

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, March 27, 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. Samuel Chu, Co-Chair
Hon. Frank Borelli Jr.
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee members attended via video:

Hon. David Mack

The following Committee members were absent:

Hon. Michael Fleischer

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

Representing Metro-North:

Catherine Rinaldi - President
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:

Murray Bodin (in person) from Concerned Grandparents said that train horns should warn people, not be blaring all the time. The Committee members need to listen to the train horn and determine whether it is sensible, warns anybody, or has any effect. He asked if it makes any sense to have flashing red lights and traffic lights at railroad crossings. He thanked everyone at Metro-North and the MTA who taught him.

Charlton D'Souza (via video), Passengers United President, said that many ADA passengers are affected by the new Atlantic Branch shuttle service. He is appalled with LIRR and MTA for what they did with the schedules and said that they need to be changed. Elevators at Jamaica are breaking down because they are owned by the Port Authority ("PA"). AirTrain passengers are bumping into people because the walkway has been broken for years. D'Souza stated he does not know why LIRR did not consider that elevators are owned by PA when it made the decision to start shuttle service. Many trains are coming to Jamaica 5-10 minutes late each day. The combo ticket does not allow options such as Queens Village or Jamaica to New Haven. D'Souza complained that there are no Metro-North vending machines when people come off LIRR at Grand Central Madison ("GCM"). There needs to be a unified CityTicket so someone could go from Fordham Road to Jamaica for five dollars. He asked whether the new Metro-North schedules linked up with Shore Line East trains.

Kara Gurl (in person), PCAC Planning and Advocacy Manager, said that the GCM opening was a huge achievement, and is symbolic of a more unified system. She has observed wayfinding improvements but hopes to see more. For riders to benefit from GCM, getting the service plan right should be the top priority, and that GCM service should not come at the expense of other riders. She appreciates LIRR's willingness to make adjustments but issues remain and LIRR should increase Penn Station service on weekends and nights with major events, fix Jamaica capacity issues, improve train timeliness, and work with PA to fix Jamaica's elevators. Every effort should be made to restore timed connections. Gurl hopes new rolling stock orders can be expedited. She said that most important is making sure riders feel heard throughout this major change and requests a formal system for riders to submit feedback and get responses.

Andy Quito (via audio) noted recent attacks on LIRR conductors and people not paying fares. He said they need more station security and mentioned an individual acting out at Mineola station. He requested that some Montauk trains stop at Mineola. Quito said the new schedules are causing a safety issue.

Bruce Hain (in person) said that the Rockaway Beach Branch is a disgrace. He noted that where they have bridges, LIRR could have six tracks from Jamaica through Richmond Hill. Hain thinks LIRR needs the Richmond Hill station. Hain stated that he designed a beautiful station at Glendale Junction. The switches at the Elmont crossover tracks are for 150 mph trains. Hain believes that LIRR is incompetent.

John Mishno (via video) stated that he appreciates LIRR's monumental work in opening GCM and is glad to see more off peak and reverse peak service to Ronkonkoma. Mishno believes that LIRR needs direct service to Atlantic Terminal during rush hours. He noted there are no seats at Mineola station and the waiting room, which closes at 1:30 pm and is not open on weekends, is the only place with benches. The new overpass in the middle of the Mineola station has no elevator even though it is required by the ADA. Mishno is disappointed that there is no expansion of service between Hicksville and the Montauk Branch. He stated that the personal attacks on him are completely unwarranted and that it is disgraceful that it is tolerated.

Yuki Endo (in person, using a translator) from Passengers United said that all LIRR branches need to serve Atlantic Terminal. He also said that LIRR needs to restore timed connections to Atlantic Terminal, have benches at Jamaica and Mineola, and have shuttle buses between Floral Park and Hicksville during Main Line shutdown.

Judith Leconte (via audio) said the change in the Atlantic Terminal schedule has been a big inconvenience, with late arrivals and departures, an inability to make it to connecting trains, with LIRR staff on the platforms not communicating well to riders. She said that there were more Brooklyn bound riders than GCM riders and that the schedules should be revised.

Iris Kelly (in person) noted that she has to go from Jamaica station Track 2 to Track 12 to change for Atlantic Terminal. Kelly stated that LIRR should put the Atlantic Terminal trains back on Track 3. The trains on Tracks 11 and 12 should go to Manhattan.

Andrew Pollack (via video) from Passengers United said he was impressed with the GCM station. His only complaint is the long escalator. Pollack said LIRR is violating the ADA by not providing benches at the Mineola station platform. He asked for more trains on Easter morning, possibly diverting trains from Penn Station to GCM. Pollack noted that the ticket vending machines need to be updated because there was no option to purchase a combo ticket from Bayside to Fordham.

Jason Anthony (via video) said that former LIRR President Phillip Eng is being nominated to be head of the Massachusetts Transit Authority. Anthony is not satisfied with LIRR's Brooklyn schedules, with only one train to and from Freeport, no trains to and from Far Rockaway, and no trains on the Long Beach, Ronkonkoma, and Hempstead branches. He asked for the return of the trains they had prior to GCM opening. Anthony said that the TrainTime app has a glitch, as a passenger will see off peak and CityTicket at the same time when purchasing a ticket, for example, between Grand Central Terminal ("GCT") and Woodlawn.

Sally Wolf (via video) shared her idea for requiring masking on specific train cars or car areas. She said the cost is almost non-existent, there is demand, and it is not the same as the prior mask mandate because it lets people self-select.

Jesse Figueroa (in person) asked why the Atlantic Terminal waiting room power outlets are locked. He said there are homeless people and panhandlers in the whole Atlantic Terminal building. People are throwing food on the tracks and harassing commuters. He asked LIRR to

beef up the scheduling and MTA Police patrols. Figueroa said GCM is nice, but that GCT needs escalator and elevator improvements.

Alita Dupree (via audio) said that she is looking forward to using GCM. The TrainTime app phone login is helpful. Dupree hopes they can get OMNY on the railroads. The LIRR Central Branch should be electrified so they can move away from diesel fuel.

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

Co-Chair López noted that MTA Board Member Frankie Miranda mentioned at a prior MTA Board meeting the need to look at optional masking in subway cars. Co-Chair Lopez asked Metro-North President/LIRR Interim President Catherine Rinaldi (“President Rinaldi”) if it is possible to include commuter rail. President Rinaldi said that they would look into it.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the February 21, 2023 Joint LIRR/Metro-North Committee Meeting.

METRO-NORTH AND LIRR 2023 WORK PLANS:

President Rinaldi noted changes to the 2023 Metro-North and LIRR Work Plans, with the Diversity reports moved to April. The 2023 Metro-North and LIRR Work Plans are filed with the records of this meeting.

PRESIDENT’S REPORTS:

President Rinaldi acknowledged a terrible incident that took place last Wednesday, when two LIRR conductors were brutally attacked while trying to collect a fare from a passenger. The assault took place around 10:30 am on a West Hempstead to Atlantic Terminal train. The alleged perpetrator exited the train at East New York and ran off. It was a relief to hear that the alleged perpetrator was apprehended within 24 hours due to some fine police work. The frontline train crews are dedicated and work very hard to serve the public, and President Rinaldi stated that we are appalled and outraged when heinous crimes like this occur. President Rinaldi stated that LIRR Transportation supervision holds weekly safe strategy meetings with MTAPD officials and union leadership, and the MTAPD has implemented its new train patrol program to provide a safe and secure environment for customers and employees. President Rinaldi is happy to report that both employees are at home recovering from their injuries and wishes them a full and speedy recovery.

Board Member Tessitore provided comments on the incident, including some from General Chairman Anthony Simon. Board Member Tessitore stated that it was a horrific assault. This was one bad incident of many and that he was not even addressing all the “minor” incidents, which he does not consider minor, such as slaps, kicks, and punches. Lots of employees are out from work due to assaults. Board Member Tessitore thanked the MTAPD Chief and his forces for finding the perpetrator as quickly as they did. Three union officials, including the General Chairman, appeared

at the court hearing, although the individual was released the next day. They cannot have train signs saying someone can be jailed for seven years when people do not even do seven hours. Board Member Tessitore said that he has been speaking at the Board meetings at least 2-3 times per year since 2007 about assaults and how it has to stop. While everyone agrees, and says the right thing, he is starting to question the actions. Board Member Tessitore noted the following that puts front line crews at risk: confusing fare collection policies, including the Atlantic Ticket and CityTicket; inability to use e-tickets properly on the Atlantic Branch; Atlantic Branch service; ongoing questions about the bike policy, scooter use, and batteries. He said commuters are frustrated and conductors cannot get beat up for it, especially when we are motivating and auditing the conductors and following them to make sure that they are collecting fares. Board Member Tessitore asked how to motivate conductors to collect fares when they are beaten up for saying “ticket please.” He noted the ADL policy of extending credit to riders, which is not consistent on both railroads. The MTA Police agree that we need to be able to remove people from trains if they are not willing to pay. The frontline crews do not deserve this and that there are employees who do not want to work here anymore. He implored the Board to look at this more closely and not wait for the next serious incident. The MTAPD Chief needs to be give the people he needs, get them on as many trains as they can, and get the people who commit these acts off the trains and in jail.

President Rinaldi said that the security of employees is paramount. They have established an excellent partnership with MTAPD Chief Mueller and his team, and that they have done a lot over the last several months to improve the on-board presence of police officers. She told Board Member Tessitore that he had her personal commitment to making sure that all employees on both railroads who deal with the public under circumstances that can be tense and difficult can be as safe as they possibly can be.

Board Member Mack said that they need more law enforcement police officers.

President Rinaldi spoke about the GCM Operating Plan, which was introduced on February 27, 2023. Never before has LIRR offered this much service and to so many places. The benefits to the region are many and we look forward to seeing the project reach its full potential. That being said, the roll-out of the new schedules came with some growing pains.

Despite past surveys and estimates, President Rinaldi stated that they anticipated some adjustments were going to have to be made once they had a firsthand look where customers were going and on which trains. In short order President Rinaldi said they realized that the new GCM service was going to take some time to fully take hold and that customers were opting for Penn over GCM by an approximately 70/30 split. Though more customers are beginning to opt for GCM, some trains to Penn were initially extremely crowded.

The new schedules and the elimination of scheduled transfers at Jamaica, especially during the morning peak, were a big change for LIRR customers and for many an unwelcome one. Though overall service increased significantly, customers who had become used to one seat rides at the same basic time for many years, sometimes decades, now had transfers at Jamaica, many of which were up and over transfers. Many of the Brooklyn-bound riders were unhappy with the new shuttle service on Tracks 11 and 12 as well as the initial frequency of service. Since the rollout, LIRR has been monitoring ridership, keeping a close eye on conditions at stations – especially Jamaica - and

has been listening to customer feedback. Based upon what LIRR has seen and heard, LIRR has made the following adjustments so far:

(a) On Day 1, it was evident that certain trains needed relief ASAP. The very next day, February 28, LIRR added a pair of cars on three morning trains with very high Day 1 ridership. LIRR spent that first week focused on train loading, early and emerging travel patterns, and how customers were navigating their new commutes, especially at Jamaica.

(b) Using the gathered data, LIRR added three Atlantic Terminal shuttle trains the following Monday, March 6, bringing AM peak Jamaica to Brooklyn service intervals from twelve minutes down to ten. LIRR also added cars to 15 high ridership trains.

(c) The next day, those 10 minute peak Brooklyn service intervals were reduced to less than eight on average. In addition, LIRR added dedicated platform controllers to assist customers on Tracks 11 and 12, from which most Brooklyn shuttle trains depart. The goal for the morning rush on the Brooklyn shuttle, when conditions allow, is to have another train already platformed and open to customers once one train closes its doors and departs Jamaica for Brooklyn. Trains are expected to hold up to two additional minutes for connecting customers transferring from other platforms.

(d) Beginning Monday, March 13, LIRR diverted four daily peak GCM trains to Penn, and also added Ronkonkoma and Central Islip stops to peak trains that initially originated or terminated at Brentwood, further increasing one seat options for the very popular mid-Suffolk hub. That same day, LIRR lengthened four additional trains and introduced adjusted stopping patterns at a number of stations systemwide based upon ridership data.

(e) Last Monday, March 20, LIRR added a 7:11 AM Mineola stop to a westbound Huntington to Penn Station train, thereby closing a large gap in direct Penn service from this popular Main Line station. Beginning today, LIRR is adding a car to the 4:22 PM train from Hunterspoint Avenue to Port Jefferson.

In addition to adding trains, diverting trains, or adding cars to trains, President Rinaldi stated that LIRR has: maximized the number of LIRR staff at key stations to answer questions and help smooth the transition for customers; established more predictable platform track assignments at Jamaica, maximizing the number of cross-platform transfers that can be offered within operational constraints; directed train crews to make targeted onboard announcements encouraging use of all available seats; made full use of the Jamaica Control Center to closely monitor and evaluate ridership conditions and operations via real time passenger loading data. LIRR has maximized its social media reach and use of all digital screens. LIRR's Service Information Office has kept customers informed about service changes and other important messaging. As a result of all of these changes, service delivery has stabilized and on time performance ("OTP") is regularly back in the 90s. Some trains are still more crowded than others but only on rare occasions are there peak trains exceeding 90% capacity.

President Rinaldi is very proud of all of the employees who recognized the gravity of the situation and responded, especially to the Transportation and Service Planning employees who

have been working very long hours and weekends towards providing immediate relief wherever possible. LIRR also has a host of volunteers on platforms who have been getting a lot of flak from our customers. President Rinaldi thanked them for their service and for stepping up. She gave a shout out to Stations employees who have been out there every day.

President Rinaldi indicated that they have tried to be nimble in spite of all the operational challenges, and, when possible, have addressed concerns from the public as quickly as possible. Certainly, the second track to the Ronkonkoma Branch and the third Main Line track between Hicksville and Floral Park provide LIRR with flexibility and the ability to expand service to never before dreamed of levels. Bottom line, in spite of the initial challenges, LIRR is thrilled to see that people are using the new service. Average weekday ridership has increased in each of the first three weeks of the new schedule as well as total systemwide OTP. While the increases in total ridership have been modest but steady so far, the highest one day ridership total of the year was on Thursday, March 16 with almost 210,000 customers. That record was short lived, as LIRR topped 213,000 customers this past Tuesday - the highest weekday ridership count since the start of the pandemic, surpassing the post-COVID record which had been set on the Wednesday before Thanksgiving.

President Rinaldi indicated appreciation for the patience and adaptability of our customers but knows very well that this work is not done. It is a dynamic process. LIRR is going to continue to monitor service and boarding patterns and will continue to make adjustments that are necessary along the way.

Turning to other LIRR matters, President Rinaldi discussed the Cherry Valley Avenue bridge replacement. The 152 year old bridge was raised 12 inches per weekend over three consecutive weekends earlier in the month. This past weekend, the Cathedral Avenue crossing at the west end of Garden City Station was also replaced. The new precast steel bridge will sit higher than the NYSDOT 14 foot minimum for clearance and be moved into place this coming weekend, the fifth and final weekend of the project. This particular bridge suffered a whopping 110 truck strikes since the start of 2018, by far the most of any LIRR span. Projects such as this one are instrumental in maintaining the system in a state of good repair, cutting down on maintenance costs, and improving service reliability. It is important to note that this is the first major trackwork program performed under the new schedules.

In early March, LIRR unveiled the all new Mineola Station, a popular Main Line stop and transit hub and one of the last stations to be renovated under the LIRR Expansion Project. MTA Construction and Development (“C&D”) Chief Jamie Torres-Springer and his team worked closely with the community to usher this key station into the 21st century. The station has widened platforms, new pedestrian overpasses, improved accessibility, and modern amenities, including a new and visually stunning art installation just in time for Women’s History Month.

While folks around the world celebrate the heroism of Amelia Earhart, and rightfully so, not nearly as many people know the name Bessica “Bessie” Raiche, who started it all for female aviators as the first woman in the United States credited with piloting an airplane solo. The flight took place on the Hempstead Plains in 1910 in a plane that she and her husband built at their Mineola home. Her achievement will henceforth be forever immortalized by a Donald Lipsky

statue alongside the westbound Mineola platform. Looking at the statue, you will see that Bessie is holding a special little pal named Roxey. In 1901, Roxey wandered into the Garden City station to escape a thunderstorm and the station master adopted him as his station dog. However, the pup kept boarding all of the trains. His wandering spirit led to his eventually becoming the beloved four legged mascot of LIRR, making friends wherever he went, including President Teddy Roosevelt, with whom Roxey would occasionally travel up to Oyster Bay in his private car. With all of the new regional connectivity and travel options brought on by the new Combo Ticket and a common terminal at Grand Central, it is a whole lot easier to use LIRR and Metro-North to discover the best of our region and we hope our customers will channel their inner Roxey and let their spirit of adventure soar. President Rinaldi gave out a special thanks to MTA Arts and Design Director Sandra Bloodworth and her team for allowing Bessie and Roxey's story to be told in such a prominent and lasting way.

With regard to ridership, in February 2023, LIRR served 4.3 million customers, an increase of 35.1% from last February, representing 65.7% of February 2019 ridership. St. Patrick's Day ridership gave LIRR a 9% bump over normal Friday ridership.

Metro-North served 3.95 million customers in February 2023, a ridership increase of 43.7% from last February, representing 63.6% of ridership in February 2019. Metro-North's St. Patrick's Day ridership was robust with an estimated 11,000 additional customers using Metro-North to get them to and from the festivities, a 21% increase over normal Friday ridership.

A couple of upcoming service notes. Opening Day at Yankee Stadium is this Thursday, March 30, and Metro-North is ready with its popular Trains to the Game, extra stops on Hudson Line trains and shuttle trains from GCT. We also have similar service for fans of New York City Football Club soccer for all 32 of their remaining home games at the Stadium. Mets-Willets Point service will resume once again with the Mets home opener at Citi Field on April 6. LIRR will operate early release trains on April 5 and 7, respectively, for Passover and Good Friday.

Metro-North schedules have changed on the Hudson, Harlem, and New Haven lines effective yesterday, March 26 and will remain in effect through Saturday, June 10. In addition to the aforementioned Yankee Stadium event service, the new schedule reflects hourly weekend service on the Hudson Line to support several significant State of Good Repair infrastructure improvements, some minor PM Peak weekday adjustments on the Harlem Line to alleviate station congestion at Southeast, and the continuation of the amended New Haven Line weekday schedule resulting from the elevator/escalator replacement project being undertaken by the Connecticut Department of Transportation ("CDOT") at Stamford. There are no changes to weekday train frequencies. For full details, be sure to log onto the website or check the TrainTime app for schedules, trip planning and ticket purchasing information.

Maintaining the safety and cleanliness of the right of way is of the utmost importance, and the expansive GCT Train Shed is one of those places where debris can pile up quickly if not for regular maintenance. This is why Metro-North crews regularly assess the priority areas and perform semiannual cleanings to eliminate potential hazards and prevent track fires. One such cleaning took place recently covering some two dozen of the neediest Train Shed tracks. This was an effort coordinated by the Metro-North Office of System Safety and various operating

departments, including Transportation and both Maintenance of Way & Maintenance of Equipment. The team collected 83 trash bags worth of common debris plus two one ton containers and an additional 550 pounds worth of construction debris. Big thanks to all participants for their commendable collaboration and their dedication to system safety.

It is not necessarily a bad thing if you are unfamiliar with the GCT Fire Brigade. It is a battle tested team of emergency response professionals who are happy to work behind the scenes to ensure the safety of the terminal, the train shed, and every customer and employee therein. However, when there is a problem, they are out in front and very often first on the scene. They did it over 1100 times last year alone. This 24/7 operation handles fire prevention, things like fire/life safety system inspection, code compliance, evacuation training, and system maintenance. They are also the keepers of the Command Center during all alarms, and if needed they provide fire response capability. Every member of the team is a certified New York State EMT. This brave squad just doubled in size because it now covers GCM as well. It made perfect sense to expand the team that is already in place in the Terminal, knows the drill and knows the players, having responded to 1133 fire and EMS callouts in 2022, with an average response time of only 2 minutes 28 seconds. It is an impressive work by an impressive group of pros.

Finally, for Women's History Month, President Rinaldi stated that few things in life give her greater personal satisfaction than to see her fellow women in transportation hitting new heights and blazing trails never before possible. Whether they are in crew uniforms, executive suites, or in hard hats, she is honored to call them her trusted colleagues. At Metro-North and LIRR, we work hard to attract and promote the best and brightest from all backgrounds to leadership positions. President Rinaldi is proud to say that the top spots at many Metro-North and LIRR departments are held by women. In this room are Shelley Prettyman and Lori Ebbighausen, heads of the System Safety groups at both railroads, Susan Sarch, who is Metro-North's General Counsel, and Ziona Rubin from C&D. Not present here are Metro-North Chief Administrative Officer Yvonne Hill-Donald, LIRR Chief Transportation Officer Beth Sullivan, LIRR Chief Stations Officer Theresa Dorsey, and LIRR Labor Relations Head Kelly Coughlin. These are an incredible group of women. President Rinaldi salutes them today and wants to commend them for their excellent service. Our region is much richer for their efforts and President Rinaldi is proud of each and every one of them.

Board Member Bringmann stated that we need to do something about the assaults. There is a lifetime ban precedent, and that the person who committed the assault should not have the right to ride the trains. Board Member Bringmann has for many years had a problem with the ADL system where customers who cannot pay the fare on board are issued an invoice and said that if someone has used it five or six times, MTAPD should arrest the person because it is theft of service. Board Member Bringmann indicated that we cannot wait for an incident involving battery operated scooters. He hopes that we can tweak the schedules into acceptability. Board Member Bringmann also stated that one thing that needs to be looked into immediately is the return to timed connections, not so much in the morning but on the way home.

President Rinaldi responded that they were working closely with MTAPD Chief Mueller and his team with respect to the transit ban. She said that she and Chief Mueller are working with the unions and others to make sure that people who commit crimes are appropriately and severely

punished. With respect to the GCM service plan, many people are happy but they need to work with those customers who are not happy.

Co-Chair Chu said that everyone acknowledges that the GCM rollout was a rocky start and there is still a lot to figure out. We need to iron out the accessibility concerns. He applauded everyone who worked around the clock to respond in a dynamic situation, with frontline workers feeling it the most. Even before the GCM rollout, he could not point to a ride, especially during off hours, where the conductor did not need to deal with something. Co-Chair Chu complimented Suffolk County District Attorney (“DA”) Ray Tierney, who was the first DA to exercise the rider ban. He would like to know more about what workers are recommending so that they feel safer.

Co-Chair López said that she agreed. It should be a pleasant and safe ride for customers and front line staff.

Board Member Glucksman said he supported these concerns. He said there was an e-scooter presentation at PCAC and he cannot wait for rules to come out.

In response to a question from Board Member Valdivia regarding complaints about the walk to Jamaica Tracks 11 and 12 and what is operationally feasible, President Rinaldi said that Platform F, where Tracks 11 and 12 are located, was constructed as part of the East Side Access project. The Brooklyn shuttle was always an element of the service plan because of the crossing over of the Jamaica physical plant. They have focused on wayfinding to make it easier for people to know where they are going. LIRR wants it to feel more like the Times Square Shuttle, where there is predictability. In response to questions from Board Member Valdivia about peak and off peak headways, President Rinaldi stated that peak headways were about eight minutes. LIRR Senior Vice President Free said that off peak headways were about 20 minutes. In response to a further question from Board Member Valdivia about increasing the number of shuttle trains, Senior Vice President Free said that would decrease the ability to move trains through Jamaica. He also said that LIRR has a working group to look at longer term solutions to help with service.

Board Member Brown said that it is hard to find a subject more important than safety, and he is concerned that Metro-North Safety Department staffing is 12% short. Not a single conductor goes on a shift without a confrontation with somebody. He is concerned that whatever decision is made regarding e-bikes and unruly passengers will fall on conductors. Board Member Brown does not understand why employees are not responsible for GCT Train Shed, as having volunteers do it is not the same.

In response, President Rinaldi said that the Right of Way Task Force works with the Maintenance of Way forces and Safety on certain key locations where clean ups are necessary. Metro-North has high vacancy rates in many departments, and they are being proactive in addressing hiring needs.

Board Member Borelli said employees are part of our family and we should do whatever we can to protect our family.

President Rinaldi said that, for a lot of customers, the conductor is the only railroad employee they see. These frontline employees bear a tremendous burden and she reiterated the commitment to ensuring that they get the protection and support that they need.

Board Member Glucksman said that when he worked as a conductor, his biggest fear was someone spitting at him and that times have changed. He commended the work done to apprehend the criminal but said that someone needs to speak with the judge to make sure that he does not get out quickly.

OPERATING REPORTS:

Metro-North Senior Vice President Vonashek said that Metro-North's Operating Report begins on page 14 of the Key Performance Metrics report. Systemwide OTP for February was 97.3%, which is above goal of 94%. Year to date ("YTD") OTP also remains above goal at 97.8%. There were two major incidents that negatively impacted February OTP. On February 9, an infrastructure related issue impacted trains arriving and departing GCT, resulting in 33 late trains. On February 17, a speed restriction was put in place to repair track defects found by Sperry, resulting in 102 late trains. The January mean distance between failures ("MDBF") was nearly 600,000 miles, above the monthly goal of 175,000 miles. This week, Metro-North will be hosting the biannual Northeast Operating Rules Advisory Committee ("NORAC") conference for the first time in its history. NORAC is a body of railroads that establishes operating rules. It is comprised of commuter railroads, Class I freight, and short line railroads.

In response to a question from Board Member Brown regarding the large increase in MDBF, Senior Vice President Vonashek said that January weather was very good and that M8s have particularly good performance. He said they have challenges with some of the other equipment, such as the BL20s, which have MDBF of about 20,000.

LIRR Senior Vice President Free said that LIRR's February OTP was 95% and YTD as of February was 96.4%. Nine of the branches operated at or above goal and YTD as of February all branches have operated at or above goal. There were 11 major events which resulted in 10 or more late trains, the most significant of which occurred on February 27 due to the loss of a signal supervisory system in Jamaica. This negatively impacted OTP by 0.3% and coincided with the launch of GCM service. January MDBF was 238,279 miles, which is above goal of 170,000 miles. LIRR completed 99.7% of its trips YTD. Upcoming maintenance work between Valley Stream and Jamaica station on the Montauk branch will impact West Hempstead, Babylon, and Montauk Branch schedules on Saturday, April 8. On the weekends of April 15-16 and April 22-23, Hempstead Branch trains will either terminate or originate at Jamaica station or Atlantic Terminal. West Hempstead Branch trains will either terminate or originate at GCM to support NYSDOT's Van Wyck widening work. Other branches will also be affected. Please look at the web site or the TrainTime app for schedule updates.

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 Prettyman said that Metro-North's safety report is on page 18 in the Key Performance Metrics report. For the 12-month reporting period ending January 2023 compared to the prior 12 months ending January 2022, the customer injury rate increased from 1.87 to 2.28 per one million customers. The employee lost time injury rate increased from 2.05 to 2.11 per 200,000 working hours. These rolling 12 month rates have been trending down over the past four months. Metro-North held its first quarter Safety Focus Week from March 6-12. Managers held interactive discussions with employees on topics including the stop, look, assess, manage ("SLAM") technique to prevent workplace incidents and injuries. Outreach through the TRACKS public safety education program in March focused on safe behaviors when boarding and detraining, as well as grade crossing safety awareness. Outreach was conducted at Milford, Peekskill, and Valhalla stations, and the Hudson Avenue grade crossing in Peekskill.

LIRR Vice President Ebbighausen stated that LIRR's safety report through January 2023 is on page 28 in the Key Performance Metrics report.

Board Member Tessitore asked Vice President Ebbighausen if they could in the future highlight the employee lost time from injuries related to harassments and assaults.

The full safety 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.

MTAPD REPORT:

MTAPD Chief of Police John Mueller said that for the month of February 2023, the railroads had 23 major felonies. There were 17 grand larcenies, one robbery, two burglaries, and three assaults. Twelve of the grand larcenies were unattended property. They are trying to get the word out and work on advising customers not to leave their property unattended.

Chief Mueller says it is refreshing to hear the support of MTA, which he feels is a family. This extends to the ridership. He says they have tremendous support from Chair Lieber. However, they need an end to end solution. Chief Mueller said MTA detectives under Detective Sergeant Ed Russell's supervision had a 24 hour turnaround time with this arrest. He thanked the Kings County DA's office. In an assault like this, it is not just the person assaulted. It is also their families, the people who witnessed it, and the people who saw it on video. In the end, there has to be consequences. He asked everyone to advocate.

In response to a question from Board Member Bringmann as to why they took two months to release to the press information about a January grand larceny when they could not find the perpetrators, Chief Mueller said they generally try to get the information out as quickly as possible. He said that he would get back to Board Member Bringmann with the specific information about the case.

MTA Chief Safety and Security Officer Patrick Warren mentioned the proactive things they are doing, such as working on bans and more patrols, working with DAs, and working on personal electronic device (“PED”) policies, which they plan to release next month. He commended everyone there for the heart they were putting into it.

In response to Board Member Brown’s question about what they are doing with Port Authority to address the homeless situation in the Jamaica AirTrain building, Chief Mueller said that they are working with Port Authority to come up with a solution. While he noted the jurisdictional problem, he said that should not be too much of a roadblock. Chief Mueller said they had success in other terminals that they hope to replicate, with homeless outreach and other assets.

Chief Warren said they have a robust coordination effort at Penn Station, which has made a difference.

Chief Mueller said there is a consistent group, some of whom are severely mentally ill and severely addicted to drugs, that continues to use the system. We can focus on those people, seeing how we can get them into long term care, rather than just putting them on an ambulance twice a day every day.

In response to a question from Board Member Brown as to whether any of the individuals who were at Penn Station are now at the AirTrain building, Chief Mueller said that he would check. Chief Mueller said they have worked with NYC for the last nine to ten months to identify and track the top 50 individuals across the subway system and railroads. If they show up somewhere else, they have teams of nurses, police, and other staff ready to deal with them.

Board Member Bringmann said that he has seen a real improvement over the last two to three months at Penn Station. Chief Mueller said the credit goes to Deputy Inspector Nzinga Kellman and those from the Fourth District.

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.

ACTION AND INFORMATION ITEMS:

President Rinaldi noted the following action item: GCM Rules of Conduct.

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

President Rinaldi noted the following two Metro-North information items: (a) the annual elevator and escalator report and (b) the March schedule change.

President Rinaldi noted the following two LIRR information items: (a) the annual elevator and escalator report and (b) the spring trackwork program.

In response to a question from Co-Chair López regarding whether the Metro-North elevator report included Port Chester, President Rinaldi said that they would get back to her.

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

PROCUREMENT:

LIRR Chief Procurement and Logistics Officer Richard Mack reported on one LIRR procurement. Approval was requested to award a competitively solicited contract to Railware, Inc. for the purchase and installation of rail traffic control system software, known as Dispatch X, to replace the existing software at Jamaica Central Control. The existing software system, which was installed in 2010, is beyond its useful life. The software will be purchased for a negotiated price of \$2,299,063, and will be installed over a 24 month period. Once installed, LIRR will have greater system reliability and will achieve annual savings of \$164,000, which is the current cost to maintain existing software.

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,

A handwritten signature in blue ink, appearing to read "Susan Sarch", is written over a light blue rectangular background.

Susan Sarch
Vice President, General Counsel & Secretary
Metro-North Commuter Railroad Company
(for Metro-North and LIRR)