

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Wednesday, November 29, 2023 – 10 a.m.

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004

The following Board Members were present in person:

Hon. Samuel Chu, Co-Chair
Hon. Norman Brown
Hon. Randolph Glucksman
Hon. David Mack
Hon. Lisa Sorin
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Board Members attended by video:

Hon. Blanca López, Co-Chair

The following Board Members were absent:

Hon. Gerard Bringmann
Hon. Michael Fleischer

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
Edward McGoldrick – Chief Engineer, Engineering

Representing Metro-North Railroad:

Catherine Rinaldi – President
Justin Vonashek – Senior Vice President, Operations
Susan Sarch – Vice President, General Counsel & Secretary (also representing LIRR)
Shelley Prettyman – Vice President, System Safety
Michael Loney – Vice President, Maintenance of Way

Representing MTA Police Department:

John Mueller – Chief of Police

Representing MTA Construction and Development:

Anthony Tufano – Senior Vice President, Railroads Business Unit

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 Chu called the joint meeting to order.

2. PUBLIC COMMENTS:

The following public speakers commented:

Christopher D. Greif (in person) complained of the lack of walkie-talkies for Metro-North Care attendants and the lack of Metro-North signage for Help Point device locations for the elderly and the disabled.

Jason Anthony (in person) requested additional Metro-North Care attendants, suggested announcements indicating whether a railroad station is ADA accessible like announcements made for the subways, and complained of the lack of communication among all agencies when cross-honoring is in effect.

Iris Kelley (in person) complained that the LIRR track change in Jamaica for Brooklyn was no longer on Track 3, and that the kiosk digital screens have too many advertisements.

Murray Bodin (in person) complained that Metro-North railroad crossings lack consistent road markings, for example, where the Virginia Road railroad crossing has road markings while the Roaring Brook Road railroad crossing does not. He suggested that on LIRR, horns should be placed at each grade crossing and not only signaled from a passing train.

Michael Cohen (in person) questioned the reason for lack of OMNY on the commuter rails so OMNY can be used to pay for all modes of transit, suggested having a single fare or cross-honoring between train systems, and CityTicket should be expanded to cover weekends.

Andy Pollock, Passengers United (via audio) complained that the LIRR 6:22 a.m. Hempstead train does not make all local stops. He also complained about the lack of direct trains to Grand Central from Auburndale Station on the Port Washington Branch during the 7 a.m. peak hour, the lack of seats at the Metro-North Dining Concourse, and about broken toilets in the men’s room at Grand Central Terminal.

Jenny Morrisey (via video) discussed the lack of direct LIRR trains between the City and Ronkonkoma and complained about the longer train travel times rather than the advertised shorter commute times with the opening of Grand Central.

Aleta Dupree, Team Folds (via audio) said she was pleased to see that there are some new leases for food vendors at Grand Central, expressed her belief that Grand Central Madison holds a lot of promise, and said she looks forward to the expansion of OMNY and the addition of more elevators throughout the system.

Charlton D’Souza, President, Passengers United (via video) criticized LIRR trains bypassing stations with the new schedule while some passengers needed to take 2 trains to get into the City. He said there was increased tripping on the stairs in order to transfer to the Brooklyn shuttle. He requested additional evening trains from Brooklyn to Long Island, and that adjustments

be made to the Port Washington Branch to get one-seat ride. D'Souza announced that Yuki Endo will be returning to Japan and that he will be missed.

Ian Matthews (via video) complained of Metro-North's short trains on the Harlem Line and hourly midday service on Harlem and Hudson lines resulting in overcrowded trains. He requested that the 2:25 p.m. and 2:56 p.m. trains from Grand Central to North White Plains be increased to eight cars instead of six due to overcrowding. Similarly, Matthews recommended that LIRR increase the use of twelve car trains during peak times rather than on emptier routes as he has seen overcrowding in many 8 and 10 car trains and people standing in the aisles.

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 October 23, 2023 Joint LIRR and Metro-North Committee meeting.

4. METRO-NORTH AND LIRR 2023 WORK PLANS:

There were no changes to the LIRR Work Plan.

President Rinaldi noted one change to the Metro-North Work Plan. The update to the Strategic Plan is being deferred to next year.

The 2023 Metro-North and LIRR Work Plans are filed with the records of this meeting.

5. LONG ISLAND RAIL ROAD PRESIDENT'S REPORT:

Acting President Free (hereinafter "President Free") began by introducing Anthony Tufano, MTA Construction and Development, Senior Vice President of Railroads Business Unit, who will be attending meetings going forward to answer any questions regarding railroad projects.

President Free reported that customers are continuing to come back to LIRR. October ridership continued to grow, and the 6.0 million customers LIRR served garnered the highest monthly ridership total since the pandemic. Overall ridership was up 20% over last October and 8.3% over the previous month. Aside from the highest one-day, post-COVID high of over 248,000, which was broken again on Thanksgiving eve with over 250,000 customers, LIRR saw its highest Monday-to-Friday weekday average of over 234,000 customers, a week that also gave the best post-COVID Friday. This also marked the first post-pandemic month in which LIRR surpassed the 200,000-ridership mark on every weekday. Weekend and off-peak trips continue to grow as well. October marked the second month in a row where non-commutation ridership surpassed that of the same month in 2019, this time besting it by 6.6%. In terms of reliability, LIRR ended October with an above-goal, on-time performance of 94.7%. This is a nearly 2% improvement over the

previous month and further proof that the strategic and methodical updates LIRR made to its schedules have stabilized service and improved the customer experience.

President Free stated that as previewed last month, the latest timetable change went into effect November 13, which included changes to morning peak Port Washington Branch service. As said before, LIRR constantly scrutinizes the effectiveness of its schedule using real time data and maintains an open and active dialogue with the communities it serves. Those discussions and LIRR's own internal analysis have led to further tweaks along the branch. Beginning this week, LIRR amended the September Port Washington schedule with a couple of added stopping pattern enhancements.

LIRR was honored to participate in the Holiday Fair ribbon cutting on November 13 at Grand Central Terminal, which is another great reason to hop on a LIRR train to Grand Central. President Free reminded all LIRR customers that it's now a whole lot easier to get to this and all the other holiday events at and around Grand Central.

President Free said with the introduction of Grand Central Madison service, LIRR operates 137 trains into the terminal each weekday and 114 on an average weekend. He hopes its customers will take full advantage of this service all through the season and beyond.

President Free said that boosting connectivity is another way LIRR is enhancing the customer experience. After successfully introducing Wi-Fi and cellular service at Atlantic Terminal and Jamaica Station, the tunnels between the two now have enhanced cellular service as well, so Brooklyn customers can stay connected as the train travels below ground. Designed, installed, and managed by Boingo Wireless, the expanded cellular service features 5G and LTE coverage, which is great for customers who rely on timely schedule information available on the TrainTime app. This expanded cell service coverage is available for AT&T, T-Mobile, and Verizon customers. It also covers Grand Central Madison and its tunnels. This is complemented by free public wi-fi at Grand Central Madison and Penn Station.

President Free said that acting safely while reinforcing safe behaviors is a major part of LIRR's operation. Among the initiatives to be discussed in the LIRR Safety report is LIRR's customer outreach conducted from November 13 through 17 as part of Escalator Safety Week. That week, Corporate Safety, Stations and Engineering employees distributed escalator safety fliers to customers at seven high-volume LIRR stations plus, for the first time, Grand Central Madison. The fliers provided necessary reminders of escalator dos and don'ts – including what doesn't belong on an escalator, like large luggage and strollers. President Free reminded everyone that using good judgment keeps everyone safe.

President Free stated that along with LIRR stations, LIRR is serious about employee safety on board trains. On Thanksgiving eve, President Free rode several trains between Jamaica, Atlantic Terminal, and Penn Station alongside John Mueller, MTAPD Chief of Police, and Brian Grant, SMART Union committee member. The objective was to hear the concerns of customers on board trains and at terminals, and to strategize how best to address them. The Long Island Rail Road will remain vigilant in protecting its customers and employees and remain open to all

collaborations toward that common goal. President Free thanked the MTAPD and SMART for participating in the ride-along and reiterated full support when it comes to matters of customer and employee safety.

President Free stated that with the holiday season now in full gear and temperatures continuing to drop, LIRR has already completed its winter season prep work because a snow and ice event can have a devastating effect on service. The railroad likes to be ready long before the first snowflakes start to fall. This annual multi-discipline effort encompasses many tasks which includes properly staging our equipment and replenishing our salt and sand supplies. LIRR maintains and tests critical equipment like portable generators and fire pumps, in addition to snow fighting equipment from hand tools to on-rail and rubber tire equipment. LIRR also verifies that all command centers are operational. LIRR also conducts seasonal testing and maintaining of all switches, third rail heaters, and switch heaters along the right-of-way in addition to winterizing substations. To test the plan, LIRR held an all-party, yearly drill of its Winter Storm Operating Procedures. President Free stated that customers at newly remodeled Main Line stations between New Hyde Park and Westbury will be happy to know that the heated platforms at those stations are now fully operational.

President Free noted that October was Breast Cancer Awareness Month, and proudly reported that LIRR employees once again went to bat against this horrible disease that affects far too many in our region. On Sunday, October 15, employees from both LIRR and Metro-North joined others in the MTA family for the 4-mile, American Cancer Society “Making Strides Against Breast Cancer” Walk through Central Park, raising thousands of life-supporting dollars in the process. This is yet another example of how the MTA is part of the communities it serves. President Free thanked the MTA’s Empowering Women in Transit Employee Resource Group for promoting this event.

President Free announced that a few weeks after the 1986 Mets ended their title winning run, John Hyland was first hired on LIRR as a Capital Project Coordinator. After 37 accomplishment-filled years, and no other World Series, LIRR bid him a fond farewell as he rides off into the sunset, having been Executive Director of Penn Station Special Projects, East River Tunnel, and Infrastructure. Over the years, John left his mark on several high-profile projects such as the West Side Yard overbuild, Moynihan Station, the recent Penn Station improvements, and a host of other joint initiatives with Amtrak. President Free stated that our system is a much better functioning and better-looking place than it was when he started and that's due in no small part to all of John's hard work. President Free thanked him and wished him well in his retirement years.

President Free ended this month’s report with a story that really hits home with many at LIRR, especially himself. President Free reported on a new exhibit at the Riverhead branch of The Railroad Museum of Long Island devoted to the late Raymond Kenny, LIRR’s beloved former Senior Vice President of Operations and Acting President. If you had the good fortune to have known Ray or worked with him, then you know why Ray’s influence is museum worthy. Ray was a mentor, friend, leader, and the consummate gentleman. His is a legacy that lasts until this day—one of service and professionalism. President Free thanked The Railroad Museum of Long Island for celebrating that legacy and honoring a man all of us cherish and miss dearly.

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 President Free's remarks.

6. METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi said that, as was reported last month, on Saturday, October 21, a set of tiered retaining walls belonging to a private property in Briarcliff Manor gave way and the retained soil and other material buried a portion of Metro-North's right-of-way along the Hudson Line under several tons of earth, trees and rock. Through the amazing efforts of Metro-North crews, service was restored to the two tracks closest to the Hudson River, tracks 2 and 4, in time to accommodate AM peak service on Monday, October 23. Together with Metro-North's outside engineering firm, Metro-North and C & D personnel worked closely with the third-party contractors retained by the homeowner to stabilize the slope that allowed service to be restored on the tracks below. The remaining tracks, tracks 1 and 3, remained out for some time, with track 3 getting the worst of it as it was closest to the home. Track 1 was returned to revenue service on the morning of November 3 after having served as the continuous work platform for equipment necessary to excavate the fallen material on track 3. President Rinaldi was happy to report that full service on track 3 was restored on November 22.

President Rinaldi reported that October ridership remained strong and the total ridership of 5.64 million was Metro-North's best post-pandemic month yet. Metro-North also saw several other pandemic-era records broken, including best 7-day average during the week of October 23 – October 29; the best 5-day weekday average that same week; and the final weekend of its popular Leaf Peeper service contributed to our best weekend average on November 4 and 5. As we all know, sundown comes earlier now, making day-trips shorter. As such, mid-November produced the expected seasonal lull in weekend ridership before the holidays. However, Metro-North saw a bump due to the extra service provided to the centennial Syracuse-Pitt game at Yankee Stadium on the 11th. The following Saturday, Metro-North carried large numbers of riders to the biennial playing of the Yale-Harvard game in New Haven. As a Yale graduate, President Rinaldi was happy to report that Yale came out on top, 23-18, depriving Harvard of sole possession of this year's Ivy League title. With strong ridership coming to Manhattan for a day trip the following day, it's safe to say that holiday leisure travel has started to rev-up.

President Rinaldi reported a snapshot for Metro-North's ridership over the Thanksgiving holiday weekend. Overall Tuesday to Sunday over that six-day period, ridership was up 20.5% over last year. On Black Friday, ridership was up almost 33% over last year, and on Sunday when people return back home, 24.8% up over last year. Based on those figures, Metro-North carried over 951,000 in that six-day period compared to last year's 789,000 riders, which is a significant increase over the last Thanksgiving long weekend.

President Rinaldi said that short of the North Pole, there's no better place to be than Grand Central Terminal during the holidays. As indicated by President Free, on November 13, President Rinaldi was joined by President Free and representatives from lead sponsor AmericanGreetings.com as they officially opened the annual Grand Central Holiday Fair. This

year, the popular event brings together 36 small businesses and artisan merchants. The Grand Central Holiday Fair is open daily except Thanksgiving from 10 a.m. to 7 p.m. (Sundays 11 a.m. to 6 p.m.) through Christmas Eve. All gifts purchased from a Grand Central Terminal tenant are eligible for a free gift-wrapping service in the Biltmore Room daily from noon to 6 p.m. December 8 through the 22nd. President Rinaldi was also happy to report that for the first time since the pandemic, the New York Transit Museum's Grand Central Gallery is presenting its holiday model train show now through February.

President Rinaldi reported on a series that has proven very popular with rail enthusiasts across the region and everybody else that enjoys great design. This month the third rebranded locomotive in Metro-North's Heritage Wrap Series made its debut to help celebrate Metro-North's 40th anniversary. Skilled craft workers at Metro-North's North White Plains shop applied a vinyl wrap to Locomotive 211, this time paying tribute to the New York Central, which was the predecessor railroad that operated on the Harlem and Hudson lines. The engine embarked from Croton Harmon on November 14th and operated along the Hudson Line arriving at Grand Central just before 8:30 a.m. The first rebrand in the series which paid homage to Metro-North's original design debuted in May. The second featured a Conrail design and debuted in August. These and the future designs that have yet to be introduced will remain in service for the foreseeable future.

President Rinaldi said that similar to Long Island, Metro-North is gearing up for what it hopes will be a mild winter. Metro-North's Winter Preparedness Plan is a comprehensive strategy that combines meticulous decision-making, staffing, and staging to ensure the safety and functionality of our system throughout the winter months. As Metro-North prepares to face potential snowstorms, its Engineering Department takes a proactive approach to decision-making and command structure assessment. Of course, when preparing for big weather events, communication is the key to success. Upon receiving reports of impending snowfall, Metro-North's Maintenance of Way ("MOW") leadership team scrutinizes up-to-the-minute, and oftentimes changing, weather data to ensure the effective dispatch of crews. They communicate directly with third-party snow contractors to ensure their readiness and know that they will have to be as flexible as possible with crew assignments as conditions can often change rapidly. MOW Management personnel are strategically placed in field locations as needed, allowing immediate workforce shifts to areas of priority with any changes affecting train service promptly communicated to the Operations Control Center. Field employees call in to promptly update station and yard conditions and report the status of snow-fighting equipment. This ensures a streamlined flow of information and quick adaptation to evolving circumstances. This winter, as part of a pilot, field crews will report current conditions on a recently developed internal app for quicker, more efficient information sharing and faster response times. Metro-North's MOW Snow Plan actually begins in the fall of each year. Proactive measures include testing over 200 small snow throwers and blowers, 20-25 pieces of heavy equipment for severe snowstorms and maintaining all other snow fighting equipment. Testing continues throughout the winter. Gangs inspect fences and guardrails for security, while Stations & Facilities ensures the operational status of platform amenities, specifically the "Push for Heat" system to keep customers warm. This multi-faceted approach ensures that our infrastructure—including shops, yards, switches, signals, and equipment storage—remains clear and operational during challenging winter conditions.

President Rinaldi reported that it has been another great year of hiring and there is another job fair coming up this weekend. If you are a skilled tradesperson looking for an exciting and rewarding career at Metro-North, then we want to hear from you. Metro-North is holding an open house for skilled tradespeople on December 2 at the North White Plains offices, 525 North Broadway, from 10 a.m. to 12:30 p.m. President Rinaldi encouraged anyone interested to bring their resume and chat with our hiring experts. As the posters say, “Come join the team that moves millions!”

President Rinaldi said that November 11 fell on a Saturday this year, so Metro-North held its Veterans Day ceremony and wreath laying on Friday, November 10 in the main concourse of Grand Central Terminal, which was joined by Board Member Glucksman and his family. The annual event draws many MTA employees, veterans, families and passersby and the sense of gratitude for the men and women of our armed forces always matches the enormity of the room itself. This year, MTAPD Pipe and Drum once again set the atmosphere with their fine playing and the Police Department’s own Officer James Volpe delivered heartfelt versions of the Star-Spangled Banner and God Bless America. It is an event that brings out the patriot in all of us and President Rinaldi thanked again the veterans among us and the MTAPD for their support.

Finally, President Rinaldi spoke about the contributions of a long-time MTA and IT employee. Just a couple of weeks ago, Metro-North received the tragic news of the passing of Mike Dannenbring, the Project Manager of Intelligence Systems. Mike was a beloved 26-year member of the Metro-North family who became part of the consolidated IT team. This brilliant yet humble man was instrumental in the development of many of the customer facing functions that customers rely on every day. He was referred to by his coworkers at Metro-North as the face of train movement, signage, and the customer experience. As an excellent colleague, and an even better friend, and as someone whose work shaped the efficiency of our operations, Mike was a master at developing enhanced data sharing for internal and external use. His pioneering solutions and razor-sharp mind were crucial in the development of the systems we now use every day to count customers, track train movement, buy electronic tickets, manage operations, and display real time train information on both the TrainTime app and at stations across the system, including Grand Central. These are but a few of Mike’s many accomplishments over the years. It is no exaggeration to say that he is one of the key figures who brought Metro-North into the 21st century. Mike left us far too soon at the age of 51, after a long battle with cancer. He is survived by his wife Lynn and his children Benjamin and Millie. His longtime friends and colleagues will never forget his warmth, his kindness, and the lasting permanent effect that he had on everyone. President Rinaldi asked for pause for a moment of silence in his memory. A moment of silence was given.

In response to a question from Board Member Zuckerman as to the number of veterans who are employed by Metro-North, President Rinaldi said the number is roughly 6% of the workforce.

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.

7. OPERATING REPORTS:

LIRR Acting Senior Vice President of Operations Kost (“Senior Vice President Kost”) reported that LIRR’s on-time performance (“OTP”) for October was 94.7%, above goal of 94%. Year-to-date (“YTD”) OTP as of October was 93.9%, slightly below goal of 94%. For October, six branches operated at or above goal and YTD as of October five branches operated at or above goal. There were 12 incidents which resulted in 10 or more late trains in the month of October. The most significant event occurred on October 1, from a track condition at Neck 3 Interlocking, just east of Great Neck Station. This incident caused 43 delays and reduced our monthly OTP by 0.2 percent.

Senior Vice President Kost reported that the mean distance between failures (“MDBF”) for the month of September was 179,921 miles, above goal of 170,000 miles. YTD MDBF as of September was 171,356 miles, above the goal of 170,000 miles.

Senior Vice President Kost stated that for service delivery, LIRR completed 99.6% of its trips for the month of October and YTD was 99.6%. For upcoming work that will impact service, on the weekends of December 2-3, December 9-10, and December 16-17, switch installation in West Side Yard will take place resulting in Far Rockaway Branch trains being diverted to Grand Central Madison for each of those weekends for approximately 48 hours. Senior Vice President Kost reminded everyone to check the website and TrainTime app for updated schedules.

In response to a question from Board Member Valdivia regarding how LIRR seeks to improve its operations, Senior Vice President Kost advised that LIRR mechanical teams are working to resolve issues regarding water and fuel pumps on the LIRR diesel fleet. Board Member Valdivia further questioned whether the age of the fleet has any significance. Senior Vice President Kost advised that as parts age, they will require replacement in the normal course.

In response to a question from Board Member Valdivia regarding the status of any feedback about the Brooklyn shuttle, President Free advised that the number of through-trains were increased to eleven in November. LIRR is working to match the needs of the customers to the right balance of service, as there is a limit on the number of rolling stock, and to have the least interruptions on existing service, with the focus now on the P.M. peak hours. Board Member Valdivia asked what are the busiest times during the morning on the Brooklyn shuttle. President Free advised that between 6:30 a.m. and 8:30 a.m. is the busiest time. Board Member Valdivia requested the current ridership information for the Brooklyn shuttle as there seems to have been an increase. President Free noted that the numbers have increased from 6,000 to roughly 7,000 riders on the Brooklyn shuttle, which is positive to see. Board Member Valdivia thanked President Free for his continued support of Brooklyn riders.

Metro-North Senior Vice President of Operations Vonashek said that Metro-North’s Operating Report begins on page 26 of the Key Performance Metrics report. Metro-North’s service delivery rate for October was 99.7%. Systemwide OTP for October was 97%, which is above goal of 94%. Year to date OTP through October also remains above goal at 97.5%. There were six major incidents that negatively affected October’s OTP. On October 7, multiple trees downed

power lines leading to a seven-hour loss of signal power on a five mile stretch of the New Haven Line, resulting in 55 delayed trains. The MDBF was over 271,000 miles, surpassing the monthly goal of 175,000 miles and YTD remains above goal at 340,000 miles.

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.

8. SAFETY REPORT:

LIRR Vice President of Corporate Safety Ebbighausen (“Vice President Ebbighausen”) said that LIRR’s safety report begins on page 16 of the Key Performance Metrics report. The reportable customer injury rate was 2.60 per one million customers in the current 12-month reporting period (October 2022 through September 2023) compared to the prior 12 months. The reportable employee lost time injury rate was 4.43 per 200,000 working hours, compared to the prior 12 months.

Vice President Ebbighausen acknowledged LIRR Senior System Safety Officer of Corporate Safety Menzy Woodis for coordinating the National Escalator Safety Week events. Vice President Ebbighausen invited everyone to Penn Station on December 14 at 3 p.m. in partnership with New Jersey Transit, NYC Transit, Metro-North, and “Safety Sam” for customer outreach for the Penn Station Customer Safety Day Event.

Co-chair Chu noted that ADA improvements such as new elevators also improve safety in the stations because the signs remind customers not to bring luggage on the escalators but rather to use elevators instead.

Metro-North Vice President of Corporate Safety Prettyman (“Vice President Prettyman”) stated that Metro-North’s safety report is found on page 30 of the Key Performance Metrics book. The customer employee injury rate for the 12-month reporting period ending September 2023 compared to the prior twelve months ending September 2022 decreased from 2.27 to 2.03 per one million customers. The reportable employee lost time injury rate decreased from 2.21 to 2.00 per 200,000 hours worked compared to the prior twelve months. Vice President Prettyman stated that slips, trips and falls remain the highest category of injuries, and the recent outreach event was important to help customers remain safe in the system.

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.

9. MTAPD REPORT:

MTAPD Chief Mueller reported that for the month of October there were 31 major felonies in the system. Grand larceny continues to be the highest category with 14 out of 31, with 12 that

were for unattended property. Chief Mueller urged customers to safeguard their property while using the system.

In response to a question from Board Member López regarding the protest that occurred in Grand Central Terminal on the Friday before Halloween, Chief Mueller advised that on October 27 during rush hour, “Jews for Peace” organized a protest which resulted in roughly 335 arrests, mostly for disorderly conduct. Chief Mueller advised that there was no advance notice of the event. The same organization successfully shut down traffic on the Manhattan Bridge and attempted to do so at the Brooklyn Bridge. Chief Mueller stated that the department is continuing to improve its handling of protests, through efficient communications and balancing the need to provide service to customers and ensuring their safety. Chief Mueller thanked the NYPD Chief of Transportation Michael Kemper and Deputy Chief of Patrol Timothy Beaudette at the NYPD for their continued support.

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

10. INFORMATION ITEMS:

President Free noted the following two LIRR information items: (i) East Side Access Support Projects Update; and (ii) Winter Trackwork Programs.

President Rinaldi noted the following Metro-North information item: (i) Real Estate license agreements for Grand Central Terminal.

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

11. FINANCE:

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 and is centered on a light gray rectangular background.

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 and is centered on a light gray rectangular background.

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