

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, December 19, 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. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. David Mack
Hon. Harold Porr III
Hon. Lisa Sorin
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

The following Board members attended via video:

Hon. Samuel Chu, Co-Chair
Hon. Frank Borelli, Jr.
Hon. Midori Valdivia

The following Board members were absent:

Hon. Michael Fleischer

Representing Long Island Rail Road:

Catherine Rinaldi – Interim President
Stephen Papandon – Acting Vice President, General Counsel & Secretary
Rob Free – Senior Vice President, Operations
Christopher Gough – Deputy Chief Safety Officer
Paul Dietlin – Vice President, Maintenance of Way

Representing Metro-North:

Catherine Rinaldi – President
Justin Vonashek – Senior Vice President, Operations
Shelley Prettyman – Vice President, System Safety
Mayra Bell – Chief EO Officer
Anthony Gardner – Senior Director of Procurement and Material Management

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

Board Member Porr called the joint meeting to order. Co-Chair López joined the meeting and assumed the Chairperson role shortly thereafter.

PUBLIC COMMENTS:

The following public speakers commented:

Bruce Hain (in person) said that they can have all the doors on a 12 car train open at Jamaica station. He also said LIRR is introducing directional conflicts with the ladder tracks to get from Elmont to the Main Line and it should instead have been grade separated.

Jack Nierenberg (in person), Passengers United Vice President, showed renderings of what better information displays on M-7s and M-9s could look like. He said similar displays exist on other systems.

Charlton D'Souza (via video), Passengers United President, said Metro-North needs more express service from New Haven into Grand Central and that the express trains should be better timed with Shore Line East trains. He also said there should be a universal CityTicket between the Bronx, Queens, Brooklyn, and Manhattan. He asked if the apps could insert walking times from Grand Central's Metro-North concourse to LIRR platforms. He also requested better Metro-North cross honoring. He said he was excited about LIRR shuttle service to Grand Central but wants adequate service for people in Queens and Brooklyn. He asked that schedules be released and that there be a \$3.75 ticket to Grand Central and Penn Station on the mobile app. He suggested that the first day of Grand Central Madison be free and that they have a community day.

The Savior of Jamaica (Andy Quito) (via audio) said he was happy that Grand Central Madison was opening for shuttle service. He asked that the schedules be released a couple of weeks in advance, that there be a unified CityTicket, that they fix Hollis station, and that they retrofit trains with leather seats. He said that someone illegally took pictures inside LIRR Jamaica Station and AirTrain station.

Jason Anthony (in person) said that people like the prior speaker should not be allowed to speak at any MTA Board meetings. He said that Amtrak closed access to Penn Station bathrooms for those that rely on LIRR. He is excited to see East Side Access, although he still sees homeless individuals wandering around in Grand Central and Penn Station without any BRC homeless outreach personnel.

Christopher Greif (in person) noted LIRR Care's fantastic work. He thanked MTA Police Chief Mueller for having officers on the holiday train and thanked the officers and security guards at 2 Broadway. He said our officials need to be up to speed so that they get necessary help. He hopes that next year's budget includes more special buttons that alert train crews of customers with accessibility needs. He agrees with PCAC's support of the Metro-North/LIRR combo ticket.

Andy Pollack (via video) from Passengers United is glad Metro-North will be adding new stations in the East Bronx. He said LIRR needs to keep the Freedom Ticket and CityTicket. He

said that operating shuttle trains between Jamaica and Grand Central will be a good lead into the full opening and is glad MTA is giving at least three weeks' notice of the opening date.

Sally Wolf (via video) asked that they have masked cars or sections of cars. She mentioned its simplicity and lack of expense, saying that only signage is required.

Liam Blank (in person), PCAC Associate Director, said that PCAC applauded LIRR for making great progress at Grand Central Madison. He is encouraged by Metro-North's latest advancements in the Penn Station Access project, and hoped to see a ticket allowing transfers between the railroads. PCAC is thrilled about CityTicket expansion and will continue to advocate for Freedom Ticket. He said that more trust from the public will result in greater State investment, and that this is achievable with more transparency about project timelines.

Jesse Figueroa (in person) said that he was harassed by a homeless individual at Atlantic Terminal.

Murray Bodin (in person) from Concerned Grandparents said that the Roaring Brook crossing requires the white don't block the box design. He said that safety requires consistency.

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 November 29, 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 they were excited to be a couple of weeks out from inaugural service at Grand Central Madison ("GCM"). She said systems testing was still underway and, once that was done, they would inaugurate shuttle service between GCM and Jamaica. They will continue to run the full service into Penn Station during this time. She said this is a way to get customers acclimated to the new service and space. They would not do the full switchover to GCM service for a minimum of three weeks after shuttle service begins.

President Rinaldi stated that as they put a bow on 2022 and prepare for a very special GCM grand opening, they want to look back with appreciation at the fine accomplishments of both railroads for the past 12 months. LIRR is literally a bigger railroad than it was in January 2022, with major expansion initiatives and infrastructure growth rivaling that of any other year in its long

and storied existence. However, both railroads had more than their fair share of success stories in 2022, and she went through some of the highlights.

In February, both railroads, in an effort to bring COVID-weary customers back to the system, rolled out brand new fare programs featuring wallet friendly discounts such as 10% off monthly tickets, 20% off a new 20 trip peak ticket, and a newly expanded CityTicket now valid during all off peak hours and not just on weekends.

In March, MTA Construction & Development (“C&D”) and Metro-North wrapped-up a six month renewal project to replace the 110 year old Wickers Creek Culvert in Dobbs Ferry, which was destroyed by Tropical Storm Ida the previous September. As part of that project, C&D rebuilt the entire 4-track right of way above the culvert, which included reinstalling rails, ties, ballast, third rail and making sure that signals and positive train control (“PTC”) systems operated flawlessly. The project completion meant faster travel times and increased capacity on the Hudson Line, as Metro-North had to implement a reduced schedule in order to accommodate the six months of repair work.

Also in March, Metro-North announced the start of construction on a full slate of improvements to three Harlem Line stations – Hartsdale, Scarsdale and Purdy’s. The upgrades will include street and platform elevators, ADA compliant sidewalks and curb ramps, new staircases and closed circuit TV as well as increased electrical capacity. Hartsdale and Scarsdale are scheduled for substantial completion in the second quarter of 2023, and Purdy’s in quarter three.

On April 26 at Stamford, Metro-North held its first “Connect With Us” customer outreach program since the 2021 onset of Omicron. For those unfamiliar with the program, it gives customers a chance to discuss ways to improve train service and the customer experience directly with railroad executive staff. Two days later, President Rinaldi was proud to join LIRR leadership in Transportation, Customer Communications, Community Affairs and other departments to meet and chat with customers at Hicksville at the inaugural “Connect With Us” event for LIRR.

In May, Metro-North presented a warm weather gift to outdoor enthusiasts with the reopening of Breakneck Ridge station following safety enhancement work. This weekend-only stop along the Hudson Line gives adventurers direct access to some of the most beautiful hiking in the state. These station improvements are part of the comprehensive Breakneck Connector segment of the planned 7.5 mile Hudson Highlands Fjord Trail linear park, which will flank the river and connect the Village of Cold Spring with the City of Beacon via a pedestrian/bicycle trail. Breakneck Ridge Station, along with the Beacon and Cold Spring stations, will provide direct access to the Fjord Trail once the Trail is completed. President Rinaldi stated that they are very excited about that.

On May 31, MTA Chairman Janno Lieber and President Rinaldi joined Governor Kathy Hochul as she announced that the new 700,000 square foot LIRR terminal nearing completion below Grand Central Terminal (“GCT”) will be known as Grand Central Madison (“GCM”), a nod to both GCT above it as well as the famed Madison Avenue Corridor. A couple of days later on June 2, LIRR released proposed system timetables that incorporate the substantial and robust service increases that the future GCM and existing Main Line Third Track would offer customers

once both were online. Never was it more apparent that the constraints that LIRR has always faced when it came to major service increases were now falling by the wayside.

In August, the brand new TrainTime app was introduced to very positive customer reviews. For the first time, Metro-North and LIRR customers are now able to plan their trips, track train movement and car capacity, and buy tickets all in a single app. The new TrainTime app replaces the former MTA eTix and individual trip planning apps for each railroad. President Rinaldi stated that they are really proud of the TrainTime app's 4.9 App Store rating, plus the fact that it was developed entirely with in-house resources by people who know the system and customer needs the very best.

In September, LIRR said goodbye to part of the sea of construction plywood and unveiled a dramatically more modern and spacious LIRR Concourse at Penn Station. Higher, wider, and brighter is the name of the game as crews widened the concourse to 57 feet, nearly doubling the amount of walking space, and raised the now illuminated ceilings to 18 feet. It is still a work in progress, and people will start seeing the retail and dining options opening their doors along the corridor in the near future. But the on time and on budget reopening of this highly utilized space within Penn Station is a big step toward the full scale transformation of Penn Station into a modern, spacious, world class, and single level terminal.

Turning now to ridership, which has been a great story this year, President Rinaldi stated that customer traffic certainly looks much different in the latter portion of 2022 than it did at the beginning of the year. More and more people returned to in-person employment and enjoyment. Pandemic era records were being shattered all over the place, not just for weekday peak travel but on weekends as well. On September 13, Metro-North broke its pandemic era record set the Wednesday before with 180,200 customers, 68.6% of the pre-COVID average. That record was again surpassed on October 11, which saw almost 192,900 customers. That is the current record for weekdays. But just this past weekend, Metro-North scored the highest weekend travel ever – the highest Saturday at 123,285 riders and the highest total for a weekend at more than 201,000 riders, which surpasses the previous high for a weekend, which had been October 22-23. LIRR saw its second highest weekday total of 2022 on Wednesday, September 21, surpassed only by the current pandemic era record, which was the day before Thanksgiving of 210,400 riders. Both LIRR Saturday and Sunday one day pandemic era ridership records were set on separate weekends in June, which is unsurprising given the warm weather travel and excitement for the new summer season out on Long Island.

President Rinaldi stated that October was a big month for major projects at LIRR, headlined on October 3 by the celebration surrounding the completion of the third and final segment of the long awaited third track between Floral Park and Hicksville. Governor Hochul was again on hand to christen the new 9.8 mile span that gives LIRR more operational flexibility, improving safety, minimizing disruptions, and increasing systemwide service by 41% once the full GCM service goes live. This addition also creates two way and reverse peak service along the LIRR Main Line, which is a true boon to regional economic growth efforts.

On October 6, LIRR announced that both east and westbound trains could now stop at Elmont-UBS, the first new LIRR station in almost 50 years and what has already become a

destination for hockey fans and concertgoers. Come implementation of the full GCM schedule, commuters will also call Elmont-UBS station home as it will become a regular Hempstead Branch stop 365 days of the year. This is thanks to the 15-month Bellerose Ladder switch installation project, which culminated with the October 29 and 30 signal cutover and subsequent testing.

President Rinaldi remarked that November saw the completion of work on the LIRR Great Neck Pocket Track, yet another GCM readiness project in which the segment of track beneath the new Colonial Road bridge was extended 1,100 feet to accommodate an additional 12 car train. This much needed additional trackage helps meet the robust service strategy LIRR has on tap for the Port Washington Branch when GCM service goes live.

Late last month, President Rinaldi stated that Metro-North rebranded Metro-North's customer call ahead assistance program as "Metro-North Care" to align it with the existing LIRR Care service. This ensures customers with mobility impairments have the same resources and assistance available to them whether they are on the Hudson Line or the Hempstead Branch. As was also the case with the new TrainTime app, finding commonality between the two railroads has never made more sense than it does right now.

On December 9, President Rinaldi was pleased to report that residents of transit-starved areas of the East and South Bronx got an early holiday present as ground was broken on the new Penn Station Access project. This project involves the construction of four new, ADA compliant Metro-North stations on Amtrak's Hell Gate Line. Upon completion, Penn Station Access will serve as an extension of the New Haven Line from New Rochelle to Penn Station. This exciting and important project enables Metro-North to offer new transit options and much faster commutes in both directions for East and South Bronx residents. Approximately 500,000 people live within one mile of the four new stations in Hunts Point, Parkchester/Van Nest, Morris Park, and Co-Op City.

President Rinaldi announced a few GCM milestones. On December 9, C&D turned over the new terminal to LIRR, with their major work complete save for the systems testing and some punch list items. GCM is now a railroad. President Rinaldi thanked all the departments and support from C&D and LIRR people to bring these milestones to fruition. Just this past week, LIRR completed the final FRA mandated pre-revenue train simulations. This was an all-hands-on deck effort. President Rinaldi thanked everyone involved. The FRA approved the pre-revenue safety validation plan. Once the systems testing is done, LIRR is ready to start service.

The last bit of news President Rinaldi announced was regarding the launching of the combo ticket, which was mentioned by some of the public speakers. The combo ticket, once LIRR goes live with full GCM service, will make it even easier for Long Islanders to check out the Yankee games in the spring or go hiking in the beautiful Hudson Valley in the fall, and for Metro-North customers to visit the best of Long Island or catch events at UBS Arena. The new combo ticket will be available on the TrainTime app, ticket vending machines and ticket offices. Essentially it is an instrument that allows customers to buy an off peak ticket on the first railroad, with the connecting service on the other railroad being an eight dollar flat fare. It is a single day ticket like the CityTicket. This is a pilot that will go for a couple of months. President Rinaldi stated that the

purpose is to get people excited about the possibilities of travel on both railroads. The pilot will be evaluated before making a permanent decision.

President Rinaldi ended her presentation with a tale of bravery. At around 6:45 am on Wednesday, November 30, LIRR Corporate Safety Investigations Managers Felix Moreau and Jerry Boertzel were driving by exit 49 on the westbound LIE on their way to a morning meeting in Jamaica when traffic slowed a bit. They noticed smoke and an orange glow from behind the big rig to their right. Without a second thought, Jerry and Felix pulled off the highway and flew into action. A Jeep had veered off the side of the highway, flattening a light pole and landing atop an electrical box before catching fire. When Felix and Jerry arrived, two other Good Samaritans had just started dragging the stunned driver from his car and yet another was in the process of dialing 911. Felix immediately grabbed his LIRR-issued fire extinguisher and began putting out the fire, giving Jerry both the time and visibility to search the burning car for any additional passengers.

With the car searched - there were no other passengers - and the fire momentarily tamped down, the men quickly made their way over to the bloodied driver. The driver was dazed and had a broken ankle. Jerry called the driver's spouse and made sure that EMS knew the driver's pertinent health information upon their arrival. Felix stayed by Mike to comfort and reassure him that he was safe. Once the scene was secured by PD, Fire, and EMS, Jerry and Felix left and went back to work, still making their meeting on time. President Rinaldi expressed her pride in these two selfless and courageous employees who exemplify the best of the workforce and all the qualities we want them to possess. Jerry and Felix are here this morning, and President Rinaldi invited them to come up and be recognized at this time by the Committee for their quick thinking and bravery.

President Rinaldi wished everyone a Happy Holiday and a Happy and Healthy New Year.

In response to a question from Board Member Glucksman regarding when the combo ticket would be available, President Rinaldi said it would be available on both peak and off peak trains.

OPERATING REPORTS:

Rob Free, LIRR's Senior Vice President, Operations, said that LIRR's total November on-time performance ("OTP") was 94.4% and year to date ("YTD") OTP as of November was 95.8%, both of which are above goal of 94%. Five branches operated at or above goal in November and ten branches operated at or above goal for the YTD. Slippery rail conditions impacted branch performance. There were 12 major events which resulted in delays of ten or more trains in November, the most significant of which was an Amtrak signal problem in Penn Station during the November 29 pm rush hour. This event negatively impacted OTP by 0.2%. The October mean distance between failures ("MDBF") was 212,920 miles and YTD as of October was 218,953 miles, both of which are above goal of 190,000 miles. For service delivery, LIRR completed 99.6% of its trips for November and YTD as of November it completed 99.7% of its trips.

For the upcoming holiday season, LIRR will operate extra service on Friday, December 23 and Friday, December 30. It will be operating its early release program, which provides 13 additional eastbound trains beginning in the early afternoon. On Christmas Eve and Christmas Day, LIRR will operate normal weekend service. On New Year's Eve and New Year's Day, LIRR

will operate normal weekend service. On New Year's Eve, LIRR will provide 10 additional westbound trains into Penn Station. On New Year's Day, beginning just after the ball drop at midnight, LIRR will provide 15 additional eastbound trains out of Penn Station, with the capacity to run more trains if necessary. There will be an alcohol ban on LIRR trains for New Year's Eve.

Last Wednesday, MTA conducted its all-agency winter storm preparedness drill. Both railroads participated, simulating various scenarios and testing their responses. It was an extremely successful drill, showcasing communication and cooperation, interagency as well as with outside agencies.

Justin Vonashek, Metro-North's Senior Vice President, Operations, said that Metro-North's systemwide November OTP was 97%, which was above goal of 94%. YTD OTP through November was also above goal at 97.1%. There were three major incidents that negatively impacted November OTP by 0.5%. Two incidents were related to weather and the third was due to heavy loading by customers attending the Cortaca Jug football game between SUNY Cortland and Ithaca College at Yankee Stadium on November 12. The October MDBF was 337,000 miles. YTD MDBF through October was 228,000 miles. Both are above goal of 175,000 miles.

Metro-North will also be operating its special holiday service to accommodate customers during the Christmas and New Year's holidays. Customers can check the TrainTime app and Metro-North website for complete schedule details. Additionally, service will be provided for the Pinstripe Bowl at Yankee Stadium on December 29.

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:

LIRR Deputy Chief Safety Office Christopher Gough stated that LIRR's safety performance is on page 18 in the Key Performance Metrics report. LIRR continues to take steps to improve its safety performance indicators through a range of programs and initiatives. From a customer outreach perspective and in collaboration with MTAPD, LIRR continues to expand its in person outreach. LIRR reached out to approximately 47,000 members of the public who attended the TRACKS Operation Lifesaver road safety awareness events. LIRR has also made presentations to all ages at different schools, in addition to outreach tables at community events. From an operational perspective, LIRR's roadway worker staff has performed over 1000 observations at locations along the right of way. They continue to work with their operating departments and labor partners to identify and manage hazards. The Fire Marshal's office has performed over 900 inspections to keep the fire life safety system adequate. They have also trained over 1400 first responders. On the environmental side, LIRR has performed approximately 350 field inspections at various locations. Assessments include hazardous waste, stormwater, petroleum bulk storage, and capital projects. On the safety management system, this year LIRR successfully transitioned the system safety program to the FRA's 49 CFR Part 270 requirement. The implementation process is currently underway.

Board Member Bringmann noted that he is PCAC Chairman and that PCAC sent a letter to the MTA Board last week requesting that the MTA upgrade the public service announcements with the upcoming tridemic to encourage mask use on trains. He said that the PCAC recommends the words “strongly recommend.”

Board Member Bringmann also noted the homeless problem in Penn Station and said they need to stay on top of it. He said that if MTA still has a contract with BRC, someone needs to “light a fire under their butts.”

Metro-North Vice President of System Safety Shelley Prettyman stated that Metro-North’s safety report is on page 28 of the Key Performance Metrics report. Metro-North has also taken steps to reduce customer and employee injury rates, including specific steps in preparation for winter weather. The Office of System Safety reviewed recent trends and included relevant information on the agenda for the 4th quarter safety focus week, which was held from December 5-11. Throughout the week, managers held interactive discussions with employees, which included seasonally focused reminders on motor vehicle safety, avoiding slips, trips, and falls, and safely mounting and dismounting equipment. Taking a broader look back at the past year, Metro-North has continued to pursue a range of programs and initiatives to improve safety trends as well as to maintain systemwide fire life safety. Metro-North expanded in person customer safety outreach across the territory, including presentations for all ages at schools, libraries, and day care centers, and outreach tables at community events. Vice President Prettyman said they conducted station outreach and grade crossing outreach to customers to increase awareness of safe behaviors. System Safety held five grade crossing outreach events reaching 345 people and 58 station events reaching 13,828 customers. To support suicide prevention, Metro-North has continued to deliver “Question Persuade Refer” suicide prevention awareness training to employees. With the support of MTA Communications, digital and printed posters on display throughout the territory have been updated to add the 988 suicide and crisis lifeline number and they are now discussing translating the posters into Spanish.

One key initiative led by Field Safety Operations and Investigations is the Roadway Worker Audit Group, which includes managers from the operating departments as well as rules, operations, training, and safety. The group conducted audits on and about the tracks to ensure field employees are complying with roadway worker protection rules and Metro-North safety rules. The audits also give field employees an opportunity to ask the group questions and get detailed feedback. The group was launched in mid-2021 and this year conducted 27 of these audits systemwide. Operational incidents involving roadway workers in both Maintenance of Way and Transportation have decreased from 21 last year to 12 this year, which is a 42% decrease. The field safety staff has also completed over 1200 systemwide safety audits and inspections at shops, yards, stations, and locations along the right of way. Findings are shared with the department and safety plans established from those findings.

A GCT yard cleanup was held on Saturday, December 10 following an earlier event in June. These cleanups are a collaboration among the operating departments and Safety. For the year, 144 bags of common debris or trash and over 2.5 tons of construction debris were collected.

For 2022, Metro-North emergency management delivered 98 public safety classes systemwide with 1900 first responders attending. These classes provide emergency response safety and railroad familiarization training for police, fire, and EMS departments. Vice President Prettyman noted that the Grand Central Fire Brigade monitors fire life safety systems in response to fire alarm and EMS alerts throughout the Terminal 24/7. In 2022, the Brigade continued its excellent work, responding to 1042 fire and EMS callouts with an average response time of 2 minutes and 15 seconds. That is in addition to their ongoing work conducting inspections and ensuring code compliance in the Terminal.

For environmental compliance, Metro-North completed over 300 field audit inspections at various Metro-North properties. FRA approved Metro-North's system safety program plan which was submitted in response to new regulations. Metro-North has begun the implementation process. Metro-North and LIRR are collaborating closely on that effort. Vice President Prettyman thanked her staff and colleagues in operations for their partnership and efforts throughout the year.

In response to a question from Board Member Brown regarding the Fire Brigade statistics, Vice President Prettyman said they responded to 1042 fire and EMS callouts with an average response time of 2 minutes and 15 seconds. Vice President Prettyman said that the bulk of the calls were EMS responses for customers and other Terminal visitors.

Co-Chair López thanked Vice President Prettyman and her staff for the suicide prevention training that was offered and for which she and other Board members participated. She said they learned a lot about what Metro-North is doing. Vice President Prettyman mentioned that they are also partnering with LIRR on that.

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 the MTAPD activity report is found on pages 19 and 29 of the Key Performance Metrics report. Of the 28 felonies that occurred in November on the entire system, 64% were grand larcenies and half of those were the result of unattended property. They are still asking for vigilance when looking after property. Chief Mueller mentioned a great collaborative effort in November with Crime Prevention Through Environmental Design ("CPTED") training. MTAPD hosted this course, with Metro-North and LIRR partners attending. The five day, forty hour course looks at space and identifies different things that can be done through design to make it safer and more secure. Examples include improving lighting and cutting back shrubbery so that sight lines are improved. At the end of the five days, nine teams went out, with representatives from MTAPD, LIRR, and Metro-North working as part of the teams. They looked at Tarrytown station, Ronkonkoma station, Grand Central, and Penn Station and made fantastic recommendations to make the stations and spaces safer. They will deploy these teams when identifying crime patterns and quality of life issues.

Board Member Mack complimented Chief Mueller for his initiatives in working with Long Island partners.

Board Member Sorin said that she loved that Chief Mueller is looking forward to seeing what issues will arise and asked about the turnaround time to address recommendations. In response, Chief Mueller said it depended on the recommendations, with some such as changing lights and cutting shrubbery easier and others more difficult. He said that embedding LIRR and Metro-North personnel has made it easier and noted that LIRR and Metro-North are interacting with each other. He mentioned that Hicksville has a bike theft issue, that they noticed that the bike rack was in the wrong spot, and that they will move it so that it is under a camera and more visible. They will then review it in a year at the same time to see if the adjustment drove the metrics in the right direction.

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.

INFORMATION AND ACTION ITEMS:

President Rinaldi reported on the following five LIRR information items: (a) 2023 Final Proposed Budget; (b) 2023 Proposed Committee Work Plan; (c) Diversity/EEO Report for Third Quarter 2022; (d) a memo on Year End Holiday Service; and (e) Review of Committee Charter.

President Rinaldi reported on the following two Metro-North action items that require a vote today: (a) authorization to accept the NYSDOT Congestion Mitigation/Air Quality ("CMAQ") Grant for Connecting Services and (b) approval of the Ferry Landing/Parking Agreement with City of Newburgh in connection with Newburgh Beacon ferry service.

Upon motion duly made and seconded, the Committee recommended approval of the action items.

President Rinaldi reported on the following four Metro-North information items: (a) 2023 Final Proposed Budget; (b) 2023 Proposed Committee Work Plan; (c) Diversity/EEO Report for Third Quarter 2022; and (d) Review of Committee Charter.

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 one procurement. Approval was requested to implement a one year contract extension to the competitively bid joint Metro-North/LIRR contract with Sperry Rail, Inc. ("Sperry") in the not to exceed amount of \$7,000,000, which is split \$4,000,000 for Metro-North and \$3,000,000 for LIRR. During the contract extension period, Sperry will continue to provide FRA-mandated ultrasonic rail testing and joint bar detection services for both railroads. For services beyond 2023,

LIRR on behalf of itself and Metro-North will conduct a new joint competitive procurement, which will include an industry review of available technologies and service providers prior to selection and award recommendation to the Board. Funding for services during the one year contract extension is available from each railroad's operating budget. Of Metro-North's \$4,000,000 budget the Connecticut Department of Transportation ("CDOT") is responsible for approximately 33% (\$1.3 million) of the amount spent.

In response to a question from Board Member Bringmann as to whether that figure was all inclusive and whether the railroads provide the operators, Senior Director Gardner said that Sperry provides the operators and that the railroad forces conduct the repairs uncovered by the Sperry ultrasonic testing. In response to a follow-up question from Board Member Bringmann as to whether this was a change from previous procedures, Senior Director Gardner said that it was not.

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

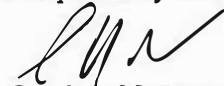
The details of this procurement are contained in reports filed with the records of this meeting.

ADJOURNMENT:

Prior to adjournment, President Rinaldi expressed her thanks to the Committee for their support this year and wished everyone a Happy Holiday and a Happy New Year.

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