

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Committees
Monday, June 26, 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. Norman Brown
Hon. Gerard Bringmann
Hon. Randolph Glucksman
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee members attended via video:

Hon. Blanca López, Co-Chair

The following Committee members were absent:

Hon. Michael Fleischer
Hon. David Mack

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
Haley Stein – Vice President, General Counsel & Secretary

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 called the joint meeting to order.

PUBLIC COMMENTS:

The following public speakers commented:

Murray Bodin (in person) from Concerned Grandparents said there should be solid red lights at railroad crossings.

Jason Anthony (via video) is pleased that the bathrooms at Penn Station are open. He suggested that LIRR work with Port Authority to update the maps at JFK airport to reflect the new service to Grand Central Madison (“GCM”). Signage at Penn Station and GCM should also reflect LIRR service to JFK airport via AirTrain at Jamaica.

Christopher D. Greif (in person) stated that next month is Disability Pride Month and he wants to celebrate all of the accomplishments that the railroads have achieved so far, including the installation of more ramps, elevators, and larger signage. He thanked the MTA Police for their work, especially at the Atlantic Avenue station, where they handled issues with the homeless, those damaging glass signages, and helped seniors and those with disabilities. He urged that the Atlantic weekly ticket option remain the same. Greif also suggested a City monthly ticket option be available.

Aleta Dupree (via audio) encouraged the completion of ADA accessible stations on commuter rails. She suggested OMNY be incorporated into the commuter rails with a tap-and-go system like the one in California. She also recommended having renewable fuels in our locomotives with a drop-in renewable diesel fuel similar to the Capital Corridor and Metrolink systems in California. Dupree noted that renewable fuel does not smell as strong as straight diesel.

Kara Gurl (in person), PCAC Planning and Advocacy Manager, stated that they have long advocated for more integration between the two railroads. The Combo Ticket is a step in the right direction, where riders can switch between the two at one station with one ticket and in one app. However, a Combo Ticket does not make financial sense for those who ride shorter distances on both railroads. Combo Tickets should offer a competitive price for riders, regardless of distance traveled on one ticket. Riders should automatically be offered the best price available to them when buying a ticket on the TrainTime app or on a ticket machine. She stated that the fact that over 88 percent of Combo Tickets are sold through the TrainTime app shows the power of having the ticket available on the app, a luxury that has not been afforded to the Atlantic ticket. She stated that communication is the key to ensuring that riders can take advantage of these fare deals. Gurl suggested rolling the Atlantic ticket into the City ticket with the expansion to peak travel. The weekly option that includes transfers to NYC Transit must remain and be expanded to all of City ticket. She hoped that one day the weekly ticket option will allow southeast Queens and Brooklyn riders the freedom to choose any mode they desire.

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

METRO-NORTH AND LIRR 2023 WORK PLANS:

President Rinaldi noted changes to the 2023 Metro-North and LIRR Work Plans located on pages 45 and 51 of the Committee materials. As will be presented more fully later during the Committee meeting, the Railroads are amending our Strategic Priorities to better align them with MTA Chair Lieber's strategic priorities. The 2023 Metro-North and LIRR Work Plans are filed with the records of this meeting

PRESIDENT'S REPORTS:

President Rinaldi commented that it has been another lively and eventful month on both sides of the Long Island Sound. Ridership remained robust in spite of the major holiday weekend, early vacations, and the air quality issues the region experienced a couple weeks back. LIRR ridership kept its strong pace in May with 20 out of 22 weekday workdays exceeding the 200,000 ridership threshold. More one-day pandemic-era ridership records were set, with a new LIRR one-day mark set on May 31, only to be surpassed once again on June 13, 14 and again the following Tuesday and Wednesday. The current record is 242,162, which was set on June 21.

President Rinaldi announced that Metro-North also broke its one-day, post-COVID ridership mark on May 23 and again on June 20 by more than 10,000 riders with the current record of 224,371 riders. That same week of May 22 through May 28, Metro-North also set several additional records: average weekday, average weekend and, since surpassed, average Tuesday through Thursday marks. Six out of the seven days that week all produced individual day ridership records. While May 27 wasn't the best pandemic-era Saturday we've had, 5,065 people took Metro-North to see the Yankees beat the Padres, and that was our highest one-day Yankee Stadium ridership in the post-COVID era. Impressively, it was about 11% of that day's gate – also a COVID-era record. This past weekend, both railroads saw extremely strong ridership on both days.

President Rinaldi reported that looking back two weekends to the Friday before Memorial Day, LIRR saw significant eastbound ridership, increasing 36.4% above the same day in 2022 and launching strong summer leisure travel season on Long Island. To help kick-off the season, President Rinaldi was joined on May 26 by local officials and the Long Beach Lifeguard Patrol on their beautiful boardwalk to discuss LIRR's extra summer service, including the popular Cannonball express to the Hamptons & Montauk, discounted packages and escorted tours to many popular Long Island attractions.

President Rinaldi noted that summer travel deals are a great way for LIRR and Metro-North customers to check out the wonderful sights and experiences in each other's service territories, and the new Combo Ticket is the perfect way to do it. Since the opening of Grand Central Madison ("GCM"), roughly 21,000 Combo Tickets have been sold (as of June 12), accounting for almost \$400,000 in sales, 88% of which were via the TrainTime app. President Rinaldi was also encouraged by the 22% increase in Combo Tickets sold in May over April. Ridership-wise, we've had a great spring and are thrilled to see so many riders return. However, now that schools are out for the summer and vacation season is starting, we would expect it to level off or potentially drop a little as in the past, but we expect that ridership will be back with a vengeance after Labor Day.

LIRR and Metro-North are celebrating Pride all month long, and you may have noticed some festive additions to our rolling stock. Customers can ride the rails on trains decorated with specially designed Pride decals. President Rinaldi stated that our crews have fixed the decals to some 50 Metro-North and 50 LIRR cars. These trains have been out and about all month long spreading the spirit of love, acceptance, and inclusion for all. Posters and digital messaging celebrating LGBTQ+ Pride Month are on display at select Metro-North and LIRR platforms throughout the month. A 2023 Pride graphic is also lighting-up digital display screens at Moynihan Train Hall through a partnership with Amtrak.

It's an annual tradition that LIRR holds dear, and it has continued uninterrupted since the 1942 founding of the Long Island Veterans Association. On Friday May 26, the MTAPD Bagpipes and Drums and Ceremonial Unit joined the Armed Forces Color Guard, clergy, and members of the Railroad family past and present at LIRR Hillside Support Facility to raise the colors, pray, and lay a wreath for all of our dearly departed and valiant brothers and sisters. This event honors veterans, employees, and gold star employees, and is well attended by LIRR workforce every year. Our annual Memorial Day service is always held on the last Friday before Memorial Day. Even at the height of COVID, when the service was not open to employees, our veterans made sure that a small service was held on their own and that the veterans' monument at Hillside was decorated properly. LIRR currently and proudly employs approximately 473 veterans of our armed forces.

President Rinaldi said that on Saturday, June 10, forty-eight thousand spectators watched Arcangelo capture the 155th running of the Belmont Stakes, and LIRR once again helped thousands of racing fans make the scene. On a day when the sports world celebrated the 50th anniversary of Secretariat's record-setting run to immortality in 1973, LIRR carried some 22,900 fans to and from the event — 10,671 fans to Belmont Park, and 12,231 fans on westbound trains after the Stakes wrapped-up — that's about a quarter of the total race attendance. Our Belmont Park station introduced new high-level platforms in 2015. This marked the first year that we've offered trains from Grand Central to Belmont Park, allowing fans from the Hudson Valley and Connecticut to connect with trains for Belmont Park under one roof. President Rinaldi congratulated and thanked all the hard-working men and women involved with the monthslong planning and execution of this special program.

Of course, the Belmont Stakes is one of a large number of high-attendance events in the Tri-State area over the summer. It's just part of the culture here in the nation's biggest market, and when LIRR and/or Metro-North are among the go-to modes of transportation, our Customer Service Ambassadors and Agents are always up to the task.

President Rinaldi reported that while we oftentimes have multiple large events in the same weekend, we rarely see weekends like we had June 9 through 11, when not only did our employees assist customers and maintain order at Belmont, they were also on hand at stations to assist crowds attending the Dave Mathews Band concert at Forest Hills on Friday; the 3-day Governor's Ball music festival at Flushing Meadows Park; Sunday's Puerto Rican Day parade; and a 3-game series between the Yankees and the Red Sox up in the Bronx. Between Ambassadors, Agents, cleaning and other support personnel, as well as beefed-up staffing at Jamaica and Belmont-related busing locations, LIRR alone added 142 employee shifts on top of normal weekend staffing. President Rinaldi again thanked our responding employees for their "all hands-on deck" mindset, their

dedication and their customer-centric focus. They made our customers feel cared-for and well-informed and they made us all proud, as they do time and time again. There wasn't much time to rest on our laurels as the first installment of the Mets/Yankees Subway Series took place at Citi Field on Tuesday and Wednesday, June 13 and 14 – followed by more Forest Hills concerts the following Friday, Saturday and Sunday. But true to form, our crews rose to the occasion and shone then, too.

With all these events, there's a lot of excitement out on the Island and up in the Hudson Valley during the summer, but for the railroads, we think of trackwork. Traditionally, both railroads have staged significant portions of their yearly trackwork programs during the summer, when many people take vacation and weather conditions are favorable. This summer, the major track work on LIRR focuses on the Port Jefferson Branch with an upcoming six-weekend project spanning July and August to install new running rail, third rail, switches and 12,000 new concrete ties between Huntington and Port Jefferson. And it's important to point out that we are bundling all of this work on the Port Jefferson branch — the concrete ties, switch replacement and various maintenance work projects — under the same outages to minimize customer inconvenience and the need for future outages. There will also be a number of systemwide summer grade crossing renewals. This kicked off when crews replaced the Hillside Avenue crossing adjacent to East Williston Station on two consecutive weekends beginning June 10 and 11.

President Rinaldi announced that Metro-North introduced new schedules on June 11 to accommodate its summer construction projects. The work most affecting the new timetables is the ongoing project to renew the edges of selected high-level 1980s-era platforms along the Hudson Line. The work has progressed to New Hamburg in an 11-mile, single-track block between Beacon and Poughkeepsie. This phase of the refurbishment work will be completed by September in time to restore our popular autumn Leaf Peeper trains. And, on this topic of combining projects to minimize future schedule impacts, Metro-North Structures forces are also taking advantage of this track outage to replace bridge timbers on the Wappingers Creek deck bridge just south of New Hamburg. Also on tap this summer, but with minimal scheduling impacts, is switch-replacement work at Woodlawn — the junction between the Harlem and New Haven Lines. Over on the New Haven Line we have, among other projects, rail replacement between Mount Vernon East and New Rochelle, significant switch-replacement work just east of New Rochelle, the resumption of prep work at the Walk Bridge replacement in Norwalk, Connecticut, and mudspot remediation between Milford and New Haven.

President Rinaldi reported that on June 13, at the American Public Transportation Association (“APTA”) Rail Conference in Pittsburgh, she and Metro-North's Senior Vice President Justin Vonashek proudly accepted a pair of APTA's prestigious annual Gold Awards for Safety. One is in the category of Rail Safety for the first-ever 60 mph laser train, and the other is for Emergency Management for our dual-level High-Water Alarm System. Each year APTA recognizes public transit providers for their innovative and proactive safety programs. Since 2016, Metro-North has been recognized by APTA five times for excellence in safety – a true testament to all of the brain power we have at our disposal. These awards belong to everyone involved in both projects and President Rinaldi hoped they made those employees as proud as they made us. President Rinaldi specifically acknowledged LIRR which pioneered the laser train a few years back and Metro-North built upon the great work done by LIRR in that project.

Last month, LIRR's Vice President of Corporate Safety Lori Ebbighausen reported on the results of LIRR's Safety Contest. This month, Metro-North's Vice President of Corporate Safety Shelley Prettyman will report on the results of Metro-North's annual rail safety poster contest, which was part of Metro-North's track safety outreach and education program. The winning entries of the contest were displayed at the meeting.

President Rinaldi highlighted another safety event on both railroads, which took place on June 15 in observance of International Level Crossing Awareness Day ("ILCAD"). With over 40 participating countries, ILCAD is a worldwide initiative to improve grade crossing safety awareness. Each year, both railroads hold ILCAD outreach events at crossings across their territories in collaboration with MTAPD and other partners.

OPERATING REPORTS:

LIRR Senior Vice President Free said that LIRR's May on time performance ("OTP") was 94.6%, while year to date ("YTD") OTP as of May was 94.8%, both above goal of 94%. Seven branches operated at or above goal for the month of May. There were 12 incidents which resulted in 10 or more late trains in the month of May. The most significant was a bridge strike near Forest Hills station on May 16, which delayed over 100 trains. This incident negatively impacted OTP by 0.4%. The mean distance between failures ("MDBF") for the month of April was 161,755 miles, and YTD MDBF as of April was 169,817 miles, both just below the goal of 170,000 miles.

LIRR completed 99.7% of its trips for the month of May and YTD. On July 8 and 9, there will be rail replacement and other maintenance activities on the Port Washington branch. Between Great Neck and Port Washington, bus service will replace trains. On the Port Jefferson branch, beginning July 15 and 16 continuing until August 19 and 20, the track will be out of service between Huntington and Port Jefferson for concrete ties and other state of good repair work and buses will replace trains. Updated schedule information can be found at the website or the TrainTime app.

In response to a question from Board Member Valdivia regarding the decline of MDBF, Senior Vice President Free explained that the MDBF figure changed when new service was added, which increased the mean distance traveled. He expressed disappointment with the M7 due to a workmanship issue with Knorr regarding the number eight vent valve that regulates air to the brakes. There was also an issue with the analog controller converter which sends messages on the braking system. The diesel trains have also impacted MDBF because there were some coolant leakage issues in the propulsion components, and there were some issues concerning the LVPS affecting the power, which are currently being investigated by LIRR mechanical group and trying to resolve the problem.

In response to a question from Board Member Brown regarding how the Atlantic shuttle impacts the OTP without a set schedule, Senior Vice President Free advised that the Atlantic shuttle now has a schedule, which is about every 7 minutes during peak and every 20 minutes off peak. OTP calculations are performed in the usual manner. He further advised that service on the

Atlantic shuttle is separated so there are fewer impacts to service on that branch as with other branches.

In response to a question from Board Member Valdivia regarding what is considered success of the Atlantic shuttle service, Senior Vice President Free commented that the high OTP of the service, the frequency of the service, and short wait times, due to that fact that there is usually a train waiting there with the doors open, are a good measure of the Atlantic shuttle's success. LIRR is continuing to fine-tune and improve the service for our customers.

Metro-North Senior Vice President Vonashek reported that Metro-North's service delivered rate, measuring the level of service reliability, was 99.8% in May. Systemwide OTP for May was 98.5%, which is above goal of 94%. YTD OTP through May also remains above goal at 97.7%. The MDBF was over 500,00 miles in April, surpassing the monthly goal of 175,000 miles. The YTD MDBF was also above goal at 452,000 miles. For service changes, Metro-North will run Sunday service on July 4, and will resume regular service on July 5. As we approach hurricane season, Metro-North has begun its readiness activities. It will be holding a tabletop exercise with all operating departments to review preparedness activities and lessons learned from previous storms.

In response to a question from Board Member Brown regarding the disparity between the number of criminal fare evasion summonses issued by LIRR and Metro-North, MTAPD Assistant Chief of Police Sean Montgomery stated that most LIRR fare disputes arise from Penn Station or City-bound trains towards Jamaica. Such disputes are either resolved or summonses are issued at Jamaica, whereas Metro-North's system is more spread out and wider so sometimes the rider departs the train prior to police arrival or prior to the conductor's being able to resolve the fare dispute. There may be fewer incidents of fare evasion on Metro-North overall. President Rinaldi further added that the issue of fare evasion was addressed in the recent Task Force on Fare Evasion report. Both railroads are reviewing the recommendations of that report to find the best way to implement those recommendations with appropriate law enforcement while encouraging ridership.

In response to a question from Board Member Bringmann regarding whether a criminal summons is a misdemeanor, Assistant Chief Montgomery stated that the summons is a violation with a fine up to \$250, which is determined by a judge.

Board Member Tessitore commented that the questions and clarification sought are in connection with the response of the MTAPD to the increase of assaults against railroad employees, which is greater on LIRR than on Metro-North property. Chief Mueller and his team have put a lot more officers in the field, and while LIRR's procedures are a bit different from Metro-North's, we will eventually unify those policies and procedures for handling fare disputes. He stated that the MTAPD's response is certainly welcome because the fare evasion disputes lead to assaults on our employees.

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 REPORTS:

LIRR Vice President Ebbighausen stated that LIRR's safety report through April 2023 is found on page 18 of the Key Performance Metrics book. The reportable customer injury rate has decreased from 2.84 to 2.08 per one million customers. The employee reportable lost time injury rate increased from 4.03 to 4.36 per 200,000 hours worked. Vice President Ebbighausen reported on the joint effort of the MTAPD and the Federal Railroad Administration ("FRA") at 5 grade crossing locations on June 15. LIRR reached over 1,000 customers during ILCAD. The quarterly employee Safety Focus Day was held on June 13, where we emphasized the importance of personal protective equipment and discussed our FRA mandated programs. She invited everyone to join us at Penn Station today for a semi-annual Customer Safety Event along with our partners at Amtrak, New York City Transit, and New Jersey Transit.

Metro-North Vice President Prettyman said that Metro-North's safety report is found on page 28 of the Key Performance Metrics report. For the 12-month reporting period ending April 2023 compared to the prior 12 months ending April 2022, the customer injury rate increased from 2.01 to 2.03 per one million customers. The 12-month rolling rates have been dropping over the past six months. The reportable employee lost time injury rate increased from 2.07 to 2.18 per 200,000 working hours. The 12-month rolling rates dropped this month after holding steady last month. Vice President Prettyman highlighted the recent annual Rail Safety Poster contest, which concluded with over 85 entries submitted from students of all ages. Participants were asked to submit a new costume design for the Metro Man rail safety mascot. A winner was selected from each age group, and design concepts from all winners will be incorporated into the new costume. Once the costume is developed, the new Metro Man will make an appearance at the winner's school. The contest is part of Metro-North's Together, Railroads and Communities Keeping Safe program ("T.R.A.C.K.S."), which is a safety outreach and education program. As we marked ILCAD this month, she thanked the MTAPD, Connecticut Department of Transportation and the Federal Railroad Administration who partnered with Metro-North to provide safety information to drivers and pedestrians at five grade crossings, making 663 contacts. Metro-North Station Ambassadors performed outreach at three stations near crossings, making 850 contacts. Metro-North's participation in ILCAD goes back to 2016, also as part of the T.R.A.C.K.S. program.

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.

APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the May 22, 2023 Joint LIRR/Metro-North Committee Meeting.

MTAPD REPORT:

MTAPD Assistant Chief of Police Sean Montgomery said that for the month of May, there were 26 major felonies. Out of the 26 felonies, 38% or 10 of those were larcenies, five of which were due to unattended properties, three had a value of \$1,000 or above or involved a major credit card, and two involved railroad property. Thirty per cent or eight were felony assaults. Half of the assaults were on law enforcement officers, two were on MTA employees (one LIRR and one Metro-North), and two were on customers. There were two robberies, two auto larcenies, and one sex offense, which is one down from last month.

In response to a question from Board Member Glucksman as to why hate crime statistics are no longer in the book, President Rinaldi stated that we will look into it.

Board Member Zuckerman noted that he was struck by the intensity of the vagrancy on the inside and outside of the Harlem 125th Street station on both Saturday and Sunday afternoons with no visible police presence. Assistant Chief Montgomery stated that he will convene with Chief Mueller to come up with appropriate adjustments. President Rinaldi acknowledged that it remains a challenging location and gave thanks to the Station Ambassadors and cleaners who go above and beyond at that station.

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 Assistant Chief Montgomery's presentation.

JOINT INFORMATION ITEM:

President Rinaldi noted one joint Metro-North/LIRR information item: the LIRR/Metro-North Joint Railroad Strategic Priorities Update, where both agencies amended their biannual reporting to align with the MTA's 2023 strategic priorities. President Rinaldi expressed that out of the eight strategic priorities, the railroads are making progress on five of those. In particular, the "financial stability and viability" priority will be reported on in the July financial plan and the fiscal baseline reset process will be in June's report. Three items will be covered elsewhere. For example, "strengthening and expanding our system" will be covered in future meetings on capital program investments.

As for "bringing customers back to mass transit and ridership recovery," this year has been a great year for ridership. Last week, on June 20, LIRR had a record of 235,000 riders, and a new record of 242,000 riders the next day, which was the highest ridership on two consecutive days post-COVID. LIRR ridership has increased 21.7% from January 2023 to May 2023, which is an increase from 4.6 million to 5.6 million riders per month.

President Rinaldi reported that Metro-North had its one-day post-COVID record last week with more than 224,000 riders. Metro-North ridership has increased 17.8% from January 2023 to May 2023, which is an increase from 4.5 million to 5.3 million riders. On June 20, Metro-North

carried a combined 460,000 customers, and President Rinaldi was thrilled to see the progress in the course of the last several months.

President Rinaldi compared ridership between 2022 and 2023, which for Metro-North, as of May 2022, was 4.1 million riders, and 5.3 million in May 2023 with YTD of 23.4 million riders. For LIRR, in May 2022, there were 4.5 million riders compared with 5.5 million riders in May 2023 and YTD is 24.8 million riders. Ridership has increased for Mondays, Fridays and weekends, which is a great trend that shows that riders are choosing to use the railroads to get where they need to go.

As for “delivering better service,” President Rinaldi stated that the railroads are analyzing the trends and the post-COVID data to adapt the travel frequency of our riders to and whatever this new normal is so we can have our riders travel safely and reliably. We are providing better service, including off peak and leisure discretionary travel, intermediate ridership, and reverse commutation.

On Metro-North, we are making a customer service adjustment in alignment with our environmental sustainability goals to allow bikes on A.M. reverse peak trains that operate out of Grand Central Terminal (“GCT”). This began last Monday, June 19. The usual bike restrictions apply in terms of size and number of them on the trains. With growing peak A.M. ridership, bikes continue to be restricted on A.M. peak towards GCT and P.M. peak trains departing GCT, but we’re happy to continue to encourage bike ridership where we see the capacity and ability to do so.

President Rinaldi reported that we’re consistently exceeding our targets for OTP. On LIRR, the OTP is 94.9% YTD, and on Metro-North, it is 97.7% YTD. This compares to 95.8% for LIRR for calendar year 2022, and 97.1 for Metro-North.

It has been a very historic year for LIRR with the opening of GCM in February, providing a 41% increase in overall LIRR service. The two railroads are continuing to work together to deliver excellent customer service to all of our customers. On Metro-North, the super express trains that began in 2022 have continued in 2023. These trains stop only at New Haven, Bridgeport, Stamford, and Grand Central. They cut 12 to 20 minutes off the scheduled running time of the other trains between GCT and New Haven.

President Rinaldi spoke of the laser trains and the APTA award, which is a great example of innovation and how the railroads have shared knowledge. LIRR kicked off this initiative a couple of years back. President Rinaldi recalled the conversation she had with Metro-North Senior Vice President Vonashek to determine what opportunities existed on Metro-North. Metro-North built on the great LIRR work to increase the speed and the coverage of the laser trains, which greatly revolutionized the way that slippery rail season is being handled at both railroads. The statistics show that LIRR saw a 42% reduction in slip-slide events in 2023 versus 2022 because of the laser train. For Metro-North, it saw a 40% reduction in slip-slide events in 2023 versus 2022 due to the laser train pilot. Metro-North safely cleaned more than 12,000 miles of track with the new laser train, which achieved this reduction in events and the lowest wheel-true cost season on record.

The next priority is “safety and respect.” President Rinaldi said that both railroads are working together to share information and best practices. Both railroads each have a Right of Way Task Force, which are organized a bit differently at the railroads. On Metro-North, it’s a collaborative daily effort among Metro-North Security, Safety, the MTAPD, and Maintenance of Way Structures to actively seek out security and safety related issues affecting Metro-North along the right-of way. This includes the identification of trespassing hot spots through daily visual inspections, requests to repair and install fencing, additions of signage to deter trespassing, and identifying real estate and encroachment issues. On LIRR, the Right of Way Task Force is a partnership between the Corporate Safety Department and the MTAPD, designed to improve safety and security conditions. Each year, the LIRR Right of Way Task Force performs biannual inspections of all 12 LIRR branches as required by the high security fencing policy. The Right of Way Task Force responds to complaints, including but not limited to, breaches in the fencing, homeless encampments, illegal dumping of debris, and trespassing conditions that may be reported by employees and the public. The Right of Way Task Force has continued to prioritize LIRR properties for high security fencing installations, where they use an algorithm to account for accidental and undetermined fatalities, suicides, debris strikes, trespasser reports, and cut fences. The railroads continue to share best practices and challenges to assist each other in addressing common hazards. Solutions are then implemented, taking into account our unique physical characteristics and operating environments. The Task Force members of both railroads survey the rights-of-way to identify fencing that needs repair, review inspection processes and procedures, analyze existing community educational efforts, ensure that railroad employees secure all access points along sensitive areas, and work with local elected officials to identify new resources that may be available to repair and erect new fencing.

Both railroads have a T.R.A.C.K.S. program, which is the safety, education and community outreach programs that provide free rail safety education to individuals and groups throughout our respective territories. As previously discussed, both railroads participate in ILCAD and other rail safety events including the National Rail Safety Grade Crossing Week, Suicide Prevention Day, Customer Safety Day events, fire and train shows, town events and festivals with the assistance of and partnership of our partners at the MTA police, the MTA Police Explorers, local DOT and FRA personnel, and public affairs groups led by Will Schwartz.

Train patrol is a partnership with the MTAPD. Working with Chief Mueller, we have significantly increased police patrols on board our trains at both railroads.

President Rinaldi reported that customer injuries have decreased across both railroads. The railroads’ Offices of System Safety continue to work with the operating departments to address incident and injury trends to complete in-depth investigations and perform yard cleanups. The most recent cleanup on Metro-North was held in Grand Central on June 10 to promote a safer work environment.

The next priority is “the increased appeal for customers.” We are increasing the appeal for our Metro-North and LIRR originating customers through our Combo Tickets. President Rinaldi previously discussed sales up to this point, but she reiterated that approximately 89% of the Combo Ticket sales are on the TrainTime app, which again reinforces the attractiveness of this for our

customers and the ability it provides for cross-agency travel which is a wonderful trend to see. As for Train-to-the-Game services on both railroads, it is easier than ever for fans of both major sports teams to arrive by rail with the opening of GCM. A good example of the increased ability for riders to take the rails is the ridership we've seen at Elmont UBS events. More and more event goers are discovering LIRR service to Elmont UBS. Ridership to UBS increased significantly when westbound service for the events was introduced at Elmont station, which became a full-time station with the opening of GCM. Twenty-two per cent of the gate attendance for the Blink 182 event at UBS Arena was transported by LIRR. Twenty-five per cent of all Belmont attendees were transported by LIRR. We continue to offer great getaway packages through MTA Away.

President Rinaldi talked a little bit about "revived talent and culture." Our people are a priority at both railroads and continuing to be able to attract more people to work on the railroads is an incredibly important priority for both railroads. In partnership with the People Tower, our number one goal is to ensure revived talent and culture, to ensure all of our critical positions are filled at both railroads. For LIRR, as of June 1, a total of 267 employees have been onboarded this year. For Metro-North, as of June 1, a total of 188 hires have been onboarded. We continue to promote diversity in all of our hiring efforts. We had a great year in 2022, 53 % of new hires at LIRR were minorities and 54% of new hires at Metro-North were minorities. The positive trend continues in 2023. Through March 31, 64% of new hires were minorities for LIRR, with 55% for Metro-North. We're continuing to focus on hiring more women.

President Rinaldi acknowledged that our hiring and retention efforts are enabled through the following initiatives. We have day-in-the-life videos, posters that appear throughout our network, and open houses to attract more employees. The most recent open house with Metro-North took place last Saturday, June 17 at Croton-Harmon. We've connected with schools throughout the region, blue collar trade schools, associate trade programs, an internship partnership with CUNY with the newest MTA-wide cohort beginning on July 10, an engineer trainee program with the newest Metro-North 28-person cohort that began on June 21. Half of the new cohort are minorities and five are women. Other incentives are available across both railroads, such as paid incentive training for locomotive engineers.

President Rinaldi advised that the "financial stability and viability" priority will be discussed more at the July Board meeting in connection with the update on the July financial plan so we will defer discussion on that until the July meeting.

Finally, for "operating the railroad of today and planning for the railroad of tomorrow," as the President of Metro-North and interim president of LIRR, President Rinaldi expressed that we are all committed to ridership recovery, the economic vitality of the region, and continuing to provide safe and reliable transportation services. The leadership team and indeed the entire workforce of both railroads are committed to the following enablers to continue our success and progress. We want to develop and cultivate the next generation workforce and understand better the requirements of attracting and retaining the next generation of employees for both railroads. We want to continue the progress made towards innovating and sharing best practices between railroads, which is done largely through international and national benchmarking as well as learning from each other and continuing to advance and grow. We want to continue to leverage inquiry and questioning, use better data analytics to be able to improve our performance, leading

to better informed decision making for the success of our railroads at providing better service across the region.

In response to a question from Board Member Glucksman as to the recent news of service cuts on the New Haven line, President Rinaldi stated that conversations with the State of Connecticut continue. Connecticut passed their budget in the beginning of June. Staff level meetings as well as meetings between President Rinaldi and the Commissioner of Transportation continue. We remain committed to the notion that New York riders should not be caught up in all of this, and they should continue to have the same level of service as before. We have been providing data to CDOT and we've had very productive conversations, but we have not yet landed on a schedule.

The complete LIRR and Metro-North joint update 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.

In response to a question from Co-Chair López regarding a) litter accumulations in stations; and 2) internship programs at community colleges, President Rinaldi stated that right-of-way cleanups are dealt with in various ways with the Right of Way Task Force, and community groups to target certain problem areas, and recruiting efforts are led by the People Tower, under Lizette and Hugo's leadership. We have a fairly broad base of colleges and trade schools that we deal with. We continue to develop relationships with the region's community colleges and trade schools to increase interest in our job postings and diversify the candidates applying for job posting.

In response to a question from Board Member Bringmann regarding how Elmont station is doing as a commuter station, Senior Vice President Free responded that while there is commuter parking, the station is being used, but not heavily.

Board Member Bringmann commented that other businesses have partnered with Suffolk Community College to develop programs and partnered with the Department of Labor to provide scholarships. President Rinaldi acknowledged that is a good idea. At APTA, there was a presentation about creating programs with schools to get people interested in railroad work as we need to establish a talent pipeline and having young people interested in working for the railroad is a key to our future.

In response to a question from Board Member Brown regarding whether the lack of normal winter weather has any impact on the statistical analysis of the slip-slide events and the success of the laser train, President Rinaldi stated that the leaves falling on the tracks is independent of the weather, and the data was not separated for any major weather conditions. However, this is the first year that Metro-North has used the laser train and we saw a significant decrease in the low adhesion events. The power washer had limitations where it can't be used when it's too cold and ground coverage, but we used laser train every day and ran it throughout the entire system.

Board Member Brown inquired whether the laser technology can be introduced and integrated on every train so it becomes part of the train such as brakes. Senior Vice President Vonashek stated that the laser train is a special car so it has not been discussed. President Rinaldi

stated that the cost would be too prohibitive as we have a large number of rolling stock. Senior Vice President Free stated that vegetation management plays a large role, and the laser train has made a tremendous difference.

President Rinaldi announced that Chair Lieber has joined the meeting to make a special remark.

CHAIR LIEBER'S REMARKS:

Chair Lieber acknowledged the passing of former Chair Richard Ravitch earlier today. The Chair stated that Dick Ravitch was a giant in the transportation business. Mr. Ravitch was the Chair of the MTA at the lowest moment in the history of the subway system, and in the late 70's and early 80's, Mr. Ravitch's leadership led to the beginnings of the turnaround of our great mass transit system. Chair Lieber recalled that when he was still a kid in high school, Mr. Ravitch was the reason he got excited about transit, because it was the area that was most representative of New York's incredible revival, starting in the late 1970's. In many ways, Mr. Ravitch is one of the fathers of the mass transit system that we have today, which we celebrate and try to improve in his spirit. Mr. Ravitch had a huge impact on everything that this group works on. He stepped up to the plate, yet again, in this last episode by helping the MTA under the Governor's leadership to get its budget deficit addressed. Mr. Ravitch wrote a couple of op-eds which had impact in Albany. Mr. Ravitch made sure the MTA budget was balanced because he was passionate about maintaining service for the public. Chair Lieber thanked Mr. Ravitch for what he did for New York and for the MTA.

Co-Chair Chu thanked Chair Lieber for his remarks.

In response to a question from Co-Chair Chu regarding the safety protocols to prevent bicycles on the escalators at GCM, President Rinaldi stated that there has been ongoing partnership with Safety and LIRR to determine the course for signage and announcements. There are also issues regarding luggage and the need to direct people to elevators as opposed to escalators. Co-Chair Chu stated first mile solutions and pilots are occurring and would love an update.

President Rinaldi acknowledged the passing of former MTA President of Capital Construction Michael Horodniceanu last week, who was a real partner with respect to the delivery of the East Side Access Project. So many advancements were made under his leadership at the MTA. He was a friend to many of us and his passing is a tremendous loss to the MTA family.

Board Member Glucksman commented that one of the escalators was out of operation one day last week at GCM and they need to have appropriate signage and direction for people to get up or down. President Rinaldi stated that station personnel will work with the Grand Central Madison Concourse Operating Company.

In response to a question from Board Member Glucksman regarding an update as to the statistics on ridership between Monday and Friday versus Tuesday through Thursday because he

heard that the 20-trip ticket is on the chopping block, President Rinaldi stated that on LIRR, there has been a consistent ridership of over 200,000 every day. At Metro-North, ridership has increased on Mondays, while Fridays are still low.

OTHER INFORMATION ITEMS:

President Rinaldi noted the following two LIRR information items, which are in the Committee book: (a) Summer Trackwork Programs, and (b) Diversity/EEO Report – 1st Quarter 2023. The Diversity Report will be discussed in more detail at the Diversity Committee meeting.

President Rinaldi noted the following Metro-North information item: Diversity/EEO Report – 1st Quarter 2023. The Diversity Report will be discussed in more detail at the Diversity Committee meeting.

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

FINANCE REPORTS:

President Rinaldi reported that the Finance Reports for each railroad are contained in the meeting material.

PROCUREMENT:

MTA Acting Assistant Deputy Chief Procurement Officer Omar Messado reported on one procurement item for Metro-North on behalf of the Connecticut Department of Transportation (“CDOT”). MTA Board approval will be requested to exercise an option under a contract that resulted from a competitive Request for Proposal (“RFP”) in the amount of \$78.8 million to Siemens Mobility, Inc. for the design, manufacturing, testing, and delivery of six dual-mode diesel locomotives (“Option”). The base contract was awarded by the Board in December 2020 and included options for additional locomotives for Metro-North, LIRR, New York State DOT, and CDOT. The price for the Option locomotives established at the time of the award is subject to a price adjustment based on a formula that incorporates a number of price indices. The six locomotives under this Option will replace CDOT-owned locomotives that are beyond their 25-year useful service life. Based on the current contract schedule and continuous production, the delivery of the six locomotives is scheduled to begin in the second quarter of 2027 and be completed by the fall of 2027. This Option is fully funded by CDOT.

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", written on a light-colored rectangular background.

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

A handwritten signature in blue ink, appearing to read "Haley Stein", written in a cursive style.

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