

.Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, April 24, 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. Samuel Chu, Co-Chair
Hon. Blanca López, Co-Chair
Hon. Frank Borelli Jr.
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. David Mack
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee members attended via video:

Hon. Michael Fleischer

Representing Long Island Rail Road:

Catherine Rinaldi – Interim President
Rob Free – Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety
Stephen Papandon – Deputy General Counsel

Representing Metro-North:

Catherine Rinaldi - President
Justin Vonashek – Senior Vice President, Operations
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 Chu confirmed that a quorum was present and then called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented:

Murray Bodin (in person) from Concerned Grandparents said that he was impressed by what he learned from earlier meetings and that MTA has subtly and quietly addressed many problems. Bodin stated that MTA needs to address safety because flashing red lights should not be placed on the same pole as traffic lights. He indicated that federal mandates are being ignored. He noted that there are six grade crossings in East Hampton but when the train blows its horn, nobody knows where the train is crossing. Bodin said that whoever is in charge should be fired.

Jason Anthony (in person) said that there should be multi-language announcements aboard LIRR and Metro-North trains. He stated that service to and from Atlantic Terminal should be added to the Far Rockaway or Long Beach branches. As for Metro-North, there is an issue on the eTix app where an off-peak ride shows two different price options since CityTicket was introduced, which is confusing to riders. Anthony requested dialogue with New Jersey Transit because during New Jersey Transit's recent board meeting, it announced a fiscal cliff and is considering congestion pricing even though Governor Murphy has stated that he is opposed. Anthony stated that there should be additional service on the Pascack and Port Jervis lines.

Kara Gurl (in person), PCAC Planning and Advocacy Manager, congratulated LIRR on its birthday. She stated that riders are still adjusting to the new schedules after the Grand Central Madison ("GCM") opening. Gurl noted that LIRR has made adjustments to solve the most glaring issues and that listening and responding to the concerns of riders is key to ensuring that everyone will benefit from this major investment. PCAC recently published a study where many riders requested going back to timed connections and provided positive feedback regarding a faster trip to the East Side and a one-seat ride. Gurl indicated that she is glad that Mets-Willets Point has become a full-time station but stated that it should become ADA accessible. She hoped that the Elmont-UBS station model can be used to take advantage of private investment in the surrounding area.

Debra Greif (via video) complimented Metro-North's Care team for their assistance during her recent trip to Connecticut. She stated that she must go to Jamaica to obtain Access-a-Ride to Brooklyn because there are not enough parking spaces in Brooklyn. She said that MTA needs to work with NYCDOT to provide more Access-a Ride stops throughout the system.

Charlton D'Souza (via video), Passengers United President, said that there have been many complaints from Brooklyn LIRR riders. D'Souza stated that shuttle service to Brooklyn is a nightmare and a disaster, although MTA refuses to acknowledge it. D'Souza noted that Passengers United will have a rally on Wednesday outside of MTA headquarters, that it has several petitions and has reached out to an attorney to institute a class action discrimination lawsuit against LIRR because Brooklyn riders are paying the same fare as all the other riders but are relegated to M3 trains that break down. He noted that on Thursday or Friday there were 4 trains that broke down during rush hour. D'Souza stated that Metro-North and LIRR CityTicket needs improvements because off-peak ticket options are confusing. D'Souza noted delays in weekend New Haven Line service whenever a bridge opens. He stated that communication with riders needs to be improved. D'Souza said that there needs to be two different presidents for two different railroads because complex issues exist for each railroad. D'Souza commented that front-line employees need to be protected and the laws need to be strengthened to keep banned individuals from the system.

Christopher D. Greif (via video) said that riders need to take advantage of and utilize the MyMTA app, the Ambassadors and the Care program. Greif urged riders not to jump to conclusions or use violence against MTA personnel who are there to assist them. Greif commented that safety is the number one priority and any complaints should be reported on the MyMTA app. He said that he hopes Mets-Willets Point is in the process of becoming ADA compliant so riders can enjoy going to see the Mets, a tennis match, the New York Hall of Science, and the Queens Museum. He urged elected officials to continue to advocate for funding for ADA accessibility for all railroads.

Andrew Pollack (via video) from Passengers United said he was happy to hear that Mets-Willets Point will become a full-time station, but hopes that it will become ADA compliant. He complained that the eastbound platform at Mineola is too narrow, which is a safety hazard because someone can easily fall onto the tracks. He stated that there needs to be adjustments on the Central Branch because it is difficult to get out east from Mineola or Hicksville without first going to the south shore.

Sally Wolf (via video) requested specific train cars or car areas for mask wearers. She stated that she went to Connecticut over the weekend on a crowded Metro-North train which made her feel ill, despite wearing two masks. Wolf urged the MTA to consider riders emotional and mental well-being.

Alita Dupree (via audio) said that she wonders what it would be like to have OMNY on the railroads. Dupree hopes to have more electrification to conform with a new climate plan.

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 March 27, 2023 Joint LIRR/Metro-North Committee Meeting.

METRO-NORTH AND LIRR 2023 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:

President Rinaldi noted that the second month after the GCM rollout was smoother as compared to the first month. LIRR continued its comprehensive ridership and performance analysis with the focus on improving customer experience through enhanced wayfinding in key areas, as well as adjustments to schedules and consist sizes where it made the most sense. Beginning April 10, LIRR made schedule adjustments on five branches based on ridership data. The changes ranged from moving station stops from one train to another to ease crowding to altering the run times of certain trains to help with overall logistics. The 5:07 pm train from Penn

Station to Port Washington was made to run express from Bayside to Great Neck, while Douglaston and Little Neck stops were added to the 5:04 pm train from Penn Station. Additionally, cars were added to a train from Ronkonkoma during morning peak, the Hicksville stop was removed from a couple of Montauk trains, two cars were added to a Babylon train, and a Seaford stop was added to the 5:30 pm from GCM. Beginning today, cars are being added to the 5:46 pm train from Penn to Huntington. Based on these adjustments, the rate of trains with greater than 90% seating capacity and overall crowding has been reduced considerably from the first days of the new schedule. President Rinaldi said that we want customers to know that we hear them and never stop analyzing our service. Modern technology has allowed for real time analysis on train capacity data at our fingertips so that we can relieve crowded trains when we have the available equipment to do so.

President Rinaldi reported that customers are indeed using the new GCM service and ridership is inching upward. GCM welcomed its one millionth rider on April 7. LIRR now regularly surpasses 200,000 daily riders, especially on Tuesdays, Wednesdays, and Thursdays. After reaching that mark only twice between January 1 and February 27, it has occurred nineteen times since the new schedule went into effect. The week ending April 16 saw the highest seven day average since March 2020, topping the previous record which had been set just the week before. The four best post-pandemic weeks have all taken place since March 13.

President Rinaldi thanked the frontline employees who have been helpful, compassionate and patient throughout the rollout. They have been a source of strength for the customers and executive staff. President Rinaldi acknowledged all those behind-the-scenes employees who are inspiring and more than up to the task of turning ridership data and customer feedback into immediate fixes as well as long term fixes, which is not an easy task considering how tight the train choreography must be to keep on-time performance (“OTP”) what it is. With summer fast approaching, President Rinaldi commented that it will be interesting to see how warm weather trends affect overall ridership and the splits between Penn and GCM.

President Rinaldi reported that a new canopy roof is coming to Freeport. Work to demolish and replace the roof began on April 3. Construction activity will be performed mostly during off-peak hours and is expected to last through the summer. The contract includes the same work at Massapequa Park beginning in July and continuing to the end of the year. President Rinaldi is pleased to note that the lead contractor on both projects is a graduate of the MTA Small Business Mentoring Program, which aims to develop and grow New York State certified minority and women owned businesses, disadvantaged business enterprises, and service disabled veteran owned businesses. This creates a larger pool of diverse and qualified contractors who can compete for MTA construction contracts.

Construction work is well underway on a new twelve-car platform at Northport station. The new project will blend the old and the new, as a new ADA ramp, aluminum railings, platform shelters, and a boiler house are part of the new amenities customers will enjoy. The new platform will come equipped with a new automatic snow and ice melting system that will help Northport customers for years to come. Substantial completion of the project is estimated to be the third quarter of this year.

President Rinaldi indicated that early this morning, LIRR wrapped up the second of two consecutive weekends of power, signal and track support for the DOT project to replace Main Line bridges over the Van Wyck Expressway. With this key span out of service, several branches ran on adjusted schedules both weekends. Work to widen the Van Wyck is ongoing. The project involved one weekend of prep and another to push in a new bridge. This portion of the program resulted in the replacement of the western half of the span. The eastern half is scheduled to be replaced over two weekends in October.

Opening day always has a special place in the hearts of baseball fans, but the Mets home opener on Friday, April 7 was anything but ordinary. Fans from across the region received a taste of LIRR service to Citi Field from GCM for the very first time. Fans on the inaugural train received commemorative golden tickets, T-shirts, and some even got to pal around with Mr. and Mrs. Met. President Rinaldi noted that many public speakers commented that today marked the beginning of Mets-Willets Point being a permanent LIRR station stop with year-round daily service. President Rinaldi expressed the hope that both Mets and Yankees fans will make LIRR and Metro-North Train to the Game options their go-to when they want to catch a ballgame. It is cheaper, more convenient and a more comfortable way to get to the stadiums than sitting in traffic. The Government Affairs and Community Relations team has more information on Yankees' Opening Day festivities in the Key Performance Metrics Book. The railroads hope to provide service to both stadiums well into October and even November for a Subway Series, which they may need to rename the Commuter Rail Series given all the new train options available to fans.

President Rinaldi said that in March 2023, LIRR served 5.2 million customers, which is a 19.8% increase compared to last March. This represents 69.7% of the March 2019 ridership, which is the closest LIRR has come to 70% of a corresponding pre-pandemic month. Metro-North served 4.87 million customers in March 2023, which is a ridership increase of 22.3% from last March. This represents 68.6% of March 2019 ridership. Metro-North has also been hitting high watermarks in COVID-era ridership, with the weekend average record set on April 15 and 16 and the highest Tuesday through Thursday average set just last week, breaking the record set just the week before. That three-day average is almost 74% of the pre-pandemic baseline. Wednesday, April 19 saw a total of 195,086 riders, which was the highest daily number on Metro-North since the dawn of COVID. This broke the previous record which had been set the day before. More detailed analysis can be found in the ridership narratives for each railroad in the Key Performance Metrics Book.

Metro-North personnel did some heavy lifting to keep trains and customers moving after a northbound debris-hauling CSX train suffered severe mechanical issues in the wee hours of Thursday, March 30. A broken truck frame and axle on one of the freight carrier's cars caused more than two miles of track damage along the Hudson Line north of Beacon station. Crews from multiple departments sprang into action after receiving the initial alert at 2:30am, working tirelessly around the clock to replace damaged ties, rails, clips and switches and minimize customer impact. Thankfully, they never suspended service, although they were forced into a single track operation for 14 miles and modified upper Hudson Line service for Thursday and Friday. Unexpected track outages affecting service are never a good thing, but in this case the timing was uncanny as Metro-North had reopened the Track 3 platform at Beacon just three days before the incident. Once the damaged switch within the interlocking was replaced over the

weekend, they were able to restore a two track operation through Beacon – nearly eliminating the service effects to the customers. Normal service resumed on Monday, April 10. Approximately 8/10 mile of damaged ties still need to be replaced. However, in the true spirit of teamwork between railroads, Metro-North will be using LIRR’s track laying machine (“TLM”) to install 2,200 new concrete ties at that location to restore the track and expedite its return to service. Once the ties are in place, ballast servicing and commissioning will be required to restore the track service by the middle of May. Even though the incident was beyond Metro-North’s control, President Rinaldi was happy with the response. She acknowledged her appreciation for everyone involved for their hard work and swift action, especially Mike Loney, whose Maintenance of Way forces did a great job.

President Rinaldi acknowledged that this month marks the final board cycle for Assistant Deputy Chief Procurement Officer Anthony Gardner, who is retiring after 34 plus years of service, all of which were spent supporting Metro-North procurement. Gardner is a past Metro-North President’s Award winner, has been a fixture with Metro-North, and has done amazing work, not just in program administration but in procurement policy and strategy as well. Gardner’s trademark professionalism and his affable and unflappable demeanor will be missed by all. President Rinaldi wished him a long and healthy retirement. President Rinaldi presented him with a certificate to thank him for his dedicated service.

President Rinaldi concluded this month’s report with a story of bravery and positive outcome to an incident that could have easily ended in tragedy. In the mid-afternoon hours of April 6, locomotive engineer William Kennedy was operating southbound Hudson Line Train 2766 north of Tarrytown when he noticed an object on the right of way that did not belong there. As he got closer, he realized that it was a very young boy on the tracks, and he immediately sent out an emergency radio communication to all crews in the vicinity. Receiving locomotive engineer Kennedy’s alert was locomotive engineer Shawn Loughran on board northbound Train 737, which was fast approaching the vicinity on the same track. He proceeded at restricted speed until the child was spotted along the track in very close proximity to the third rail. Once the train came to a safe stop, assistant conductor Marcus Higgins climbed down to the track level, picked up the child and carried him to safety on board the equipment. The crew of Train 737 was instructed to return to the Tarrytown station where they were met by the police department and EMS. At the same time, signal maintainers Max Chong and Christopher Fraina headed to the area to see if they could help. They encountered the boy’s mother and sister on the street corner. They asked whether they needed help and realized they only spoke Spanish. One of the two signal maintainers spoke Spanish so could communicate. When a Sleepy Hollow police officer pulled up and spoke of a missing child report, they realized they were all looking for the same child. They drove down to Tarrytown together and took the family to the platform where they were reunited with the child. The boy’s mother explained that the boy has autism, was non-verbal, and was only three years old. She was grateful for the actions of everyone involved. President Rinaldi expressed that these fine Metro-North team members embody the qualities that it wants its employees to exhibit while on duty. They were alert, responsive, knowledgeable, helpful, and they saved a child’s life. For removing this child from imminent peril and assisting his worried family, they are true Metro-North superheroes. President Rinaldi saluted all that they did to keep this child safe and heartily thanked them for all that they did and for their dedication to the region, their customers, and the people they serve. Unfortunately, the signal maintainers were not able to attend the meeting. President

Rinaldi presented the train crew members William Kennedy and Shawn Loughran with a certificate to recognize their service.

Co-Chair Chu thanked the brave workers for their fast thinking. He stated that the incident exemplified the importance of the workforce and the railroads' reliance on them.

OPERATING REPORTS:

LIRR Senior Vice President Free said that LIRR's March OTP was 94.1% and year to date ("YTD") OTP as of March was 94.4%, both of which were above goal of 94%. Five branches operated at or above goal for the month of March and nine branches operated at or above goal YTD as of March. There were 23 major events which resulted in 10 or more late trains. The most significant of which was a disabled train west of Jamaica on March 30 during the am. This negatively impacted OTP by 0.1%. The mean distance between failures ("MDBF") for the month of February was 122,948 miles, and YTD MDBF as of February was 164,596 miles, both under the goal of 170,000 miles.

LIRR found an increase in delays associated with the diesel fleet but did not identify a systemic issue. The maintenance and planning groups are identifying maximization of contact time for the Maintenance of Equipment group. In addition, they are implementing a high-tech response crew that will go out during the day to various yards performing downloads, thorough inspections, and making repairs as necessary.

LIRR completed 99.8% of its trips for both the month and YTD. On May 22, LIRR will have a new timetable in effect which will accommodate various maintenance activities and the summer schedule. During the weekends of April 29 and 30, May 6 and 7, and May 20 and 21, there will be rail replacement and other maintenance activities in the vicinity of Valley Stream, which will be on the Long Beach and Far Rockaway branches. On the Far Rockaway branch, buses will replace train service. On Saturday May 13, waterproofing work will take place on a bridge. Buses will replace train service on the Hempstead branch. Updated schedule information can be found at the web site or the TrainTime app.

Co-Chair Chu commented that people have reached out to him who had a wonderful experience using the new Elmont-UBS station to attend a Bruce Springsteen concert at the UBS Arena. He noted that there was an article last week about delays with the new gating procedure. Senior Vice President Free responded that as Elmont opened up, the old service plan continued on half the platform, and as the new service began, LIRR tried to determine the dynamic of how customers dispersed as they arrived and departed the arena. LIRR worked with its labor partners and the arena partners at UBS to implement a gating program at the Bruce Springsteen concert, including elements such as the number of gates, the location of the gates, and the number of personnel required at the gates. This was a new experience for LIRR, which had no prior knowledge as to the total percentage of the attendance that the railroad would hold for the event. The lessons that LIRR learned from the Bruce Springsteen concert were applied this past Friday, and the gating program was expanded by adding more gate collectors, more lanes for the customers to go through, and more people to sell tickets on site. LIRR further implemented a lane for just westbound customers who needed to get up to the platform. Everything went smoothly and there

was improved communication. LIRR accommodated over 4,000 customers for the playoff game at UBS Arena on Friday, representing approximately 25% of the total attendance— significantly higher than past events.

In response to a request from Board Member Bringmann regarding timed connections during pm peak service, Senior Vice President Free stated that everyone was learning and adapting during the beginning of the new schedules. He said that LIRR's Control Center has been holding trains when there are delays, knowing that customers need to connect, but acknowledged that there needs to be better communication with customers on the app or elsewhere regarding those connection opportunities. Board Member Bringmann stated that the suggested times, rather than a set schedule, can be confusing to customers not riding the trains on a regular basis. However, he appreciated that LIRR understands the issue and is moving forward in the right direction.

In response to a question from Board Member Glucksman regarding the percentage of ridership that goes to GCM, Hunterspoint, Penn, and Atlantic Terminal, Senior Vice President Free stated that, while he does not have the overall percentages, at the beginning of the rollout there was a 70-30 percent split between Penn and GCM but it is now a 66-34 split. The figure for Atlantic Terminal is about 11 percent, which was the same percentage pre-COVID. Hunterspoint is approximately 1 to 2 percent.

Board Member Mack stated that legislators have complained about connections. He suggested that LIRR look to the airlines in terms of delayed flights and hold flights that may help solve some of the problems.

In response to a question from Board Member Valdivia regarding GCM's daily ridership count, Senior Vice President Free stated that on a weekday it is approximately 52,000 riders per day. Board Member Valdivia noted that the M15 bus, which goes down the East Side, served approximately 46,000 riders per day in 2019. In response to a further question from Board Member Valdivia regarding normal Brooklyn shuttle ridership, LIRR Senior Vice President Free responded that Brooklyn shuttle ridership is approximately 7,000 riders per day.

In response to a question from Board Member Valdivia regarding the standard used to measure GCM success, President Rinaldi stated that on the macro level, the goal is to give customers a safe and reliable experience. The goal is to continue delivering consistent on-time performance, comfortable conditions on the trains, and have customers be comfortable with their options. While the new service provides flexibility to the railroad from an operations standpoint, and redundancy, the goal is to have customers understand and appreciate that flexibility as well. In addition, the new schedule should accurately reflect the way people travel, and changes are being made to the schedule as the year goes on. Ridership data is used to implement those changes to give riders the experience they are looking for.

In response to a further question from Board Member Valdivia regarding measuring GMC success, President Rinaldi stated that sometime in 2014, the estimate was a 60-40 split and that estimate remained at 60-40 in 2021. While the expectations were 60-40, those numbers were not seen in the early days of the opening. President Rinaldi expressed reluctance to use a percentage point to define success because a lot has changed in the world over the last few years. More

important, the main goal is to provide a safe and comfortable experience for riders and for employees.

Board Member Valdivia expressed her appreciation for the hard work of all the employees who face the customers on a daily basis to provide a positive experience for the customers.

Board Member Tessitore complimented LIRR Senior Vice President Free for his in-depth knowledge and accuracy of the factual data. He noted that the gating program was merely a pilot program at the Bruce Springsteen concert and expressed appreciation for the way things were handled and issues were immediately fixed. He further expressed thanks to UBS Arena for assisting with infrastructural items, including busing at the location and posting on the scoreboard train times and a reminder to buy and activate tickets prior to boarding. Two Islander playoff games after the concert went smoothly.

Co-Chair Chu stated that he attended one of the concerts. He thanked LIRR Senior Vice President Free and also noted the announcements on the UBS Arena scoreboard. He had been commuting a number of times to GCM and complimented the beautiful well-maintained restrooms with full body partitions that is able to accommodate him.

Metro-North Senior Vice President Vonashek said that Metro-North's Operating Report begins on page 25 of the Key Performance Metrics report. Systemwide OTP for March was 97.9%, which is above goal of 94%. YTD OTP through March also remains above goal at 97.8%. There were two major incidents that negatively impacted March OTP. On March 4, a tree fell on overhead wires on the New Canaan branch, resulting in 41 late trains. On March 31, as President Rinaldi mentioned, a CSX freight train derailed on the upper Hudson Line, causing severe track damage, resulting in 37 delays. The extensive track outages required to facilitate repairs will also impact April's OTP. The February MDBF was above 363,000 miles, which is above the monthly goal of 175,000 miles. Not reported in this month's performance report was an incident that occurred on Thursday April 13. During the afternoon rush, the battery charger power supply at CP106 at Mott Haven failed. When the voltage dropped below the operating limits, it shut down and stopped communicating with the office server. As a result, all signals controlled by CP106 were lost. Given the time and location of the incident, over 140 trains were impacted. At this time, the exact cause of why the battery charger power supply failed is under investigation. To mitigate any future issues, they changed the battery charger power supply and monitor it daily to ensure no further issues exist. They are working to install air conditioning to the unit by early May. They will have maintainers on site for any hot days prior to the A/C being installed.

Board Member Brown congratulated Metro-North on the work done to get everything back to normal after the CSX incident and asked how the expenses and financial responsibilities will be shared. In response, President Rinaldi responded that a work order number was opened and that the Claims department is seeking reimbursement from CSX, with the accountants and lawyers determining how the amounts will be divided.

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 Vice President Ebbighausen stated that LIRR's safety report through February 2023 is found on page 18 of the Key Performance Metrics book. She was pleased to report that the customer injury rate decreased from 3.03 to 2 per one million customers. The employee reportable lost time injury rate remained flat at approximately 4.16 per 200,000 hours worked. In addition to the accomplishments highlighted this morning in the safety book, LIRR Safety wants to highlight that it continues to work to ensure that emergency responders receive the needed training to respond to incidents. Due to the unique hazards presented by the railroad, LIRR continues to work with the volunteer fire departments and the FDNY to ensure that responders obtain necessary training to perform their duties.

In response to a question from Co-Chair Chu regarding how the ban in the system has been enforced, MTAPD Chief of Police John Mueller stated that being caught in the system while banned is not an immediate arrestable offense. The MTAPD has been advised to notify the appropriate District Attorney's Office that an individual was identified as being on the train while banned. Co-Chair Chu noted that this seems to be a circuitous process.

In response to a question from Co-Chair Chu regarding whether a pre-conviction ban should be included in proposed legislation or, alternatively, whether room exists for other forms of more aggressive policies, Chief Mueller stated that the MTAPD needs to assess the bans and the number of times that banned individuals are found back in the system. Because the bans are new, it is too early to tell how the bans are working or being enforced. Looking at the first ban, the banned person has been found back in the system repeatedly. The MTAPD hopes to avoid a situation where the banned individual is seen by the employee who was assaulted and the only thing that is done is that the individual is reported and a long period of time passes before the individual is seen by a judge.

In response to a question from Co-Chair López regarding whether there have been any conversations with the Westchester County District Attorney in connection with these bans, Chief Mueller stated that there have been communications with every district attorney regarding all the issues. The Westchester County District Attorney has been outstanding in terms of prosecutorial advocacy. MTAPD communicates with the District Attorneys' offices when there has been repeated bad behavior, lengthy criminal history, or many failures to appear.

Co-Chair Chu commented that public safety has been a robust debate in the state and while they are deeply involved in the legislative process regarding the budget, the issue that is just as important, regardless of whether MTA is well funded or operating with a surplus, is taking care of the safety of our workforce.

Board Member Brown queried, in connection with the passing of "feel-good legislation" by legislators over the years regarding a discipline or punishment standard involving railroad or emergency personnel, whether there has been an increase in the amount of people who commit such crimes, or whether these are fringe people where it is difficult to place a marker. Chief Mueller stated that the system is vast and it is often fringe people. The MTAPD has done a good

job with the use of the precision policing model to focus on the top offenders in the system. There have been individuals with sixty or seventy contacts, which may be quality of life contacts, who are on the MTAPD's radar because they are not using the system in the way that it was intended to be used, which is to transport people. For example, for those who are disorderly in the waiting room, the MTAPD looks at the criminal history and the history in MTA's system, which provides a good snapshot of who needs to be focused upon. With such metrics-based system, and because they are not asking for mass incarceration, it arms the MTAPD with the facts and proof necessary to request a jail sentence or a ban.

Metro-North Vice President Prettyman said that Metro-North's safety report is in the Key Performance Metrics report. For the 12-month reporting period ending February 2023 compared to the prior 12 months ending February 2022, the customer injury rate increased from 1.94 to 2.17 per one million customers. The 12-month rolling rates have been trending down over the past five months. The employee lost time injury rate increased from 2.07 to 2.22 per 200,000 working hours. These rolling 12-month rates ticked up slightly in February after trending down over the prior four months. At the Safety and Security meeting this morning, Metro-North noted new procedures and initiatives to prevent recurrence of incidents and to drive down these rates. The information can be found in the Safety and Security committee book for this month.

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 March 2023, the railroads had 22 major felonies. Most of the major felonies continue to be grand larcenies, at 59 percent, which is 13 grand larcenies. All of the grand larcenies were unattended property. Ten out of the 13 occurred in the stations or on platforms and three occurred on the trains. There were 5 incidents in the next major crime category of felonies, with 3 assaults against police officers, one against a conductor, and one against an EMT personnel.

In response to a question from Board Member Glucksman regarding announcements about not leaving items unattended, President Rinaldi confirmed that such announcements have continued to be in rotation on both railroads.

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 ITEMS:

President Rinaldi noted the following three LIRR information items: (a) 2022 Annual Ridership Report, (b) May Timetable Change and Track Work Programs, and (c) Diversity and EEO report.

President Rinaldi noted the following two Metro-North information items: (a) 2022 Annual Ridership Report and (b) Diversity and EEO Report.

Co-Chair López acknowledged her appreciation for the quarterly diversity and EEO reports. She stated that the incident in Tarrytown exemplified the importance of bilingual and bicultural MTA personnel.

Board Member Valdivia seconded that sentiment and stated that it has been a journey to having the railroad employees diversified. The incident showed how diversity was make or break. She hopes the MTA will continue to keep an open dialogue regarding its commitment to bring people of color and different language experiences into the space.

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

FINANCE:

President Rinaldi reported that the finance report for both railroads is contained in the meeting material.

ACTION ITEMS AND PROCUREMENTS:

There were no action items or procurements for LIRR or Metro-North.

ADJOURNMENT:

The Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



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



Haley Stein
Vice President, General Counsel & Secretary
The Long Island Rail Road Company