



Metropolitan Transportation Authority

# Capital Program Oversight Committee Meeting

## November 2019

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### Committee Members

P. Foye, Chair  
N. Zuckerman, Vice Chair  
A. Albert  
N. Brown  
S. Feinberg  
D. Jones  
L. Lacewell  
R. Linn  
D. Mack  
S. Metzger  
J. Samuelsen  
V. Tessitore

# **Capital Program Oversight Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Tuesday, 11/12/2019**

**2:30 - 3:30 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES OCTOBER 21, 2019**

*- Minutes from October '19 - Page 3*

## **3. COMMITTEE WORK PLAN**

*- 2019-2020 CPOC Committee Work Plan - Page 7*

## **4. UPDATE ON MINORITY, WOMEN AND DISADVANTAGED BUSINESS PARTICIPATION**

*- MWBE, DBE, and SDVOB Participation on Capital Projects - Page 9*

## **5. ANNUAL UPDATE ON MTA SMALL BUSINESS DEVELOPMENT PROGRAM**

*- Annual Update on MTA Small Business Development Program - Page 11*

## **6. NYCT CAPITAL PROGRAM UPDATE**

*- Update on Track and Switch Program - Page 36*

## **7. UPDATE ON OMNY PROGRAM**

*- Update on OMNY Program - Page 51*

*- IEC Project Review on OMNY - Page 63*

*- IEC OMNY Appendix - Page 67*

## **8. CAPITAL PROGRAM STATUS**

*- Commitments, Completions, and Funding Report - Page 68*

## **9. CPOC CHARTER REVIEW**

*- CPOC Charter Review - Page 79*

**MINUTES OF MEETING**  
**MTA CAPITAL PROGRAM OVERSIGHT COMMITTEE**  
**October 21, 2019**  
**New York, New York**  
**2:30 P.M.**

CPOC members present:

Hon. Patrick Foye  
Hon. Andrew Albert  
Hon. Norman Brown  
Hon. David Jones  
Hon. Robert Linn

CPOC members not present:

Hon. Sarah Feinberg  
Hon. Linda Lacewell  
Hon. David Mack  
Hon. Susan Metzger  
Hon. John Samuelsen  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

MTA staff present:

Ronnie Hakim  
Janno Lieber  
Tom Savio  
Don Spero

LIRR staff present:

Jim Allen  
Debbie Chin  
Paul Dietlin  
Philip Eng

MNR staff present:

John Kennard  
Cathy Rinaldi

Independent Engineering Consultant staff present:

Joe DeVito  
Nabil Ghaly  
Calvin Gordon  
Mohammad Mohammadinia  
Dianne Rinaldi  
Joe Torres

\* \* \*

Chairman Foye called the October 21, 2019 meeting of the Capital Program Oversight Committee to order at 2:50 P.M.

**Public Comments Period**

There was one public speaker in the public comments portion of the meeting: Jason Pineiro.

## **Meeting Minutes**

The minutes to the meeting held on September 23, 2019 were approved.

## **Committee Work Plan**

Mr. Spero announced that there were no changes to the Work Plan.

## **LIRR and MNR Positive Train Control (PTC) Update**

Ms. Chin provided an update on the Positive Train Control (PTC) initiative, and stated that both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020. With respect to budget, which stands at \$1.086 billion, Ms. Chin reported that due to the two-year extension, budgets for LIRR and MNR increased by \$30.4 million and \$18.8 million, respectively (and by \$6.8 million for CDOT). In its oral remarks, the IEC stated that the project made good progress on the following fronts: advancing Revenue Service Demonstration on pilot lines and a number of other line segments; reaching agreement with Amtrak regarding the main design approach for interoperability; improving the quality of software development and factory testing; and submitting safety plans for approval to the FRA. The IEC then noted that the project did encounter a number of delays that reduced schedule contingency from 6 months to 3 months for the LIRR, including: software development timeline; transponder design and field testing activities; availability of wayside interface units (WIUs) for Harold; provision by Amtrak of data needed for interoperability testing; and with respect to Metro North, slow progress in developing a plan to integrate the M8 Fleet into PTC operation is impacting project schedule. According to the IEC, there are two main challenges that could have an impact on achieving the December 2020 deadline: for LIRR, there is a risk of additional delays in deployment of software release 3.7, due mainly to the complexity of the functions included in this release, and the likely need for multiple iterations (also, the delay by Amtrak in providing interface data and software needed for interoperability testing, which could delay the release of interoperability software beyond February 2020); with respect to Metro North, integrating the M8 fleet into PTC operation continues to present high risk to the MNR project completion schedule. Finally, the IEC offered its opinion that in view of current project risks and the challenges that need to be addressed, the project has a fair chance of meeting the December 2020 deadline, and that doing so is contingent on the following: the System Integrator deploys software release 3.7 on or close to the current schedule; Amtrak provides data and software required for interoperability within a reasonable time frame; and Metro North resolves issues related to the M8 Fleet integration into PTC operation in a timely manner. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

## **LIRR M-9 and LIRR/MNR M-9A Update**

Mr. Allen updated the Committee on LIRR's M-9 car procurement, and noted that the M-9 Inaugural Run took place on September 11, 2019. He then provided highlights of the Procurement Process and Major Milestone Summary, the Manufacturing and Acceptance Process, and Final Assembly. Mr. Allen then provided an update on the LIRR/MNR M-9A program, including Car Requirements and the Joint Railcar Procurement. In its oral remarks, the IEC stated that based on its review of the schedule, the final acceptance of the M-9 vehicles will be 4 months later than last reported (which is in line with the negotiated schedule extension). With respect to budget, the IEC stated that, based on its budget review, the project is within the project budget of \$734 million, the EAC remains \$723 million, and that the current contingency of \$10.8 million appears adequate -- assuming no further scope changes. The IEC concluded its oral remarks with the following observation: while technical challenges encountered during testing are being addressed, maintaining the current delivery schedule is dependent on the contractor providing the necessary field and technical support throughout the project. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **LIRR Capital Program Update**

Mr. Dietlin provided an overview of LIRR's 2019 Capital Program Goals, including Infrastructure Commitment, Start, Completion and Closeout Goals, as well as 2019 year-to-date figures. He then outlined the status of several active construction projects, including the Morris Park Locomotive Shop, Mid-Suffolk Yard, Jamaica Capacity Improvements -- Phases I and II, and the Annual Track Program Cyclical Track Renewal. In its oral remarks on the Morris Park Locomotive Shop, the IEC stated that based on its review of the project schedule (together with routine site visits) that the IEC verifies there is a two-month delay in drop table & turntable manufacturing and delivery. The IEC then concurred with the agency that the power supply tie in, and Con Edison approval of modifications, are risks to the project that may impact system testing and commissioning. Based on its review of the project's total budget and contingency, associated design, work in place and soft costs, the IEC stated that the project is within budget. In its oral remarks on the Mid-Suffolk Yard Project, the IEC stated that based on its review of the project's total budget, contingency and soft costs, that the project is within budget. With respect to schedule, and as also cited by the agency, some activities associated with the AC substation work have been mitigated since last report, but the IEC has determined in its schedule review that the DC substation work continues to be the main contributor to a six-month project delay. The IEC noted the following with respect to project risk: the project's main risks are associated with the DC and the remaining AC substation activities, as well as the new employee service building completion; it is essential that the AC substation commissioning is successful as it could directly impact the employee service building cutover and demolition of the old employee service building that follows. The IEC then concluded its oral remarks on the Mid-Suffolk Yard Project with the following observations: commissioning of all building systems before the current scheduled cutover date of December 2019 could be a challenge; because the employee service building cutover is planned in the cold weather, the project team should perform rigorous opposite-season functional testing of the HVAC system to ensure that nuisance tripping of low temperature devices can be detected early; and the project team has been proactive in performing weekly coordination meetings for the various departments that will reside in the building. In its oral remarks on Jamaica Capacity Improvements -- Phase I, the IEC stated that its review of the project schedule verifies that the Platform F contract is on schedule for substantial completion by December 31, 2019, followed by closeout activities. The IEC then noted that the overall project completion is tied to signal procurement, installation, testing and commissioning, which are on schedule for completion by October 2021. The IEC then concluded its oral remarks on the project by citing a cost analysis that was performed on the design, construction, soft cost, and contingency, and that the IEC verifies that the project remains within budget. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **MNR Capital Program Update**

Mr. Kennard cited MNR's 2019 Capital Program Goals, and progress against these goals through August 31, 2019. He then provided details on System-wide Track Projects, Customer Service Initiatives, and the Harmon Shop Replacement Design-Build Phase V - Stage I Project. In its oral remarks on the Harmon Shop Replacement project, the IEC stated that since its last report to the committee, the project team has resolved the issues that had delayed occupancy of the Stage 1 shops, and the major work of this stage has been completed. The IEC then confirmed that the project is on track to reach substantial completion by no later than December, as previously forecast. In its review of project budget and commitments, the IEC has determined that the Stage I Design-Build contract contingency has been depleted, but that the Stage I reserve may be sufficient to complete the contract work. The IEC concluded its oral remarks on the Harmon Shop Replacement project by stating that many of the issues that had impacted the design and schedule of Stage I have resulted in improvements to the safety and functionality of the completed shops, and that some of these changes are also expected to improve the efficiency of completing the remaining work of Stage II. Further details of the presentations, and Committee Members' comments and questions with respect thereto are included in the video recording of the meeting maintained in MTA's records.

### **MTA Capital Program Commitments & Completions and Funding**

Ms. Hakim stated that in 2019, the agencies plan to commit a total of \$5.6 billion, including 36 major commitments that are being tracked throughout the year. By year end, the MTA forecasts meeting about

90% of its 2019 commitments goal, with 2 projects to be committed in January 2020, and one each in February and May. With respect to completions, in 2019 the agencies plan to complete a total of \$3.4 billion, including 24 major completions, and by year end, the MTA forecasts meeting all of its 2019 completions goal.

**Adjournment**

Upon motion duly made and seconded, Chairman Foye adjourned the October 21, 2019 meeting of the MTA Capital Program Oversight Committee at 3:51 PM.

Respectfully submitted,  
Michael Jew-Geralds  
Office of Construction Oversight



## 2019-2020 CPOC Committee Work Plan

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I. Recurring Agenda Items

Approval of the Minutes  
Committee Work Plan  
Commitments/Completions and Funding Report

II. Specific Agenda Items

**December**

MTACC Capital Program Update

- East Side Access
- Second Avenue Subway
- Penn Station Access
- LIRR Expansion Project
- Times Square Reconstruction, ADA, Shuttle

Quarterly Traffic Light Reports

**January**

NYCT Capital Program Update

- Signals and Train Control Division
- Systems and Security Division

NYCT Rolling Stock Procurement Program

**February**

B&T Capital Program Update

- Henry Hudson Bridge Program
- Verrazzano-Narrows Bridge Program
- Throgs Neck Bridge Program
- Harlem River Drive Connector Ramp at the RFK Bridge
- Overall Design-Build Program

Update on Capital Program Security Projects (in Executive Session)

**March**

NYCT Capital Program Update

Quarterly Traffic Light Reports

**April**

MTACC Capital Program Update

**May**

LIRR Capital Program Update  
MNR Capital Program Update  
LIRR and MNR Update on Positive Train Control (PTC)  
Update on OMNY Program  
Update on Minority, Women and Disadvantaged Business Participation

**June**

NYCT Capital Program Update  
Quarterly Traffic Light Reports

**July**

MTACC Capital Program Update

**September**

NYCT Capital Program Update  
Quarterly Traffic Light Reports

**October**

LIRR Capital Program Update  
MNR Capital Program Update  
LIRR and MNR Joint Update on Rolling Stock  
LIRR and MNR Update on Positive Train Control (PTC)

**November**

NYCT Capital Program Update  
Update on OMNY Program  
Update on Minority, Women and Disadvantaged Business Participation  
Update on Small Business Development Program

# Metropolitan Transportation Authority Department of Diversity and Civil Rights

M/WBE, DBE, and SDVOB  
Participation on  
Capital Projects



# MWDBE and SDVOB Participation on MTA Capital Projects with Goals\*

**Exceeded the 18% Federal DBE Goal by 2%**

**Achieved 18% of the NYS Annual 30% MWBE Goal on state funded capital projects**

## **Federal Participation Goal: 18%**

(Federal Fiscal Year 2019 (October 2018 to September 2019))

Total Awards: \$465M

Total DBE Awards: \$95M (20%)

Total Payments: \$803M

Total DBE Payments: \$158M (20%)

## **New York State MBE Participation Goal: 15%**

(First and Second Quarter NYS Fiscal Year 2019-2020 (April 2019 to September 2019))

Total Awards: \$347M

Total MBE Awards: \$61M (18%)

Total Payments: \$746M

Total MBE Payments: \$69M (9%)

## **New York State WBE Participation Goal: 15%**

(First and Second Quarter NYS Fiscal Year 2019-2020 (April 2019 to September 2019))

Total Awards: \$347M

Total WBE Awards: \$53M (15%)

Total Payments: \$746M

Total WBE Payments: \$70M (9%)

## **Service Disabled Veteran-Owned Business Participation Goal: 6%**

(First and Second Quarter NYS Fiscal Year 2019-2020 (April 2019 to September 2019))

Total Awards: \$223M

Total SDVOB Awards: \$9M (4%)

Total Payments: \$452M

Total SDVOB Payments: \$1.04M (.23%)

\*Report is based on original contract amount provided by MTA agencies for third-party design and construction contracts (excluding rolling stock and signals).



# Annual Update MTA Small Business Development Program

**Jigish Patel**  
Deputy Director  
Small Business Development Program  
Office of Construction Oversight  
Department of Capital Programs

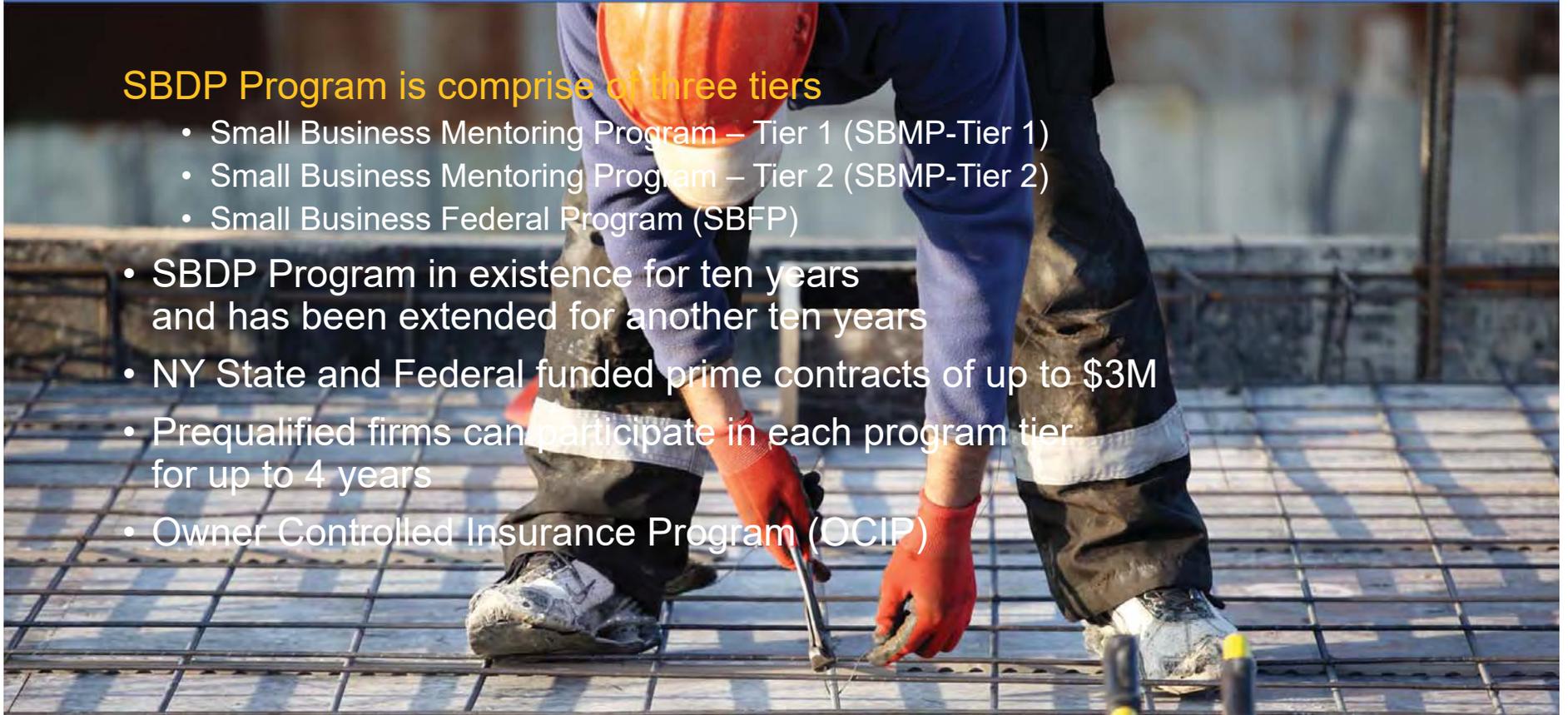
**George Cleary, MBA**  
Deputy Chief Diversity Officer  
Small Business Development Program  
Department of Diversity and Civil Rights



# Small Business Development Program (SBDP) Status

## SBDP Program is comprised of three tiers

- Small Business Mentoring Program – Tier 1 (SBMP-Tier 1)
- Small Business Mentoring Program – Tier 2 (SBMP-Tier 2)
- Small Business Federal Program (SBFP)
- SBDP Program in existence for ten years and has been extended for another ten years
- NY State and Federal funded prime contracts of up to \$3M
- Prequalified firms can participate in each program tier for up to 4 years
- Owner Controlled Insurance Program (OCIP)



# Small Business Mentoring Program - Tier 1 Status

- Bond requirements waived
- Participation for up to 4 years
- NY State funded prime contracts up to \$1M
- 436 firms prequalified since program inception
- 182 firms awarded projects since program inception
- 51 of the 182 firms were awarded 2 or more projects

70% of the projects were awarded to NYS-certified MWBEs

## SBMP-Tier 1 Awards

	Projects	Amount
Awarded to 182 Firms	272	\$165M
Final Completion Achieved	220	\$136M

## Proposed Capital Program

2020 Award Goal is \$26 Million

2020-2024 Award Goal is \$144 Million



# Small Business Mentoring Program - Tier 2 Status

- Program in existence for six years
- NY State funded prime contracts from \$1M to \$3M
- Participation for up to 4 years
- Payment and performance bonds required
- 40 SBMP-Tier 1 Graduates are currently active participants in the Tier 2

90% of the projects were awarded to NYS-certified MWBEs

## SBMP-Tier 2 Awards

	Projects	Amount
Awarded to 31 Firms	66	\$127M
Final Completion Achieved	37	\$68M

## Proposed Capital Program

2020 Award Goal is \$20 Million

2020-2024 Award Goal is \$111 Million



# Small Business Federal Program Status

- Program in existence for eight years
- Federally funded prime contracts of up to \$3 million
- Participation for up to 4 years
- Payment and performance bonds required
- 19 prequalified firms

59% of the projects were awarded to NYS-certified MWBEs

SBFP Total Awards		
	Projects	Amount
Awarded to 30 Firms	57	\$108M
Final Completion Achieved	47	\$87M

**Proposed Capital Program**  
2020 Award Goal is \$20 Million  
2020-2024 Award Goal is \$111 Million



# Program Year 10 (01/2019 - 12/2019)

## Progress to Date (09/30/2019)

### Strategies to close the gap between Goals & Awards

- Have agencies identify projects in the planning phase.
- Developing projects that fit the capacity and capabilities of the contractor pool
- Recruiting and Maintaining a sufficient pool of qualified contractors

Program Year 10 Awards		
Program	PY 10 Goal	Awarded
Tier 1	\$31.4M	\$6.5M
Tier 2	\$34.3M	\$24.0M
Federal Program	\$15.2M	\$15.6M
<b>Total</b>	<b>\$80.9M</b>	<b>\$46.1M</b>

As of October 31, \$46.1 Million Awarded and \$39.8 Million in Bidding



# Typical SBDP Projects

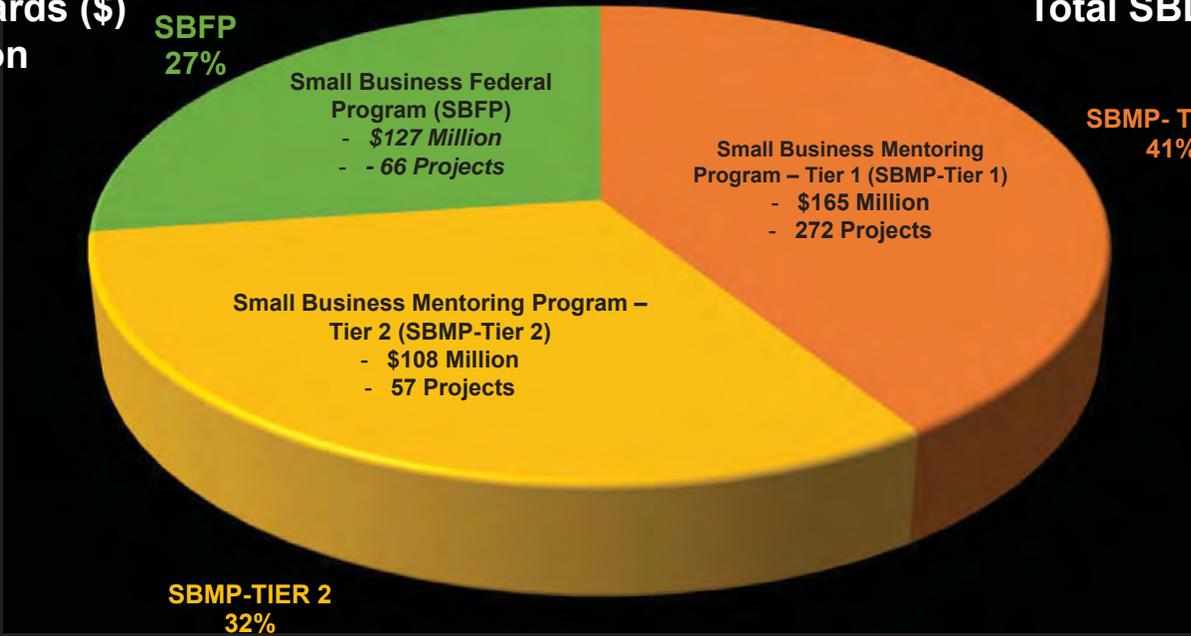
- Stair replacements and station improvements
- Modular Buildings
- Mechanical and electrical upgrades
- Flood mitigation
- Installation of bus chassis wash lift equipment
- Bridge preservation project
- Asphalt & concrete paving, site work and landscaping
- Roofing
- Demolition



# SBDP Contract Awards from the Inception

Total SBDP Awards (\$) **\$400 Million**

Total SBDP Awards (#) **395**



# Tier 1 – Bridges & Tunnels

Replacement of Garage Floor Protective Coating  
at the Throgs-Neck Bridge Service Building

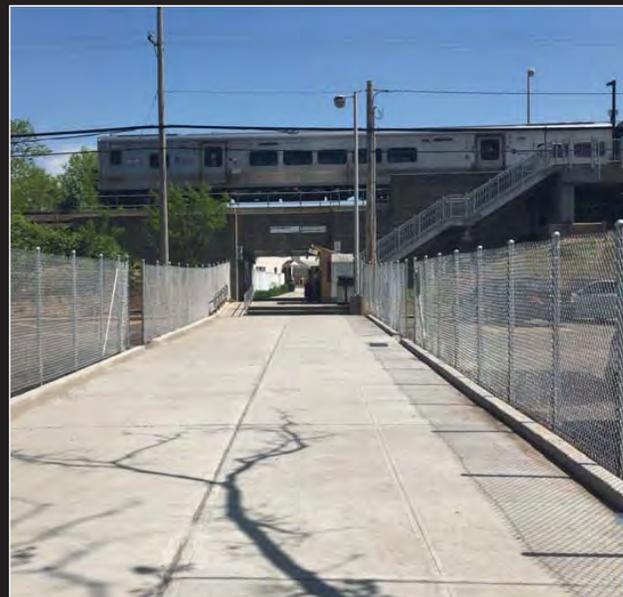
**Logan Stone Inc.**



# Tier 1 – Long Island Rail Road

Pedestrian Walkway / Curb / Chain Link Fence – Locust Manor Station

**DAFV Landscaping Corp.**



# Tier 2 – Metro North Railroad

Roadway Improvement of Access Road at Brewster Yard

**PSP Construction, Inc. (MBE, DBE)**



# Tier 2 – MTA Bus Company

Window Replacement at LaGuardia Bus Depot

## Litehouse Builders, Inc.



# Tier 1 – MTA Capital Construction

MTA PD New Modular Facility at the Harriman Station

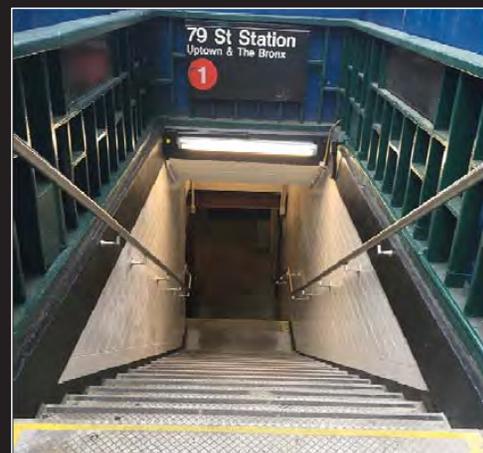
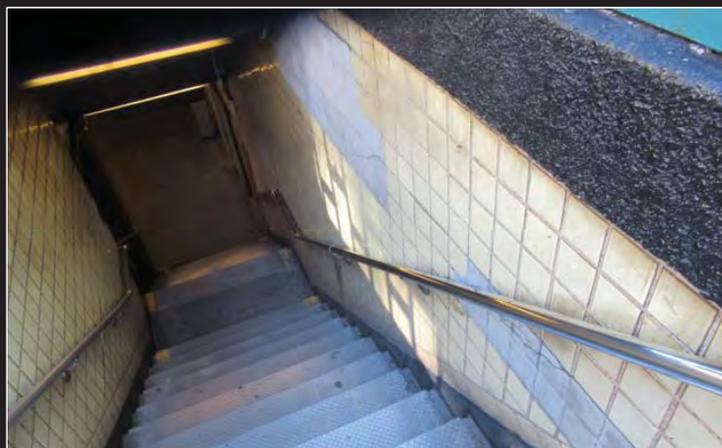
## Avenue Contracting Inc. (MBE)



# Tier 1 – New York City Transit

Stair Rehabilitation @ 79 Street Broadway/7<sup>th</sup> Avenue Line in the Borough of Manhattan

**10 November LLC(MBE)**



# Business Development



# SBDP Firms Distribution by Location

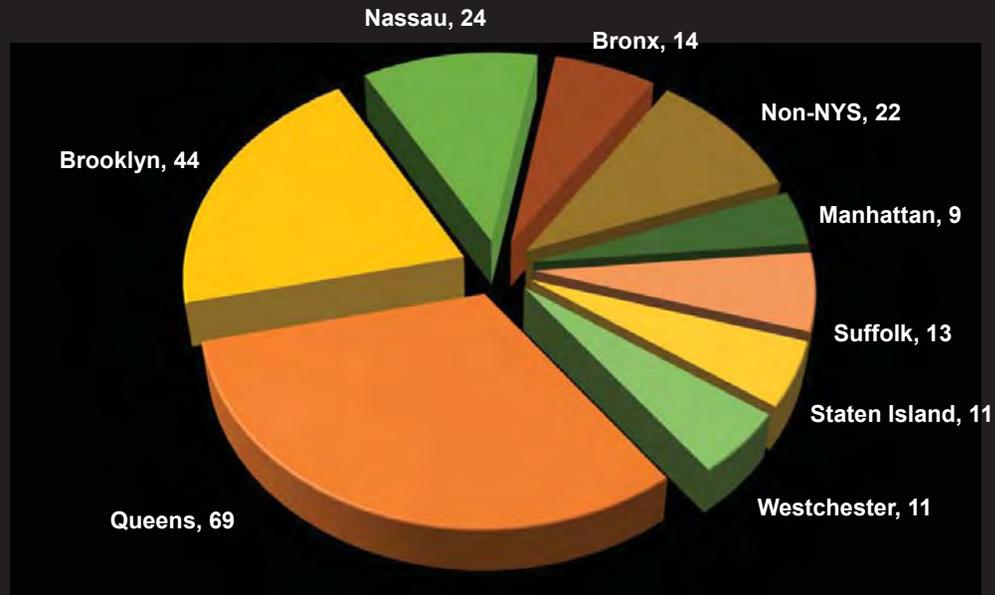
## 217\* Prequalified Firms (as of September 30, 2019)

Small Business Mentoring Program All Tiers

**Certification \***

<b>MBE</b>	<b>138</b>
<b>WBE</b>	<b>29</b>
<b>DBE</b>	<b>49</b>
<b>SDVOB</b>	<b>10</b>
<b>Non-Certified</b>	<b>62</b>

\* Firms may have multiple certifications



\* Note: 11 firms are in both Tier 2 and SBFP with each only counted once above.



# SBDP Loan Program

<input type="checkbox"/> Year 1	1 Loan	totaling	\$ 100,000
<input type="checkbox"/> Year 2	5 Loans	totaling	\$ 687,500
<input type="checkbox"/> Year 3	9 Loans	totaling	\$ 900,000
<input type="checkbox"/> Year 4	27 Loans	totaling	\$2,990,000
<input type="checkbox"/> Year 5	16 Loans	totaling	\$3,020,000
<input type="checkbox"/> Year 6	14 Loans	totaling	\$2,142,500
<input type="checkbox"/> Year 7	18 Loans	totaling	\$2,770,500
<input type="checkbox"/> Year 8	13 Loans	totaling	\$2,155,000
<input type="checkbox"/> Year 9	8 Loans	totaling	\$ 697,000
<input type="checkbox"/> Year 10	9 Loans	totaling	\$1,378,000
<b>Total</b>	<b>120 Loans</b>	<b>Totals</b>	<b>\$16,840,500</b>

**Maximum Loan Available**

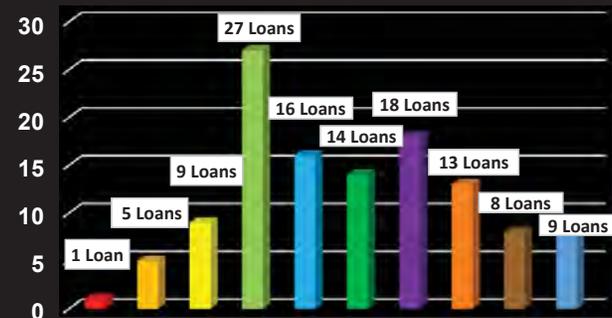
Tier 1 - up to \$150,000

SBFP and Tier 2 - up to \$900,000

Loan values shown are through September 30, 2019

*Note: On January 1, 2019 the SBDP began reporting on a Calendar year instead of a Fiscal year.*

*Year 9 now represents activity from August 1st 2018 to December 31st, 2018 Year 10 represents calendar year 2019.*

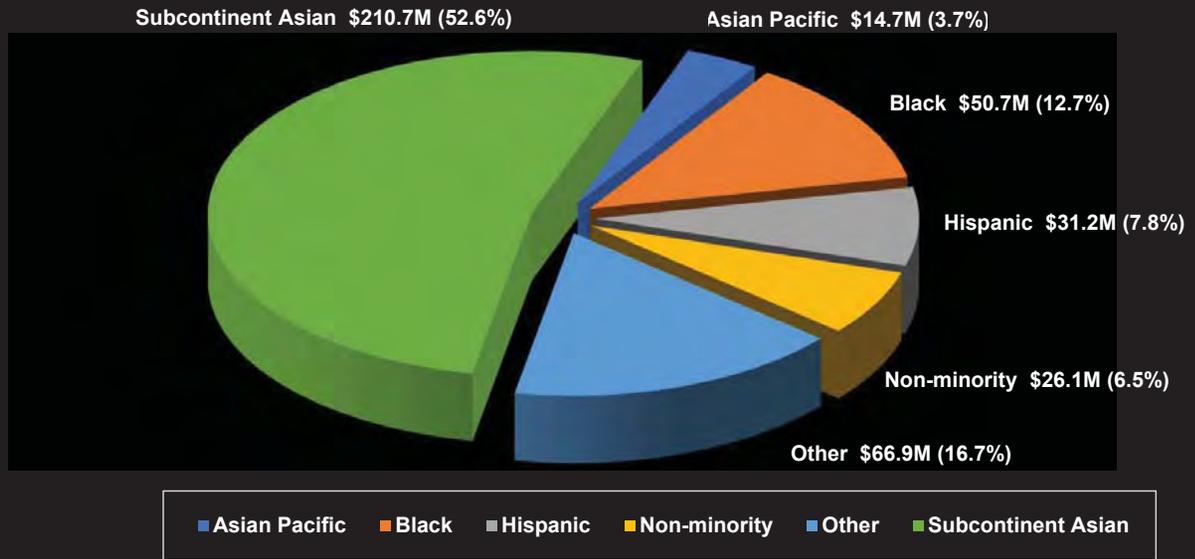


# SBDP Firms Distribution by Location

## Total SBDP Contract Awards by Ethnic Categories

Category	Awards
Subcontinent Asian	\$210.7M
Non-Minority/Other	\$ 93.0M
Black	\$ 50.7M
Hispanic	\$ 31.2M
Asian Pacific	\$ 14.7M
<b>Total SBDP Awards</b>	<b>\$400.3M</b>

(Awards in Millions of Dollars)



Contract Awards through September 30, 2019



# Emerging Contractors Program

## Prequalified Emerging Contractors

	Prequalified	Transitioned	Projects	Amount
Black American	24	6	3	\$1.57M
Subcontinent Asian American	16	7	3	\$1.51M
Hispanic American	10	6	4	\$1.56M
Asian Pacific American	2	0	0	\$0.00M
Other	12	3	1	\$0.29M
<b>Totals for SBMP-Tier 1 Emerging Contractors</b>	<b>64</b>	<b>22</b>	<b>11</b>	<b>\$4.93M</b>



# SH5 Construction Corporation

## Mentor contractor since 2010

- \$11.8M in MTA SBDP prime contract awards
- 7 SBDP contract awards



# Riggs Construction Co., Inc.

## Mentor contractor since 2010

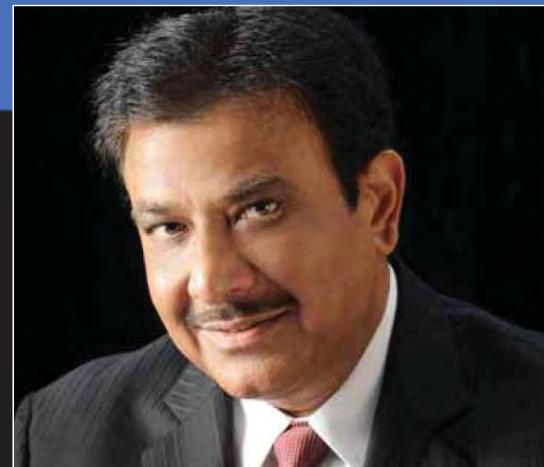
- \$5.2M in MTA SBDP prime contract awards
- 6 SBDP contract awards



# Monpat Construction, Inc.

## Mentor contractor since 2013

- \$6.3M in MTA SBDP prime contract awards
- 3 SBDP contract awards



# SBDP Training Program

**As of  
FALL 2019,  
490 firms  
participated  
in the training  
program**

## 14-Session Technical & Business Development Classroom Training

- Doing Business with the MTA
- Prevailing Wages & Project Management
- Estimating and Bidding Strategies at the MTA
- Project Scheduling at the MTA
- Cash Flow and Financial Management
- Marketing Your Business to the NY Construction Industry
- Developing a Profitable Business in the MTA Region
- Safety & Quality Planning at the MTA
- Requisition and Change Order Process
- Construction Law and Contract Review
- How to Acquire Surety Bonding and Access to Capital
- Navigating MTA Contracts and MWBE Compliance
- How to be a Prime Contractor
- What Every Small Business Owner Should Know About Government & Politics



# Business Development Activities

## Wide range of services

- Recruiting of and outreach to potential program contractors
- Mandatory and voluntary training classes
- Assessment & Action Plans of existing contractor businesses
- Ongoing contractor interface with high level of customer service
- Business Consulting and guidance
- Technical and Business Operations support
- Work with MTA Agencies to provide projects at \$3M to \$15M



**Thanks to All MTA Agency Personnel and  
Our External Partners  
Who Worked Hard to Continue  
the Success of the  
SBMP and SBFP!**



# NYCT Track & Switch Capital Program

**Marva Brown**  
Vice President & Chief Officer  
Subways – Capital Programs



## Investments in Track Improved Service Reliability and Performance

**Only one** major subway incident related to Track in September 2019

- Major incidents attributed to track are **down by more than half** to 7.6, from a monthly average of 16.5 during the six months prior to the Subway Action Plan (January-June 2017).
- Delays related to Track conditions **are down approximately 40%** compared to 2018 Q3.



## Investments in Track Improved Service Reliability and Performance

 **58%** Track major incidents are down 58% since September 2016

- Total major incidents decreased 24% collectively in this period.
- Track incidents decreased by more than twice the rate of major incidents.

# NYCT Track and Switch Inventory

Assets	Track Mileage	# of Switches
Mainline	665	1,779
Yard	114	875
Non-Revenue	43	-
<b>Total</b>	<b>822</b>	<b>2,654</b>

NYCT Track: Maintaining State of Good Repair

# Track & Switch Installation History

## 1984 – 2019

- 423 miles of mainline track miles reconstructed
  - \*State of Good Repair Achieved in 1991*
- 1,328 mainline switches replaced
  - \*State of Good Repair Achieved in 1997*

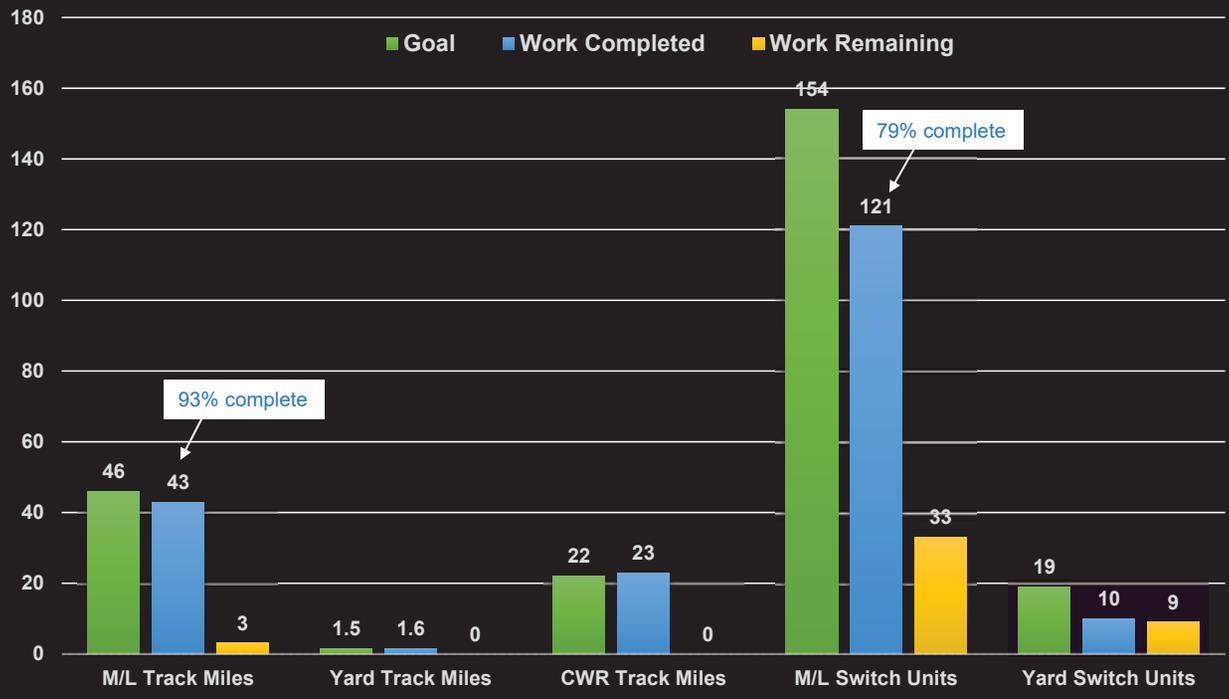
## 2004 – 2019

- 52 miles of Continuous Welded Rail (CWR) were installed under the CWR Initiative Program
  - \*To date, the vast majority of weldable rail has been installed*



# 2015-2019 Capital Track & Switch Program

– on track to meet production goals

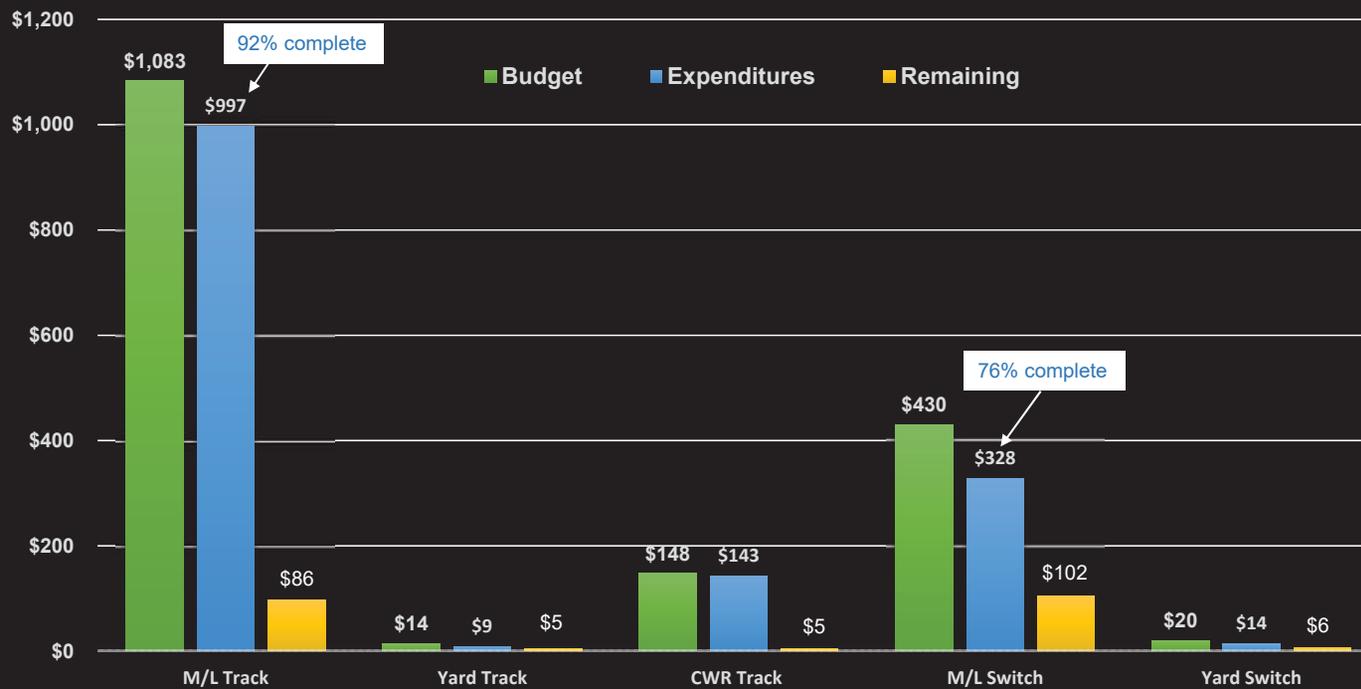


NYCT Track: Maintaining State of Good Repair



# 2015-2019 Capital Track & Switch

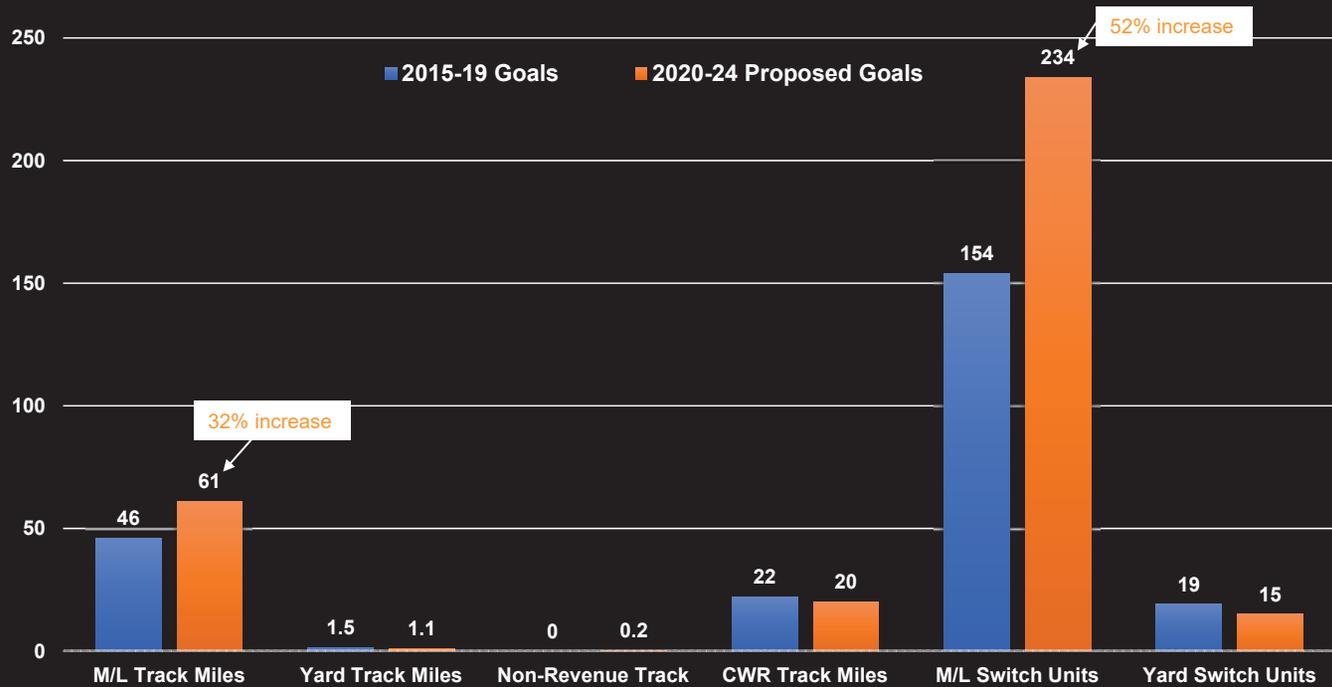
– on track to achieve budgeted goals



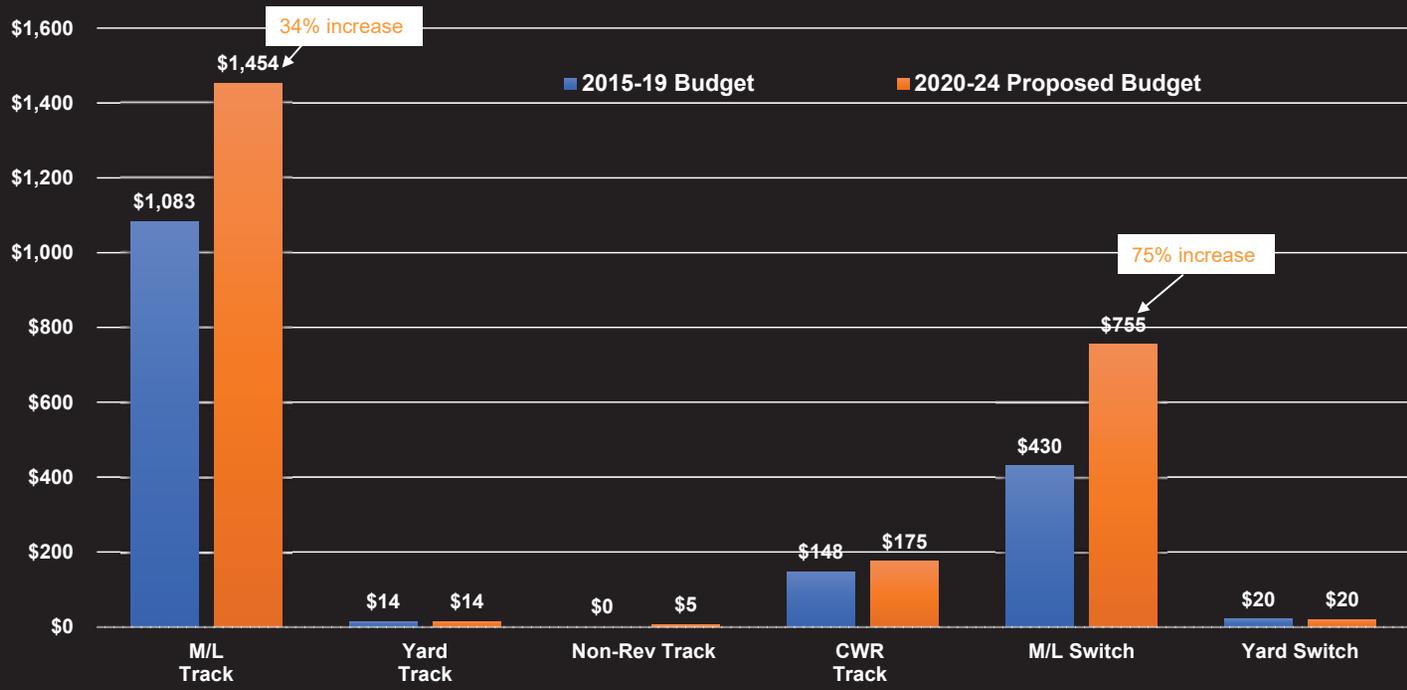
NYCT Track: Maintaining State of Good Repair



# 2015-2019 vs 2020-2024 Capital Track & Switch Program – production



# 2015-2019 vs 2020-2024 Capital Track & Switch – investments



NYCT Track: Maintaining State of Good Repair



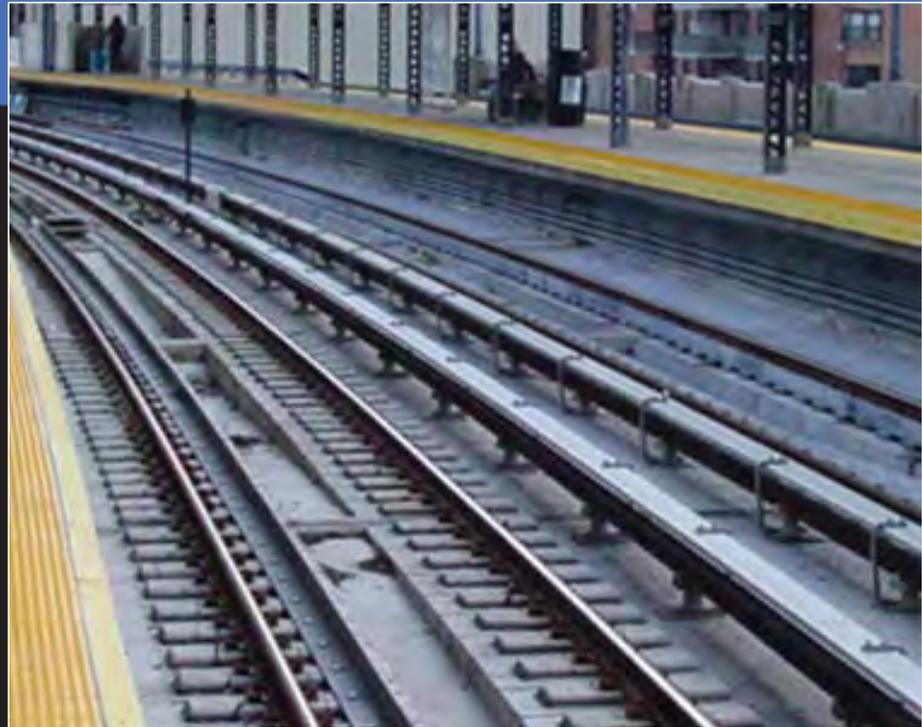
# Elevated Panels

**Jamaica Line  
Track J-2,  
between Myrtle and  
Flushing Avenues**



# Low Vibration Track

## Brighton Line Ocean Parkway



# Scheduled Component Replacement Program



## Jamaica, Van Wyck Plate Renewals

# Ekki Hilti and Plates Renewal



**N/O Fordham Road Track C-2**



# Program Risks and Mitigations

## Risks

- Site conditions
- Manpower
- Coordinating General Orders

## Mitigations

- Independent Surveys
- Ability to deploy work forces to other locations
- Ability to change locations based on track access availability
- Piggybacking onto other projects

NYCT Track: Maintaining State of Good Repair



# Improved Methods for Doing this Work

## Continued Use of Mechanized Equipment

- Rail TRT (Trac Rail Transposer) Machine “Critter”
- Tie Remover / Inserter
- Robotic Hammering Machine
- Mini-meter SpikeFast Delivery System

## New Strategies/Technologies

- Purchasing our own Flash-Butt Welder
- Purchasing a new Track Geometry Car



Flash-Butt Welder



Rail TRT Machine (Critter)



# OMNY MTA's New Fare Payment System

**Alan F. Putre**

OMNY MTA Fare Payment Program, Executive Director  
NYCT Vice President & Chief Revenue Officer



# Today's Presentation

## Update to the May 2019 Capital Program Oversight Committee Briefing

- Recap of the OMNY design-build project
- Program status
- Six-month look-ahead
- Risks
- Solutions



# OMNY System Timeline – Phased Approach

Customers begin using contactless open payment media

Contactless open payment available on all buses and subways

Complete retirement of MetroCard & current LIRR/MNR revenue systems

## 1 - Staged Initial Deployment

Initial launch at select subway stations/buses

Start acceptance of contactless open payments & new self-service options

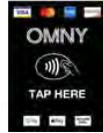
18 months from NTP



May 2019 - **COMPLETED**

## 2 - Complete Contactless Open Payments Roll Out

Complete roll out of contactless open payments on Subway/Bus



35 months from NTP

Oct 2020 – **STARTS DEC 2019**

## 3 - Expanded Payment Options Available

Introduce Commuter Rail mobile ticketing; introduce virtual card and contactless transit card

Roll out new Retail Network

39 months from NTP



Feb 2021

## 4 - In-System Sales

Deploy new vending machines across NYCT, MNR and LIRR



52 months from NTP

Mar 2022

## 5 - Project Complete

Removal of legacy sales equipment

69 months from NTP

Jul 2023

MetroCard is available until 2023

OMNY also will introduce All Door Boarding, and will have integrated in Paratransit and Non-MTA Affiliate agencies.



# Building a New Customer Experience

**Roll out** strategy supports a superior unified customer experience

**New features** are deployed to promote system usage

## **Key strategy elements – Business**

- Open Payments first
- Digital experience, virtual over physical card
- Self-service website & App & Retail Network
- Sales in stations & onboard for RRs



# Building a New Customer Experience

## Key strategy elements – Customers

- Intuitive, easy to use features
- Simple, secure, convenient
- Communications, communications, communications
- Employee training, feedback, continual refresh of training



# Program Status – Buses

## On Schedule

- Staten Island completed May 2019
- Expansion resumes 1Q2020 with Manhattan bus routes
- Routes in The Bronx, Queens and Brooklyn to follow



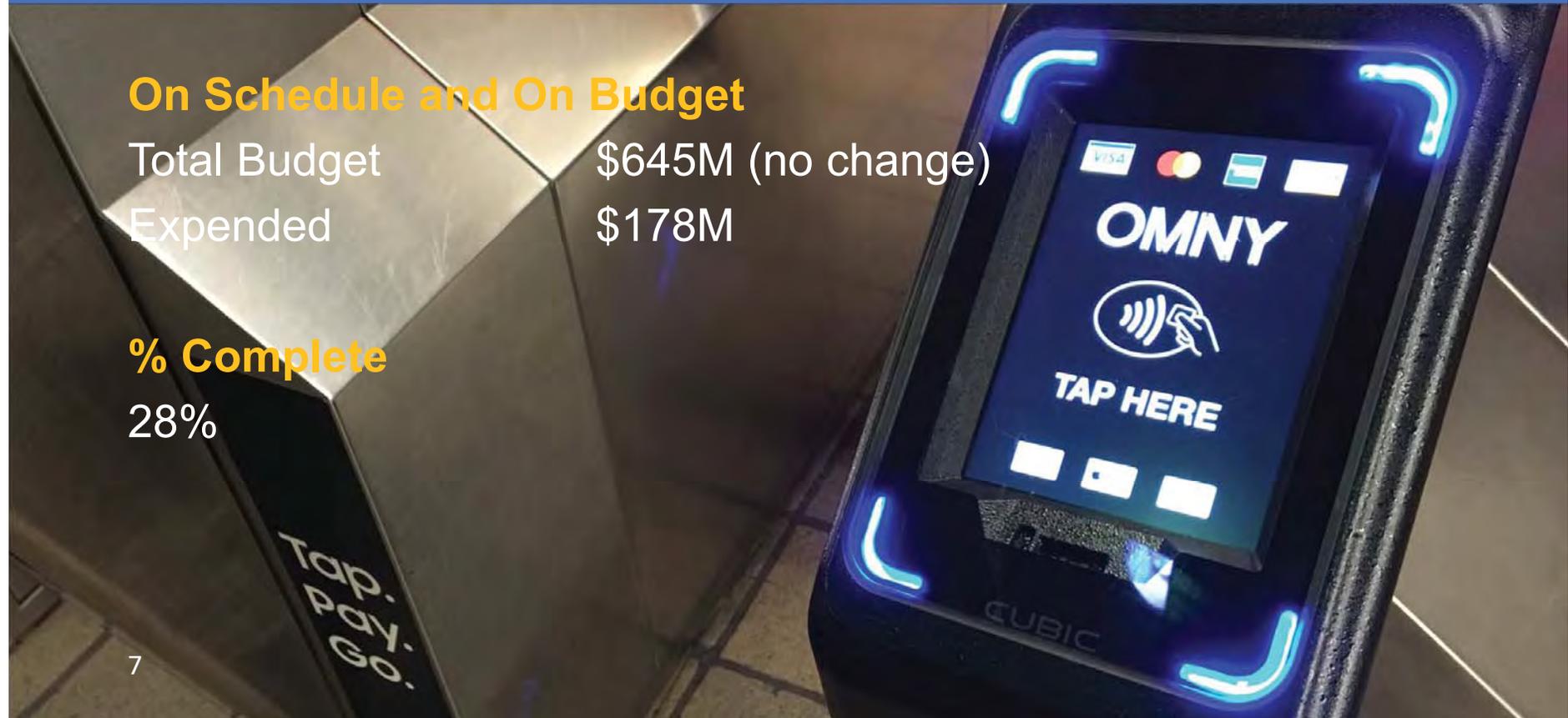
# Program Status – Budget

## On Schedule and On Budget

Total Budget \$645M (no change)  
Expended \$178M

## % Complete

28%



## Program Status – Public Pilot

**Over  
3 million**

### Taps to date

- Including acceptance of cards issued in 109 countries outside the US out of a possible 168
- First million taps made in 10 weeks
- Second million taps made in 7 weeks
- Third million taps made in 6 weeks.
- Phase 1 Public Pilot nearly complete

**460,000**

Unique payment methods to date with over 2000 new methods seen daily

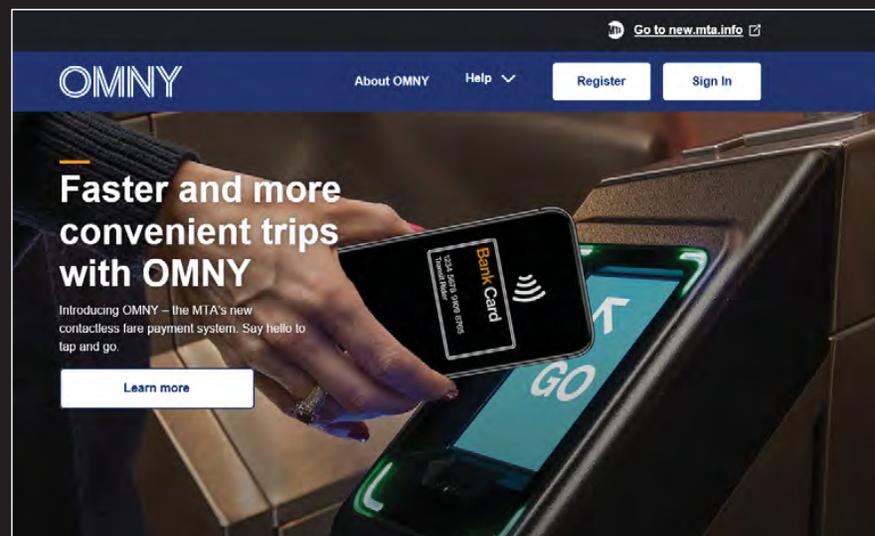
**80%**

Digital wallet has steady 80% market share vs. physical card



## Program Status – Other Project Elements

- OMNY.info website – updated and improved
- Focus on increased employee awareness, engagement and training in support of OMNY expansion
- Every OMNY element has now entered design review process
- Finalized negotiations for All-Door Boarding and Paratransit change orders



## Six-Month Look-Ahead

- Introduce OMNY at more stations and bus routes
- Continue Subway LAN infrastructure construction
- Conduct SBS Pilot – track boarding times and OVD test
- Introduce new OMNY self-service features
  - Account management, trip planning, service alerts and transit tracker
- Continuing design review process for remaining elements of OMNY system



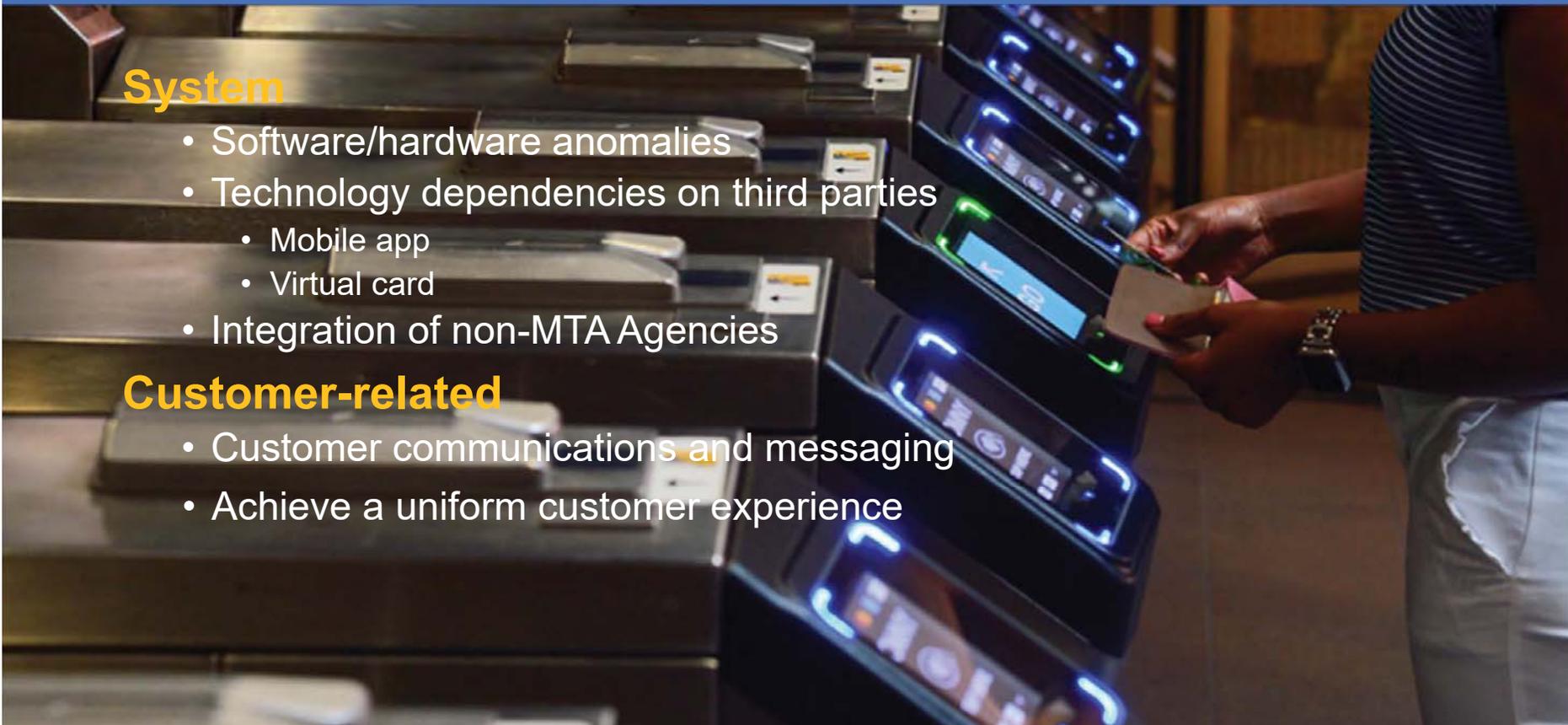
# Risks

## System

- Software/hardware anomalies
- Technology dependencies on third parties
  - Mobile app
  - Virtual card
- Integration of non-MTA Agencies

## Customer-related

- Customer communications and messaging
- Achieve a uniform customer experience



# Solutions

- **Continued testing and monitoring**
- **Ad hoc testing**
- **Overcommunicate**



# November 2019 CPOC IEC Project Review

OMNY (One Metro New York)



# Budget and Schedule Review

## □ Budget

- Project remains on budget. The IEC's analysis of expenditures to date indicates that project is running at expected burn rate.
- All-Door Boarding (ADB) and Paratransit change orders are expected to be awarded within budget in November 2019.

## □ Schedule

- Project remains on track for each phase through to substantial completion.



# Risk Review

- ADB change order could delay Phase 2 completion by two months. Approximately 12,000 validators are to be produced, installed and tested for ADB, instead of approximately 6,000 units originally planned for buses.
- Integration of affiliate agencies may impact decommissioning of MetroCard equipment, until all affiliate agencies are OMNY ready.



# Observations and Recommendations

## ■ Observations

- OMNY provides the opportunity to harmonize fare policies across all agencies, in line with MTA's objectives.
- Project continues to benefit from well coordinated effort, led by MTA Fare Payment Program office, in meeting stakeholder requirements and key schedule dates.

## ■ Recommendations

- Implement dual control process and well established procedures for performing critical operations.
- Develop the strategy for a consolidated approach to integration of affiliate agencies into OMNY system.



# Recommendation Log

## OMNY – IEC Recommendations / Observations Log

Recommendation	Agency Response/ Action	Status
Governance agreement should be finalized to formalize the way of working between MTA agencies.	We are currently working through this process with our stakeholders. The stakeholders also are directly involved with the day-to-day design/build process. Therefore the Governance MOU is not a high risk item.	Open



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# **MTA Capital Program Commitments & Completions**

## **through October 31, 2019**

### Capital Projects – Major Commitments – October 2019

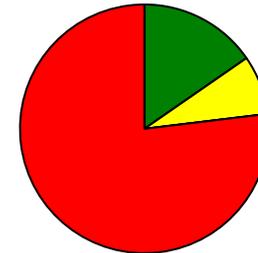
In 2019, agencies have a goal of \$5.6 billion in overall commitments. 36 major commitments are included; 18 for NYCT, two for LIRR, four for Metro-North, six for B&T, one for MTACC, two for MTA Bus and three for the MTA Police Department.

Through October, agencies have committed \$2.2 billion versus a \$4.3 billion YTD goal. The shortfall is primarily due to slips of twenty major commitments explained on the following page. The remaining total shortfall is due to delays of non-major commitments, including force account and support costs related to MTACC projects as well as Metro-North projects.

Four other major commitments were made on time or early and two major commitments were delayed but are now committed.

By year-end, the MTA forecasts meeting 85% of its overall \$5.6 billion goal. However, achieving this outcome is very much reliant upon agencies making 12 major commitments (\$1.3 billion) currently forecast for award in December 2019.

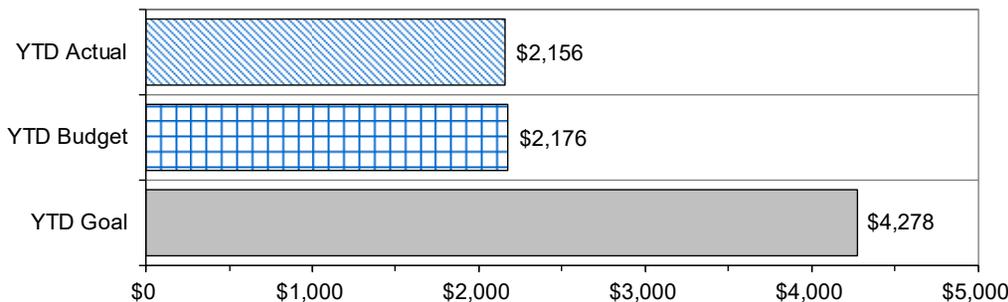
### Year-to-Date Major Commitments



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Commitments made/forecast w ithin Goal	4	15%	-
<b>YELLOW</b> = Commitments delayed beyond Goal (already achieved)	2	8%	↑ 1
<b>RED</b> = Commitments delayed beyond Goal (not yet achieved)	20	77%	↑ 6
<b>Total</b>	<b>26</b>	<b>100%</b>	<b>↑ 7</b>

### Budget Analysis

2019 Annual Goal	\$5,613	(\$ in millions)
2019 Forecast	85%	of Annual Goal
Forecast Left to commit	55%	(\$2,608)



### Year-to-Date Agency Breakdown

2019 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
1 12	---	---	+5 RED
<b>Long Island Rail Road</b>			
1 1	---	---	---
<b>Metro-North Railroad</b>			
1 1 2	---	---	---
<b>Bridges and Tunnels</b>			
1 1 2	---	+1 YELLOW	+1 RED
<b>Capital Construction Company</b>			
1	---	---	---
<b>MTA Bus Company</b>			
	---	---	---
<b>MTA Police Department</b>			
2	---	---	+1 RED

## Capital Projects – Major Commitments – October 2019 – Schedule Variances

Project	Commitment	Goal	Forecast	Project	Commitment	Goal	Forecast
<b>20 All-Agency Red Commitments (7 New Items)</b>				<i>Signals &amp; Communications</i>			
<b>NYCT</b>				8th Ave CBTC and Interlockings			
<i>Passenger Stations</i>				Construction Award			
Replace 11 Hydraulic Elevators / Various	Construction Award	Jun- 19	Feb- 20			Jun- 19	Jan- 20
		\$46.4	\$66.9			\$513.7	\$523.2
Construction award has been delayed due to change in procurement strategy. The project's cost increased due to additional scope including expansion of existing elevator machine rooms and a new secondary machine room and an increased construction duration.				Construction award delayed due to change in procurement strategy. Project cost increased based on final engineer drawings.			
Replace 8 Traction Elevators / Various	Construction Award	May- 19	May- 20	UHF T- Band Radio System Replacement	Construction Award	Sep- 19	Jan- 20
		\$57.9	\$67.4			\$61.2	\$62.2
Construction award delayed due to change in procurement strategy. Project cost increased due to additional scope including expansion of existing elevator machine rooms and a new secondary machine room and an increased construction duration.				Construction award delayed due to change in procurement strategy resulting in two separate procurements. Project cost reflects latest estimate.			
ADA Enhancements: 170 St / JER	Construction Award	May- 19	May- 20	<b>Life Cycle Replacement of Code Systems - Phase 1 (New Item)</b>	Construction Award	Oct- 19	Nov- 19
		\$57.9	\$67.4			\$31.5	\$48.2
Construction award delayed due to extended RFP process. Project cost increased due to additional structural repair work.				Award delayed due to change in procurement strategy. Project cost increased due to additional scope including brackets to support Fiber Optic cables and a new Fiber Optic network along the Myrtle line.			
<b>ADA: Livonia Avenue / Canarsie (New Item)</b>	Construction Award	Oct- 19	Feb- 20	<i>Power</i>			
		\$64.8	\$76.2	<b>Central Substation Renewal Including New Rectifier / 6AV (New Item)</b>	Construction Award	Oct- 19	Nov- 19
Project delayed pending NYC approval of this station as part of the city-sponsored ADA Enhancement stations. Project costs increased to reflect latest estimate.						\$44.2	\$37.2
				Project Schedule delayed due to several bid extensions requested by bidders. Bids were received 10/15. Project cost decreased to reflect favorable bids.			
<i>Line Structures</i>				<i>Shops &amp; Yards</i>			
<b>Overcoating: 17 Bridges &amp; East 180 Street Flyover / Dyre Av (New Item)</b>	Construction Award	Oct- 19	Apr- 20	Sandy Mitigation: Sewer Improvements at 207th Street	Construction Award	Jul- 19	Dec- 19
		\$36.5	\$62.1			\$19.3	\$130.5
Project award postponed to accommodate the re- packaging to design- build procurement. Project cost increased due to extended project duration from 20 to 24 months, additional scope including increased quantities of steel repair, fiberglass walkway, and adjustment for market condition.				Construction advertisement delayed due to issues with NYC DOT and the DSNY which were resolved in June. Project cost increased due to the addition of Signal and Track restoration work and relocation of existing utility and electrical ducts, extended construction duration, and extended daily work shift.			
<b>Line Structure Repairs &amp; Vents between Stations - Bronx (New item)</b>	Construction Award	Oct- 19	Jul- 20	<i>Buses</i>			
		\$83.6	\$82.8	Purchase 50 Express Buses	Construction Award	Sep- 19	Nov- 19
Additional time needed for a design solution for staging area that was modified due to unusual tunnel structure and constructability considerations.						\$38.5	\$40.7
				Award schedule extended to November to mesh with prioritized work plan in the new bus/procurement groups. MTA October Board approved the procurement action.			

## Capital Projects – Major Commitments – October 2019 – Schedule Variances

Project	Commitment	Goal	Forecast
<b>MTACC</b>			
<i>East Side Access</i>			
Electric Traction Catenary Work - Harold Systems	Construction Award	Aug- 19 \$29.8	Jan- 20 \$29.8
Construction award delayed due to an extension to permit more time for prospective proposers to assemble qualified teams for bidding and the incorporation of contract modification to include additional scope.			
<b>B&amp;T</b>			
<i>Henry Hudson Bridge</i>			
Structural Rehabilitation & Replacement of HHB Overcoat System	Construction Award	Aug- 19 \$40.0	Dec- 19 \$46.8
Construction award delayed due to change in procurement strategy. Contract award is now forecast for December 2019.			
<i>Throgs Neck Bridge</i>			
<b>Approach Viaduct Seismic Retrofit/Structural Rehab (New Item)</b>	Construction Award	Oct- 19 \$180.0	Dec- 19 \$165.5
As a result of the MTA-wide Cost Containment Initiative, project delivery methods were re-evaluated and modified. This resulted in additional procurement time and reduced project budget, which are reflected in the revised award schedule. Forecast award value reflects an apparent good bid.			
<b>MTA Police Department</b>			
<i>MTAPD</i>			
Radio Project Phase 3 - MRRS System	Construction Award	Sep- 19 \$6.8	Dec- 19 \$6.5
The construction award delayed due to the need to coordinate work with a separate Penn Station renovation project. MTAPD is exploring the possibility of coordinating the radio system work with the renovation project's 2nd phase.			
<b>Public Safety Radio - Penn Station (New Item)</b>	Construction Award	Oct- 19 \$16.8	Dec- 19 \$16.8
The delay is due to ongoing discussions with Amtrak to coordinate access to communications rooms and antenna systems in Penn Station.			

**Capital Projects – Major Commitments – October 2019 – Schedule Variances**

*Actual Results Shaded*

Project	Commitment	Goal	Actual
<b>2 All-Agency Yellow Commitments (1 New Item)</b>			
<b>MNR</b>			
<i>Structures</i>			
Overhead Bridge Program East of Hudson	Construction Award	Feb- 19 \$23.4	Mar- 19 (A) \$25.6
Award was delayed to March due to revisions made to the notice of award which resulted in a protracted approval process.			
<b>Bridges &amp; Tunnels</b>			
<i>Bronx- Whitestone Bridge</i>			
<b>Tower and Pier Fender Protection &amp; Install of Fire Standpipe Connections (New Item)</b>	Construction Award	Sep- 19 \$40.5	Oct- 19 (A) \$18.6
Construction award delayed due to change in procurement strategy. Contract awarded in October 2019.			

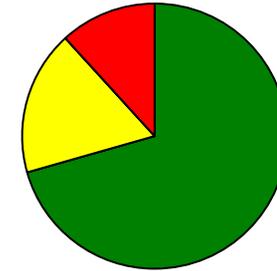
### Capital Projects – Major Completions – October 2019

In 2019, agencies have a goal of \$3.4 billion in overall completions. 24 major completions are included, including 14 for NYCT, four for the LIRR, three for Metro-North, one for B&T, one for MTACC, and one for MTA Bus.

Through October, agencies have completed \$2.5 billion versus a \$2.6 billion YTD goal. Twelve major completions have been achieved on time or early including a MNR Sandy Restoration project (\$168M) and purchase of 367 standard diesel buses and 10 standard hybrid-electric buses (\$236M). Three major completions were delayed but are now completed. In addition, two major completions remain delayed and are expected to be completed in November.

By year-end, the MTA forecasts meeting its overall \$3.4 billion completion goal.

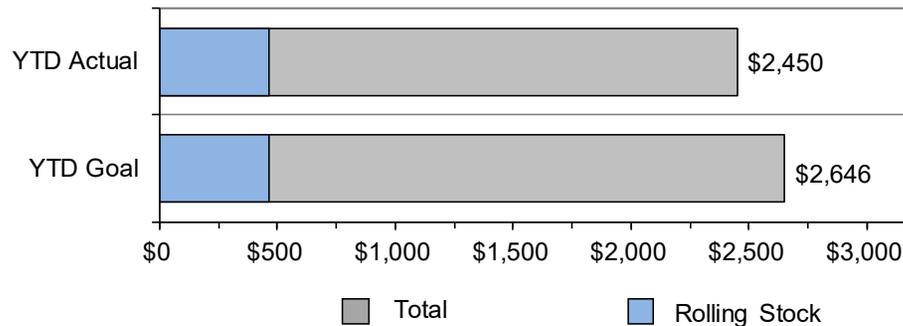
### Year-to-Date Major Completions



	Count	Percent	Change from Prior Month
<b>GREEN</b> = Completions made/forecast within Goal	12	71%	-
<b>YELLOW</b> = Completions delayed beyond Goal (already achieved)	3	18%	↑ 1
<b>RED</b> = Completions delayed beyond Goal (not yet achieved)	2	12%	-
<b>Total</b>	<b>17</b>	<b>100%</b>	<b>↑ 1</b>

### Budget Analysis

2019 Annual Goal \$3,428 (\$ in millions)  
 2019 Forecast 108% of Annual Goal  
 Forecast left to Complete 34% (\$1,247)



### Year-to-Date Agency Breakdown

2019 Goals	Prior month variance		
	GREEN	YELLOW	RED
<b>New York City Transit</b>			
9	2		
<b>Long Island Rail Road</b>			
1			+1 RED
<b>Metro-North Railroad</b>			
1			
<b>Bridges and Tunnels</b>			
<b>Capital Construction Company</b>			
1			
<b>MTA Bus Company</b>			
1	+1 YELLOW		-1 RED
<b>MTA Police Department</b>			

## Capital Projects – Major Completions – October 2019 – Schedule Variances

Project	Completion	Goal	Forecast
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### 2 All-Agency Red Completions (1 New Item)

#### MNR

##### Stations

Grand Central Terminal Utilities	Construction	Apr-19	Nov-19
		\$44.7	\$51.0

Field conditions required the modification of a fire pump controller cabinet. The current forecast for project completion has consequently been delayed to October 2019.

#### LIRR

##### Stations

<b>Nostrand Ave Station Rehab (New Item)</b>	Construction	Oct-19	Nov-19
		\$20.1	\$21.1

Delay is due to an extension granted to contractor and ongoing legal issues .

Capital Projects – Major Completions – October 2019 – Schedule Variances

Actual Results Shaded

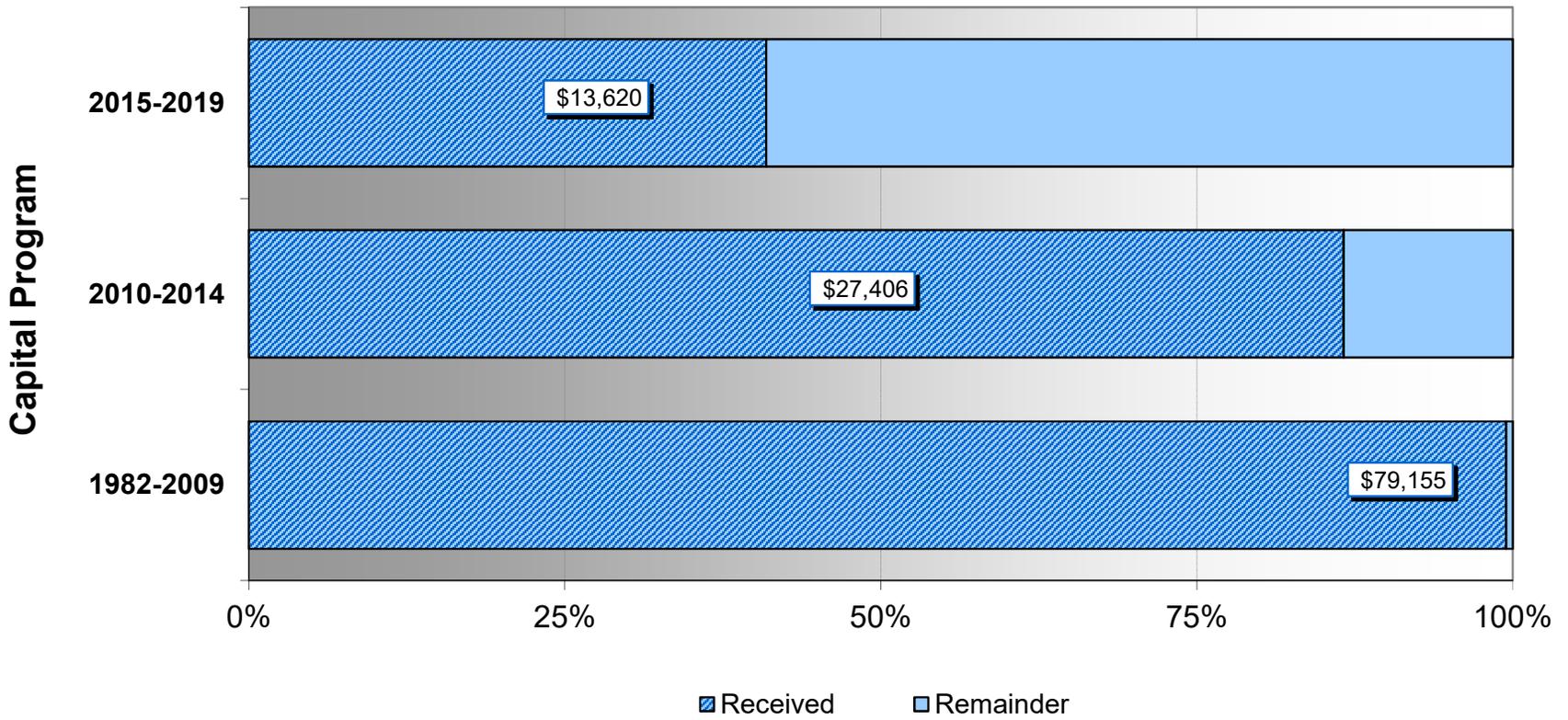
Project	Completion	Goal	Actual
<b>3 All-Agency Yellow Completions (1 New Item)</b>			
<b>NYCT</b>			
<i>Bus Purchase</i>			
Purchase 251 Standard Diesel Buses	Bus Purchase	Jul-19 \$161.0	Aug-19 (A) \$160.1
<p>There was an initial two month delay in the start of production and delivery of buses. Later, delays during fleet production resulted in a one month slip. All buses have been delivered.</p>			
<i>Passenger Stations</i>			
Station Component: 4 Stations / Jamaica	Construction	Feb-19 \$87.0	Aug-19 (A) \$104.7
<p>A project extension was granted to the contractor to complete additional work. Track access was available until August. The project cost increased to repair 30 tons of steel after a detailed steel repair survey revealed a significant amount of steel deterioration.</p>			
<b>MTA Bus Company</b>			
<i>Facilities</i>			
<b>Security: JFK &amp; Spring Creek (New Item)</b>	Construction	Aug-19 \$8.5	Sep-19 (A) \$8.5
<p>Delayed due to an additional work order to replace a downed pole at JFK depot.</p>			

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## Status of MTA Capital Program Funding

# Capital Funding (October 2019)

\$ in millions



## Capital Funding Detail (October 31, 2019)

\$ in millions

	Funding Plan	Receipts		
	Current	September	This month	Received to date
<b>1992-1999 Program</b>	18,095	18,095	-	18,095
<b>2000-2004 Program</b>	21,668	21,668	-	21,668
<b>2005-2009 Program</b>	24,409	24,002	-	24,002

	Funding Plan	Receipts		
	Current	September	This month	Received to date
<b>2010-2014 Program</b>				
Federal Formula, Flexible, Misc	\$5,853	\$5,839	\$ -	\$5,839
Federal High Speed Rail	295	295	-	295
Federal New Start	1,257	1,257	-	1,257
Federal Security	189	101	-	101
Federal RRIF Loan	-	-	-	-
City Capital Funds	719	608	-	608
State Assistance	770	400	370	770
MTA Bus Federal and City Match	132	112	-	112
MTA Bonds (Payroll Mobility Tax)	11,483	9,606	-	9,606
Other (Including Operating to Capital)	1,365	1,239	-	1,239
B&T Bonds	2,026	1,812	-	1,812
Hurricane Sandy Recovery				
<i>Insurance Proceeds/Federal Reimbursement</i>	6,329	5,613	-	5,613
<i>PAYGO</i>	235	81	-	81
<i>Sandy Recovery MTA Bonds</i>	758	55	-	55
<i>Sandy Recovery B&amp;T Bonds</i>	230	18	-	18
<b>Total</b>	<b>31,640</b>	<b>27,036</b>	<b>370</b>	<b>27,406</b>

	Funding Plan	Receipts		
	Current	September	This month	Received to date
<b>2015-2019 Program</b>				
Federal Formula, Flexible, Misc	\$6,704	\$4,456	\$ -	\$4,456
Federal Core Capacity	100	-	-	-
Federal New Start	500	-	-	-
Federal Security	3	3	-	3
State Assistance	8,640	979	-	979
City Capital Funds	2,667	790	-	790
MTA Bonds	7,968	4,793	-	4,793
Asset Sales/Leases	1,017	318	-	318
Pay-as-you-go (PAYGO)	2,145	1,730	-	1,730
Other	592	-	-	-
B&T Bonds & PAYGO	2,936	553	-	553
<b>Total</b>	<b>33,273</b>	<b>13,620</b>	<b>-</b>	<b>13,620</b>



## THE METROPOLITAN TRANSPORTATION AUTHORITY

### CAPITAL PROGRAM OVERSIGHT COMMITTEE

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

#### I. PURPOSE

The Capital Program Oversight Committee (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor the effective and efficient implementation of the MTA’s five-year capital program.

#### II. COMMITTEE AUTHORITY

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

#### III. COMMITTEE MEMBERSHIP

The Committee shall consist of 6 or more members of the Board, and shall include the Board Chair; the Chair of the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company; the Chair of the Committee on Operations of the Triborough Bridge and Tunnel Authority; the Chair of the Committee on Operations of the MetroNorth Commuter Railroad; and the Chair of the Committee on Operations of the Long Island Rail Road and Metropolitan Suburban Bus Authority. All other members of the Committee shall be appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall serve as the chairperson of the Committee and shall appoint the vice-chairperson of the Committee. In the absence of the chairperson and vice-chairperson at a meeting of the Committee, the Board Chair

shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

#### **IV. COMMITTEE MEETINGS**

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

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Director of the Office of Construction Oversight and the Deputy Chief Financial Officer, and/or his or her designee, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information regarding the MTA's five year capital program that is material to the Committee's monitoring and oversight of the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's five year capital program. The Director of Security and/or his or her designee shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to MTA security projects and MTA-wide security issues, (2) provide the chairperson of the Committee with all information regarding MTA security projects that is material to the Committee's monitoring and oversight of security projects contained in the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing security projects contained in MTA's five year capital program.

#### **V. COMMITTEE REPORTS**

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

#### **VI. KEY RESPONSIBILITIES**

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The

Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to any approved or proposed capital program plans:

1. monitor the current and future availability of funds to be utilized for such capital improvement programs and plans;
2. monitor the contracts awards of the MTA to insure that such awards are consistent with:
  - a. provisions of law authorizing United States content and New York State content;
  - b. any collective bargaining agreements;
  - c. provisions of law providing for participation by minority and women-owned businesses;
  - d. New York State labor laws;
  - e. competitive bidding requirements including those regarding sole source contracts; and
  - f. any other relevant requirements established by law.
3. monitor the award of contracts to determine if such awards are consistent with the manner in which the work was traditionally performed in the past;
4. review the relationship between capital expenditures pursuant to each such capital program plan and current and future operating budget requirements;
5. monitor the progress of capital elements described in each approved capital program plan;
6. monitor the expenditures incurred and to be incurred for each such element;
7. identify capital elements not progressing on schedule, ascertain responsibility therefor and recommend those actions required or appropriate to accelerate their implementation;
8. monitor the proposed benefits for approved projects in the capital program at appropriate points during the life of the capital project to ensure that the benefits materialize;
9. review capital elements and program management to improve the efficiency and effectiveness of the program, securing analytic resources as needed;
10. monitor awarded contracts to determine if the work is being implemented in the most efficient and effective manner possible;

11. consult as necessary with other New York State departments, agencies and divisions with respect to the foregoing;
12. provide guidance to the Board Chair and the Board with respect to the appointment (and if appropriate dismissal), evaluation, and compensation of an independent engineering firm to provide an independent review of reports by the MTA agencies with respect to the foregoing;
13. in consultation with the Office of Construction Oversight, oversee the work of such independent engineering firm;
14. together with the Office of Construction Oversight, review the periodic and/or special reports provided by such independent engineering firm; and
15. monitor the implementation of MTA security projects contained in approved capital programs, provide a forum for discussion of MTA-wide security issues among representatives of MTA and each of its subsidiaries and constituent agencies, and provide guidance to the Board Chair and the Board with respect to security on an MTA-wide basis.

In addition, the Committee shall have the following responsibilities:

- 1 set the annual work plan for the committee;
- 2 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 3 review and assess the adequacy of this Charter annually; and
- 4 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.