

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, January 30, 2023

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
8:30 am

The following Committee members were present in person:

Hon. Blanca López, Co-Chair
Hon. Samuel Chu, Co-Chair
Hon. Gerard Bringmann
Hon. Frank Borelli Jr.
Hon. David Mack
Hon. Harold Porr III
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee members attended via video:

Hon. Randolph Glucksman

The following Committee members were absent:

Hon. Norman Brown
Hon. Michael Fleischer

Representing Long Island Rail Road and Metro-North:

Catherine Rinaldi, President Metro-North Railroad (“Metro-North”) and Interim President Long Island Rail Road (“LIRR”).

The members of the LIRR Committee and the members of the Metro-North Committee met jointly with the members of the Finance, Capital Program, Bridges and Tunnels, New York City Transit and MTA Bus Company Committees.

MTA Board Chair Janno Lieber called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented on matters related to LIRR or Metro-North:

Andy Quito (via audio) said that Grand Central Madison (“GCM”) is beautiful.

Murray Bodin (in person) from Concerned Grandparents said that the LIRR and Metro-North president needs to be fired because she ignores the Manual of Uniform Traffic Control Devices and creates unsafe conditions.

Kara Gurl (in person), PCAC Research and Communications Associate, said that the GCM opening is an exciting symbol of a new more unified future for the MTA. With ticket options like the Combo Ticket and City Ticket, a more connected region is within sight. Better integration and coordination between the MTA's operating agencies would benefit riders even more. Freedom Ticket with weekly tickets and optional subway and bus transfers would be even better. For new users of Grand Central and GCM, adding larger, clearer, and more colorful symbols and signs would help improve wayfinding. Another step towards a more connected region is better first and last mile options to help riders get to transit.

Marcel Dejean (via video) said that, for the Tibbetts Brook Daylighting Project, he was shocked that MTA did not provide New York City with the section of rail that it owns south of 230th Street and asked why they could not relocate the storage of old railcars and other equipment to the Hudson Line.

Jason Anthony (in person) from Amazon Labor Union said that a group of teenagers wanted to break GCM escalators. He is willing to partner with MTA to address this and other matters.

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

LIRR/Metro-North Joint Committee Co-Chair Blanca Lopez noted the following three items for today's agenda: (a) President's reports, (b) approval of the 2023 Work Plan, and (c) approval of December 19, 2022 meeting minutes.

PRESIDENT'S REPORTS:

Metro-North President/LIRR Interim President Catherine Rinaldi ("President Rinaldi") said that GCM received customers for the very first time last Wednesday, January 25, when shuttle service from Jamaica kicked off with the 10:45 am Grand Central Direct Train from Jamaica. This represented the first extension of LIRR service since its first train to Penn Station in 1910. At around 11:07 am, right on time, those first customers de-trained at their new terminal, golden tickets in hand, as they took in GCM. Now that GCM is actually open for business, President Rinaldi once again thanked each and every person, past and present, who had a hand in bringing it to life. She gave a special shout out to all the LIRR departments which have been working so hard for so long to get the railroad ready for this major milestone in LIRR history. She noted that Board member Tessitore was in attendance for the LIRR represented workforce. President Rinaldi thanked the LIRR represented workforce for what they did every day for 15 years to get LIRR to where it is today. She thanked the managers, led by Senior Vice President – Operations Rob Free. President Rinaldi said it was a wonderful partnership with the Construction & Development ("C&D") team, led by Jamie Torres-Springer.

For at least three weeks prior to the start of full service, LIRR will operate limited Grand Central Direct shuttle service between Jamaica and GCM. Those trains will operate weekdays between 6:15 am and 8 pm and from 7 am to 11 pm on weekends. They will run roughly once per hour during the am and pm peak, and roughly every 30 minutes in both directions during weekday midday periods and on weekends. LIRR will have customer ambassadors at Jamaica and on the GCM concourse to greet customers, help them with wayfinding, and answer questions. LIRR customers heading to GCM are able to use Penn Station tickets for the Grand Central Direct service as Penn and GCM are in the same fare zone.

The special Grand Central Direct service will conclude with the initiation of full train service mirroring what was previewed in the draft schedules published over the summer. These new schedules represent an approximately 41% service increase, and they will let customers know when they will go into effect. The new schedules will be available on the website and the new TrainTime app. President Rinaldi asked all who have not been there yet to come see what all the buzz is about and keep an eye out for the forthcoming combo ticket.

On January 10, it was a thrill and an honor to celebrate 40 years of Metro-North in Grand Central's Vanderbilt Hall in the presence of employees past and present, including four of Metro-North's first five presidents – Peter Stengl, Don Nelson, Howard Permut, and Joe Giullietti. The anniversary gathering featured a retrospective of Metro-North's rich and colorful history, from a system comprised of antiquated parts that it inherited from Conrail in 1983 to the dynamic and proud service organization Metro-North is today. Each of President Rinaldi's predecessors navigated the challenges of their time with a distinct vision for the railroad and how to maximize the use of capital program funds to build and then set up the system for continued and sustained success. Metro-North employees helped keep the region moving during the pandemic and it is because of them that Metro-North ridership continues to steadily return and why its best days lie ahead.

President Rinaldi said she would love nothing more than to wave a magic wand and have railroad ridership revert back to where it was before the pandemic, but it is not quite there yet. Total LIRR ridership for 2022 came in at 52.5 million customers, which is 50.1% higher than the 2021 total of 35 million and 57.6% of 2019's year end tally. 2022 commutation ridership increased 117% over 2021, outpacing non-commutation ridership, which rose 24% compared to 2021. LIRR December average weekday ridership was down 3% compared to November 2022, which can be attributed primarily to holiday season vacations. Average Saturday and Sunday ridership declined between 7 and 8% compared to November. Despite all this, the month still produced the fourth highest post pandemic one day ridership total on a Saturday and seventh highest on a Sunday. LIRR ridership to New York City on New Year's Eve rose significantly from last year and ridership to Elmont-UBS Arena for Islanders games has been increasing steadily, with an average of 3000 plus riders per game.

In December, Metro-North served 4.61 million customers, which is a ridership increase of 42% from last December and represents 62% of December 2019's ridership. Total Metro-North ridership for 2022 was 48.9 million, which was 58.8% higher than 2021's total and 56.4% of 2019's total. Commutation was responsible for more than half of the overall growth in 2022. It

rose 125.1% over 2021 levels, almost four times the 34.9% growth on the non-commutation side between 2021 and 2022.

On both railroads, the return to offices was a large reason for the increase in commutation ridership. Both railroads restored peak fares in March 2022, along with the introduction of 20 trip peak tickets and discounted monthly fares, and the requirement of peak fares for peak travel made commutation tickets more attractive. One way peak tickets still remain popular for those whose travel patterns do not fit well with monthlies or with the new 20 trip ticket.

OPERATING REPORTS:

President Rinaldi presented the LIRR and Metro-North operating reports.

LIRR's total 2022 on-time performance ("OTP") was 95.8%, which is just 0.5% percentage point below 2021's record OTP of 96.3%. This is particularly remarkable given all the infrastructure work that was going on throughout the year. December OTP was 95.5%, above the goal of 94%. There were six incidents last month that resulted in ten or more late, cancelled, or terminated trains. The most significant was a flooding condition at Long Beach on December 23, which caused 58 late trains which delayed customers an average of 11 minutes. Mean distance between failures ("MDBF") was 291,693 miles in November, which exceeded the target of 190,000 miles. Year to date ("YTD") performance also remains above target.

Metro-North finished 2022 with an above goal total OTP of 97.1%, approaching but not quite reaching its all-time record of 97.88% from 2020. This marks the third consecutive year in which Metro-North's annual OTP ended above 97%, which is a major accomplishment. December systemwide OTP was 97.5%, again exceeding the 94% goal. There were two major incidents that affected December OTP - a December 19 local utility issue and electrical fire at Mount Vernon East which caused 67 delays and a winter storm on December 23, which disrupted service across the operating territories and caused 83 delays. MDBF for the fleet was 287,188 miles in November, 64% above the 175,000 mile target. YTD performance at the end of November was 33% above the 2022 MDBF goal.

President Rinaldi said that the Key Performance Metrics book contains additional ridership and performance details, as well as this month's safety and MTAPD reports. In her monthly President's Message in that book, there are updates on Jamaica Capacity Improvements as well as a nine station LIRR ADA improvement bundle which is about to begin work. The book also contains information about the new peak CityTicket option, as well as Grand Central Terminal Train Shed and Park Avenue Viaduct work, critical signal and communications upgrades in the Bronx and the latest "Connect with Us" customer outreach events.

President Rinaldi noted that normal committee reporting will resume in February.

In response to a question from Board Member Zuckerman as to whether it is possible to track and share Monday and Friday ridership statistics, President Rinaldi responded that they track the statistics for those days and noted that Mondays and Fridays are quite different from Tuesday to Thursday.

In response to a question from Board Member Porr as to whether the reported Metro-North numbers include West of Hudson service, President Rinaldi said they included only the East of Hudson service and that she would provide him with the West of Hudson numbers.

Board Chair Lieber noted that, when President Rinaldi said that both railroads had the second best OTP, the best was when nobody was riding during COVID. He noted that 2022 was the best real world OTP ever and that President Rinaldi did this while responsible for both railroads. President Rinaldi noted that Senior Vice Presidents, Operations Justin Vonashek and Rob Free lead incredible teams who deliver exemplary and safe performance every day.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the December 19, 2022 Joint LIRR/Metro-North Committee Meeting.

METRO-NORTH AND LIRR 2023 WORK PLANS:

President Rinaldi reported no changes to the LIRR or Metro-North Work Plans.

Upon motion duly made and seconded, the Committee approved the 2023 LIRR and Metro-North Work Plans. The 2023 Metro-North and LIRR Work Plans are filed with the records of this meeting.

INFORMATION ITEMS:

The details of LIRR and Metro-North information items are contained in reports filed with the records of this meeting.

PROCUREMENTS:

There were no procurement items for LIRR or Metro-North.

ADJOURNMENT:

The Committee unanimously voted to close the LIRR/Metro-North Committee 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