

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Tuesday, November 29, 2022

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 am

The following Board members were present in person:

Hon. Blanca López, Co-Chair
Hon. Samuel Chu, Co-Chair
Hon. Andrew Albert
Hon. Frank Borelli, Jr.
Hon. Norman Brown
Hon. Gerard Bringmann
Hon. David Mack
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Board members attended via video:

Hon. Randolph Glucksman
Hon. Sherif Soliman

The following Board members were absent:

Hon. Michael Fleischer
Hon. Harold Porr III

Representing Long Island Rail Road:

Catherine Rinaldi – Interim President
Rob Free – Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety
Paul Dietlin – Vice President, Maintenance of Way
Hector Garcia – Senior Director of External Affairs

Representing Metro-North:

Catherine Rinaldi – President
Susan Sarch – Vice President, General Counsel & Secretary
Justin Vonashek – Senior Vice President, Operations
Shelley Prettyman – Vice President, System Safety
David Melillo – Vice President, Maintenance of Way
Anthony Gardner – Senior Director of Procurement and Material Management
Jennifer Barry – Accessibility Coordinator

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee.

Co-Chair López called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented:

Kara Gurl (in person), PCAC Research and Communications Associate, was relieved that the Federal Railroad Administration (“FRA”) granted a waiver that will allow East Side Access (“ESA”) to open on schedule. PCAC members participated in the wayfinding exercise last month and were thankful for the opportunity to provide feedback. ESA access will help riders from around the region. Its opening is symbolic of a future of better connection and partnership between both railroads. A natural extension of this should be the fare policy.

Murray Bodin (in person) from Concerned Grandparents said that where train horns are sounded is based on racism. He said that those with money get a quiet zone and that fairness requires that everyone gets a quiet zone even if they cannot pay for it.

George Kaufer (via audio) said that diesel territory trains could be extended and run more frequently.

Andy Pollack (via video) from Passengers United is concerned about Grand Central Madison (“GCM”). He stated that the fire alarm is not yet installed, the escalators are not working, and he is concerned about positive train control (“PTC”). His organization is calling for a delayed opening. He also said that the New Hyde Park westbound platform has USB charging ports but the eastbound platform does not, and that Bayside and Broadway have them but Auburndale does not.

Jack Nierenberg (in person), Passengers United Vice President, said that an individual at previous meetings slandered his colleagues and organization, said that the individual signed up at the last meeting under a false name, and asked that the MTA crack down on registrants who sign up under non-authentic names. He also said that technology has not been taken to prevent oversized trains from entering the ESA tunnels and that fire alarm systems have not yet been installed. He said the new switch at Elmont only allows trains to cross at 15 MPH, which will increase travel times.

Christopher Greif (in person) said that the elevators and escalators at GCM were working fine. He said that things can be adjusted but are being tested. He supports LIRR Care and Metro-North Care, and said that ambassadors help customers get on and off trains at terminals. He stated that light switch buttons at LIRR stations help conductors and engineers know when customers with disabilities need assistance getting on the train. He thanked the MTA Police that were on the holiday trains.

John Michno (via video) said LIRR did a great job with leaf control. He asked whose idea it was to put in a 15 MPH switch, causing trains to have delays when stopping at UBS-Elmont station. He said that Mineola station looks forgotten. He stated that he doubts that GCM will be able to open safely until next year and that the draft schedules need to be reworked. He agrees with PCAC regarding reduced fares at all times. He noted continued disrespect and slander towards him that continues to be tolerated at these meetings.

Charlton D'Souza (via video), Passengers United President, said they are getting complaints from Shore Line East passengers that New Haven connections are not timed properly. He said the Shore Line ticket machines at New Haven should be upstairs. He said there should be a CityTicket allowing five dollar fares for travel from Fordham Road to Jamaica. They should also allow time for Grand Central connections. He said that Passengers United was not invited to the GCM walkthrough. He also said that Passengers United will not support ESA opening, supports labor and others who say it is not safe, and said they should wait until March to get everything worked out.

Sally Wolf (via video) said that, as one of many immunocompromised travelers, she does not feel safe sitting beside unmasked passengers and remains hopeful that they will have masked cars or car sections. She said it is relatively simple to implement, with signage the main cost, and said she is happy to collaborate to help.

Jason Anthony (via video) from Amazon's JFK warehouse said that the East New York station is falling to pieces and needs to be fixed. He said that, while Port Washington branch will lose some trains, his branch will lose a one seat ride to the rest of Long Island. If there are switch problems between Jamaica and Penn Station/GCM, they will need to use Atlantic Terminal to alleviate congestion. He said that Grand Central is a repeat of Second Avenue subway and said they should fix what is wrong with GCM and open it in February or March next year.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the October 24, 2022 Joint LIRR/Metro-North Committee Meeting.

METRO-NORTH AND LIRR 2022 WORK PLANS:

LIRR Interim President/Metro-North President Catherine Rinaldi ("President Rinaldi") reported no changes to the LIRR or Metro-North Work Plans. The 2022 Metro-North and LIRR Work Plans are filed with the records of this meeting.

PRESIDENT'S REPORTS:

President Rinaldi said that, as they will hear from MTA Construction & Development President Jamie Torres Springer, GCM opening day is approaching and the anticipation is unlike anything they have seen. However, while the finishing touches are being applied to the bright, beautiful new terminal, comprehensive orientation and training exercises for employees are moving right along. While they know that GCM will be full of amazing surprises for LIRR customers, they do not want its employees surprised by anything. They want them ready to provide service to and from GCM from day one and completely familiar with the ins and outs of the new space.

As President Rinaldi mentioned last month, LIRR locomotive engineers are receiving ongoing training on the physical characteristics of the new track and station infrastructure, tunnel grades, and so on. Over three weekends in October and November, live cross-agency safety and preparedness drills took place at GCM for customer-facing, incident response, and behind-the-scenes employees. Weekend one featured situational readiness drills in the tunnels. The drills on weekend two prepared crews for various response scenarios within the station proper. On Sunday, November 13, some 200 volunteers tested the functionality of GCM as part of a station operations exercise in which they navigated the concourse and made notes on travel paths throughout the terminal, signage, and general wayfinding elements. It also gave LIRR employees practice on how best to direct customers within their new space. They have also been working on preparing and finalizing all public information messaging at GCM, from platform and station announcements, wayfinding, and digital messaging, to help customers navigate a place that they have never seen and keep them informed every step of the way. And last Friday, they received the good news that FRA had granted its request for a temporary waiver, allowing LIRR to use its existing on-board PTC software for opening day while updated PTC software is being uploaded to the fleet.

Not to be outdone, Metro-North's Office of System Safety conducted its own FRA-mandated annual readiness drill in New Haven on November 5. This year's exercise simulated a fire scenario on Amtrak Acela equipment operating through Metro-North territory. It gave Metro-North crews a chance to reinforce their knowledge of the Passenger Train Emergency Preparedness Plan, to familiarize themselves with the equipment, and to evaluate communications and coordination between the railroad and external first responders.

The theme of the month is "readiness," and it would be near impossible to provide the level of service that LIRR hopes to provide into two Manhattan terminals without years of planning and "shovels in the ground" across Long Island and Queens. Of course, Ronkonkoma Double Track and Main Line Third Track system expansions have gotten plenty of attention, as have new storage areas like the Mid-Suffolk Yard and the Midday Storage Yard in Sunnyside, but they are not done expanding yet. Work on the Great Neck Pocket Track roared along in October towards the November signal cutover. The new track is an ESA readiness project designed to provide much needed train storage and operational flexibility in support of the new service to GCM.

It is now even easier for Long Islanders to get to Elmont-UBS Station due to the 15 month Bellerose Ladder installation project, culminating with the October 29 and 30 signal cutover and subsequent testing. In layman's terms, a "ladder" is basically a series of switches that enables trains

to cross quickly, or “climb,” over several tracks. Now, westbound Hempstead Branch trains can cross over Queens Interlocking and make regular station stops at Elmont’s new north platform. Islanders fans and concertgoers to UBS now have the option of three LIRR branches (Hempstead, Port Jefferson/Huntington and Ronkonkoma) to take them directly to and from Elmont-UBS Station. Once LIRR service to Grand Central Madison begins at the end of the year, these new signals will make it possible to turn Elmont-UBS into a full-time station with service on the Hempstead Branch 365 days a year.

LIRR ridership saw continued weekday commutation gains. October average weekday ridership was up 1.2% over September, with increasing numbers of people returning to the office. They are thrilled to see stations and terminals taking on more and more of the pre-pandemic level of activity. Weekend LIRR ridership tailed off slightly in October, but they expect those numbers to pick up again with the holidays now upon us.

Weekend Metro-North ridership, on the other hand, had a nice October, with the popular “Leaf Peeper” trains and Yankee playoff games leading to solid ridership gains, including a new COVID-era weekend ridership record of 103,300 average trips on October 22 and 23. Average weekday ridership grew as well, up 2.5% compared to September. Regular service on the Port Jervis and Wassaic Lines resumed this month, with Port Jervis on November 13 following a two month bridge and track reconstruction program that required weekend and off-peak substitute busing and Wassaic on November 21 following a two month continuous outage that permitted Metro-North forces to do extensive track rehabilitation. Substitute bus service was provided in Wassaic during that outage as well.

In that same spirit of “readiness,” President Rinaldi stated that if you plan on using Metro-North or LIRR or both during the holidays, please be sure to use the new TrainTime app to plan trips and/or buy tickets quickly and easily. If you have taken the time to render comments on the new app, we thank you and we have heard you. Some features have been added back to the app in response to customer input, restoring things like favorites and a new feature that makes it easier to display tickets.

For those last minute shoppers among us, President Rinaldi was thrilled to announce the return of New York City’s longest-running indoor holiday fair to Grand Central after a two year COVID hiatus. The holiday fair is running until Christmas Eve and features 36 unique local vendors and small businesses with a focus on products made in New York and in the United States.

President Rinaldi concluded with a few special events that occurred throughout the course of the month of November. Process improvements, cost savings, and performance metrics were, collectively, the name of the game during the week of November 14, when Metro-North and LIRR proudly served host to ISBeRG’s end-of-year conference. ISBeRG is the International Suburban Rail Benchmarking Group, a consortium of 15 suburban rail operators from 13 world cities in six continents whereby member railroads share information with each other to enhance their respective rail operations and organizations. This was a four day event that was held at Metro-North’s Operations Training Center in GCT. Metro-North and LIRR senior management and representatives from multiple rail operations departments were honored to discuss best practices

in fleet management, rail, and station operations, as well as emerging topics, with delegates from, among others, London, Munich, Barcelona, Oslo, Copenhagen, San Francisco, Hong Kong, São Paulo, Brazil, and Melbourne, Australia.

While talking collaboration, Jennifer Barry from Metro-North and Hector Garcia from LIRR will present the Joint Commuter Railroads Accessibility Update. This will, detail efforts between the two railroads when it comes to providing best-in-class service for ADA customers and enhancing accessibility across the two systems.

President Rinaldi also noted that they celebrated Veteran's Day a few weeks back, and LIRR and Metro-North thanked all veterans for their service. President Rinaldi indicated that they are especially proud of the former service men and women in their own ranks and would like to take this opportunity to acknowledge the service and express gratitude to the veterans on the Board, namely Neal Zuckerman, Michael Fleisher, and Randy Glucksman, who attended the annual Veteran's Day commemoration in GCT along with fellow Board Member Norman Brown.

Finally, on November 10, Metro-North held its annual President's and Team Excellence Awards in which Metro-North proudly honored four individual employees for dedication well above and beyond, as well as two outstanding employee teams. This year's President's Award winners were: (a) Ming Chan, Lead Radio Maintainer in GCT; (b) Lorne Lieb, Assistant Director, Interactive and Program Development; (c) Farhan Qureshi, Locomotive Engineer; and (d) Rich Ramkeesoon, Deputy Director, I & C, Maintenance of Way. The two outstanding groups that took home the Team Excellence Award were the Harrison Transit Oriented Development Team and the Tropical Storm Ida Recovery Team. President Rinaldi congratulated all the honorees and said that they were so grateful for all the exemplary work that they do to support the customers and employees every day.

OPERATING REPORTS:

Justin Vonashek, Metro-North's Senior Vice President, Operations, said that Metro-North's systemwide October on-time performance ("OTP") was 96.2%, which was above goal of 94%. YTD was also above goal at 97.1%. Year to date ("YTD") OTP through October was also above goal at 97%. There were six major events that negatively impacted October OTP by 1.5%. The two which had the greatest impact on OTP both involved trespassers on the right of way. On October 6, trespassers attempted to climb onto a substation in the Bronx, causing 51 delays. On October 28, a trespasser in the Park Avenue tunnel caused Metro-North to hold trains from arriving and departing GCT during the afternoon rush, resulting in over 100 delays.

The September mean distance between failures ("MDBF") was nearly 358,000 miles. YTD MDBF through September was 220,000 miles. Both are above goal of 175,000 miles.

As it enters the winter months, Metro-North has begun its annual winter preparations. Snow fighting equipment has been positioned throughout the territory, third rail heaters have been tested, snowplow trucks have been deployed, salt bins have been stocked, and yard and facilities have been inspected for safety issues prior to the first snowfall. This month, Metro-North also held its

annual winter preparation tabletop exercise. As fall comes to a close, Metro-North is continuing the leaf cleaning activities to help mitigate slippery rail conditions.

Rob Free, LIRR's Senior Vice President, Operations, said that LIRR's total October OTP was 95.6% and YTD OTP was 96%, both of which are above goal of 94%. Eight branches operated at or above goal. The three branches that did not were Oyster Bay, Hempstead, and Port Jefferson. This was a result of the Queens Interlocking signal cutover. YTD all eleven branches have operated at or above goal. There were five major events which resulted in delays of ten or more trains in October, the most significant of which was the signal cutover, which took place over two weekends and negatively impacted OTP by 0.4%. This was an extremely complicated cutover, with an extremely complicated interlocking. Kudos to the signal group for getting this done.

The September MDBF was 239,092 miles and YTD was 219,639 miles, both of which are above goal of 190,000 miles. For service delivery, LIRR completed 99.7% of its trips for October and YTD.

On December 6-8, LIRR will have switch work at Valley Interlocking, where buses will replace train service overnight for eight hours. On the weekends of December 10-11 and 17-18, there will be switch work in Jamaica. Bus service will replace westbound train service at Queens Village and Hollis. This will support Jamaica Capacity Improvements.

Similar to Metro-North, LIRR has made its winter preparations and had meetings to be ready for the upcoming season, which hopefully will be a non-event.

In response to a question from Board Member Valdivia regarding when overnight work starts, Senior Vice President Free said that it is when there is a large gap in service, which is between 9 to 11 pm.

President Rinaldi gave a shout out to Senior Vice Presidents Vonashek and Free and their teams. She noted that this is a tough time of the year for both railroads, with slippery rail. She said that they continue to have excellent OTP and reliable service through a very challenging time of the year.

Board Member Zuckerman said that every single parking lot space at the Garrison station in Putnam County is filled. He said that, at least in the Upper Hudson area, people are riding the train. President Rinaldi responded that they have seen a nice bump up in ridership since Labor Day, anticipate continued increases during the holiday season, and are hopeful more people will come back to work in the new year.

Board Member Valdivia said that her family traveled on the West of Hudson line on Thanksgiving Day and it was smooth.

The complete LIRR and Metro-North reports are 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.

SAFETY REPORT:

Metro-North Vice President of System Safety Shelley Prettyman stated that Metro-North's safety report is on page 16 of the Key Performance Metrics Report. For the 12 month period ending September 2022, the FRA reportable customer injury rate was 2.18 per one million customers, which was up from 2.03 for the prior 12 month reporting period ending September 2021. The FRA reportable lost time employee injury rate was 2.28 per 200,000 work hours for the current reporting period compared to 1.85 for the prior period. President Rinaldi mentioned that Metro-North held its federally mandated annual emergency preparedness exercise in New Haven on November 5. Vice President Prettyman thanked those who participated and supported the exercise, including Amtrak (which provided the Acela equipment and fully participated), the New Haven Fire Department, MTAPD, and Metro-North's Transportation, Maintenance of Equipment, Maintenance of Way, and Operations Training Departments. Exercises like these provide a vital opportunity to get to know each other and work through communications and coordination procedures in a controlled environment.

LIRR Vice President – Corporate Safety Lori Ebbighausen stated that LIRR's safety performance is on page 26 in the Key Performance Metrics Report. For the 12 month period ending September 2022, the FRA reportable customer injury rate was 2.38 per million customers, and the average reportable employee lost time injury was 4.14 injuries per 200,000 hours worked. Vice President Ebbighausen gave a shout out to Senior Safety Officer John Kay, who was instrumental in organizing their National Escalator Safety Week events during the week of November 14. They were at eight stations, engaging with close to 4000 customers. The primary location was at Penn Station on November 17. Vice President Ebbighausen thanked Amtrak and New Jersey Transit for working with them. She also thanked LIRR's Engineering Department's Escalator and Elevator Division. She noted that LIRR also continued its yard inspections, inspecting seven yards. They continue to work with their labor partners and operating departments to identify hazards and address any corrective actions needed.

The full safety 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.

MTAPD REPORT:

MTAPD Chief of Police John Mueller said that crime in the commuter railroads continues to trend down compared with ridership numbers. He said that there were three harassments and no assaults on MTA staff. He thanked the district attorneys who are working with them for making these cases a priority. He thanked the entire MTAPD and especially Police Officers Ryan Fackner and Conor Colasurdo for identifying and arresting two individuals who threatened to attack the Jewish community. Chief Mueller said it was a testament to the shared intelligence between the State Police, NYPD, MTAPD, and federal partners.

Board Member Mack congratulated Chief Mueller for the LIRR patrols and initiative to meet with the top echelon of the police departments that service the area. He said MTAPD should hire more people.

Co-Chair Chu said it was phenomenal that they were able to thwart the attack. He thanked District Attorney Ray Tierney for being the first district attorney to make use of the law allowing the banning of someone convicted of violence against railroad personnel.

The MTAPD 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 Chief Mueller's presentation.

MTA CONSTRUCTION & DEVELOPMENT

MTA Construction & Development ("C&D") President Jamie Torres Springer emphasized how great it is to have C&D and LIRR working seamlessly towards GCM opening this year. He said that LIRR service will be transformed by the service increases made possible by GCM, increasing peak service by 40% and off-peak service by 65%. This is part of an ambitious effort that they refer to as "Our Gateway" for Long Island and the East River, to complement the Gateway Tunnel reconstruction on the Hudson River. He said that this is not just about a new concourse. It is billions of investment dollars that improves service. It started with the Double Track investment that was completed on time in 2018, the Third Track which was commissioned a few months back and is now fully operational, on time and under budget. He said that there is a huge increase in the quality of service and safety throughout the neighborhoods along the ten miles of Main Line track. He mentioned the work they are doing to finish up the first phase of the Jamaica Capacity Improvements, with more to go to deal with the "Jamaica crawl" and speed up service. He also discussed Harold Interlocking, which is the busiest interlocking in North America, where they have made a generation of improvements to rebuild that system – signals, power supply, track, and catenary.

President Torres Springer noted that GCM is not a concourse alone but is a 3½ mile tunnel. He said that opening a facility of this size is an enormous task. It is a 700,000 square foot terminal station with the tunnel to Queens attached to it. It is many times larger than the existing Grand Central Terminal ("GCT"). It is like laying the Chrysler building on its side. While the terminal is really complete in every visible and functional way – the escalators and elevators are running, the fire alarms are installed – they are working on system testing and commissioning to ensure that all of the systems are functioning as prescribed by law and code. The system testing and commissioning is going well, but they need to finalize the testing of the air flow systems to confirm that they can move air quickly throughout the platforms and concourse in the event of a smoke condition. They are working on this 24/7. There are a series of adjustments required, followed by testing and often re-testing. They will not open a new facility without having this signed off so they can be certain of rider safety.

President Torres Springer said they are hitting other milestones, including 200 volunteers who took a train into the facility and pressure tested the terminal signage and wayfinding. Given

the testing complexity and commitment to customer safety, they do not yet have an exact date but are confident about opening service this year and are optimistic about the benefits to the region this massive new project will provide once in service.

Co-Chair López thanked the volunteers from the November 13 exercise.

In response to a question from Board Member Bringmann about who needs to sign off, President Torres Springer said that many authorities have jurisdiction, including LIRR's Fire Marshal. He said they need something comparable to a certificate of occupancy. Board Member Bringmann said that he worked in construction his whole life and noted that, to get the signoffs, FDNY will "break your chops." President Torres-Springer said that it will not open unless it is absolutely safe.

Board Member Mack concurred but noted the billions in project overruns.

Board Member Zuckerman said this was a long time in coming, noting that he was in the Army or in college when Al D'Amato conceived this idea. He said that they did an extraordinary job but that they should get it done and open when it is right. President Torres Springer said that is their intention.

ACCESSIBILITY UPDATE:

LIRR Senior Director of External Affairs Hector Garcia and Metro-North Accessibility Coordinator Jennifer Barry provided an accessibility update.

LIRR Senior Director Garcia said that accessibility is one of the four key values and an MTA strategic priority. They are committed to expanding mass transit access and are consistently looking for ways to improve rides. This requires collaboration and focus across the agencies and is led by Quemuel Arroyo, the MTA's Chief Accessibility Officer, and his team. With President Rinaldi overseeing both railroads, they look to increase compatibility between them where possible. He said that Metro-North and LIRR each has an accessibility task force that provides a forum for exchange of information about Metro-North and LIRR services as they relate to persons with disabilities and their transportation needs. The task forces also assist the railroads in identifying opportunities for enhancing accessibility and soliciting feedback on upcoming capital projects and policy issues. Task force members include representatives from each county within the Metro-North and LIRR service areas, service partners and stakeholders such as the NYC Mayor's Office for People with Disabilities, the Connecticut Office of Rail, and New Jersey Transit, MTA, Metro-North, and LIRR staff, Board and Committee members, and advocates such as PCAC and Metro-North and LIRR Commuter Councils. They plan next year to host joint meetings in addition to individual meetings.

LIRR Senior Director Garcia also said that they continue to promote Metro-North and LIRR Care programs. There is a new Metro-North Care logo, which was previously Call-Ahead. The Care programs are designed for customers who need assistance getting on and off the train. The programs provide assistance at GCT, Penn Station, Moynihan Train Hall, Atlantic Terminal, Jamaica station, and at outlying stations. It will be expanded to GCM when it opens. They are also

looking into technology initiatives. Help Points at Metro-North and LIRR stations enhance safety. They all have flashing blue strobe lights that alert police in case of emergency. LIRR has piloted Help Points that also enhance accessibility, with an amber yellow strobe light that notifies train crews that there is someone on the platform needing boarding assistance. Metro-North is exploring a pilot to add these strobes at some of their stations.

Metro-North Accessibility Coordinator Barry said that another technology collaboration example is the MTA Trip Planner, with the option to plan accessible trips systemwide. They also are making efforts to install hearing loops, an assistive listening device that enhances communication between customers and ticket agents. Metro-North has installed hearing loops at the GCT ticket windows and information booth and is in the process of installing them at all staffed ticket offices. LIRR has installed them at Moynihan Train Hall's ticket office and customer service window and is working to get them installed at Penn Station's ticket office and possibly the customer service window. The new GCM ticket windows will also have them. They are exploring hearing loop installation as part of the joint railroad M-9A procurement. Another new technology is Navilens, which is designed to provide audible messaging of station wayfinding signs. Metro-North is exploring a pilot at White Plains. They continue to improve accessibility features in existing programs. The new combined TrainTime app has many accessibility features, such as station accessibility information, elevator and escalator status, and links to Metro-North and LIRR Care.

Metro-North Accessibility Coordinator Barry also noted that the current MTA Capital Plan has earmarked \$500 million for Metro-North and LIRR station accessibility upgrades. At Metro-North, this includes improvements at six Harlem Line stations. Construction is underway to install two new elevators at Hartsdale, one new elevator at Scarsdale, and a new elevator at the Purdy's station. The work is anticipated to be complete by next spring. Work is underway to install future elevators at Woodlawn and Williams Bridge stations and to improve accessibility at Botanical Garden station. At completion, all these stations will be fully accessible. For West of Hudson, they are procuring an ADA consultant to review feasibility of improving accessibility. As they move forward with the new projects, they look to the success of the recently completed projects, such as White Plains, where they worked with the local community and advocates to ensure accessibility needs were met. Feedback and coordination with the City of White Plains, the Mayor's Office for Persons with Disabilities, and the Westchester Office for Persons with Disabilities were essential in ensuring the project's success.

LIRR Senior Director Garcia said that C&D is moving forward with ADA upgrades at nine LIRR stations. New elevators and upgrades are scheduled for Locust Manor, St. Albans, Laurelton, Amityville, Copiague, Lindenhurst, and Massapequa Park. Existing ADA components at Auburndale and Valley Stream will also be updated. These upgrades will provide elevators between the street and platform level, modify canopies, and provide new ADA compliant sidewalk and curb ramps. C&D is bundling all nine stations into a single design build contract. They expect that construction will begin next year. They are also preparing for future upgrades by initiating design to make four additional stations accessible – Forest Hills, Hollis, Douglaston, and Cold Spring Harbor.

Senior Director Garcia showed the ribbon cutting for the new Floral Park station elevators, where they were joined by Village officials and local residents, accessibility advocates, and civic leader Nadia Holubnyczyj, who spoke up at public meetings for elevator inclusion. Improvements were based on community feedback received as part of a comprehensive environmental review. He also mentioned the GCM wayfinding exercise and noted that they will provide Metro-North and LIRR Care assistance to customers at the new shared space.

In response to a question from Board Member Bringmann as to how they determine the stations for accessibility upgrades, Senior Director Garcia said that they were able to bundle stations that had similar layouts and were next to each other with the others in the Southeast Queens area. In response to a follow-up question from Board Member Bringmann regarding CitiField, Senior Director Garcia said that is more complicated because there are other projects and other entities involved, requiring greater coordination.

President Rinaldi thanked Senior Director Garcia and Accessibility Coordinator Barry for their presentation, as well as Chief Accessibility Office Arroyo for his leadership and the support of his team.

Board Member Tessitore said that he should have earlier noted the commitment and challenges of the workers required for GCM opening. President Rinaldi concurred and thanked the workforce.

In response to a question from Board Member Glucksman regarding which West of Hudson stations will receive accessibility upgrades, Accessibility Coordinator Barry said they are retaining a consultant and cannot say which stations at this time. President Rinaldi said that they would provide more information when the scope develops.

The Joint Commuter Railroads Accessibility Update is contained in reports 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.

INFORMATION ITEMS:

President Rinaldi reported on the following LIRR information items: (a) the East Side Access Support Project update and (b) the winter trackwork program.

There were no Metro-North information items.

The details of these information items are contained in reports filed with the records of this meeting.

PROCUREMENTS:

Metro-North Senior Director of Procurement and Material Management Anthony Gardner reported on a Metro-North procurement. Approval was requested to award a five year non-competitive estimated quantities contract in the amount of \$3,872,640 to Powell Electric Systems,

Inc. ("Powell") for new and/or for refurbishment of original equipment manufacturers circuit breakers and testing within seven substations on Metro-North's New Haven Line. The substations were designed and built for Metro-North by Powell in the early 1990s and include circuit breakers designed specifically for traction power on the railroad. The proactive replacement and refurbishment of the circuit breakers will ensure safe and uninterrupted train service for Metro-North's ridership and extend the useful life of the seven substations by an estimated 15 years. Funding for the procurement is apportioned between the Connecticut Department of Transportation (approximately 74%) and Metro-North (approximately 26%).

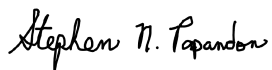
Upon motion duly made and seconded, the Committee recommended approval of the procurement item.

The details of this procurement are contained in reports filed with the records of this meeting.

ADJOURNMENT:

The Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



Stephen N. Papandon
Acting Vice President, General Counsel & Secretary
The Long Island Rail Road Company



Susan Sarch
Vice President, General Counsel & Secretary
Metro-North Commuter Railroad Company