MTABC”) approve the award of a contract for the purchase, installation, and maintenance of four Bus Operator Simulator (“BOS”) systems to Etech Simulation Corp. (“Etech”). The base award will be for a term of six years in the total estimated amount of \$1,205,600. The Board is also requested to authorize the Senior Director, MTA Procurement Operations to approve the exercise of up to two, 2-year options for continued maintenance. Option 1 is in the estimated amount of \$99,000, and Option 2 is in the estimated amount of \$120,000.

Discussion

This procurement is part of a key initiative by DOB/MTABC to use the new simulators for training new bus operators, operators returning from long-term absences; and operators involved in collisions, crashes and/or other incidents. There will be three BOS systems installed at the Zerega Training Central Maintenance Facility, and one BOS system installed at the Spring Creek bus depot.

On March 29, 2023, the Board adopted a resolution authorizing the use of the competitive Request for Proposals (“RFP”) in lieu of competitive bidding to award a contract for the purchase, installation, and maintenance of four BOS systems. These BOS systems will replace the four existing bus simulators currently in use by DOB/MTABC that are more than 20 years old. The BOS system is comprised of a bus simulator and an Interactive Auxiliary Simulator Station (“IASS”), and each location has one Instructor Operator Station (“IOS”). The bus simulator replicates the driver’s compartment of an actual bus and is comprised of original equipment manufacturer components such as an operator’s seat, steering wheel, foot pedals, and gear selectors designed to enhance muscle-memory training for bus operators. Additionally, the bus simulator is capable of simulating all of the bus types that NYC Transit and MTABC operate including electric buses while providing realistic graphics and scenarios to train bus operators. The IASS allows instructors to provide real-time intervention to an operator’s experience on the simulator. The instructor can modify the simulation in real time in a variety of ways including, but not limited to, causing congestion or imposing an obstacle to see how well the operator handles the situation. The IOS interfaces with the local bus simulator and is the core platform for managing all aspects of the simulation including scenario creation and performance evaluation.

The evaluation criteria for this Request for Proposal (“RFP”) listed in descending order of importance are as follows: Proposer’s Technical Proposal and Approach; Overall Project Price; Relevant Experience; Diversity Practices, and Other Relevant Matters. Selection Committee (“SC”) members were drawn from DOB, MTA IT Enterprise Applications, Capital Planning, and Procurement.

Staff Summary

NYC Transit aggressively canvassed the marketplace for potential new contractors to expand the competitive environment. Twenty firms requested the RFP package, of which five submitted proposals: Etech, Virage Simulation, Inc (“Virage”), Excel Driver Service, LLC d/b/a Sim-Tech (“Sim-Tech”); FAAC, Inc. (“FAAC”); and DrivePro Simulation (“DrivePro”).

The SC reviewed the written proposals and subsequently recommended that Etech, FAAC, and DrivePro be invited for oral presentations. After oral presentations, the SC determined that all three Proposers were technically qualified, and each was invited to participate in negotiations.

Negotiations focused on each proposer’s demonstrated ability to provide a state-of-the-art BOS system, pricing, and deviations to cybersecurity terms. Each price proposal contained pricing for the purchase of four bus simulators, four IASS, two IOS, and a five-year warranty including technical support. There are two, 2-year options for continued maintenance and technical support.

Best and Final Offers (“BAFOs”) were received from all three vendors on December 11, 2024. The SC reviewed each of the BAFOs in accordance with the evaluation criteria and unanimously recommended Etech for award. Etech provided the best overall value for the Authority as it received the highest technical scores from the SC and was the least expensive.

Etech’s BAFO was in the total amount of \$1,424,600, which was \$1,310,400 (47.9 percent) lower than DOB’s estimate of \$2,735,000. DrivePro and FAAC’s BAFOs were in the total amount of \$2,361,126 and \$3,126,151, which were \$936,526 (65.7 percent) and \$1,701,551 (119.4 percent) higher than Etech’s BAFO, respectively. Through negotiations and the competitive nature of this procurement, final pricing from Etech is considered fair and reasonable.

Etech has certified that pursuant to Executive Order 16, it is not conducting business in Russia.

Etech has certified that it is in full compliance with MTA’s cybersecurity requirements.

M/W/DBE Information

The MTA Department of Diversity & Civil Rights (DDCR) has established a zero percent M/WBE and zero percent SDVOB goals on this contract due to a lack of subcontracting opportunities.

Impact on Funding

This contract will be funded with 100 percent MTA funds. Funding for the purchase of BOS systems has been approved in the MTA 2015–2019 Capital Program. A WAR certificate will be secured prior to award. Funding for the maintenance of the BOS systems will be available from the operating budget

Item Number: 2

Vendor Name (Location) Trillium CNG (Houston, Texas)
Description: Operations and Maintenance of CNG Fueling Facilities for NYC Transit DOB and MTABC
Contract Term (including Options, if any) January 1, 2018–March 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 type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" 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: NYC Transit, Department of Buses

Contract Number 6%19633	AWO/Mod. # 1
Original Amount:	\$ 19,513,034
Prior Modifications:	\$ 0
Current Amount:	\$ 29,622,485
This Request:	\$ 10,109,451 (est.)
% of This Request to Current Amount:	51.8%
% of Modifications (including This Request) to Original Amount:	51.8%

Discussion:

NYC Transit is seeking Board approval to exercise its option to extend the term of contract 6%19633 with Trillium CNG (“Trillium”) by three years (April 1, 2025–March 31, 2028) for the Operations and Maintenance of CNG Fueling Facilities for the Department of Buses (“DOB”) and MTA Bus Company (“MTABC”). Total funding requested for the option period is \$10,109,451.

DOB and MTABC currently operate four compressed natural gas (“CNG”) fast-fill fueling facilities at depots that support CNG buses: Jackie Gleason and West Farms are operated by DOB, and College Point and Spring Creek are operated by MTABC. Combined, these depots service a fleet of approximately 731 CNG buses daily.

In 2017, Request for Proposal (“RFP”) 155145 was competitively solicited to continue the maintenance and operation of the CNG facilities. The RFP resulted in the award of a contract to Trillium with a base term of 87 months, which was approved by the Board in October 2017 and included an option to extend for an additional three years.

Under this contract, Trillium is responsible for the maintenance and operation of each of the four CNG facilities from the point where the natural gas enters the facility, through the compression stages, and up to the point where the compressed gas is dispensed at the fueling stations. DOB and MTABC employees’ role in the operation of the facilities is limited to supervisory oversight and fueling the buses. The supply of natural gas is outside the scope of this contract and is obtained from the local utility. The responsibilities of the contractor include performing routine inspections and preventative maintenance in order to ensure all equipment is working in compliance with the performance specifications. The contractor is also responsible for providing remedial maintenance when any facility components are malfunctioning or inoperable including all electrical, electronic, or mechanical adjustments, troubleshooting, alignment, and replacement parts and assemblies.

It should be noted that the pricing of the base contract was found to be fair and reasonable by the Cost Price Analysis Unit and remained fixed for the 87-month duration. The option year pricing was negotiated at the time of award of the base contract and prior to the COVID pandemic. The pricing for the first option year would be established based on the percent increase in the Consumer Price Index from January 2022 to January 2025, and subsequent years would be adjusted annually. To further validate the pricing for the option years, the MTA reached out to its expert CNG consultant and was advised that due to the uniqueness of the MTA’s CNG facilities coupled with the competitive pricing received, which is unaffected by the hyperinflationary period associated with COVID, a new solicitation would likely result in significantly more expensive pricing than the current rates that have been established. As a result, the pricing for these option years has been found to be fair and reasonable.

Trillium has consistently performed satisfactorily, meeting or exceeding performance standards established by the MTA.

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

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

A review of Trillium's financial statements has found that there is reasonable assurance that it is financially qualified to the perform the work under this contract. Trillium has been found to be responsible.

Impact on Funding

This requirement will utilize Operating Funds.

Staff Summary

Subject 2024 Annual Procurement Report
Department MTA Procurement
Department Head Name Lisette Camilo
Department Head Signature
Division Head Name James McBride

Date March 1, 2025
Vendor Name Various
Contract Number Various
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	3/24/25	X		
2	Board	3/26/25	X		

Internal Approvals			
Order	Approver	Approval	Date
1	Chief Compliance Officer		
2	General Counsel		
3	CFO		

Purpose:

To authorize the filing with the State of New York of the annual MTA All-Agency Procurement report for the period January 1, 2024 through December 31, 2024, as required under Section 2879 of the Public Authorities Law ("PAL").

The report, with data prepared by each agency, includes the information required, specifically, contracts for which were awarded, active and/or payments were made in 2024, by any MTA agency.

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

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

MARCH 2025

MTA REAL ESTATE

FINANCE COMMITTEE AGENDA ITEMS

1. ADMINISTRATIVE ACTION ITEMS

Metropolitan Transportation Authority

- a. All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines required by Public Authorities Law Sections 2895-289 (Guidelines available in the Exhibit Book and MTA.Info)

2. TRANSACTIONAL ACTION ITEMS

MTA New York City Transit

- b. Lease with Raina II, LLC for parking and material storage in support of NYCT's Central Electronic Shop in Queens, NY

MTA Metro-North Railroad

- c. License with Monsey Developers and Builders Inc. for parking and other uses along Commerce Street in Spring Valley, NY

2. INFORMATION ITEMS

- a. Report on retail 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).

METROPOLITAN TRANSPORTATION AUTHORITY

Staff Summary

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

Date MARCH 26, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	03/24/25	X		
2	Board	03/26/25	X		

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

Purpose:

To obtain MTA Board approval of (i) revised and updated MTA Real Estate Department’s Real Property Disposition Guidelines (the “2025 Real Property Disposition Guidelines”) and (ii) updated MTA’s All-Agency Guidelines for the Disposal of Personal Property (the “2025 Personal Property Disposition Guidelines”), and the appointment of the MTA staff persons designated as the Personal Property Disposition Contracting Officers listed on Attachment C, each promulgated in accordance with Section 2895-2897 of the Public Authorities Law.

Discussion:

Section 2896 of the Public Authorities Law, enacted in 2005, requires that public authorities annually review and approve “comprehensive guidelines” adopted by resolution that detail its “operative policy and instructions” regarding disposals of real and personal property, and designate a contracting officer responsible for complying with and enforcing the guidelines. Each year the statute requires each public authority’s governing board to review and approve its guidelines by March 31st and to file a copy of the Guidelines with the State Comptroller. The proposed 2025 Real Property Disposition Guidelines prepared by the MTA Real Estate Department are annexed as Attachment A to this Staff Summary. The proposed 2025 Personal Property Disposition Guidelines, prepared by MTA Corporate Compliance in consultation with MTA Agency procurement departments, are annexed as Attachment B to this Staff Summary. A list of the MTA staff persons designated as the Personal Property Disposition Contracting Officers is annexed as Attachment C to this staff summary. The attachments are available for review by the MTA Board members in the Director’s Desk Exhibit Book and on MTA.INFO.

Real Property Disposition Guidelines:

In March 2024, the MTA Board approved the MTA Real Estate Department’s current real property disposition guidelines, which detailed MTA Real Estate’s policies and procedures for the disposal of real property.

The proposed 2025 Real Property Disposition Guidelines (see Attachment A) are substantially the same as those approved last year except for those minor changes as shown redlined in Attachment A, most of which have been made to reflect organizational updates and revisions and refinements to the administrative processes.

Personal Property Disposition Guidelines:

In March 2024, the MTA Board approved the current All-Agency Guidelines for the Disposal of Personal Property to provide a consistent set of personal property disposal policies and practice, across the MTA agencies.

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

Page 2 of 2

The proposed 2025 Personal Property Disposition Guidelines (see Attachment B) have a non-substantive title change; therefore, are substantially the same as the 2024 guidelines.

Recommendation:

It is recommended that the Board adopt the resolution attached to this Staff Summary approving the 2025 Real Property Guidelines and the 2025 Personal Property Guidelines and designating the MTA and MTA agency staff member(s) listed on Attachment C of the Real Property Disposition Guidelines as the Contracting Officer(s) for the MTA and MTA Agencies as the officer(s) responsible for disposition of real property.

MTA NEW YORK CITY TRANSIT

Staff Summary

Subject LEASE WITH RAINA II, LLC FOR PARKING & MATERIALS STORAGE IN SUPPORT OF NYCT'S CENTRAL ELECTRONICS SHOP
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name MICHAEL T. THADATHIL

Date MARCH 26, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	03/24/25	X		
2	Board	03/26/25	X		

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

AGENCY: MTA New York City Transit ("NYCT")
LESSOR: Raina II, LLC
LOCATION: 33-54 54th Street, Woodside, NY
PREMISES: 13,558 square feet (approx.) paved lot
USE: Storage of bulk materials, equipment, and parking of Agency's non-revenue service vehicles
ACTION REQUESTED: Approval of terms
TERM: 15 years
REAL ESTATE TAXES: NYCT has obtained a tax exemption
UTILITIES: NYCT responsible for all utilities required for its use and occupancy. Lessor has no responsibility to supply any utilities to the Premises
RENT COMMENCEMENT: Retroactive to February 1, 2025
BASE RENT: \$203,370 annual (\$16,947.50 monthly)/ \$15psf
RENT ESCALATIONS: 20% increase Year 1 to Year 2; 3% increases for the remainder of lease term

COMMENTS:

Since 2000, NYCT's Central Electronics Shop (the "Shop") has used the Premises, located directly across the street from the Shop, daily for short- and long-term storage of subway car parts, bus parts, and other equipment in industrial sized shipping containers that cannot be stored inside the Shop. The Premises also contains two 30-yard refuse containers for the Shop's use, and serves as a parking area for NYCT's non-revenue service vehicles.

There are no other nearby MTA owned space or available private properties that meet the Shop's requirement. According to MTA Real Estate's commercial broker who is familiar with the Woodside, Queens area, the negotiated rent falls within market rate.

**FINANCE COMMITTEE MEETING
LEASE WITH RAINA II, LLC FOR PARKING & MATERIALS STORAGE IN SUPPORT OF NYCT'S
CENTRAL ELECTRONICS SHOP (Cont'd)**

Page 2 of 2

The current lease commenced on February 1, 2010 with a 5 year term. NYCT extended the lease twice, each for a term of 5 years. The current lease expired January 31, 2025 with no option for NYCT to extend the lease.

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

MTA METRO-NORTH RAILROAD

Subject LICENSE AGREEMENT WITH MONSEY DEVELOPERS AND BUILDERS INC. FOR PROPERTY LOCATED ALONG COMMERCE STREET BETWEEN SOUTH MYRTLE AVENUE AND WEST STREET IN SPRING VALLEY, ROCKLAND COUNTY, NY
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name JASON ORTIZ

Date MARCH 26, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	03/24/25		X	
2	Finance Committee	03/24/25	X		
2	Board	03/26/25	X		

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

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

LICENSEE: Monsey Developers and Builders Inc.

LOCATION: Parcel of land located along Commerce Street between South Myrtle Avenue and West Street, adjacent to MNR’s Piermont Line, Spring Valley, NY

PREMISES: Approximately 32,000 square feet

USE: Ingress/egress points to a development site through MNR’s property, parking, maintenance and landscaping on MNR property along Commerce Street.

ACTION REQUESTED: Approval to enter into a license agreement with Monsey Developers and Builders Inc.

TERM: Five (5) years

COMPENSATION: \$3,000 per year with 5% annual increases

COMMENTS:

MTA Real Estate issued a Request for Proposals (“RFP”) on May 20, 2024, seeking qualified proposals to license approximately 32,000 square feet of MNR property along Commerce Street between South Myrtle Avenue and West Street in Spring Valley, Rockland County, NY.

One proposal was received from Monsey Developers and Builders Inc. Upon review of the proposal, the MTA awarded the license to Monsey Developers and Builders Inc. The Premises will be used for two (2) supplemental ingress/egress access points to an office building, garage, and parking lot that they intend to construct adjacent to Commerce St. along the Piermont Line. Additionally, they will clean up, landscape and maintain the portions of the Premises which have become overgrown with vegetation and accumulated garbage and debris. Throughout the Term, Monsey Developers and Builders

FINANCE COMMITTEE MEETING

LICENSE AGREEMENT WITH MONSEY DEVELOPERS AND BUILDERS INC. FOR PROPERTY LOCATED ALONG COMMERCE STREET BETWEEN SOUTH MYRTLE AVENUE AND WEST STREET IN SPRING VALLEY, ROCKLAND COUNTY, NY (Cont'd)

Page 2 of 2

Inc. will be responsible for ongoing maintenance and any necessary repairs to the Premises, including, but not limited to, tree cutting, landscaping, planting seed and grass, and adding lighting to the existing parking area.

A Greystone Brokerage Services' Broker Opinion of Value (BOV) dated April 24, 2024 values the Premises at \$1,800.00 to \$2,500.00 annually, based on market comparisons adjusted to reflect the specifics of the Premises. The proposed compensation over the course of a five (5) year term is \$3,000 annually or \$250 per month including five percent annual escalations, exceeding the BOV. The Net Present Value (NPV) without improvements for the proposed term is \$13,886.45, calculated at a 6% discount rate.

A credit and background investigation were carried out by Kentech Consulting Inc. on the Licensee and its principal Samuel Wettenstein. Neither the Licensee nor Mr. Wettenstein have open civil or criminal records and possess adequate financial resources to pay the proposed license compensation, maintain the required insurance, make the required improvements and carry out the required property maintenance on the Premises.

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into a license agreement on behalf of MNR with Monsey Developers and Builders Inc. under the above-described terms and conditions.