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Melissa A. Wade

Agenda Item V. 3. April 9, 2026

PROPOSED RESOLUTION

**AUTHORIZATION TO ENTER INTO TASK ORDER WITH LEITNER-POMA OF AMERICA
O&M, INC. FOR THE AERIAL TRAMWAY CARRIAGE AND BRAKES OVERHAULS**

RESOLVED by the Board of Directors of the Roosevelt Island Operating Corporation of the State of New York (“RIOC”) as follows:

- Section 1. that RIOC is hereby authorized to enter into a task order with Leitner-Poma of America O&M, Inc. upon such terms and conditions substantially similar to those outlined in the Memorandum from Mary C. Cunneen, Chief Operating Officer & Vice President, to the Board of Directors and B. J. Jones, President/Chief Executive Officer, dated March 30, 2026, attached hereto;
- Section 2. that the President/Chief Executive Officer or President’s designee is hereby authorized to take such actions and execute such instruments as deemed necessary to effectuate the foregoing; and
- Section 3. that this resolution shall take effect immediately.



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MEMO

TO: RIOC Board of Directors, B.J. Jones, President & CEO

FROM: Mary C. Cunneen, Chief Operating Officer & Vice President

DATE: March 30, 2026

RE: Authorization to Enter into Task Order with Leitner POMA of America O&M, Inc. For the Aerial Tramway Carriage and Brake Overhauls

Description:

The Roosevelt Island Aerial Tramway is in need of a carriage and brake long-term overhaul. Leitner POMA of America Inc. (POMA) under its Aerial Tramway Operation & Maintenance Agreement (“O&MA”) with RIOC performs long-term overhauls as part of its contractual obligations. POMA notified RIOC of the carriage and brake long-term overhaul which is recommended by the manufacturer to be completed every five (5) years as part of the tramway preventative maintenance program. The last long-term overhaul was completed in 2021.

As part of this scheduled long-term overhaul, both tramway carriages will undergo a renewal of critical hardware identified by the manufacturer. Components will be carefully evaluated using Non-Destructive Testing, allowing POMA to determine whether those parts can be safely returned to service or should be replaced. This work includes completely disassembling, replacing as necessary and rebuilding cable clamp assemblies, essential to maintaining the integrity of the system. The long-term overhaul extends to the bullwheel brake system which will also be disassembled, fitted with new linings and reassembled. Once the work is complete, the system will undergo load testing to confirm proper performance.

Per the American National Standards Institute (ANSI) for aerial tramways and gondolas operating in the United States, regulation (ANSI B77.1), the tramway is required to undergo preventative maintenance and overhauls, periodically.

RIOC has coordinated closely with POMA and engaged Hardesty & Hanover (H&H), RIOC's tramway engineering consultant, to conduct an independent review of the scope, methodology and all related aspects of the work. This added layer of oversight by H&H helps confirm the planned activities are comprehensive, appropriate and consistent with applicable standards for safety.

The work is scheduled to begin in September 2026 and will require one cabin to be out of service through early November 2026.

Pricing:

Under its O&MA, POMA performs long-term overhauls as part of its contractual obligations. The total estimate for the carriage and brake overhaul is \$1,599,838.63, inclusive of a 10% contingency. Notably, the estimate also includes a 15% tariff on materials imported from France. RIOC will continue to review and negotiate the labor component associated with the overhaul. POMA will provide an invoice consistent with their pricing breakdown to RIOC for payment upon completion.

Recommendation:

Based on the above, I recommend that the Board of Directors approves the task order for POMA to undertake the brake and carriage long-term overhaul for the not-to-exceed amount of \$1,599,838.63.