

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Monday, December 18, 2023

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

The following Board Members were present in person:

Hon. Blanca López, Co-Chair
Hon. Gerard Bringmann
Hon. Randolph Glucksman
Hon. Neal Zuckerman

The following Board Members attended via video conference:

Hon. Samuel Chu, Co-Chair
Hon. David Mack
Hon. Vincent Tessitore, Jr.

The following Committee Board Members were not present:

Hon. Norman Brown
Hon. Michael Fleischer
Hon. Midori Valdivia

Representing Metro-North Railroad:

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

Representing Long Island Rail Road:

Robert Free – Acting President
Thomas 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

Representing MTA Police Department:

John J. 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:

Board Member Zuckerman called the joint meeting to order. Board Member Zuckerman confirmed that there were not enough members of the Committee present for a quorum.

2. PUBLIC COMMENTS:

The following public speakers commented:

Murray Bodin (in person) requested to meet in person with representatives from LIRR and Metro-North in January to discuss issues for both railroads.

Ian Matthews (via audio) requested more service for Metro-North on the Harlem and New Haven lines due to overcrowding.

Jason Anthony (in person) stated that LIRR needs more direct service between Brooklyn and Long Island, recommended a single ticket for both railroads, and complained about poor bathroom conditions at Penn Station.

Charlton D'Souza, President, Passengers United (via video) claimed LIRR has insufficient service at Mineola and Brooklyn; complained about transferring at Jamaica for Brooklyn, and advocated for return of weekly Atlantic or CityTicket. D'Souza commented on the progress of Hollis capital project work.

Kara Gurl, PCAC Planning and Advocacy Manager (in person) stated that they were pleased to see schedule adjustments on the LIRR but requested the reinstatement of timed connections in Jamaica. Gurl commented positively on a DOT grant to improve connectivity to Metro-North stations and free Bee-Line buses. Gurl advocated for a discounted 10-trip peak ticket, weekly CityTicket with transfers to the subways and buses, fair fares on both railroads, and the extension of senior and disability reduced fare to include the morning peak.

Andy Pollock, Passengers United (via audio) acknowledged the fixed toilets in the men's room at Grand Central Terminal but complained of broken locks in the men's room at Grand Central Madison. Pollock further complained of lack of seating in the Grand Central Terminal Dining Concourse. Pollock commented on LIRR's train scheduling and planning.

Christopher D. Greif (in person) advocated for more accessible stations and devices and for accessibility for transfers between the different systems. Greif thanked the MTA Police Chief for continuing to make the system safe for riders and emphasized the importance of safety on the railroads and subways.

Aleta Dupree, Team Folds (via audio) noted increased ridership levels and thanked the MTA for permitting remote participation in meetings.

Iris Kelley (in person) complained about the LIRR transfer in Jamaica for Atlantic Terminal to tracks 11 and 12. Kelly complained about having LIRR advertisements instead of train times on digital screens between tracks 6 and 7 at Jamaica.

Cameron Best (in person) expressed disappointment in the new M9 rail cars, suggested LIRR consider newer model trains, and requested alternatives to USB A outlets, such as USB C outlets in the train cars.

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:

The approval of the minutes of the November 29, 2023 Joint LIRR and Metro-North Committee Meeting was postponed because a quorum was not present.

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.

5. METRO-NORTH PRESIDENT'S REPORT:

President Rinaldi stated that November's total ridership of almost 5.3 million represented a slight, yet predictable, dip from October given the Thanksgiving holiday. Metro-North rebounded nicely in early December. The combination of nice weather, holiday activities and SantaCon combined to give us a new post-COVID Saturday ridership mark of 147,745 on December 9. Nasty weather the following day doused many a holiday season plan but here's hoping for much clearer skies for the rest of the season so that folks can enjoy all that New York has to offer for the holidays.

President Rinaldi stated that Metro-North wants to be your ticket home for the holidays, and it will have some holiday schedule adjustments on tap again this year. On Friday, December 22, there will be normal weekday service with some adjustments on the Pascack Valley and Port Jervis Lines; a normal Sunday schedule on Christmas Eve; and since Christmas Day has the lowest ridership of any holiday, Metro-North will operate a special schedule on Christmas Day with hourly service on the Hudson, Harlem and New Haven Lines.

President Rinaldi stated that historically, commuter ridership decreases in the week between Christmas and New Year's. However, there is an increase in discretionary ridership and a shift in the periods of demand. President Rinaldi stated that from Tuesday the 26th through Friday the 29th, Metro-North will reallocate a select number of morning rush hour trains to the late morning and adjust train lengths.

President Rinaldi indicated that Metro-North will operate a regular Sunday schedule on New Year's Eve with extra post-midnight and early morning service on the Hudson, Harlem, and New Haven Lines. Pascack Valley and Port Jervis Lines will also have extra service after midnight and, as in previous years, customers heading home from Grand Central in the early morning hours

of New Year's will have their tickets collected prior to boarding. New Year's Day service will run the same special schedule as Christmas Day. We urge all those who are traveling with us between the 22nd and the first of the new year to check schedules for your line on either the website or the TrainTime app before heading out to your seasonal fun.

President Rinaldi stated that on December 2 at its North White Plains offices, Metro-North held its third and final job fair of the year. This one was for skilled tradespeople and was, by all accounts, an enormous success with a total of 290 registrants. Candidates are now being invited in for testing and interviews. President Rinaldi thanked the Talent Acquisition professionals of the MTA People Department and Metro-North Chief Administrative Officer Yvonne Hill-Donald for making the arrangements and for keeping Metro-North's roster filled with the best and the brightest.

"Teamwork makes the dream work." "Chains are only as strong as their weakest link." President Rinaldi stated that these and other clichés have lasted for a reason. It's that spirit of collaboration and of meeting all challenges that, for her, has defined 2023 at Metro-North, its 40th anniversary year and yet another 12-month period that concludes with her feeling prouder of this organization than she ever thought possible.

President Rinaldi stated that despite everything Mother Nature threw at us in 2023, Metro-North ends the year with more consistently high marks from customers and an OTP of over 97%. That does not just happen on its own. It is the result of top professionals at the top of their game doing great things day-in and day-out for the region we serve.

President Rinaldi recapped some of those events of 2023:

On July 9, parts of the Hudson Valley were treated to a month's worth of rain in just a few hours, causing washouts, fallen trees and high-water conditions along Metro-North's right of way and service suspensions on the Upper Harlem Line and the Hudson Line north of Croton-Harmon.

The biblical summer deluge led to destruction has not been seen in the territory since Hurricane Ida, but Metro-North's response crews proved more than up to the challenge in both restoring Metro-North's right-of-way for full service and keeping customers informed throughout, with phone and electronic customer contacts totaling over a thousand the following day alone.

Less than two weeks later, on July 22, as a State DOT maintenance crew made overnight repairs to the portion of the Bronx River Parkway that crosses over Metro-North's tracks, a large steel girder buckled and separated from the main structure. This led to partial suspensions along the New Haven and Harlem Lines in the Bronx and no Saturday Yankee Clipper service on those two lines. Thankfully no one was injured.

More problems from the sky accompanied the start of fall as the effects of the very-slow-to-depart Tropical Storm Ophelia brought torrential rains and temporary service suspensions on September 29 due to flooding around Mott Haven.

On Saturday, October 21st, 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 on the Hudson Line under several tons of earth, trees, and rock. Metro-North's amazing crews worked round-the-clock to restore service to the two tracks closest to the Hudson River in time for AM peak service on Monday, October 23. One of the two remaining tracks was placed back into service on November 3 and the track closest to the home returned to service on November 22. As this was going on, Metro-North and C&D personnel teamed with Metro-North's outside engineering firm and the homeowner's third-party contractors to improve the stability of the compromised slope prior to the restoration of service on the tracks immediately below.

President Rinaldi stated that for a regional railroad, the combination of reliable, customer-friendly service is king. All of the aforementioned challenges had the potential to disrupt service to a much greater degree were it not for the steady and expert hands of Metro-North's fine employees who truly knocked it out of the park. It's that flexibility and determination that allowed the railroad to pivot at crucial times and achieve these lofty performance numbers once again in 2023.

President Rinaldi noted that accomplishments this year included a pair of APTA Gold Awards in June; an APTA Innovation Award in October; and the story that captivated the region of a three-year-old little boy who, thankfully, will get to spend the holidays with his family after his daring rescue by eagle-eyed Metro-North employees after he found his way onto live train tracks on Good Friday, April 6 near Tarrytown Station. President Rinaldi, as a conclusion to 2023, thanked Metro-North customers for sticking with us, commended and thanked Metro-North's remarkable workforce for keeping customers safe every day, and thanked the Committee for their continued support. President Rinaldi wished all a happy holiday and a happy and healthy 2024.

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 Rinaldi's remarks.

6. LIRR PRESIDENT'S REPORT:

Acting President Rob Free ("President Free") stated that LIRR ridership continues its steady growth. President Free stated that November's total ridership (5.8 million customers) was down 3.1% from October, which was expected due to the Thanksgiving holiday. However, it increased 22.3% compared to November 2022 and represented 81% of November 2019 ridership, the very first time since the pandemic that the LIRR exceeded 80% of the same month in 2019.

President Free reported that LIRR's non-commutation ridership remains robust. November was the third consecutive month that non-commutation ridership surpassed the same month in 2019, this time exceeding it by a record 10.4%. President Free noted that November on time performance was affected by slippery rail conditions, particularly the week of Thanksgiving which was hit by a couple of storms. As Christmas Day falls on a Monday this year, the LIRR will operate on a weekend schedule on December 25. LIRR will also be on a weekend/holiday schedule on

both New Year's Eve and New Year's Day with the addition of 12 extra evening westbound trains and 16 additional early morning eastbound trains to Long Island for everyone heading home. LIRR will also be providing extra eastbound service from Elmont-UBS after the Billy Joel New Year's Eve concert.

President Free stated that 2023 was arguably the most transformational year in LIRR's long rich history. The defining event was LIRR's long-awaited opening of Grand Central Madison, which was due to the herculean efforts of, among others, the designers and engineers and ending with Operations professionals and all those in between. Grand Central Madison is truly an engineering feat that will provide benefits to our region for generations to come.

President Free stated that Grand Central Madison received customers for the very first time on Wednesday, January 25, when shuttle service kicked off with special guest Governor Kathy Hochul, who was a tremendous supporter of this project, and Chair Janno Lieber, among many other distinguished guests. This marked the first extension of LIRR service since its initial train to Penn Station way back in 1910. On February 27, LIRR introduced its new service plan, a revolutionary systemwide timetable that, in one day, added 271 trains for an astonishing 41% increase in service. President Free stated that, to put it in perspective, 41% increase means LIRR operated 70,000 more trains than it did last year and 49,000 more trains than in 2019. The service plan also increased overall reverse peak service by 56%. Grand Central Madison, in addition to general expansion projects like Main Line Third Track and Ronkonkoma Double Track, enabled the delivery of such an expansive service plan. All these expansion projects have provided more options for LIRR's customers, thus enhancing customer experience. They also create built-in redundancies, makes the system more nimble, efficient, and allows the LIRR to recover from unforeseen service problems faster than ever before. The opening of Grand Central Madison has reduced the travel times of thousands of commuters. The schedules provide a 30% increase in Brooklyn service; half hour service on the Ronkonkoma and Huntington branches, which makes intra-island travel much more convenient and offers untold benefits to local economies throughout Long Island.

President Free stated that Grand Central Madison welcomed its 1 millionth customer in April, while ridership has steadily increased as the year progressed. President Free stated that the increase is undoubtedly due to the opening of Grand Central Madison, as LIRR realized continued post-pandemic ridership records since its opening. Throughout the year, LIRR has been laser-focused on taking real-time ridership data and customer feedback to adjust train schedules. President Free stated that the information greatly assists them to provide schedules that most accurately reflect where customers are actually going. Improvements were continuously implemented through a series of strategic and methodical adjustments to LIRR's service plan. This effort will continue as they work to deliver the most customer friendly service as possible.

President Free stated that over the course of the year, LIRR has decreased Brooklyn service intervals and provided more through trains for customers traveling to Brooklyn, especially from Southeast Queens. LIRR has lengthened trains when both necessary and feasible and adjusted stopping patterns on several branches to relieve whatever trains were most in need of it.

President Free stated that Grand Central Madison has also made regional travel easier and, with the introduction of the ComboTicket, a lot cheaper as well.

President Free stated that work to improve overall service will always continue and on January 22, a new timetable will be implemented. It includes two new PM Peak trains from Atlantic Terminal, one to Far Rockaway and one to Hempstead and adding a new train from Hicksville to Grand Central Madison, making local stops in the AM Peak. The 6:57 AM from Huntington to Grand Central Madison will now operate express from Syosset to Jamaica.

President Free thanked each and every LIRR employee for their incredible performance this year, whose efforts have improved safety, reliability, and the customer experience.

President Free stated that there's a lot of good things happening at the LIRR and the MTA is delivering results for Long Island. In 2024, LIRR will continue to build upon the successes of this year to further meet the needs of both present and future customers. President Free wished everyone a warm and peaceful holiday season.

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.

7. OPERATING REPORTS:

Metro-North Senior Vice President of Operations Justin Vonashek ("Senior Vice President Vonashek") said that Metro-North's Operating Report begins on page 12 of the Key Performance Metrics report. Metro-North's service delivery rate for November was 99.9%. Systemwide on-time performance ("OTP") for November was 97.1%, which is above goal of 94%. Year-to-date ("YTD") OTP through November also remains above goal at 97.4%. The mean distance between failures ("MDBF") was over 302,369 miles, surpassing the monthly goal of 175,000 miles and YTD remains above goal at 336,000 miles.

Senior Vice President Vonashek stated that this past Friday was the last day of operation for the LaserTrain. Due to several hardware and GIS enhancements, along with enhanced testing in the off season, Metro-North's system availability improved from 70% to 98%, contributing to its best slip-slide season on record. Metro-North doubled the number of tracks safely covered from 12,000 miles to 24,000 miles this year. In comparison, the typical season using water jets was less than 5,000 miles.

Senior Vice President Vonashek highlighted Metro-North results from this season. This season was Metro-North's lowest wheel tru cost on record. It was also the lowest number of cars taken out of service for slip-slide events, the lowest number of slip-slide events per mile operated, which was a 66% reduction compared to the historical average. It was the lowest number of slip-slide delays per mile operated, which is a 70% reduction compared to the historical average. It was the lowest number of slip-slide delay minutes per mile operated, which is a 74% reduction

compared to the historical average. This, combined with low adhesion protocols, vegetation management, and overall management of the operation, helped ensure a successful slip-slide season, with minimal impact to customers.

Senior Vice President Vonashek reported on the current impact of this morning's storm, which caused delays on the New Haven and Harlem lines and some minor delays on the Hudson Line. There were also some high-water conditions affecting trees and wires. No trains were cancelled, but there were some delays which should end shortly.

LIRR Acting Senior Vice President of Operations Tom Kost ("Senior Vice President Kost") reported that LIRR's OTP for November was 93.6%, below goal of 94%. YTD OTP as of November was 93.9%, slightly below goal of 94%. For November, four branches operated at or above goal and YTD as of November five branches operated at or above goal. There were 18 incidents which resulted in 10 or more late trains in the month of November. The most significant event occurred on November 21, from a low adhesion condition from excessive slip-slide and a low-speed restriction being put in place. This incident caused 131 delays and reduced our monthly OTP by 0.5%.

Senior Vice President Kost reported that the MDBF for the month of October was 193,968 miles, above goal of 170,000 miles. YTD MDBF as of October was 173,457 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 November and YTD was 99.6%. For upcoming work that will impact service, on the weekends of January 6-7, contractors will be performing ADA work at Massapequa Station, resulting in schedule adjustments on the Babylon Branch. On the weekends of January 13-14, January 20-21, and January 27-28, switch installation in the West Side Yard will take place, resulting in Far Rockaway Branch trains being diverted to Grand Central Madison 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 Bringmann concerning the response time for a problem at a grade crossing, Senior Vice President Kost stated that the LIRR Signal Department response is generally quick, typically within 20 minutes, except for those locations farther out on the Montauk Branch. Chief Mueller stated that the numbers are different between Metro-North and the LIRR, but the response times are generally robust. Board Member Bringmann noted that a broken crossing gate occurred this morning at William Floyd Parkway by Mastic-Shirley Station. President Free noted that response time also depends on the time of day and the number of other incidents that the workforce may already be responding to. MTA Chief Safety and Security Officer Patrick Warren commented that local municipal police may be the first on the scene in a situation like this. Board Member Mack commented that the Nassau County Police Department would be the first responders on the scene if it was called in and then they would notify the LIRR.

The complete LIRR and Metro-North operating 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:

Metro-North Vice President of System Safety Shelley Prettyman (“Vice President Prettyman”) stated that Metro-North’s safety report is found on page 15 of the Key Performance Metrics book. The customer employee injury rate for the 12-month reporting period ending October 2023 compared to the prior twelve months ending October 2022 decreased from 2.41 to 1.93 per one million customers. The reportable employee lost time injury rate decreased from 2.21 to 1.95 per 200,000 hours worked compared to the prior twelve months.

Vice President Prettyman reported that on December 11, Metro-North conducted its federally mandated annual emergency preparedness exercise in Norwalk, Connecticut. This year the exercise simulated technical rescue of a contractor injured inside the central pivot pier of the Norwalk River Railroad Bridge or Walk Bridge. The exercise objectives included the familiarization of first responders with railroad infrastructure, evaluation of internal and external notification and communication procedures, and the interaction coordination among first responders during an emergency. These exercises provide an important opportunity for stakeholders to get to know each other and practice procedures outside response to an actual incident. Metro-North’s Office of System Safety wants to thank all the stakeholders who support the exercise including the Norwalk Fire Department, Norwalk Police Department, Norwalk EMS, Connecticut DOT, Federal Railroad Administration, and Metro-North’s Transportation, Maintenance of Way, and Operations departments.

Vice President Prettyman noted that last week was Metro-North’s 4th quarter safety focus week. Throughout the week, supervisors held interactive discussions with our employees across the territory to discuss key safety topics and hear their questions and concerns.

LIRR Vice President of Corporate Safety Lori Ebbighausen (“Vice President Ebbighausen”) said that LIRR’s safety report begins on page 30 of the Key Performance Metrics report. Vice President Ebbighausen noted that, as detailed on page 29, LIRR’s Emergency Responder Exercise drill occurred in Floral Park. Vice President Ebbighausen acknowledged and thanked the Corporate Safety Department, Chief Fire Marshal and Assistant Chief Fire Marshal Lee Sorenson and Dan Gallagher as well as those in LIRR Training, Assistant Director of Safety and Security Greg James and Manager of Security and Emergency Response Training Kenny Klein. Vice President Ebbighausen expressed appreciation to the Floral Park Chief of Department Brian Hammerman. Vice President Ebbighausen noted that on Long Island there are 71 volunteer departments in Nassau and 109 in Suffolk County. LIRR receives countless calls during the course of the year whether it's for medical emergencies, trespasser events, and events in crossings. Vice President Ebbighausen expressed her immense gratitude to those volunteers, as well as the partners at MTA Police for providing that level of service within the communities we serve. Vice President Ebbighausen acknowledged FDNY Chief William Ventura, who is part of the Public Transportation Safety Unit and LIRR liaison for FDNY related events, and Chief Tom McCarthy

who recently retired after 43 years of service at the FDNY, of which 21 of those years included covering Penn Station Battalion 7. Vice President Ebbighausen thanked everyone for the support that they provide throughout the year.

Board Member Mack gave special thanks to Chief Mueller for his continued rapport and good relations with all the local departments throughout Long Island.

In response to a question from Board Member Bringmann on the outcome of the Safety Day event last week at Penn Station, Vice President Ebbighausen stated that there was quite a bit of engagement by customers, in large part due to the presence of Safety Sam and President Free.

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 November there were 26 major felonies for the two railroads. Of the major crime categories, there were 7 robberies, 8 assaults, and 9 grand larcenies. Of the grand larcenies, seven out of nine were unattended properties. Chief Mueller urged customers to safeguard their property at all times.

In response to a question from Board Member Zuckerman regarding the protests in Manhattan, Chief Mueller stated that they work closely with NYPD Transit Police Chief Kemper. The department is prepared for each protest, whether they are on MTA property or not. The department is never advised where or how the protests will take place, and as such, the department assumes that it may be on MTA property. Chief Mueller acknowledged Metro-North Security, LIRR Security, President Rinaldi, and President Free for their support and for getting information out to customers quickly. Chief Mueller stated that the department will not tolerate harm to property or people. Board Member Zuckerman further questioned how the department manages these protests so that they do not escalate into violence. Chief Mueller stated that they always provide extra presence. Chief Mueller stated that they have fortunately not seen much damage to property or people throughout the city, although there have been pockets of vandalism. Chief Mueller emphasized that damage to our property will not be tolerated. Board Member Mack stated that during his tenure in Nassau County as First Assistant Police Commissioner, regardless of the number of demonstrators, the goal was to ensure that no damage was done to any property and there is no substitute for the presence of manpower and uniforms in those circumstances.

The full 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. ACTION ITEMS:

President Rinaldi noted the following three (3) Metro-North action items: (i) NYSDOT Grant for Connecting Services; (ii) Ferry Landing/Parking Agreement with City of Newburgh; and (iii) County of Westchester Employer-Based Shuttle Agreement.

The vote for these action items was postponed because a quorum was not present.

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

11. INFORMATION ITEMS:

President Rinaldi noted the following four (4) Metro-North information items: (i) 2024 Final Proposed Budget; (ii) 2024 Proposed Committee Work Plan; (iii) Diversity/EEO Report – 3rd Quarter 2023; and (iv) Review of Committee Charter.

President Free noted the following five (5) LIRR information items: (i) 2024 Final Proposed Budget; (ii) 2024 Proposed Committee Work Plan; (iii) Diversity/EEO Report – 3rd Quarter 2023; (iv) Year End service, January Timetable Adjustments & Winter Trackwork Programs; and (v) Review of Committee Charter.

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

12. FINANCE:

The finance reports for both railroads are contained in the meeting material.

13. PROCUREMENT:

MTA Assistant Deputy Chief Contracts Officer Richard Mack reported on three procurement items for an estimated total of \$17M.

- 1) LIRR seeks Board approval on behalf of itself, Metro-North, and NYC Transit to award a five-year noncompetitive Original Equipment Manufacturer (“OEM”) estimated quantity purchase agreement in the amount of \$10.2M to Custom Glass Solution Trumbausersville, LLC (“Custom Glass”). This joint-agency sole source-contract was publicly advertised for the purchase of window assemblies to support LIRR, Metro-North and NYC Transit’s passenger fleets.
- 2) LIRR seeks Board approval on behalf of itself and Metro-North to award a five-year noncompetitive Original Equipment Manufacturer (“OEM”) estimated quantity

- purchase agreement in the amount of \$2.2M to Luminator Technology Group LLC. This joint-agency sole-source contract was publicly advertised for the purchase of various lighting equipment to support LIRR and Metro-North's railroad fleets.
- 3) LIRR seeks Board approval on behalf of itself and Metro-North to award a five-year noncompetitive Original Equipment Manufacturer ("OEM") estimated quantity purchase agreement in the amount of \$4.6M to United Safety & Survivability Corporation. This joint-agency sole-source contract was publicly advertised for the purchase of various engineering seats for the cab car, and other cab engineering seating parts and equipment to support LIRR and Metro-North's railroad fleets.

For all three procurements, the materials list requirements and price list were carefully reviewed to identify and remove any item that could be competitively sourced. That made up approximately about 10% of the initial items list. The contracts are important because they support each operating agencies' planned and unplanned reliability maintenance programs to keep cars in service. In each instance, negotiated pricing was benchmarked to the most recent pricing or previous pricing and on average this resulted in an average weighted annual increase of about 6% from the previous purchase price. In most instances, the previous contract was negotiated in 2018. All three contracts have been negotiated with a two-year fixed base price contract and subsequent years tied to a published PPI. On average that is coming out to be somewhere around 4% to 5%. Therefore, it was determined that the pricing is fair and reasonable.

In response to a question from Board Member Bringmann regarding whether any efforts have been made to improve the glazing of the window units to prevent cloudiness especially on the LIRR, President Free stated that the condition on the south side windows of the M7s is because they are not true glass and that there has been an effort to see whether the windows can be buffed out because the cost of replacement is exorbitant. President Free stated that the windows are not glass due to weight and other factors. Board Member Bringmann commented that he hoped that something can be done about the condition with the new technology as the issue has been around for years.

The vote for these procurement items was postponed because a quorum was not present.

The details of these procurements are contained in reports filed with the records of this meeting.

14. ADJOURNMENT:

The meeting was adjourned.

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 on a light-colored rectangular background.

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