

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, February 21, 2023

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

The following Committee members were present in person:

Hon. Blanca López, Co-Chair
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. David Mack
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee members attended via video:

Hon. Samuel Chu, Co-Chair
Hon. Randolph Glucksman
Hon. Harold Porr III

The following Committee members were absent:

Hon. Frank Borelli Jr.
Hon. Michael Fleischer

Representing Long Island Rail Road:

Rob Free – Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety
Paul Dietlin – Vice President, Maintenance of Way

Representing Metro-North:

Justin Vonashek – Senior Vice President, Operations
Susan Sarch – Vice President, General Counsel & Secretary
Shelley Prettyman – Vice President, System Safety
Michael Loney - Vice President, Maintenance of Way

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, said that Grand Central Madison (“GCM”) symbolizes a more unified transit system and that MTA must ensure that all riders, whether regular commuters or first time visitors, can navigate and transfer easily. She recommended more larger and clearer signage. She was disappointed that the new service plans did not incorporate public comment feedback.

Joseph Morales (in person) proposed that Metro-North and LIRR fares be reduced to \$2.75 for Bronx, Brooklyn, and Queens residents, and those Manhattan residents who live on the East Side north of 96 Street or on the West Side north of 110 Street. He also proposed that fares be reduced to \$1.35 for anyone in the region living below the federal poverty line. Morales said that this would include free transfers to New York City Transit, and that MTA should work with suburban transit agencies to offer free or reduced price connections. He said that the combo ticket for these residents should be \$5.50.

Alita Dupree (via audio) said that MetroLink in the Los Angeles area uses a renewable diesel product. She also is still looking for OMNY on the railroads.

Charlton D’Souza (via video), Passengers United President, said that he was outraged with the new schedules. He noted that on the Atlantic Branch, there will be three fewer trains between 7 am and 8 am and one fewer train between 8 am and 9 am. He said MTA wants people to go up the steps, walk, and then wait longer for Brooklyn shuttle trains. He said that Queens Village and Hollis will only have hourly service on weekdays. D’Souza thinks that people should file a Title VI complaint. He asked why they were not properly advised about plans to shut the Hempstead Branch for a month for bridge construction.

Jack Nierenberg (in person), Passengers United Vice President, said that he previously implored this Committee to push the Greenport peak train from 5:04 pm to 5:39 pm, but that did not happen. He said that Brooklyn trains are adversely affected the most, with three trains per hour lost during the morning and evening peaks. The Babylon Branch gets at least three trains per hour and, during peak times, trains every three minutes. This contrasts with the Hempstead, Long Beach, and Far Rockaway branches, which are not being increased at all. He said those being hit the hardest are lower income, minority communities, and that this is a Title VI violation.

Andy Pollack (via video) from Passengers United said it is a good idea for the Port Washington Branch to have three trains per hour during the off peak, and that two trains per hour will not get people back on the trains. He is looking forward to GCM opening. He asked why there were still wood ties in Hicksville.

Sally Wolf (via video) reiterated her idea for masked cars on LIRR and Metro-North. She asked the Committee to think of people they know who need to protect their bodies and feel cautious, and to use their position to make it a little bit easier for them. She noted that it costs almost nothing and is relatively simple to pilot.

Bruce Hain (in person) said that MTA’s financial position would be better if it did not do crazy infrastructure projects. He said that the expansion of Jamaica bridges is a good thing but

referenced a crazy bridge at Hall Interlocking and expanding platforms when they do not have enough rolling stock. He said there need to be signals at the end of the platforms before expanding any platforms.

Murray Bodin (in person) from Concerned Grandparents said that GCM is fantastic. He said that train horns are racist because those with money can pay for a quiet zone. He said the Board is responsible for making sure Amtrak understands that it is a cooperative world and needs to stop blowing horns indiscriminately.

Jason Anthony (via video) said that Atlantic Terminal will lose the Hempstead and Far Rockaway branches and some peak trips on the Long Beach, Babylon and other branches. He said that it will receive the West Hempstead Branch trains but they will not stop at Valley Stream, which is bad for people who like to shop at Green Acres Mall. Anthony proposed some Main Line trains going to Atlantic Terminal because people who like to shop at Roosevelt Field Mall stop at Mineola and transfer to the N22/24 bus. He said the Port Washington Branch has enough service.

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 January 30, 2023 Joint LIRR/Metro-North Committee Meeting.

METRO-NORTH AND LIRR 2022 WORK PLANS:

There were no changes to the LIRR or Metro-North Work Plans. The 2023 Metro-North and LIRR Work Plans are filed with the records of this meeting.

PRESIDENT'S REPORTS:

LIRR Senior Vice President Free said that, with almost one month in the books and an expansion to full service about to take place, the reviews for both GCM and the initial Grand Central Direct shuttle service have been positive. It was very gratifying showing off our new terminal to customers and watching them react to the facility. It is a new era of flexibility and convenience for LIRR customers, and LIRR knows that it will be a place they will be proud to call home for generations to come. As for GCM's first ever ridership figures, beginning with the grand opening on January 25 and through February 10, LIRR transported an average of 4817 daily customers. That is 5211 customers on average for a weekday and 3535 customers on average for a weekend. LIRR certainly expects those numbers to increase in the coming weeks.

LIRR is proud to report that full service to GCM begins on February 27 in conjunction with a complete timetable change, and it wants everyone to know that no matter where or when you ride, your trip will change. These schedules will be continually monitored. Where adjustments are needed and practical, they will be made. With the new schedule, rush hour service to Manhattan will increase and be split between Penn Station and GCM. 271 trains will be added to the weekday

schedule, bringing it to a total of 936 daily trains, almost 300 of which will operate to or from GCM. LIRR is also providing greatly expanded reverse peak service on the Ronkonkoma and Port Jefferson branches. There will be more early morning, midday, evening, weekend, and reverse peak trains and, with the exception of Port Washington Branch trains, all trains will stop at Jamaica providing more flexibility and transferability. There will also be more trains to and from Brooklyn.

Most trains will either originate or terminate in Jamaica, where customers will likely have to transfer to complete their trip. LIRR is increasing service to or from Atlantic Terminal by 30% over current daily service levels. Trains will run approximately every 12 minutes during peak and reverse peak times and approximately every 20 minutes during middays, nights, and weekends. All Brooklyn trains will stop at Nostrand Avenue and East New York, which provides robust service to those communities. An overall service increase of 41% will bring about a lot of options, so LIRR strongly recommends that its customers download and use the TrainTime app or refer to its website for up-to-date scheduling and trip planning information.

Now that Metro-North and LIRR share a common terminal, it is only fitting that they have a ticket in common. The new Combo Ticket will make traveling between LIRR and Metro-North stations easier, cheaper, and more accessible. Start a trip on one railroad and transfer to the other railroad at Grand Central for a flat \$8 fee. From there, you can travel to anywhere in that system. The farther you travel, the more you will save. Beginning February 27 with the debut of full service to GCM, Combo Ticket will be available for purchase from ticket machines, the TrainTime app, and all ticket offices outside Manhattan. In the weeks leading up to full service, crews of both railroads have been busy with testing and maintenance of all ticket servicing machines. For more information and helpful travel tips, visit the Combo Ticket page on the website.

In January 2023, LIRR served 4.6 million customers, a ridership increase of 66.3% from last January. More detailed analysis can be found in the LIRR ridership narrative in the Key Performance Metrics book. Total on-time performance (“OTP”) for the month of January was 97.69%, which marks the best total on-time performance for a January at LIRR in recorded history. All 12 of the operating branches operated at or above goal for the month of January. While the favorable weather conditions so far this winter certainly have not hurt performance, you cannot run an on-time railroad if you do not have a safe railroad and great OTP figures like these are proof that these two things are not mutually exclusive. Congratulations to all LIRR’s employees, which include Transportation, Equipment, Mechanical, Safety, and Engineering professionals, who all play an integral role in LIRR’s operation.

There were two major events which resulted in 10 or more late trains for the month of January. The most significant occurred on January 13 during the am peak hour, where a deceased trespasser was found near Floral Park. This event negatively impacted OTP by .09%. For fleet performance, the mean distance between failures (“MDBF”) for the month of December was 321,473 miles and year end as of December was 229,824 miles. Both are above the goal of 190,000 miles and are the third best MDBF in LIRR history. Service delivery for January was 99.8% trips completed.

On January 31, the LIRR maintenance shop at West Side Yard was the site of President Joe Biden’s announcement that the federal government is committing \$292 million towards a

critical early phase of the Hudson Tunnel Project known as Gateway, which in part was constructed right under the maintenance shop. Upon completion, the project will improve reliability on Amtrak's Northeast Corridor. LIRR employees, many of whom were involved in preparing for the visit, flanked the President as he spoke from the podium. The President was very gracious as he met, shook hands, and took photographs with employees. Governor Kathy Hochul, Senator Chuck Schumer, and MTA Chair and CEO Janno Lieber were among the attendees.

More than ten years after Superstorm Sandy hit the region, there is still much work to be done to repair, strengthen, and prevent damage caused by severe weather events. One such project is in progress at Long Island City Yard, where LIRR is in the process of constructing a perimeter flood wall with nine flood gates, three pumping stations with backup generators, and a pair of new electrified tracks for storage. The contract for this work was awarded a little over a year ago and the expected beneficial use is in the spring of 2024.

Earlier this month, LIRR and Metro-North Accessibility task forces came together for their first joint meeting. Joining the MTA Office of Accessibility were agencies representing people with disabilities within LIRR and Metro-North territories. This was a great opportunity for the two railroads to discuss and exchange ideas about ADA best practices. The goal of the task force is to work together with other government organizations to create an accessible and inclusive transportation system for all. The Office of Accessibility provided a summary of recent initiatives, including employee training, TrainTime app features, website accessibility, and increasing accessibility information. Also discussed were GCM ADA accommodations, as well as upcoming capital projects focused on installing new elevators, accessibility ramps, and platform improvements including tactile warning strips.

Finally, following today's MTAPD report, you will hear from Acting MTA Chief Customer Officer Shanifah Rieara. She will present the results of the 2022 Metro-North and LIRR customer satisfaction surveys.

Metro-North Senior Vice President Vonashek said that Metro-North is excited about the opening of GCM, the launch of Combo Ticket and the benefits these will bring to riders on both railroads. He echoed Senior Vice President Free's sentiments in saying this brand new transportation hub located in the heart of Midtown Manhattan will be a home for generations of commuters to come and will be critical to the future of Metro-North.

Metro-North served 4.5 million customers in January, a ridership increase of 86% from last January and representing 65.2% of January 2019's ridership. The seasonal ridership dip of 3% from December was less than what is typical between December and January before the pandemic. Traditionally, there are fewer off-peak, discretionary trips made in January than in December. However, the average weekday ridership in January was essentially flat compared to December and increased 84% compared to January 2022. With the holidays over and winter settling in, average weekend ridership in January decreased 12% compared to December but increased 86% over January a year ago. More detailed analysis can be found in Metro-North's ridership narrative in the Key Performance Metrics book.

January's systemwide OTP was 98.3%, well above the 94% goal. There was one major incident that negatively impacted January's OTP by nearly 1%. On January 29, a trespasser on the right of way near Melrose in the Bronx caused Metro-North to stop train operations until the trespasser exited the right of way. As a result, there were 124 late trains. Regarding the fleet, the MDBF for the month of December was nearly 245,000 miles, above the goal of 175,000 miles. Metro-North closed out the year at nearly 234,000 miles, which is 34% above goal.

As safety remains at the core of all that Metro-North does, it is currently investigating the recent derailments on the New Canaan Branch and the West-of-Hudson Port Jervis Line. While no passengers were involved in these incidents, these events did cause delays for some customers. Metro-North wants to reassure the public that it is committed to ensuring a safe operation for our customers, employees, and the communities it serves.

Metro-North has two major long-term infrastructure projects set to begin. The first is on the Park Avenue Viaduct, which is the main artery that serves Grand Central Terminal ("GCT"). The Board approved award of the design-build contract for the Phase 1 partial replacement and repair of the Viaduct. The overall project will involve replacing major segments of the East Harlem elevated steel structure, nearly half of which dates back to 1893. It is an investment in the future of Metro-North, especially when you consider that all Metro-North trains must utilize the Park Avenue Viaduct when traveling to or from GCT. Major construction is expected to begin in the third quarter of 2023, with phase 1 project completion anticipated for 2026.

The second project, the GCT Train Shed is equally as vital. The roof of the Train Shed supports roadways and sidewalks of a large portion of Park Avenue between East 43rd Street and East 57th Street and the crossing streets roughly between Lexington and Madison Avenues. The Train Shed structural framing is over 100 years old and has deteriorated due to street water intrusion issues. Needless to say, it is not a structure to be ignored and so a plan has been developed to gradually replace the Train Shed roof.

On February 13, Connecticut Department of Transportation ("CDOT") began work to replace elevators at Stamford station, Metro-North's busiest station outside of GCT. The project plan calls for the contractor to replace elevators on each platform one at a time. To accomplish this work, CDOT will be taking one platform out of service at a time which will reduce the overall capacity for train operations. As a result, a service plan was developed that maximizes the use of the remaining platforms while work takes place on the island platforms. The adjusted service plan suspends the Stamford stop on four westbound and three eastbound am peak trains and on six eastbound pm peak trains. No weekend trains will be affected. CDOT expects the work on the island platforms to be complete by August.

In the latter part of 2022, Metro-North completed signal cutover for the first of four critical interlockings in the Mott Haven section of the Bronx. These interlockings are currently undergoing major communication upgrades and this resiliency program occurs at the convergence of the Hudson and Harlem Lines. Until now, all four interlockings were controlled by 50 year old analog technology at a central control location. Metro-North anticipates that by the end of this year, all four interlockings will be upgraded to state of the art fiber optic and microprocessor driven control systems, greatly improving the reliability, availability, and maintainability of the system. Once

upgraded, each interlocking will function independently. This eliminates the current central control location as a single point of failure and improves the overall resiliency of the operation.

Earlier this month, Metro-North celebrated GCT's 110th anniversary. There is no other building in the world that has such a rich and inspiring legacy than GCT. MTA officials including NYCT President Rich Davey, Metro-North and LIRR President Cathy Rinaldi, and Senior Vice President Vonashek marked this occasion by greeting commuters arriving at the terminal with a small token of remembrance of this momentous occasion. GCT, one of New York's iconic landmarks, opened its doors on February 2, 1913. Before becoming the home to Metro-North in 1983 and undergoing a complete renovation under the MTA between 1994 and 1998, the building was slated for destruction. In 1975, the Terminal was threatened by a redevelopment project but was rescued by the advocacy of former First Lady Jacqueline Kennedy Onassis and the approval of the United States Supreme Court. GCT was later added to the National Register of Historic Places.

Another initiative that Senior Vice President Vonashek is excited to discuss is the ongoing capital program for the Upper Hudson Line. As part of this program, Metro-North has included the restoration of the Track 3 Beacon station platform, which has played a crucial role in providing customer service and efficient train operations while maintenance work takes place on the Upper Hudson. Beacon is the only station with a third track and platform in the 35 miles between Cortlandt, just north of Croton-Harmon, and Poughkeepsie. Track 3 is an existing track that was built in the 1990s with a temporary platform to support a substantial infrastructure-renewal project. The temporary platform surface was removed when the projects were completed, but the base structure was left to support another temporary platform if it was needed in the future. That foresight was rewarded during the current capital program when Metro-North restored the platform surface and built a new ADA-compliant ramp. Along with the significant operational and customer service advantages, one of the highlights regarding this restoration is that Metro-North is taking advantage of existing unused infrastructure, which made this project less costly than building a new structure. Now, whether working on the Beacon platform refurbishment, periodic tie and rail replacement, or any future projects, they have a newly restored platform where two trains can pass each other instead of having to operate on a single track.

Senior Vice President Vonashek did not want to wrap up this month without bidding a fond farewell and congratulations to outgoing Vice President of Maintenance of Way Dave Melillo, who leaves Metro-North after 30 years. Dave was a champion of safety and took great care of structures and right of way throughout his illustrious career. Metro-North wishes Dave a long, healthy, and well-earned retirement.

In response to a question from Board Member Brown as to whether Metro-North's replacement of the Park Avenue Viaduct would follow the same plan that LIRR used when it replaced the Atlantic Avenue Viaduct, Senior Vice President Vonashek said that it would be done in the most efficient way possible and with minimal to no impact on train service.

Board Member Valdivia asked if someone could get back to the Committee so that they could get an understanding whether the project would be design-build or other innovative alternative capital delivery.

Board Member Valdivia asked if someone could get back to her on the number of GCM elevators and wants to know whether those who cannot use escalators have a similar level of service. Senior Vice President Free said that two elevators go from the concourse to the mezzanine but that that is not the total number of elevators.

In response to a request from Board Member Porr for a more expansive explanation of the incident that affected service on the Port Jervis Line last month, Senior Vice President Vonashek said the investigation was still ongoing but that they would get back to him.

SAFETY REPORT:

LIRR Vice President Ebbighausen stated that LIRR's safety report is on page 18 in the Key Performance Metrics report. Reporting on the 12 month period ending December 2022, LIRR's customer injury rate decreased to 2.53 per one million customers and the employee lost time injury rate increased slightly to 4.37 per 200,000 working hours. For employees, soft tissue injuries continue to be a focus of LIRR's attention. Walking, climbing, and material handling continue to cause the most challenges. They continue to work closely with the operating departments and labor partners and share best practices with Metro-North to try to continue driving the numbers down. The Safety Department will focus on a number of crafts and tasks based upon what was trending in 2022. For customer safety, they will be out next week supporting operations and customers as with the opening of GCM.

Board Member Valdivia said she loved seeing the trends in the new performance books but said it is difficult to see the raw numbers.

Metro-North Vice President Prettyman said that Metro-North's safety report is on page 28 in the Key Performance Metrics report. For the 12-month reporting period ending December 2022 compared to the prior 12 months ending December 2021, the customer injury rate increased from 1.99 to 2.34 per one million customers. The employee lost time injury rate increased from 2.00 to 2.18 per 200,000 working hours. To address the uptick in these rates, they investigate each incident and take proactive steps to prevent them. Slips, trips, and falls constitute the most frequent injury type for both customers and employees. Investigations include looking at environmental factors such as lighting and terrain. Proactive steps include regular inspections of stations, yards, shops, and locations along the right of way. The field safety team completed over 250 inspections, year to date in 2023. Findings are shared with the operating departments for corrective action. The Safety and Security Committee book this month includes an updated summary of some key programs and initiatives for each railroad.

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 Operations Thomas Taffe said that crime at Metro-North and LIRR remained low in January while ridership approached nine million people. Each district reported single digit numbers, with most districts reporting five or fewer crimes. One concern is grand larcenies, which have been ticking up, although the majority are unattended packages. They continue to speak with riders about leaving packages behind. Chief Taffe noted that they built on the success and popularity of train patrols, doubling the number from 2000 last January to 4000 this January.

In response to a question from Board Member Valdivia as to whether MTAPD statistics distinguish crime and harassment that women face on the commuter railroads, Chief Taffe said that they can.

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 Taffe's presentation.

CUSTOMERS COUNT SURVEY:

MTA Acting Chief Customer Officer Shanifah Rieara presented the findings of the Fall 2022 Customers Count ("Customer Satisfaction") Survey for LIRR and Metro-North. She said that the Fall 2022 Customer Satisfaction Survey was conducted to obtain ratings and key drivers of customer satisfaction. They also wanted to understand why customers were using the railroads less than before the pandemic. The online survey was conducted from November 21 through December 5, 2022, with approximately 16,000 LIRR and 17,000 Metro-North responses. The data was weighed using census for income and minority status and for riders using average weekday customer count.

LIRR customer satisfaction remained high at 81% since the last survey was conducted in the spring. Metro-North satisfaction remained extremely high, with 89% of its customers either satisfied or very satisfied. That is up from 87%. For customers riding less, nearly 2/3 listed their top reason as the ability to work from home. For Metro-North, the very dissatisfied group is shrinking while the very satisfied group is growing.

For LIRR, service was more important to customers than just about anything else and service reliability had an excellent satisfaction score of 82%. The attribute most important to LIRR customers was fares, with the rating up 3% since the spring and moving in the right direction. Personal security scores also increased, with personal security at destination scores up 6% and scores for personal security on board, people behaving erratically at destination stations, and homelessness at destination stations all up 3%. This can be attributed to work they are doing with their partners to keep the system safe and secure. Customers are also noticing clean trains, with a 3% increase in cleanliness on board scores.

For LIRR branches, the largest score gain was Oyster Bay, which increased by 6% since the spring. This may be attributed to completion of the third track project and restoration of full

weekend service on the Ronkonkoma Branch. Customers on the Far Rockaway Branch gave the highest overall satisfaction rate of 87%. The highest rated of the 125 stations that LIRR owns and operates were Sayville, New Hyde Park, Oceanside, Manhasset, and Douglaston. Key drivers of overall satisfaction for those stations included personal security, people experiencing homelessness, and people behaving erratically. They are pleased that customers appreciate the New Hyde Park station, which was renovated last June. Customer satisfaction scores jumped to 94%, which was a 9% increase. They continue to stay focused on attributes that drive overall satisfaction scores, such as personal safety, people behaving erratically, and people experiencing homelessness. For the lowest rated stations, LIRR strives to improve customer satisfaction by focusing on station level drivers. The lowest three stations are within the City Terminal Zone – East New York, Hunterspoint Avenue, and Penn Station. They are working hard on the Penn Station renovations and have already seen a 12% increase in station satisfaction since the spring.

For Metro-North, the attributes most important were also service related. Service reliability was very important, and they scored very high at 89%. Seat availability was the second most important attribute. This was no surprise, as ridership was increasing and the consist level was decreasing during the survey timeframe. Customers feel extremely safe on the trains, with the safety from accidents satisfaction rate at 95% and personal security on board satisfaction rate at 90%. They are mindful of destination stations, where scores for people behaving erratically fall short of customer expectations.

For Metro-North lines, the Hudson, Harlem, and New Haven lines all achieved high satisfaction scores. The Hudson and New Haven lines had 3% satisfaction score increases, while the Harlem Line remained at 89%. The highest rated Metro-North stations were Pleasantville, Irvington, Bronxville, West Haven, and New Canaan. They continue to stay focused on the attributes that drive overall satisfaction scores, such as personal safety, people behaving erratically, and people experiencing homelessness. For the lowest rated stations, the scores are not low but Metro-North strives to improve by focusing on station level key drivers. The lowest score was at Harlem-125 Street, although conditions have improved there with the station satisfaction score moving from 56% to 63% satisfied.

Lastly, the survey asked customers who are riding less frequently than before the pandemic for their reasons. Work from home was overwhelmingly the main reason. Other reasons include COVID concerns and cost. These findings are similar to those from the Spring 2022 Customer Satisfaction Survey results, although the impact of COVID is diminishing.

Acting Chief Rieara thanked the customer research team for their hard work in pulling this project together.

Board Member Glucksman noted that the Metro-North report again did not include the West of Hudson stations. In response, they said that they were working with New Jersey Transit, which conducts regular surveys, to collect and analyze their findings. Board Member Glucksman said that was not acceptable. In response to a question from Board Member Glucksman regarding when they would receive the report, they said they are looking forward to receiving information in the next couple of weeks and can include it in a subsequent Committee book.

Board Member Valdivia commented on the COVID concerns, with the difference between the spring and the fall, but noting that it is still 14% and further noting the public comments about masks.

Board Member Mack noted that Lenox Hill said that COVID hospitalizations are down but that flu cases are up.

Board Member Valdivia stated that flu and respiratory diseases are up.

The Fall 2022 Customer Satisfaction Survey 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 Acting Chief Rieara's presentation.

INFORMATION AND ACTION ITEMS:

LIRR Senior Vice President Free reported that the LIRR information items, including the operating results, budget, and winter track work, were in the meeting materials.

Metro-North Senior Vice President Vonashek reported that the Metro-North information items were in the meeting materials.

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

PROCUREMENT:

Metro-North Senior Director of Procurement and Material Management Anthony Gardner reported on one procurement. Approval was requested to modify a competitively negotiated miscellaneous service contract in the not to exceed amount of \$7.5 million for the continuation of as-needed Emergency and Scheduled Bus Service awarded to: (1) A Yankee Line, Inc.; (2) Community Coach, Inc.; (3) Greater Bridgeport Transit Authority; (4) Leprechaun Lines, Inc.; and (5) Peter Pan Bus Lines, Inc. The additional funding is required for the continuation of scheduled bus service to support capital projects such as the New Canaan Branch cyclical trackwork and the Moodna Viaduct timber replacement and inspection project, as well as the continuation of supplemental Bridgeport to Waterbury shuttle bus service. The contract modification totaling \$7.5 million will be funded by Metro-North's operating and capital budgets and by CDOT, which will reimburse Metro-North 100% for the cost of bus service on the New Canaan, Danbury, and Waterbury branches.

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