

Minutes of the Joint Meeting of the New York City Transit Authority and MTA Bus Committee, the Joint Long Island Rail Road Committee and Metro-North Railroad Committee, the Capital Program Committee, and the Triborough Bridge and Tunnel Authority Committee.

**April 28, 2025
2 Broadway
New York, NY 10004
9:55 AM**

The following Committee Members were present:

Hon. Janno Lieber
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Daniel Garodnick
Hon. Randy Glucksman
Hon. Marc Herbst
Hon. Meera Joshi
Hon. Christopher Leathers
Hon. Blanca Lopez
Hon. David Mack
Hon. Haeda Mihaltses
Hon. John Ross Rizzo
Hon. Lisa Sorin
Hon. Edward Valente
Hon. Neal Zuckerman

The following Committee Members were not present:

Hon. Michael Fleischer
Hon. David Jones
Hon. John Samuelsen
Hon. Midori Valdivia

MTA staff present:

Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Jai Patel, Deputy Chief Financial Officer, Catherine Sheridan, President B&T, Demetrius Crichlow, President NYCTA, Justin Vonashek, President MNR, Robert Free, President LIRR, Sirish Peyyeti, IEC, Jamie Torres-Springer, President C&D, John McCarthy, Chief External Relations & Policy, Juliette Michaelson, Deputy Chief External Relations, Jessica Lazarus, Deputy Chief Commercial Ventures, Paige Graves, General Counsel, Evan Eisland, EVP and General Counsel C&D, Chris Pangilinan, Chief Operations Planning, NYCT, Rachel Cohen, Director Contracts Management, NYCT, Bill Amarosa, Senior VP Subways, NYCT, Frank Annicaro, President MTA Bus, and Lisette Camilo, MTA Chief Administrative Officer.

Chairman Lieber called the April 28, 2025, Joint Committee Meeting to order at 10:25 AM.

1. Public Comments Period

There were seventeen public speakers during the hybrid public comment period.

Gian Pedulla, Educational Vision Services
Robert Whitaker, TWU Local 100
Mark Saccomagno, TWU Local 100
Anna Humphrey, Center for Independence of the Disabled, NY
Iris Kelly, Disabled in Action
Michael Ring, Disabled in Action
Aleta Dupree,* Team Folds
August Hoyt,* Transportation Alternatives Youth Activist Committee
David Kupferberg,* Passengers United
Jesse Figueroa,* Veterans of Foreign Wars of the United States
Charlton D'Souza,* Passengers United
Jason Anthony, LIRR ADA Task Force
Christopher Greif, ADA Accessibility Transportation Group
Jean Ryan, Disabled in Action
Omar Vera, private citizen
Kara Gurl, PCAC

*Provided comment virtually.

Details of the following presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting produced by the MTA and maintained in the MTA's records.

2. Fare and Toll Evasion Progress Report

John McCarthy, Chief of Policy and External Relations, began the fare and toll evasion progress report by framing the issue as a core business concern, emphasizing the importance of increasing ridership, simplifying fare payment, and making fare and toll evasion more difficult. He reminded the Board Committees that fare and toll revenue comprises approximately 40% of the MTA's operating budget, making it essential to ensure that customers are using and paying for the service. Mr. McCarthy noted the pandemic's severe impact on transit use and the agency's finances, but praised the Board's decision to double down on service rather than cut back. He conveyed that this investment has yielded positive results, with improvements such as increased off-peak subway service, major LIRR upgrades, and faster bus service in Queens. He also highlighted major investments in system safety, including expanded NYPD presence, onboard security cameras, and mental health outreach teams. He said these actions have helped drive consistent growth in ridership, now reaching 6 million daily customers - double that of the entire U.S. airline industry. Mr. McCarthy reported that subway journey times reached a record 86% in March, while both commuter railroads reported over 90% on-time performance. He stated that

fare revenue has increased 67% since 2021, not only from new riders but also from a higher share of riders paying fares.

The fare and toll evasion progress report continued with Shanifah Rieara, Chief Customer Officer, highlighting how the MTA has significantly improved fare and toll payment convenience to encourage ridership. She emphasized the success of the OMNY "Tap and Go" system, which eliminates the need for physical MetroCards by allowing riders to pay using contactless credit cards, smartphones, or smartwatches. She noted that for those who prefer physical cards, OMNY cards are still available and can be refilled online or set to auto-reload. Ms. Rieara said that riders also benefit from fare capping, never paying the equivalent of more than 12 trips per week, providing both flexibility and cost savings. Ms. Rieara noted that OMNY is now available across all 472 subway stations, the full bus fleet, and all customer segments, including reduced-fare, paratransit, pre-tax, and student riders. She credited station agents having moved out of traditional booths as a key step in making the system more accessible and welcoming, allowing the station agents to provide in-person assistance. On commuter railroads, the TrainTime app now accounts for over 70% of ticket purchases, marking a fourfold increase since 2017 and reflecting a major digital shift in fare collection. Similarly, she noted that the move to open-road tolling on bridges and tunnels, implemented in 2017, has reduced congestion and improved safety. The E-ZPass system, with various payment options, was further enhanced through a new website and the launch of the Tolls NY app, simplifying toll payment management.

Demetrius Crichlow, President, New York City Transit, credited Chair Lieber for setting the tone by urging the agency to "leave no stone unturned" in addressing fare evasion, and outlined a series of coordinated interventions that, when implemented together, have produced measurable results.

President Crichlow described a multi-pronged strategy for subways aimed at closing the primary avenues of fare evasion. He reported that the deployment of gate guards has led to a 36% decrease in fare evasion at those stations. In addition, the MTA has undertaken systemwide modifications to prevent the act of "backcocking" turnstile arms, a common tactic used by fare evaders. 90% of stations had been modified to eliminate this vulnerability, with full coverage expected by summer. President Crichlow also highlighted the introduction of delayed egress systems at emergency exits, which impose a 15-second delay before the door opens. These deterrents are now active at 70 stations and are designed to encourage customers to exit through turnstiles instead. He noted that at locations where fins and sleeves have been installed at turnstiles, fare evasion by jumping has dropped by 60%. These measures, he stressed, are most effective when layered, reinforcing one another to create a station environment that is significantly harder to exploit. President Crichlow acknowledged the essential role played by the NYPD and MTA Police Department. Their increased presence has not only supported transit workers but also contributed meaningfully to the reduction in fare evasion, especially in large and complex stations.

Turning to the issue of fare evasion on buses, President Crichlow described it as one of his core priorities since assuming leadership. He noted that fare evasion on buses had risen unchecked for years, reaching a peak of nearly 50% by the spring of the previous year. In response to this challenge, he led an overhaul of fare enforcement strategy on buses, calling on his team to reimagine how the Eagle Teams are deployed. This included changing how bus operators

manage rear-door boarding, previously a major point of vulnerability, and working closely with NYPD to ensure better coverage and deterrence. Operators were directed to limit rear-door access and to encourage front-door boarding.

President Crichlow reported that Eagle Teams now conduct visible enforcement at approximately 140 locations each week, covering about 1,500 bus trips per day. He said their presence is intended not only to enforce payment but to serve as a clear deterrent to fare evasion. President Crichlow reported that since these changes were implemented, bus fare evasion has decreased each quarter he has been in office. While he acknowledged that more work remains, he expressed confidence in the direction of progress and the effectiveness of the current strategy.

Long Island Rail Road President Rob Free followed with a presentation emphasizing that revenue protection remains one of the agency's top priorities. While acknowledging that extensive initiatives are underway in the subway system, he highlighted that both commuter railroads have also implemented targeted strategies to address fare evasion. One of the key focus areas has been improving the efficiency of ticket collection for both customers and onboard staff.

President Free explained that the railroads have been working to ensure that customers have their tickets purchased and ready for inspection before boarding. This effort has been supported through clear and repeated communications across various platforms, including onboard and station announcements, as well as digital signage throughout the system. LIRR has instituted pre-boarding ticket validation programs at select locations, building on the existing event-based programs. These initiatives have been well received by both revenue teams and paying customers, the latter of which appreciate the agency's efforts to hold fare evaders accountable. He noted a marked increase in customers boarding trains with tickets already purchased and activated. Due to the program's success, pre-boarding validation is now conducted every weekday at Penn Station.

Another important measure President Free discussed is the updated onboard invoicing program, known as the "Commitment to Pay" system. This program targets riders who attempt to intentionally evade paying fares. Under the revised system, riders must now provide valid identification in order to receive a Commitment to Pay invoice. If they cannot present valid ID, MTAPD is contacted to remove the individual from the train. Depending on the circumstances, this could result in enforcement actions such as a summons or even arrest. Since this policy was implemented, the LIRR has seen a 66% decrease in the number of Commitment to Pay invoices issued in locations previously known for high rates of fare evasion. Metro-North has reported a 31% decrease.

President Free cited these statistics as clear evidence of behavioral change. He emphasized that these gains in fare enforcement and revenue protection have not come at the expense of service quality. Both railroads continue to operate at record levels of on-time performance. He concluded by crediting the success of these efforts to strong collaboration between frontline employees, labor partners, and the MTAPD, whose continued support has been vital to implementing these initiatives effectively.

Metro-North President, Justin Vonashek, continued the presentation by emphasizing that one of the key drivers of success in fare compliance on the commuter railroads has been the strong partnership among management, labor, train crews, and the MTAPD. He explained that when a

rider refuses to pay or creates conflict with a conductor, the train crew immediately calls in the police. From 2023 to 2024, this approach has led to a dramatic increase in summonses and arrests for fare evasion, as the MTAPD has significantly expanded its support.

President Vonashek highlighted that police officers are now riding more trains and taking fare disputes off of the trains, preventing delays that would otherwise affect thousands of paying customers. This proactive policing ensures that the system continues to operate efficiently and fairly. Additionally, MTAPD officers are now stationed within both railroads' operations control centers, allowing for improved real-time coordination and a sharp reduction in police-related train delays. He noted that this strengthened partnership has restored confidence among train crews, who now trust that when they call for assistance, the police will respond swiftly and reliably.

MTA Bridges and Tunnels President Cathy Sheridan detailed the agency's aggressive efforts to enforce toll payment compliance. She reported that over the past three years, enforcement actions against persistent toll violators have increased by 350%, and vehicle towing related to these violations has risen by 155%. These measures have proven effective, leading to a 44% increase in revenue recovery during that period.

President Sheridan also highlighted MTA Bridges and Tunnels' leadership in a growing multi-agency task force aimed at cracking down on “ghost plate” drivers who deliberately cover, alter, obstruct, or use fake license plates to evade tolls. The task force now includes 12 law enforcement agencies, and its work has yielded significant results: in just over a year, they have issued more than 45,000 summonses, towed over 4,400 vehicles, and made more than 1,000 arrests.

She emphasized that this enforcement will continue both at bridge and tunnel crossings and within the congestion relief zone, as the agency seeks to deter and eliminate what she described as intentional and shameless toll evasion.

John McCarthy returned to the presentation by acknowledging the substantial work done across MTA agencies to make it easier for customers to pay and to crack down on fare and toll evasion. He reiterated the agency's belief that simply playing defense is insufficient; real accountability is needed, particularly for repeat offenders and those who enable fare and toll evasion. Mr. McCarthy stated that the decision of the criminal justice system to stop prosecuting theft of service has negatively affected both the MTA's budget and the safety of the MTA system. In response, the MTA continues to work closely with law enforcement to ensure fare evasion is met with appropriate penalties.

He also highlighted the role of Katie Falasca, the MTA's criminal justice advocate, who collaborates with the District Attorneys' Offices to push for full prosecution of crimes committed in the transit system, especially when such crimes accompany other offenses. Police Commissioner Tisch has maintained a strong police presence in trains and stations and recently announced an expansion of quality-of-life enforcement initiatives into the subway system. These initiatives focus on behaviors that degrade the rider experience and erode confidence in safety, such as smoking, putting feet on seats, and aggressive panhandling.

Mr. McCarthy stressed that in addition to enforcement, the MTA remains focused on improving and protecting transit service. This includes leveraging transit improvements from congestion relief zone revenues. The agency is also preparing for service disruptions such as the upcoming East River Tunnel closures by Amtrak, actively working to minimize the impact on LIRR customers.

Mr. McCarthy outlined several upcoming developments. By the end of the year, full OMNY tap-and-go payment functionality will be available systemwide with the final installation of card vending machines. In 2026, proof-of-payment enforcement will expand to buses, with Eagle Teams able to board and scan riders' payment cards to verify fare compliance. Railroad ticketing policies will also be updated later this year to ensure equity and accountability, as fare-paying riders continue to express frustration over others who evade payment.

He noted continued infrastructure improvements: full implementation of backcocking modifications at turnstiles will be completed by summer; delayed egress gates will expand; and perhaps most significantly, new modern fare gates will be installed at 20 stations this year, a major upgrade announced by Governor Hochul in her State of the State address.

The presentation concluded with remarks from MTA Construction and Development President Jamie Torres-Springer. He summarized the presentation by reinforcing that the Board Committees had just heard a comprehensive, agency-wide strategy to tackle fare evasion, encompassing enforcement, short-term physical modifications, and long-term system transformation. He emphasized that while enforcement remains the most critical tool in the immediate term, the future lies in a large-scale physical overhaul of fare control infrastructure.

Mr. Torres-Springer announced that the MTA has earmarked \$1.1 billion in its 2025-2029 Capital Plan to roll out modern faregates at 150 subway stations over the next five years. These gates represent cutting-edge technology designed to both prevent fare evasion and improve accessibility. Procurement is already underway, with four vendors shortlisted. Their equipment will be piloted at 20 stations this year, giving the MTA the opportunity to test and calibrate the systems before broader deployment.

He explained that although some of the new gate designs may look familiar from other systems, they incorporate major technological advancements. Each proposed gate features core baseline characteristics, including wide-aisle gates to replace emergency exits and standard gates to replace traditional turnstiles. Most use paddle mechanisms that are difficult to force, prop open, or climb over. They also include the latest advancements in sensor technology, object detection, and machine learning, ensuring gates open only for fare-paying passengers.

This system will be supported by a sophisticated backend that allows for real-time monitoring and adjustment of gate settings. The goal is to strike a careful balance between accessibility and fare enforcement. These gates will not only improve compliance but also enhance the experience for riders with mobility devices, luggage, or strollers.

Chair Lieber reiterated that the Blue-Ribbon Panel was created in 2022 to provide a detailed plan to address fare evasion given the capacity of the existing infrastructure. The Chair stated that we are ardent advocates of the City's Fair Fares program, and are actively engaged in increasing

eligibility and enrollment in the program. The MTA continues to push back on fare evasion moving forward.

In response to a question from Board Member Mihaltses regarding the selection criteria for the pilot stations of the new modern fare gates, President Torres-Springer stated that while one criterion is the number of incidents of fare evasion, another is geographic diversity. Certain infrastructure enhancements, such as camera systems that allow for better monitoring as to how the gates function in a variety of settings, will help determine each fare gate design's viability in the system.

In response to a question from Board Member Albert in connection with the mechanism that prevents backcocking and how it allows exiting, President Crichlow stated that the control arm can only go in one direction once it starts. Chair Lieber stated that it simply works, and it took months of labor to produce the adjustment for the turnstile mechanism.

Board Member Lopez clarified that OMNY is coming to Westchester County and thanked the team for their communication and cooperation.

Board Member Zuckerman commended the team that the Chair put together for tackling fare evasion and stated that the MTA is doing everything it can to recover revenue. Board Member Zuckerman questioned what a natural floor is for loss of revenue based on other transit systems similar to "shrinkage" in retail. In response, Ms. Patel stated that while the floor is unknown among all transit systems because there is no universal standard to recording revenue loss, we know that the MTA has the highest farebox recovery ratio among all transit agencies.

In response to a question from Board Member Sorin regarding whether there are any pilot fare gates in the Bronx, President Torres-Springer stated that although the current list is incomplete, the Bronx will get its share of modern fare gates.

Board Member Glucksman thanked Board Member Zuckerman for speaking out on behalf of the MTA.

In response to a question from Board Member Herbst regarding LIRR service interruption resulting from Amtrak's scheduled East River Tunnel shutdown for the next three years, President Free stated that schedule adjustments were made to accommodate the anticipated work with the opening of Grand Central Madison. In addition, LIRR issued a letter to Amtrak earlier this month expressing its concerns with the closure, including existing delays on current projects, the preparatory work for the closure, and contingency measures for any issues. President Free stated that LIRR urged Amtrak to consider partial closures during overnights and weekends to lessen the risk to LIRR's operations, as LIRR is the largest carrier between the three agencies and therefore at most risk. President Free stated LIRR sought transparency from Amtrak on the details of their approach to this project to protect LIRR's operations. Chair Lieber noted that the two tunnels in this project predominantly serve Amtrak and it has been a long time coming since Superstorm Sandy.

In response to a further question from Board Member Mihaltses regarding how long it would take to replace the fare gates, President Torres-Springer stated that the deployment will be

relatively quick based on all the current preparatory work. Chair Lieber stated that there will not be a full station shut down by taking advantage of multiple entrances at each station.

In response to a question from Board Member Brown regarding the timing of the East River Tunnel project given how poorly Amtrak supplied labor in prior projects such as East Side Access while the MTA was blamed for delays, President Free stated that a further concern is that Amtrak is facing funding constraints and possible staffing cuts, which would impact labor in project oversight and daily operation oversight.

Board Member Leathers thanked Chief Kemper and Chief Taffe and the MTAPD for their continued support of train conductors in maintaining safety and security of the system.

The full report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the presentations.

3. OMNY Report

Jessica Lazarus, Deputy Chief, Commercial Ventures, provided the Board Committees with an update on the MTA's transition from MetroCard to OMNY. She began by reaffirming that a central part of the MTA's strategy to combat fare evasion is making fare payment easy, simple, and accessible. Over the past 11 months, the focus has been on expanding OMNY access to all customer segments - a goal that has now been achieved. Ms. Lazarus noted that tap-and-go has become the dominant form of payment across both subway and bus systems. Adoption has been particularly strong among bus riders, who include a higher proportion of non-full-fare customers. Two-thirds of all NYC Transit riders now use OMNY, primarily because it offers convenience, time savings, and cost efficiency. Riders no longer need to prepay for multiple rides or wait in line at vending machines.

Using a detailed chart of March's transit trips, Ms. Lazarus illustrated the distribution of ridership by fare category. While full-fare riders make up the largest group, the presentation focused on the remaining one-third of customers still using MetroCard. She described targeted strategies for each customer segment to ensure a smooth transition before MetroCard sales cease on December 31, 2025.

Among full-fare customers, approximately 15% still use MetroCards. These riders tend to prefer physical cards and are expected to switch to physical OMNY cards as new OMNY vending machines replace MetroCard machines in stations. Ms. Lazarus highlighted one-on-one customer education happening at stations, aided by supplemental station agents. These interactions not only introduce customers to OMNY vending machines but also educate them about the flexibility of reloading cards online or at local retail partners. She noted that customers are often pleased to learn they can now receive free rides after 12 taps per week.

Ms. Lazarus then addressed users of the 7-day unlimited MetroCard, a product heavily distributed through local businesses. She emphasized that the \$34 upfront cost of the 7-day MetroCard offers no advantage over OMNY's weekly fare cap, which allows customers to pay less if they ride less. These same retailers are now selling and reloading OMNY cards, and the

MTA has launched business-facing resources and outreach through Business Improvement Districts (BIDs) and elected officials to support them. Many retailers have welcomed the change, as OMNY eliminates the need for them to prepay for fare inventory and serves a broader customer base.

Around 60% of monthly MetroCard users purchase their cards through pre-tax commuter benefit programs. That group is now rapidly converting to OMNY, with many large employers replacing the MetroCard with reloadable OMNY cards or contactless debit cards. Ms. Lazarus highlighted the example of New York City employees who now use tap-and-go debit cards for transit. Riders report improved experiences, especially because unused funds remain accessible in their accounts.

In December, the MTA converted all reduced-fare customers to OMNY, issuing personalized cards and discontinuing MetroCard issuance for new applicants. Adoption among this group has reached 65%, and efforts continue through in-person and virtual customer service, as well as broad public outreach via advertising and radio.

Ms. Lazarus also addressed the Fair Fares program, which is managed by the City of New York. The MTA has ensured that OMNY is now compatible with Fair Fares and is supporting the City's efforts to issue OMNY cards to new and existing program participants. Outreach includes city-run marketing campaigns and enrollment centers at MTA stations..

Finally, Ms. Lazarus spoke about the "other" category, which includes specialized fare programs such as paratransit, uniformed agencies, and MTA employee passes. Ms. Lazarus emphasized that while two-thirds of transit customers have already adopted OMNY, the MTA has detailed, segment-specific strategies to reach the remaining one-third customer base. The goal is to ensure a seamless and successful transition for all riders before MetroCard sales end on December 31, 2025.

The report continued with Tim Kaiser, Vice President, OMNY Project Delivery, who reported that significant progress has been made on the installation of OMNY vending machines. Over 670 machines have been deployed at more than 325 subway stations, representing roughly two-thirds of the system.

Mr. Kaiser confirmed that OMNY will be launched on the Westchester Bee-Line and Nassau Inter-County Express bus systems by the end of 2025, in alignment with the conclusion of MetroCard sales. These will be the final two affiliates to onboard to OMNY, which is already active on the JFK AirTrain, Roosevelt Island Tram, and Hudson Rail Link. The JFK AirTrain is also progressing toward the integration of enhanced OMNY-compatible gates, with vendor contracting underway.

Mr. Kaiser stated that the team remains on schedule to complete installation of all 980 public-facing vending machines by Labor Day 2025, with approximately 20 machines added each week. The final OMNY system will include about 40 fewer vending machines than the current MetroCard infrastructure, with machines strategically located in high-cash-use areas and ADA-accessible stations. OMNY-only sales have already launched at several stations, including Roosevelt Avenue–Jackson Heights, 74th Street Broadway, 23rd Street, 21st Street, and Court Square, with legacy MetroCard vending equipment being removed daily through the end of

2025. Station agents have been assigned to assist customers during the transition. MetroCard payment will continue to be accepted into 2026 to allow for a smoother changeover.

Mr. Kaiser stated that the completion schedule for OMNY integration is on track for all categories. Vending machine program is moving ahead as planned. All student and reduced-fare programs have successfully transitioned to OMNY, while Fair Fares and Paratransit integration is ongoing and expected to continue through 2025. Remaining affiliates are set to onboard by the end of the year. A limited release of OMNY virtual cards, compatible with Apple Wallet and Google Wallet, is planned for later this year, following thorough testing and piloting.

Looking ahead to 2026, the program will shift its focus to backend enhancements, including upgrades to inventory management systems and improvements to the B2B portal.

Contracts were awarded last year to Metro-North Railroad and Long Island Rail Road to replace the physical ticketing systems and upgrade the TrainTime mobile app. Following successful inspections of the new vending machines in December 2024, software development is nearing completion. Factory acceptance testing is set for May this year. Pilot deployments at both railroads are scheduled for June 2025, with full rollout and public-facing implementation expected by the second quarter of 2026. Upgrades to the TrainTime app are ongoing.

Mr. Kaiser concluded by reaffirming that both the New York City Transit and railroad OMNY programs remain on budget and on schedule, with substantial progress achieved over the past year.

President Torres- Springer noted that C&D is pleased that the project is on schedule and on budget since it took over the role of completing delivery of OMNY, with Tim Kaiser in charge of delivery and Amy Linden in charge of OMNY operations and services. Already OMNY vending machines are at 98% availability and are twice as reliable as MetroCard vending machines, which are important for cash collection for those who need or prefer to use cash.

Chair Lieber noted the importance of station agents and educating customers on the use of OMNY during this integration period. Due to the anticipated large proportion of customers, about 70 to 80 percent, that will not be using a physical OMNY card, there will be a reduced number of OMNY vending machines compared with MetroCard vending machines. Chair Lieber complimented the entire C&D team for their excellent execution on this mega project.

4. IEC Report

Sirish Peyyeti, Program Director of the MTA's Independent Engineering Consultant (IEC), delivered an update on the IEC's monitoring responsibilities related to the OMNY project. Since the IEC's last report in May 2024, the OMNY project has continued to make progress. To date, 670 OMNY vending machines have been installed and are operational across 325 stations. The remaining 310 machines are scheduled for installation by the third quarter of 2025. Distribution of OMNY cards to students and reduced-fare customers has been completed, while the rollout of cards for paratransit and Fair Fares customers is underway and expected to be finished by the fourth quarter of 2025.

Once all vending machines have been installed and the remaining OMNY cards distributed, the system will be in full beneficial use for all paying New York City Transit customers. Additionally, the Westchester Bee-Line and Nassau Inter-County Express bus systems are in the process of implementing OMNY, with completion expected by the fourth quarter of 2025.

The IEC's review indicates that the current budget is adequate to complete the OMNY project. The contractor schedule, as approved by MTA C&D, forecasts substantial completion by December 2025. The IEC concurs that this target is achievable. However, there remains a risk that the project could be delayed to the second quarter of 2026. This risk stems from the requirement that substantial completion is contingent upon the MTA's approval of Cubic's Final Revenue Service Acceptance Testing. This testing requires a 90-day consecutive period during which all OMNY taps must be validated on the backend, and all program elements must meet contractual performance standards. The risks are due to Cubic's staffing challenges, existing software defects, and time required to rectify issues uncovered during initial testing and subsequent validation testing.

President Torres-Springer stated that despite the potential risk due to software defects identified by the IEC, the OMNY system will be in place, and the contractor will provide a system that is functional but scalable in a massive capacity.

In response to a question from Board Member Mihaltses regarding the implementation of OMNY for tourists and infrequent travelers, Ms. Rieara stated that they are working with NYC & Company and amplifying customer messaging -- including ads at major transit hubs, airports, and high crossing locations -- to educate customers. Station agents outside the booths are also extremely important in assisting customers while waiting on long lines. President Torres-Springer stated that they have worked with various agencies to implement OMNY at Roosevelt Island Tram and the Port Authority of NY and NJ's AirTrain at JFK and Jamaica, NY.

Board Member Chu noted the amazing progress of the MTA so far on crime and fare evasion, despite all the obstacles, hurdles, and challenges, while increasing performance and modernizing the system, when other agencies have retracted service. He stated that MTA has always been the benchmark that others look to, including with respect to congestion pricing. Mr. Chu commended the entire MTA team for the work that has been done to get to where the MTA is today.

In response to a question from Board Member Glucksman regarding the fee for a physical OMNY card, Ms. Lazarus stated that there is currently a discounted \$1 fee for an OMNY card, just like the MetroCard. Board Member Glucksman further questioned how OMNY cards will be integrated with the railroads, Ms. Lazarus stated that railroad customers will continue to purchase tickets through the new ticket vending machines at stations or on the TrainTime app. In the future, the TrainTime app will be integrated with the transit system so that a single account may access both the rider's subway/bus transaction history and purchased railroad tickets.

In response to a question from Board Member Lopez regarding the integration of paratransit customers into the OMNY system, Ms. Lazarus stated that paratransit customers will be receiving an OMNY card where funds can be loaded, or they can receive reduced fares on their account through the Paratransit office.

In response to a question from Board Member Sorin regarding educating businesses who do not have BIDs, Ms. Lazarus stated that over the last two years, they have been working with elected officials and have even gone door to door speaking with small retail businesses that sell MetroCards to promote converting to OMNY sales. In response to a further question from Board Member Sorin regarding the difference between a virtual card and the phone, Ms. Lazarus stated that each tap of a virtual OMNY card will reduce a preloaded amount, where a tap linked to a credit card will charge a fare each time. President Torres-Springer stated that the virtual OMNY card can be added to your Apple or Google Wallet similar to other cards. Chair Lieber noted that there are 18 MTA Customer Service Centers across the boroughs where customers can trade in MetroCards for value on the OMNY system.

5. Capital Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented five procurement actions to the Capital Program Committee.

Upon a motion duly made and seconded, the Capital Program Committee voted to bring the following procurement actions before the full MTA Board and recommended the following:

1. Award of a publicly advertised and competitively solicited contract with Atlas ATC Engineering Inc. (Contract D81709) for special inspection and testing services;
2. Award of a publicly advertised and competitively solicited contract to Nordic Signals Consulting ApS (Contract S81714) for consultant services to support New York City Transit's Communication-Based Train Control Signal Modernization Program;
3. Award of a modification to a contract with Cubic Transportation Systems (Contract A32024) to provide enhanced capabilities to the existing OMNY point-of-sale network and reduced fare and paratransit functions and technical support for these enhancements;
4. Ratification of a modification to a contract with Siemens Industry, Inc. (Contract S48004-1) to provide a database validation tool, a cloud-based ATS expandability tool and multiple changes to the carborne controller software to improve system performance and reliability; and,
5. Ratification of a modification to a contract with Restani-ASW JV, LLC (Contract VN-81X) to furnish and install temporary structural shoring to the underside of portions of the Belt Parkway Ramp from the Verrazzano-Narrows Bridge.

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

6. New York City Transit Procurement Action

Lisette Camillo, Chief Administrative Officer, presented one procurement action to the Joint Committee.

Upon a motion duly made and seconded, the Committee voted to bring the following procurement action before the full MTA Board and recommended the following:

1. Award of a publicly advertised and competitively solicited three-month miscellaneous service contract of \$1.7 million to Sovereign Hydroseal East Inc for the injection of cementitious grouts into the tunnel subbase underneath the track bed at Essex Street Station, which is built above soil that is often water logged due to its proximity to the East River.

7. Meeting Minutes

Upon a motion duly made and seconded, the Joint Committee approved the minutes of each of the individual Committee meetings held on March 24, 2024.

8. Adjournment

Upon a motion duly made and seconded, Chair Lieber adjourned the Joint Committee Meeting at 12:35 PM.

Evan Eisland

General Counsel and
Corporate Secretary
MTA C&D

Haley Stein

Acting Vice President, General Counsel and
Corporate Secretary
Metro-North Commuter Railroad Company

David Farber

General Counsel and
Corporate Secretary
NYCT and MTA Bus

Haley Stein

Vice President,
General Counsel and Corporate Secretary
Long Island Rail Road Company

Paul L. Friman

General Counsel

and Corporate Secretary

Triborough Bridge and Tunnel

Authority