



July 30, 2025

Janno Lieber, Chair and CEO
METROPOLITAN TRANSPORTATION AUTHORITY
 2 Broadway, New York, NY 10004

Dear Mr. Lieber:

We, the undersigned labor unions and labor advocates, urge the Metropolitan Transportation Authority (MTA) to adopt the U.S. Employment Plan (USEP) policy that includes strong provisions for public transparency and accountability in the upcoming procurement of 2,000 railcars in the 2025–2029 Capital Plan. The U.S. Employment Plan, a U.S. Department of Transportation approved tool for procurement of manufactured goods, was designed for precisely this purpose and has been implemented by transit agencies around the country. The MTA has a crucial opportunity to not only invest in our public transit infrastructure but also to invest in the people and communities who build it.

The planned \$11 billion railcar procurement represents one of the largest investments in MTA history, with the potential to create up to thousands of jobs in New York, according to a recent [study](#) cited by the MTA. As unions representing millions of working New Yorkers, we encourage the MTA to use the USEP to ensure that these are quality family-sustaining, middle class jobs. Moreover, incentivizing contractors to maintain a stable, high-skilled workforce can translate into fewer delays in production and fewer costly performance problems down the line. In addition, an [analysis from UCLA](#) found that using the USEP does not inhibit competition in the bidding process, either in the pool of bidders or final contract price.

LA Metro, the second largest transit authority in the nation, has fully adopted [the Manufacturing Career Policy](#), including requiring the usage of the USEP for all of their railcar and rolling stock purchases. We commend the MTA for incorporating the USEP into its 2018 contract with Kawasaki for the R211 subway cars. However, we are concerned that the agency has declined to release reports detailing Kawasaki's

compliance with its USEP commitments related to job creation, wages, and benefits. When public funds are used to fund private contractors, the public has a right to know whether those commitments are being fulfilled.

Clear transparency provisions are essential to ensuring accountability, building public trust, and enabling the USEP to achieve its full potential as a tool for high-road job creation. By embedding comprehensive transparency and accountability mechanisms into the upcoming rail car purchases through the USEP policy, the MTA can ensure public dollars are truly creating quality jobs for New York communities. With even greater investments ahead, the MTA has the opportunity to build on its leadership and set a national standard for transparent, equitable, and inclusive public procurement.

As unions and organizations who represent and advocate for workers concerned about the affordability and economic stability of New York, we encourage the MTA to adopt the U.S. Employment Plan as a way to ensure that the railcars purchased in the 2025-2029 Capital Plan can contribute to good community-sustaining jobs in NY.

Sincerely,

Mario Cilento
President
NY State Federation of Labor, AFL-CIO

Brendan Griffith
President
NY City Central Labor Council, AFL-CIO

Jennifer L Puja
Executive Director
Westchester/Putnam Central Labor Body
AFL-CIO

John V. Chiarello
President
TWU Local 100

Anthony Fodiat
Business Agent
SMART Local 137

Eric Meslin
President & Business Manager
Local 28 Sheet Metal Workers

Josh Hartford
Special Assistant to the Intl. President
IAM Union

Norman Shreve
Directing Business Representative
IAM District 15

Matthew Tyler
President Local Chairman
IAM Local 753

Jeff O'Brochta
President
IAM Local 2741

Nicholas Peluso
National Vice President
TCU Unit 167

David Negus
President
IAM Local 754

Eric Romann
Northeast Director
Jobs to Move America

CC:
MTA Board of Directors
Kathy Hochul Governor of the State of New York