

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Monday, October 23, 2023

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

The following Committee members were present in person:

Hon. Samuel Chu, Co-Chair
Hon. Blanca López, Co-Chair
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Michael Fleischer
Hon. Randolph Glucksman
Hon. David Mack
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee members were absent:

Hon. Vincent Tessitore, Jr.

Representing Metro-North Railroad:

Catherine Rinaldi – President
Shelley Prettyman – Vice President, System Safety
Susan Sarch – Vice President, General Counsel & Secretary

Representing Long Island Rail Road:

Rob Free – Acting President
Tom Kost – Acting Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety
Paul Dietlin – Vice President, Maintenance of Way
Haley Stein – Vice President, General Counsel & Secretary
Edward McGoldrick – Chief Engineer, Engineering

The members of the Metro-North Railroad (“Metro-North”) Committee met jointly with the members of the Long Island Rail Road (“LIRR”) Committee.

1. OPENING MEETING:

Co-Chair López called the joint meeting to order.

2. PUBLIC COMMENTS:

The following public speakers commented:

Iris Kelley, (in person) complained of the difficulty of LIRR connections due to new schedule changes.

Kara Gurl, PCAC Planning and Advocacy Manager (in person) discussed increased cooperation between both railroads, recommendations for OMNY with interchangeable fares between rail and subways, automatic best rate fares, and reduced fares.

Bruce Hain, Rail-NYC-Access.com (in person) spoke about the issue of the embankment at White Pot Junction on LIRR right of way that is possibly being undermined.

Jason Anthony (in person) suggested improved LIRR communications to customers regarding cross-honoring between LIRR and New York City Transit (“NYCT”) and the reduced weekend service on LIRR’s mainline in the upcoming November schedule change.

Michael Cohen (in person) suggested integrating fares and tickets between LIRR and Metro-North using the same ticketing machines and the 20-trip ticket should be brought back.

Matthew Buchys-Hyland (via video) requested a possible combo-ticket with New Jersey Transit and LIRR/Metro-North.

Ian Matthews (via audio) spoke about disappointment with no schedule improvement on Metro-North Harlem and Hudson lines during weekday off-peak hours, bringing back 2-stop express trains from North White Plains to Grand Central, the lack of LIRR service in Queens into Manhattan on the weekends, and the skipping of Mineola Station on the weekends in the November schedule change.

Charlton D’Souza, Passengers United President (via video) criticized LIRR November schedule changes with the elimination of 36 trains from Mineola Station, the reduction of service from half-hourly to hourly at Merillon Avenue and Westbury stations, Hempstead Branch service cuts, and urged LIRR to communicate with Suffolk County bus redesign to obtain correct information for LIRR literature and website.

Aleta Dupree, Team Folds (via audio) spoke of her hope of increased ridership on the railroads, that fare revenues are looking more favorable, that she is pleased to see improvements to ADA accessibility by new easement acquisitions in the Bronx, and suggested possibly incorporating OMNY on the railroads.

Andy Quito (via audio) complained about LIRR November schedule cuts on Ronkonkoma Branch during weekday evenings, West Hempstead Branch reduced service during morning rush with one hour gap in westbound service, and homelessness in Rockville Centre that requires more MTA Police Department (“MTAPD”) presence.

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

3. APPROVAL OF MINUTES:

Upon motion duly made and seconded, the Committee approved the minutes of the September 18, 2023 Joint LIRR and Metro-North Committee meeting.

4. 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.

Co-Chair López acknowledged and thanked President Rinaldi and all Metro-North staff for working around the clock to restore service by this morning and for coordinating with Westchester County over the weekend in connection with the collapse of a retaining wall and resulting mudslide onto the Hudson Line, south of the Scarborough Station.

5. PRESIDENTS' REPORTS:

President Rinaldi reported that on Saturday morning, Metro-North experienced a sizeable mudslide from the collapse of private retaining walls onto the Hudson Line in the vicinity of Scarborough Station. Three retaining walls failed onto Metro-North's tracks following the past few weeks of rainfall. The disruption knocked out all four tracks. Metro-North worked closely with the contractor retained by the homeowner to clear the two tracks closest to Hudson River for service by Monday morning. President Rinaldi expressed appreciation for all those who worked so hard over the weekend to bring service back. President Rinaldi thanked Metro-North Assistant Director of Projects Steve Kilpert who managed the entire effort and has not slept for four days, the MTA Construction and Development ("C&D") partners who worked with Metro-North, President Torres-Springer and his team, NYCT for providing buses, Westchester County, the Town of Mount Pleasant, MTA Police and Mount Pleasant Police. It was all-hands on deck all weekend long. The focus is now clearing the remaining two tracks and stabilizing the soil above the tracks so that service can be brought back to normal. The current service will be expected to run for the rest of the week.

In response to a question from Board Member Zuckerman regarding how Metro-North can systematically examine trouble spots resulting from climate change along the right of way and reframe its financial statements accordingly, President Rinaldi stated that Metro-North recently had its 20-Year Needs Assessment and reported on the Hudson Line resiliency requiring capital investments going forward.

In response to a question from Board Member Valdivia regarding how MTA intends to fund climate related emergencies now and, in the future, President Rinaldi stated that there are multiple sources of funding opportunities based upon the type of incident, whether it be capital, federal, or insurance. Board Member Valdivia further questioned whether there is possible emergency funding. President Rinaldi replied that applications for federal funds have already been submitted for the Mott Haven Yard and the Hudson Line. Board Member Bringmann stated that

an assessment should also be done for LIRR so remediation can be performed on some trouble spots.

Board Member Glucksman stated that it is good to know that Metro-North will not get stuck with the bill and that Metro-North will be actively looking for recovery from the homeowner and insurance. President Rinaldi confirmed that Metro-North will seek recovery through whatever legal remedies are available.

Board Member Mack suggested diverting some of the funds from the Capital Program to future foreseeable issues to make everyone safe.

In response to a question from Board Member Brown regarding where these emergency problems fall within the 20-Year Needs Assessment that was just completed, President Rinaldi stated that there are different challenges and risks, including the sea-level inundation risk, and steep embankment risk. There are retaining wall inspection programs in place. There have also been some assessments and hydrology reports done to address potential issues related to culverts and to prioritize certain locations for repairs.

In response to a further question from Board Member Brown regarding the proximity of the home that was the subject of the mudslide to the right of way, President Rinaldi stated that there are many challenges due to private owners and residents living so closely along the right of way. There is ongoing dialogue with no one solution depending on the nature of the use of the property.

Board Member Mack noted that many years ago on Long Island, LIRR addressed the issue with commercial properties adjacent to the right of way by making the owners build retaining walls at their expense. President Rinaldi responded that there are legal and engineering issues that will need to be addressed to tackle this problem going forward.

Changing topics, President Rinaldi quoted the philosopher Heraclitus who said, “The only constant in life is change.” After her 19-month stint as LIRR Interim President, the railroads are now back to two separate agency presidents. President Rinaldi stated that she looks at her time back at the LIRR with great fondness and gratitude and she’s proud to have led the agency during such a transformational time in its long history. LIRR customers can rest assured that in Acting President Robert Free, the agency is in the hands of someone with not only second-to-none operational knowledge, but a true passion for both the railroad and for Long Island itself. President Rinaldi wished Rob nothing but the best in his new role and pledged her support in any way possible.

President Rinaldi reported that post-Labor Day Metro-North ridership bounced back from the traditional summer slowdown as per usual, with a COVID-era one day ridership record on Tuesday, September 19. Ridership dipped in the last two weeks of September with the untimely end of the Yankees season and the torrential rains of the 29th. President Rinaldi stated that she will

recap the service issues caused by the remnants of Tropical Storm Ophelia in the Operations Report.

Ridership rebounded nicely during the first two weeks of October. More rain on October 7 and 14 affected ridership for the first Saturday “Leaf Peeper” trains of the year. But brisk and seasonal autumn weather on both Sundays led to strong ridership on the extra Hudson Line trains and our second-busiest Sunday of the COVID era on October 8.

The upward trend continued the following week with the best Monday through Wednesday ridership (October 16-18) average since the pandemic, including the first Monday above 200,000 riders. On October 29, Metro-North will restore several half-hourly weekend morning trains and afternoon and early-evening trains between Poughkeepsie and Grand Central, which is the result of the completion of Upper Hudson Line trackwork. Also effective October 29 will be changes to New Haven Line trains serving Connecticut. President Rinaldi stated that as part of the Connecticut state budget process, Connecticut DOT asked Metro-North to reduce the number of trains serving the State on the New Haven Line in a way that would minimize inconvenience to their constituents and our customers but would reflect current ridership patterns. Metro-North agreed on a schedule that suspends one round-trip between Grand Central and New Haven on Mondays through Fridays, along with one midday round-trip on the New Canaan Branch and one late-evening/nighttime round-trip on the Danbury Branch. In addition, there will be 10 train suspensions on Fridays, with alternate service provided by a mixture of combo trains and diversions to existing trains which operate ahead of, or after, the suspended trains. Once again, this service adjustment in Connecticut has no effect on New Haven Line service within New York State. Connecticut DOT confirmed that a fare increase is scheduled to take effect November 1st for Metro-North services in Connecticut only.

President Rinaldi announced that as of Saturday, October 7, five Leaf Peeper trains operate on Saturdays and four on Sundays to take New York City metro area riders to fall fun along the scenic Hudson River Valley. These extra trains run through Sunday, November 5 or until the end of the fall foliage season.

The popular fall service makes it easy for customers to take advantage of Hudson Valley Restaurant Week. On the topic of good food, President Rinaldi stated that she joined Westchester County Executive George Latimer last week celebrating the return of this event, which runs for two weeks between October 30 and November 12. Of the 142 participating restaurants, approximately 50 are within walking distance of Metro-North stations.

Over the past few years, both commuter railroads have undergone something of a technological renaissance. The TrainTime app allows you to buy tickets, check for available seating and track your train all in one place. Metro-North took the next step for visually impaired customers. It’s called NaviLens and it’s a new system of intelligent digital markers that, when scanned, will read signs out loud and provide audible train arrival information to help blind and low vision riders navigate the station. Some 50 colorful QR-type codes have already been installed at White Plains Station, the site of a 6-month pilot program. Metro-North Stations Department has worked collaboratively with NaviLens to develop the markers and then run internal testing from

October 12 – 18, after which external testing was conducted with the help of Guiding Eyes for the Blind and the Westchester & Dutchess County Accessibility Task Force. Metro-North awaits the findings of the pilot. President Rinaldi thanked all partners and advocates for helping to test this promising new technology.

President Rinaldi reported that on October 5, she joined Chairman Janno Lieber and executive leadership at Grand Central Madison (“GCM”) to announce that front line employees throughout the various MTA agencies would be wearing pink ribbons all October to support the fight against breast cancer. Four thousand ribbons were distributed evenly between Metro-North and LIRR. Our employees have been wearing them proudly as they serve customers, some of whom may even be battling the disease themselves. Two brave LIRR survivors shared their stories of hope at the event. President Rinaldi reiterated to all women that—in many cases—there is a genetic link to breast cancer, which is why it’s so very important for women to know their family health history in addition to getting screened regularly.

President Rinaldi stated that to honor the bravery and sacrifice to all those who served, Metro-North will again be commemorating Veterans Day in the main concourse of Grand Central on Friday, November 10 at 11 a.m. The MTAPD Pipe and Drum corps as well as MTAPD uniformed personnel will be in attendance and MTAPD’s own Officer James Volpe will sing the Star-Spangled Banner. President Rinaldi cordially invited all to join in this event.

President Rinaldi discussed the 20-Year Needs Assessment. This assessment provides a comprehensive, unconstrained view of the system’s needs, rather than restricting it to an arbitrary budget topics. Among the major capital investments identified by the study for Metro-North are the reconstruction of the Grand Central Train Shed, Park Avenue Tunnel and Park Avenue Viaduct, as well as structural repairs at 19 Harlem Line stations.

President Rinaldi reported that on October 12, Metro-North held its annual President’s and Team Excellence Awards. After an exhaustive vetting of all the nominees, Metro-North was proud to honor three individual employees and four outstanding employee teams for their superb performance and dedication to excellence. Metro-North was pleased that Chairman Lieber, HQ Executive Staff, LIRR Acting President Rob Free and Board Members Randy Glucksman and Mike Fleischer were able to join the festivities. This year’s President’s Award winners were April Hickey – Assistant Superintendent, Project Support & Field Administration, Jacqueline Martinez – Manager of Track Maintenance, New Haven Line, and Evan Zucarelli – Senior Director, Operating Rules and Regulatory Practices. The four outstanding groups that took home the Team Excellence Award were the Heroes of the Hudson Line, the Metro-North Laser Train team, the Poughkeepsie Building renovation team, and the GCT Stationmaster’s Office/Fire Command Center renovation team. President Rinaldi congratulated all the 2023 honorees who make all of us proud every day.

President Rinaldi acknowledged two Metro-North retirees. George Monasterio has been Metro-North’s Chief Architect since 2009. He oversaw in-house construction projects and figured prominently in restoration efforts at Metro-North facilities at Grand Central and other facilities of historical significance. John Deptulski was Deputy Director of Signal Maintenance. He directed

signal resources at all yards and wayside right of way locations while keeping up with the latest technology to be able to maximize safe and efficient operations. President Rinaldo wished them both the best on their retirement.

President Rinaldi reported on the recent APTA TRANSFORM conference in Orlando, which she attended a couple of weeks ago. Metro-North was recognized with a 2023 APTA Innovation award for its use of 3D printers to create tools and replacement parts, thereby reducing costs and increasing efficiency. President Rinaldi and Vice President Vonashek were present to accept the award on behalf of Metro-North. President Rinaldi showed a video that Metro-North presented to APTA.

Acting President Free (hereinafter “President Free”) expressed his sincerest gratitude to President Rinaldi for her steady leadership at the helm of LIRR over the last 19 months. President Free stated that he was grateful for President Rinaldi’s guidance, dedication and friendship and looks forward to partnering closely with her on matters that affect both agencies. President Free expressed gratitude to Chairman Lieber for giving him this opportunity. President Free stated that he is happy to begin his debut report as Acting LIRR President with some positive trends that have been taking place of late. Overall, September ridership was up 13% over last September and ridership continues to grow since LIRR rolled out the current timetables on September 5, hampered only by the work train derailment in Queens Interlocking on September 7 and the torrential rains of the 29th.

President Free stated that the past month has produced a slew of post pandemic records. LIRR set a new mark for best one-day total on September 20, and then again on October 12 with almost 249,000 customers. LIRR broke its record for best weekday average twice and had its two best Fridays. LIRR had the highest number of AM peak customers to GCM and best total AM and PM peak on October 17. LIRR’s top 5 post-COVID AM peaks have all occurred since Labor Day, as have the 10 best AM peaks to GCM. Perhaps even more impressive is the fact that September marked the very first time that non-commutation ridership surpassed that of the same month in 2019, besting it by 4.4%. Ridership is steadily increasing, particularly in the off-peak periods.

President Free reported that post-Labor Day ridership has been even stronger than it was before the start of summer. Nonstop ridership analysis and all the methodical scheduling adjustments, big and small, that were made since the unprecedented 41% service increases from February have produced schedules that make the most sense for riders and improve the customer experience. Boosting on-time-performance (“OTP”) certainly doesn’t hurt, either.

From Monday, September 11 to the end of the month, LIRR’s average weekday OTP was 94%. This figure incorporates the torrential rains and flooding of September 29, which brought widespread outages to many areas of the LIRR system including, for a time, the Far Rockaway and Long Beach Branches. President Free recognized and thanked LIRR employees for their hard work to keep LIRR operating through that storm and restoring service quickly where needed. October OTP to date is looking even better and President Free hoped to continue this upward trend.

President Free reported that LIRR had a perfect AM peak on September 21, even with the increased ridership, which is further proof that the schedule adjustments LIRR has made for almost eight months now are really leading to some positive results for customers. LIRR's upcoming November 13 schedule changes continue that practice and customer feedback played a role in a number of those updates. Highlights include two additional through trains to Atlantic Terminal in the AM peak, more AM peak express Port Washington Branch service, and one afternoon Babylon Branch train that normally operates only on early release days will now operate Monday through Friday every week.

In the early morning hours of October 23, LIRR wrapped up the first of two consecutive weekends of power, signal and track support for the NYS DOT project to replace the Main Line 1 and 3 bridge over the Van Wyck Expressway, which was part of an ongoing DOT project to widen the expressway. To accommodate the work, several branches operated on adjusted schedules both weekends.

President Free announced that LIRR commenced its annual leaf-fighting program this month. Beginning the week of October 16, LIRR has been combating low adhesion with two special laser-outfitted cars to burn pectin from the top of the rail and will complement them with high pressure wash cars and also wayside sandite applicators for extra traction. Four-wheel truing machines are ready to be pressed into service throughout the season.

President Free stated that on September 22, LIRR and MTA C&D celebrated several achievements at the "all new" Mineola Station. It was a day to officially christen the new facility, with its 21st century look and amenities. Mineola now boasts widened platforms, new pedestrian overpasses, improved ADA accessibility, modern amenities and stunning new art for residents to enjoy.

It was also a day to commemorate the station building itself. Now newly remodeled, the building first opened its doors exactly 100 years ago to the day on September 22, 1923. Our volunteer historians even arranged for the grandson of the man who purchased the first ticket sold at the then-new station to be on hand for the celebration.

Also honored that day were acclaimed American artist Donald Lipski and his remarkable sculpture that will forever stand watch over Mineola Station. It pays tribute to two Long Island pioneers, the first being Bessie Raiche, the Mineola resident who started it all for female aviators as the first American woman credited with piloting an airplane. Atop Bessie's outstretched arm is Roxey, the adorable early-20th century stray puppy who, after being adopted by the Garden City Stationmaster, decided he was going to board as many trains as he could; ultimately becoming the mascot of LIRR with an official collar that allowed him to sit wherever he wanted, including alongside frequent customer President Teddy Roosevelt.

President Free stated that the new, modern Mineola Station is all part of the broader LIRR initiative to strengthen the reliability and resiliency of LIRR's infrastructure. The expanded GCM scheduling led to a 48% increase in the number of trains that make Mineola stops and the kind of

greatly expanded reverse-peak train options that will boost communities and businesses on Long Island.

President Free stated that another newly modernized and amenity-packed station is Westbury, which had its close-up on September 28, when the Village of Westbury hosted an event with MTA Arts & Design to unveil a series of gorgeous illustrations by New York City artist Darryl Westly. The series, entitled “Illuminations,” vividly portrays the past and present histories of the Village in 782 square feet of painted glass, which will amaze, delight, and uplift the spirits of Westbury customers as they await their trains and provide a colorful, larger-than-life connection to the richness of their hometown.

State-of-good-repair is the foundation of any railroad infrastructure planning. In LIRR’s portion of the MTA 20-Year Needs Assessment, several elements of its system and infrastructure were also mentioned, including the need to rehabilitate the aging Atlantic Avenue Tunnel along with the replacement or rehabilitation of several bridges and trestles, rolling stock upgrades, completion of our Centralized Train Control location and upgrades to signal systems along some 50 miles of right-of-way.

President Free reported that LIRR is currently working on immediate upgrades to some stations along the South Shore. Ground was broken a few months back on the first four of a nine-station package that will deliver significant accessibility upgrades to stations that need them.

Valley Stream is part of this package and, while work to replace its elevator and escalator will not begin until later next year, several capital improvements are either in planning, or already underway, at or around the station. These include abating and painting 36 structural columns and three railroad bridges within the Village and replacement of the station canopy roof. Work in progress includes enhanced pigeon proofing and localized structural viaduct repairs. Also ongoing is a systemwide bridge assessment that includes preliminary design of the Valley Stream viaduct.

President Free announced that he was proud to join Chairman Lieber last Thursday, Acting Chief Customer Officer Rieara, union leaders General Chairman Transportation Division Anthony Simon, and local chairman Transportation Communications Union John Murray to honor five LIRR employees who worked together to reunite customer Juliet Barton with a bag she left on one of our trains that contained \$12,000. Representatives from our stations and transportation departments along with the controller’s office were able to pull records regarding when and how she bought her train ticket at Babylon Station on Monday the 16th to determine what train she boarded. The representatives spoke to the train crew who reported finding the bag and turning it in as unattended once they arrived at Penn Station. The bag was then taken to Lost and Found and the customer was reunited with her bag and \$12,000 the very next day. The very appreciative Ms. Barton spoke at the event and stole the show, gushing how well she was treated by these remarkable LIRR employees. President Free echoed her gratitude to these employees: John Persico, Melissa Shiu, Jim Smith, Rob Ryan, and Justin Chesnowitz. President Free stated that he is always filled with pride but never surprised when he hears a story like this. These employees truly represent LIRR.

President Free welcomed the new Acting Senior Vice President of Operations, Tom Kost, who has over 28 years of operational experience at LIRR.

In response to a question from Board Member Brown regarding how track geometry cars are aiding in the process to identify potential issues, President Free stated that there will be a presentation shortly regarding track inspections both ultrasonically and visually, which are highly technical. A new more sophisticated track geometry vehicle is currently in the process of being procured.

In response to a question from Board Member Valdivia regarding the timing of the next customer satisfaction survey, Acting Chief Customer Officer Rieara stated that the next biannual Customer Counts survey will be out in two weeks, with the results available early next year.

The complete presentation 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.

6. OPERATING REPORTS:

LIRR Acting Senior Vice President Kost (“Senior Vice President Kost”) reported that LIRR’s OTP for September was 92.8%, and year-to-date (“YTD”) OTP as of September was 93.8%, both below goal of 94%. For September, three branches operated at or above goal and YTD as of September five branches operated at or above goal. There were 23 incidents which resulted in 10 or more late trains in the month of September. The most impactful incident was a work train derailment in Queens interlocking on September 7. This incident resulted in 229 delays and negatively impacted OTP by 0.9%.

Senior Vice President Kost reported that the mean distance between failures (“MDBF”) for the month of August was 149,131 miles, below goal of 170,000 miles. YTD MDBF as of August was 170,350 miles, above the goal of 170,000 miles. The issues were not systemic. One component, which was a driver in the MBDF reduction, was analog controller units on the M7 fleet. A supplier used a sub supplier who provided defective units. By years end, all of the equipment will be inspected, and the defective units will be replaced.

Senior Vice President Kost stated that for service delivery, LIRR completed 99.2% of its trips for the month of September and YTD was 99.6%. For upcoming work that will impact service, on the weekend of November 4-5, concrete tie work will take place in the vicinity of Hicksville, impacting schedules on the Huntington, Ronkonkoma, Port Jefferson, and Oyster Bay branches. On the weekend of November 11-12, contractors will be performing ADA work at Copiague Station resulting in schedule adjustments on the Babylon Branch. On Saturday, November 11, rail replacement and track servicing work will take place between Great Neck and Port Washington. Buses will replace trains between Great Neck and Port Washington.

Senior Vice President Kost announced that the November timetable takes effect on November 13 and advised customers to check the website and TrainTime app for updated schedules.

President Rinaldi reported that Metro-North's operating report begins on page 13 of the Committee book. Metro-North's service delivery rate for September was 98.4%. Systemwide OTP for September was 95.8%, above goal of 94%. YTD OTP was also above goal at 97.5%. The main incident that negatively impacted OTP in September was the rain event on September 29, which was already reported earlier. The heavy rains led to a state of emergency for the region and caused a key section of the track in the Bronx to become completely submerged in water, which affected all three lines. This led to a temporary suspension of service to and from Grand Central for more than seven hours. Metro-North quickly implemented its alternative service plan designed for these types of occurrences. NYCT cross-honored Metro-North fares, which allowed many customers to proceed via subway to stations near Yankees-E 153 St., Williams Bridge and Wakefield, and make their way over to the Hudson, Harlem and New Haven lines for service north and east of the flooded areas.

President Rinaldi stated that flash flooding at Tuckahoe and Ossining along with the washout at Valhalla caused further challenges for the operation, but Metro-North crews restored limited service to the Hudson and Harlem lines towards the end of the evening rush on Friday. Full New Haven Line service was restored by 6 p.m. By Saturday morning, normal service was restored on all three lines. Overall, this single storm event caused nearly 400 delays and cancellations and brought the monthly OTP down by two percentage points. President Rinaldi thanked employees for their tireless efforts to restore the system as quickly as possible after that major event.

President Rinaldi reported that the MDBF for the month of August was almost 278,000 miles, above goal of 175,000, and YTD MDBF remains above goal at over 351,000 miles.

President Rinaldi stated that Metro-North's annual effort to combat slippery rail kicked off this month and hopes to build upon its most successful year yet. With a top speed of 60 mph, the LaserTrain can rid the entire network of leafy residue at least once every 24 hours. It will operate seven days a week throughout the season. Metro-North has also implemented its low adhesion operating procedure along with the typical vegetation management program.

President Rinaldi announced that Metro-North is piloting two additional new technologies on the LaserTrain this season. The first is a machine vision lidar system which allows it to better know where and when to turn the laser on and off. The second is a system that will measure the level of contamination on the top of the rail before and after cleaning, which will allow Metro-North to track efficacy and deploy additional cleaning assets if necessary. Last year's analysis of slippery rail season showed a 40% reduction in reported slip events and we expect that this comprehensive approach this year will produce similar results.

In response to a question from Board Member Glucksman regarding exactly how much of a reduction of trains with flat wheels and cars out of service will occur, President Rinaldi stated

that there is an anticipated reduction of 40% like last year, especially with the addition of the new technology.

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.

7. SAFETY REPORT:

Metro-North Vice President of System Safety Prettyman stated that Metro-North's safety report is found on page 16 of the Key Performance Metrics book. The customer employee injury rate for the 12-month reporting period ending August 2023 compared to the prior twelve months ending August 2022 decreased from 2.19 to 2.07 per one million customers. The reportable employee lost time injury rate decreased from 2.13 to 2.01 per 200,000 hours worked compared to the prior twelve months.

Vice President Prettyman reported on two outreach efforts this month. Earlier this month, Metro-North teams participated in the American Foundation for Suicide Prevention Out of the Darkness walks held at Harbor Island Park in Mamaroneck, and Sherwood Island State Park in Westport, Connecticut. These walks raise awareness for suicide prevention and promote mental health.

Vice President Prettyman was also pleased to announce the commencement of Metro-North's annual Rail Safety contest, which is part of the track safety education and outreach program. Vice President Prettyman thanked their LIRR counterpart for coming up with this concept and sharing it with Metro-North. This year's contest is to create a rail safety message that sticks and asks participants to create a rail slogan and design a picture that will be converted into a sticker and handed out at school presentations and other events. Winners will be selected for four age groups. Vice President Prettyman is excited to see what students will submit.

LIRR Vice President of Corporate Safety Ebbighausen said that LIRR's safety report begins on page 30 of the Key Performance Metrics report. The reportable customer injury rate increased from 2.40 to 2.49 per one million customers in the current 12-month reporting period, September 2022 through August 2023, compared to the prior 12 months. Similar to Metro-North, LIRR participated in the Out of Darkness suicide prevention walk yesterday at Jones Beach. LIRR struggles with trespasser incidents on its right of way, which may be linked to mental health or addiction concerns that underlie those incidents. Vice President Ebbighausen thanked Director of Safety Linda Katz, Community Relations Specialist Chrisann Fabio, MTAPD Officers Tom Merkel and John Matarazzo for their contribution to the T.R.A.C.K.S. (Together Railroads and Communities Keeping Safe) program. This year's contest was launched on October 15 and ends December 15 and is called "Stick With Us; We Will Safely Get You There!" Vice President Ebbighausen noted that this year, LIRR has made a concerted effort to reach home-schooled children by contacting home-school associations, in addition to school principals and superintendents.

Board Member Bringmann requested to be included in those email blasts as he is a board member of the Suffolk County PTA.

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.

8. MTAPD REPORT:

MTAPD Chief of Operations Tom Taffe reported that crime remains low for both railroads for the month of September with three or fewer crimes per district. Crime rate is down from September 2022 with major crimes around 1 to 2 crimes per one million riders. As in previous months, most crimes in September were related to larceny for unattended property. Chief Taffe thanked the agencies for their campaigns to remind customers to secure their property. The department has continued its patrol and enforcement efforts with the focus on customer survey data, including efforts at 125 St. Station on Metro-North and Long Beach Station on LIRR.

Chief Taffe announced that in 2024, the department will be expanding train patrols to nights and weekends with a focus on quicker runs and extended station inspections. The department will also identify trains with the highest likelihood of quality-of-life issues. The department has recently stepped-up patrols and K9 patrols in many districts and high-volume areas.

Board Member Zuckerman requested detailed information on crime statistics on different categories of crime, especially in light of the recent return to a high rate of hate crimes. He stated that he is concerned about a recent hate crime where a passenger was punched in the face after being told “because you’re Jewish.” Chief Taffe stated that there was one incident of anti-Jewish hate crimes, one incident of anti-black hate crimes and one incident of anti-white hate crimes in the entire year.

In response to a question from Board Member Bringmann regarding whether patrols leave their vehicles to check on upstairs waiting rooms, Chief Taffe stated that there are two different types of patrols. One is park, walk, and-talk, where the patrol goes into stations and second is security inspections where the patrol drives around in their vehicles. Board Member Bringmann advised that many complaints have come in regarding homeless encampments in upstairs waiting rooms and that there would be more of those as the cold weather returns. Chief Taffe advised of a new protocol where the patrol must complete a form that reports exactly who they interact with, any homeless ejections, any homeless services given, etc.

In response to a question from Board Member Mack regarding recruitment, Chief Taffe indicated that recruitment remains good, and they will be swearing in 33 officers on Wednesday.

The MTAPD report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Chief Taffe's presentation.

9. SPECIAL PRESENTATION:

President Rinaldi stated that a special presentation on Metro-North and LIRR Track Inspection Programs was originally planned for today. However, Metro-North Chief Engineer Michael Loney is at the mudslide scene today so Metro-North's presentation will be deferred to a different time. LIRR Vice President, Maintenance of Way Paul Dietlin and Chief Engineer Ed McGoldrick will deliver the LIRR presentation.

Vice President Dietlin stated that the track inspection program is in place to provide rail safety, track integrity and reliability of operations. The key is a well-established and comprehensive track maintenance and inspection program. Under the Federal Railroad Administration ("FRA") regulations, each railroad has a primary responsibility to ensure its track meets or exceeds federal safety standards. This includes qualified inspectors performing track inspections at specified minimum frequencies based on class of track, type of track, and other factors outlined in the safety standard (49 CFR Part 213). Vice President Dietlin noted that federal standards define the minimum requirement for the railroads and LIRR has established a more stringent maintenance criteria for certain elements. LIRR's comprehensive program is built upon visual inspections, track geometry inspections or measurements, and internal rail flaw detection. Vice President Dietlin also noted that FRA regularly reviews and audits compliance with the requirements.

Chief Engineer McGoldrick stated that visual inspections are performed weekly on all mainline tracks. The inspection takes place by physically walking the track to detect defects in rails, cross ties, or track bed conditions. In some instances, high rail vehicles are used to support inspections. On a monthly basis, all mainline switches (692) are inspected jointly by the track and signal department. The inspection verifies all components are in working order and each switch operates as intended. In accordance with FRA regulations, the signal department performs additional testing of the switch machine and associated signal system components. Similarly, yard and secondary tracks are visually inspected monthly. In all cases, defects must be corrected within a prescribed time based on the type of defect, which is immediately or potentially up to 30 days.

LIRR also uses a track geometry vehicle which monitors the track. Track geometry vehicles use onboard sensors and measuring systems to perform a comprehensive inspection of various track geometry, which is reviewed and analyzed by LIRR engineering staff. Some of these measurements are gauge, profile, and alignment characteristics, as well as clearances for platforms. Any exceptions are noted and corrected by our field forces within a prescribed time frame. LIRR has owned its own track geometry vehicle (TGV) since 1975, when it was originally called the TC-80. LIRR operates the TGV over the entire system multiple times per year. Mainline tracks

are tested quarterly, and yard and secondary tracks are tested semiannually. LIRR is currently developing its fourth generation of track geometry vehicle to replace the current TC-82. The contract was just awarded, and the TC-83 is expected to be delivered late 2025. It will incorporate state-of-the-art technologies to inspect and monitor our track infrastructure. In addition, the FRA has an oversight function. The FRA performs random short notice visual inspections of LIRR track infrastructure and signal system as well as inspections of documentation and audits to make sure those inspections are occurring appropriately. LIRR fully supports the opportunity to inspect our infrastructure with the FRA. The FRA also manages its own fleet of track geometry vehicles and performs its own independent testing and assessment of LIRR infrastructure. The FRA generally attempts to schedule track geometry car inspections once per year and the last geometry car inspection performed on LIRR was in May of 2023.

Chief Engineer McGoldrick stated that additionally, LIRR does internal rail flaw detection using ultrasonic technology through a vendor, Sperry, that performs the testing for LIRR. The ultrasonic testing provides the ability to detect internal defects that are not visible to the naked eye occurring within the rail. Rail defects can develop in any type of rail or welds as a result of several different conditions, which could be from an original manufacturing defect, two cyclical loading, to impacts from rolling stock and rail wear. Once a defect is detected on a section of rail, it is immediately replaced. The ultrasonic rail testing is performed on a continuous basis covering the entire system three times per year. Once LIRR completes one testing cycle, it begins a new testing cycle. Lower speed tracks, such as Class 1 and Class 2 tracks, are tested semiannually. LIRR was the first commuter railroad to adopt the continuous testing process in conjunction with the FRA. Working closely with the FRA, LIRR implemented the continuous testing program in 2018 after several months of coordination and planning with the FRA. LIRR devotes a significant portion of its capital program to track infrastructure state-of-good-repair programs. These capital investments, along with the comprehensive track maintenance and inspection program, are critical to a safe and reliable rail infrastructure.

Co-Chair Chu thanked Vice President Dietlin and Chief Engineer McGoldrick for their presentation and noted that it is good to know how much goes into preventing incidents from occurring.

In response to a question from Board Member Bringmann regarding maintenance of way and debris near the tracks, Vice President Dietlin stated that there is a normal process that all workers are required to remove any items after completion of work and work with the Right of Way Task Force for cleaning up these areas. President Free also noted that there may be some supplies that are left intentionally along the right of way for emergency response, especially in the Jamaica vicinity.

The Maintenance of Way special presentation 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.

10. INFORMATION ITEMS:

President Rinaldi noted the following joint information item: LIRR-MNR PTC Implementation Update.

President Rinaldi noted the following five Metro-North information items: (i) 2024 Preliminary Budget (Public Comment); (ii) October Schedule Change; (iii) Track Program Quarterly Update; (iv) ADA Improvements at Williams Bridge Station; and (v) Real Estate Agreements for Grand Central Terminal.

President Free noted the following three LIRR information items: (i) 2024 Preliminary Budget (Public Comment); (ii) November Timetable Change and Trackwork Programs; and (iii) M/W Quarterly Update.

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

11. FINANCE:

President Free reported that the finance reports for both railroads are contained in the meeting material.

12. PROCUREMENT:

There were no procurements for LIRR or Metro-North.

13. ADJOURNMENT:

Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted,

A handwritten signature in blue ink that reads "Susan Sarch". The signature is written in a cursive style with a long, sweeping underline.

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

A handwritten signature in blue ink that reads "Haley Stein". The signature is written in a cursive style with a long, sweeping underline.

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