

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Monday, February 26, 2024

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. Vincent Tessitore, Jr.
Hon. Midori Valdivia
Hon. Neal Zuckerman

The following Committee Members attended via video:

Hon. Randolph Glucksman

The following Committee Members were not present:

Hon. Michael Fleischer
Hon. David Mack

Representing Metro-North Railroad:

Catherine Rinaldi – President
Justin Vonashek – Senior Vice President, Operations
Shelley Prettyman – Vice President, System Safety
Michael Loney – Vice President, Maintenance of Way

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 (also representing Metro-North)

Representing MTA Police Department:

John Mueller – Chief of Police

Representing MTA Construction and Development:

Anthony Tufano – Senior Vice President, Railroads Business Unit

Representing MTA Safety and Security Department:

Patrick Warren – Chief Safety and Security Officer

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:

Kara Gurl, PCAC Planning and Advocacy Manager (in person), based on the results of the Fall 2023 customer satisfaction surveys for both railroads, proposed better fare incentives such as extending senior and disability discounts to the morning peak, expanding the Fair Fares program to the railroads, and creating a weekly CityTicket.

Matty W. Buchys-Hyland (via video) spoke about railroad accessibility being key, expressed interest in joining the LIRR ADA Task Force, and congratulated Co-Chair Chu for being on the MTA Board.

Jack Nierenberg, Passengers United Vice President (in person) spoke about LIRR schedule changes for the Atlantic shuttle such as reduction of trains in evening peak, late morning gap in service, and elimination of Atlantic Ticket.

Ian Matthews (via audio) spoke about short trains on Metro-North especially during morning peak hours such as the 7:53 a.m. from North White Plains and spoke about inadequate LIRR service to Forest Hills and Kew Gardens during rush hour and late nights.

Christopher D. Greif (in person) thanked MTAPD for responding to incidents, spoke about lack of walkie-talkie radios for the Metro-North Care program compared to the LIRR Care program, and reminded everyone that the elevators in Jamaica are owned by Port Authority not MTA.

Andy Pollack, Passengers United (via video) spoke about new LIRR schedules’ inadequate service, such as there being only one train to Far Rockaway in the afternoon from Atlantic Terminal.

Charlton D’Souza, Passengers United President (in person) spoke of new LIRR schedules such as reduction of Brooklyn trains and Port Washington direct trains; homeless sleeping in Penn Station at 2:30 a.m., which problem is also spreading to Grand Central; CityTicket being restored; and overcrowding on weekend trains.

Aleta Dupree, Team Folds (via video) noted good videos posted online regarding ADA improvements at stations, discussed a need for fair fare policy for seniors, and raised possible use of renewable fuel for diesel fleet.

Jason Anthony (in person) spoke about NJ Transit raising its fares and urged everyone to fight against their fare increase.

Iris Kelley (in person) spoke about LIRR moving Brooklyn trains from Track 3 to Tracks 11 and 12, the digital screens being changed at Tracks 6 and 7 in Jamaica, and lack of direct trains to and from Brooklyn.

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:

Co-Chair López noted a correction to the January minutes clarifying that she attended last month's meeting virtually and upon motion duly made and seconded, the Committee approved the minutes of the January 29, 2024 Joint LIRR and Metro-North Committee meeting.

4. METRO-NORTH AND LIRR 2024 WORK PLANS:

There were no changes to the LIRR or Metro-North Work Plans. The 2024 Metro-North and LIRR Work Plans are filed with the records of this meeting.

5. METRO-NORTH PRESIDENT'S REPORT:

Metro-North President Catherine Rinaldi ("President Rinaldi") stated that there is a new Work Plan item, which is an update to the prior year's performance. President Rinaldi stated that she will first present the regular report and segway into the 2023 update. The 2023 update not only highlights our accomplishments but establishes how 2023's performance informed their 2024 goals.

President Rinaldi stated that February marks Grand Central Terminal's 111th Birthday, marking another year as New York City's iconic transportation hub, and a symbol of the City's past and a beacon for its future.

On February 13, Mother Nature provided an early Valentine's Day present with a snow storm that closed many schools. President Rinaldi stated that Metro-North operated a slightly modified schedule based on what they've learned about ridership from past inclement weather. Metro-North used a specially developed operating plan that reduces the risk of delays during storms. Ridership was down by 36% that day. The program was successful, with minimal crowding. Most trains had a 30-60% load factor range, and there were no major delays. President Rinaldi thanked the entire operating team that helped ensure such great performance during the storm.

President Rinaldi reported that MTA expanded the OMNY contactless payment system to the Hudson Rail Link, which is the connecting bus service operating at the Hudson Line stations of Spuyten Duyvil and Riverdale. President Rinaldi stated that this allows users of the Hudson Rail Link to benefit from the same weekly fare capping as NYC Transit subway and bus customers. This latest enhancement underscores Metro-North's dedication to improving the commutation experience by offering convenient and contactless payment options.

President Rinaldi highlighted that this past week, Metro-North rhyming conductor Paul Pesante on the Hudson Line was featured on every local television station. President Rinaldi shared her thoughts:

My next topic today is a conductor who's great
at making up rhymes while our customers wait.
He has a rhyme for each station they pass on the way
as he travels the Hudson Line every day.
Our customers appreciate his puns and his smile

he makes them forget where they are for a while
and so many thanks to conductor Paul PA
for the service he provides to Metro-North every day.

President Rinaldi reported on the ribbon cutting last week for the new elevator at Purdy's Station where she was joined by MTA Chief Accessibility Officer Quemuel Arroyo, local elected officials, and representatives from C&D and the project team. President Rinaldi stated the construction of this elevator is part of a broader ADA initiative that includes similar accessibility projects like at Hartsdale and Scarsdale earlier this year. With the addition of the Purdy's elevator, Metro-North has significantly advanced their accessibility agenda. Over 80% of stations in Westchester County have achieved full accessibility, which marks substantial progress towards inclusivity and convenience for commuters. There are also accessibility projects at Woodlawn, Williams Bridge, and Botanical Garden. President Rinaldi stated that these important projects are what their core mission is about by delivering excellent customer service and improving regional mobility.

President Rinaldi reported that on February 15, Metro-North commemorated the graduation of the Class of 2022 from their Engineer, Architect and Project/Construction Management Trainee Program, what was previously called the Associate Engineers Program, which is designed to acquire and train future engineers at the railroad. This was the ninth cohort to graduate from the program which has its origins from 2004 and was revived in 2012. The program lasts for 18 months and provides trainees with on-the-job technical experience and professional development. Engineer trainees presented on key railroad projects including the Maintenance of Equipment M7 Standard Work Time Study, the BL20 Air Compressor Temperature Study, and Hudson Line Track 1 Electrification, among other important projects. The Class of 2022 consisted of ten Metro-North engineers and 44 MTA C&D engineers and architects. The ten Metro-North graduates have now been placed in permanent jobs with eight going to Maintenance of Way and two going into Maintenance of Equipment.

President Rinaldi stated that while work is underway on the \$1 billion Walk Bridge Replacement Project in Norwalk, shovels will also break ground in East Norwalk to improve the overall connectivity of rail service in that community. The closure of the East Norwalk Station is the first of two that will be taking place. During this three-week closure, CDOT will install an underground retention system in the north parking lot and will perform utility work connected to the larger Walk Bridge project. Staggered closures are designed to allow for the safe replacement of aging railroad infrastructure and will result in reducing trip durations on the New Haven Line when complete. The project includes the replacement of the railroad bridge over Fort Point Street, the realignment of Fort Point Street, replacement of the superstructure of the railroad bridge on Osborne Avenue, replacement of the railroad bridge over East Avenue, replacement of the superstructure for the railroad bridge over Strawberry Hill Avenue, and improvements to the East Norwalk Station. Later this summer, the station will be closed again for three weeks to begin work on the north platform.

President Rinaldi presented highlights from the 2023 Year in Review Report.

President Rinaldi stated that Metro-North's total 2023 ridership both east and west of Hudson was 60.1 million, 23.4% higher than 2022's total, and roughly 69% of 2019's total. CityTicket revenue achieved \$8.1 million, with 1.5 million ticket sales from 2023. With the opening of Grand Central Madison service, Metro-North introduced the ComboTicket, which

achieved \$741,000 in ticket revenue from 36,800 ticket sales. President Rinaldi reported that seasonal ridership has been very encouraging in comparison to pre-pandemic ridership, boosted by recovering tourism and very strong travel during the holiday season. Metro-North saw a significant improvement in total revenue losses from fare evasion, a reduction of 35%. 2023 annual average weekday ridership as a percentage of weekdays in the same month as 2019 was 71.8%. 2023 annual average weekday ridership including holidays as a percentage of weekend days in the same month as 2019 was 76.5%.

President Rinaldi reported that despite all the weather challenges in 2023, including some major rain events, they had consistently high on-time performance (“OTP”) and finished the year at over 97% OTP. President Rinaldi stated that this does not just happen, but rather it is the result of amazing teamwork. President Rinaldi lauded Senior Vice President of Operations Justin Vonashek and the entire team for the service delivery that occurred throughout 2023, the fourth year straight that surpassed their goal, which is the second time in history that Metro-North achieved this level of performance.

President Rinaldi stated that the mean distance between failure (“MDBF”) for the fleet was 383,000 miles. President Rinaldi acknowledged Chief Mechanical Officer Jeff Weston and lauded Jeff and his team for all that they did to achieve such high levels of MDBF above the goal of 175,000 miles. The 2023 year-end MDBF was 328,000 miles, well above goal.

After a successful pilot in 2022, Metro-North deployed the LaserTrain in 2023 to help fight slip slide on the Metro-North rail tracks. Metro-North safely cleaned 24,000 miles of track, which resulted in a 70% reduction in slip slide related train delays, reducing maintenance costs, and improving operations overall as well as safety across the railroad. President Rinaldi reported that in 2023 there were eleven major storm related weather events which impacted daily operations. President Rinaldi again thanked the employees of Metro-North who kept service running through those very impactful rain and wind events.

President Rinaldi stated that on the safety front, Metro-North’s reportable customer injury rate decreased from 2.38 to 2.00 per 1 million customers in the 12-month reporting period compared to the prior 12 months. The reportable employee lost time injury rate decreased from 2.14 to 1.93 per 200,000 working hours compared to the prior 12 months. The customer community outreach program T.R.A.C.K.S. totaled 69,984 in person contacts in 2023, and 906,000 contacts via website and social media. Metro-North conducted rail safety outreach events at 84 stations and 18 grade crossings on the Harlem, Hudson, New Haven, and West of Hudson lines showing that they truly do put safety first.

On the people front, Metro-North employs 6237 people, while there is a budgeted headcount of 6703, so there is a vacancy rate of 7%. Metro-North hired 588 new employees and promoted 307. However, 388 were lost to attrition. With all the new hires and continued annual certification and qualifications, their operations training officers achieved more than 301,000 instructor-led in-person training hours, over 8,000 classes offered, playing an important part to keeping the operation safe. Metro-North continues to work very closely with their friends in the MTA People organization to review and analyze opportunities to improve attraction, hiring, promotion, retention, and knowledge transfer. President Rinaldi stated that they are working on opportunities to build on initiatives from 2023, such as reducing time to hire, growing the hiring of a particularly difficult title (the rail car electrical mechanics), building on the successful engineer

training program, adding cohorts through the operations managers development program, and trying to identify high-performing potential leaders.

President Rinaldi stated that due to the fiscal baseline reset effort, Metro-North realized approximately \$13 million in savings, operating efficiencies, and cost reductions in 2023. Metro-North's New York target for 2024 is \$40 million, although they needed to identify \$60 million in savings to meet the \$40 million target because savings that are attributable to the State of Connecticut do not count towards the New York target. President Rinaldi presented four strategies for reducing costs: advanced OT data analytics; standard work inspection dwell time pilots; greater optimization of materials management; and capitalizing relevant projects. Metro-North is committed to using everything at their disposal to be able to meet these targets and operate more efficiently.

President Rinaldi stated that Metro-North's 2023 performance informed their 2024 goals. President Rinaldi presented five 2024 goals: 1) providing safer reliable service; 2) operating more efficiently; 3) delivering on infrastructure projects for resiliency improvements; 4) developing and engaging employees; and 5) providing an excellent customer experience.

President Rinaldi indicated that for service, they seek to improve travel times without compromising safety. Metro-North is advancing multiple resiliency projects including raising the track bed near Garrison. Metro-North seeks to continue to reduce customer FRA reportable injuries, with the goal of a reduction of 5% across a three-year average. They will continue to look for opportunities to reduce variations across their system in terms of operating more efficiently. The plan is to implement new standards by Q3 of 2024 forward for annualized savings from standardized work across the network and identifying better ways of doing business for employees. Metro-North set up a portfolio of resources to continue to scale up that effort into 2025 and beyond. They are continuing to advance Enterprise Asset Management ("EAM") implementation across the railroad which will bring critical assets and maintenance activities into their computerized maintenance management system, modernizing their system and their approach to improve reliability and cost efficiency. Metro-North will continue to focus on infrastructure program and advocate for additional capital investments to reach a state of good repair.

President Rinaldi stated that for delivering on infrastructure projects, Metro-North will have annual targets for their maintenance program, such as between 8 and 10 miles of rail replacements, between 35,000 to 45,000 tie replacements, and 30 to 35 switch replacements.

Metro-North plans to continue to invest in their employees by furnishing a clean and safe workplace, providing effective and engaging training, and building upon their existing succession planning program. Metro-North plans to reduce employee lost time injury rates by 5% across our three-year average and ramp up existing succession planning programs in conjunction with their partners at the MTA People Tower for 100% of retirement eligible employees over the next three years.

President Rinaldi stated that Metro-North will continue to provide an excellent customer experience. President Rinaldi is proud of the results from last month's customer satisfaction survey and Metro-North will continue to maintain a customer satisfaction rate above 85%. One of the initiatives to do that is to provide support for improving accessibility through the Boarding and Seating Pilot Program that Metro-North intends to launch at Croton Harmon and New Rochelle stations this 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 President Rinaldi's remarks.

6. LIRR PRESIDENT'S REPORT:

LIRR Acting President Rob Free ("President Free") stated that he will first present this month's report and then the 2023 review and 2024 goals.

President Free stated that LIRR is beginning the new year on a high note with total 2023 ridership increasing 17% compared to January 2023. For the fifth straight month, non-commutation ridership surpassed the same month in 2019, exceeding it by 10.4%. Monthly ticket sales also increased by 33% compared to January 2023 and 10% versus December 2023. On-time performance is impressively high as well. January on-time performance came in above goal at 95.1%, the best performance since the opening of Grand Central Madison. This is a testament to the hard work of our employees by minimizing the impacts of a snow event and the frigid temperatures which followed all that week.

President Free stated that LIRR will have new timetables coming out March 4, which will both accommodate track work throughout the system and improve the customer experience. Two additional trains will be added from Penn Station during the evening, one to Babylon and one to Ronkonkoma. These trains will reduce wait and loading times following Madison Square Garden events. In the AM peak, LIRR will be adding another through-train from Long Beach to Atlantic Terminal and during the PM peak there will be two additional trains from Atlantic Terminal, one to West Hempstead and one to Wantagh. These updated timetables resulted from customer request and extensive analysis of ridership patterns.

President Free stated that March is the month when yearly state of good repair proactive maintenance programs kick into gear. The engineering group has six grade crossing renewals scheduled for next month. The work will take place on the Huntington, Montauk, and Ronkonkoma branches. Weeknight service between Jamaica and Brooklyn will temporarily be reduced from three to two trains per hour beginning at 9:00 PM for westbound service and 10:00 PM for eastbound service due to track work. Additional trains will be provided following select Barclays Center events so that event goers have a comfortable ride home. President Free reminded everyone to please check the TrainTime app and the website for updated schedule information.

President Free stated that making the system 100% accessible is his first goal and is a vision shared by everyone at the LIRR. President Free stated that he recently updated LIRR's ADA Task Force as to the status of projects and programs of particular interest to the ADA community. President Free stated that at the February 6 ADA Task Force meeting, Task Force advocates were given updates on the LIRR Care Program as well as current and upcoming ADA station construction projects. A nine station ADA improvements package is in process that will provide another seven LIRR stations with new elevators and two stations will receive replacements. At the meeting, MTA Chief Accessibility Officer Quemuel Arroyo announced plans for an upcoming survey. For the first time, LIRR will focus on accessibility needs for their commuter rail passengers with the goal of improving their customer experience. President Free stated that the LIRR wants to ensure that the system is accessible to all while it builds a better railroad and he welcomes an open dialogue with everyone who shares that vision.

President Free stated that as hockey fans have found that taking the LIRR to UBS Arena is the quickest and most convenient way to get there, there is yet another reason to take the LIRR. The MTA and UBS Arena are piloting a program in the TrainTime app that rewards customers for taking the train to Elmont-UBS Station for events. For each qualifying event, UBS will randomly award \$20 electronic food and beverage vouchers to 225 lucky winners. The pilot phase of this opt-in sweepstakes began with the Stevie Nicks concert on February 14. President Free wished everyone luck and reminded everyone that taking the LIRR is the best way to get to UBS Arena.

President Free stated that the LIRR had another employee recognized as MTA Hero of the Week due to the fine work of a conscientious LIRR train crew member and an MTAPD detective who found and returned a lost bag of money to its owner. Assistant Conductor Christopher Nocito and Detective Kristin Riker were named MTA Heroes of the Week for serving up a mini-Thanksgiving Day miracle to one local family. On that afternoon, Nocito was clearing a train in Ronkonkoma when he found a bag containing \$31,850. The find was reported to the MTAPD and through some incredible investigative work, Detective Riker managed to track down the identity of the bag's owner and the bag was retrieved from Penn Station Lost and Found. This is yet another example of the true professionalism and dedication of LIRR's workforce. President Free congratulated and thanked everyone involved. President Free reminded everyone to make sure to take all your belongings when exiting the train.

President Free reported on LIRR accomplishments in 2023 and presented LIRR goals for 2024.

President Free stated that 2023 was a generational year for the LIRR and highlighted some of the more impactful achievements. First is the opening of Grand Central Madison. LIRR increased service by 41%. Total ridership in 2023 was 65.2 million, which is a 24% increase over 2022. LIRR completed over 99.6% of trips and achieved \$15 million in budget savings. Customer satisfaction increased to 70%. Employee reportable injuries were reduced by 12%.

President Free stated that LIRR is focused on safety, reliability, and the customer experience. Based on this focus, LIRR derived 5 goals and priorities for 2024.

President Free stated that the first goal is "operating safe service." The goal is to maintain a safe traveling environment for customers and employees. LIRR aims to achieve this goal by reducing employee injuries by 5% over a three-year average and by installing 175 cameras throughout the system. There are currently about 16,000 cameras installed, comprising of about 11,000 on board trains and 5,000 at employee facilities and stations. LIRR will work with MTAPD to enhance on-board safety by optimizing the Train Patrol Program. The program consists of uniformed police officers boarding a train and walking through the train cars during service. In addition, the MTAPD will maintain a platform presence at Jamaica Station by having uniformed officers on the platforms and the overpass which will provide a sense of security for riders and employees. LIRR will seek to improve conditions at destination stations such as Jamaica, Atlantic Terminal, and Penn Station. LIRR will continue to build on the increases seen in the recent customer satisfaction survey at these locations for both overall satisfaction and safety.

President Free stated that LIRR's second goal is "improving the customer experience." This goal is to increase customer satisfaction and encourage ridership. LIRR will seek to achieve the goal of 94% on-time performance. In addition, LIRR looks to streamline the passenger transfer experience at Jamaica Station. There were great strides made this year with a 5% increase in

satisfaction for riders who transfer frequently, and a 9% increase in satisfaction for riders at Jamaica Station. The team is working hard to have trains arrive at Jamaica Station more reliably and closer to schedule and by developing metrics to identify problems and adjust schedules accordingly. LIRR is also looking to have Penn Station and Grand Central destined trains aligned and closer together during the off-peak period. LIRR will also implement a Station Spruce Up Program, which includes complete renovations as well as smaller projects such as converting to LED lighting, signage replacements, landscaping, and bathroom touchups at stations. President Free stated that bathroom improvement is a pet-peeve of his, which includes both on-board and in stations. Customer satisfaction improved and increased to 70% last year, and LIRR looks to further improve customer satisfaction to 75% for this year.

President Free stated that LIRR's third goal is to "build a better railroad." This goal is to maximize capital program funding to maintain and plan a railroad for the future. LIRR implemented a lot of new infrastructure in the last couple years, which must be supported by facilities that are maintained and are in a state of good repair. LIRR seeks to maximize work during planned track outages with 90% utilization. Track access is at a premium and any outages must be maximized by both field personnel and the operations center. LIRR also seeks to reduce the number of switch failure by 5% as they have a direct impact on the operational reliability. LIRR seeks to complete four ADA stations in 2024. LIRR will continue to enhance LIRR Forward, which is a proactive maintenance program that addresses potential problems before it arises such as switch replacements, crossing renewals, and joint eliminations. In March alone, the LIRR will renew six crossings. Joint eliminations include welding joints as they are a weak spot within the rail infrastructure.

President Free stated that LIRR's fourth goal is to "run an efficient railroad." This goal is to maximize productivity and efficiency by streamlining processes, filling critical vacancies, and improving fare collection. As part of the 2024 budget plan, LIRR will achieve \$60 million in savings through various efforts such as overtime reductions, operational efficiencies, and material savings. LIRR will develop an overtime reduction plan and improve employee availability. LIRR will create dashboards that will increase the use of analytics to track, trend, and identify problems. LIRR seeks to reduce fare evasion by increasing gating programs, ensure crews are positioned at the right locations, and will explore ticket validity periods and activation policies.

President Free stated that LIRR's fifth goal is to "energize and develop their most important asset, their workforce." This goal seeks to energize employees by improving internal communications and recognizing employee achievements. LIRR wants to acknowledge and show appreciation for their employees by recognizing employee milestones and enhance and develop recognition ceremonies. In addition, LIRR looks to celebrate its long history, with this April being its 190th anniversary. Lastly, the LIRR will have an Employee Town Hall which will provide the opportunity to communicate their goals and their vision, provide updates on certain initiatives, and answer questions.

In response to a question from Board Member Zuckerman regarding how LIRR's goals dovetailed with the goals of the MTA, President Free stated that the goals of the MTA were considered in goal development and LIRR goals align with the MTA goals. Board Member Zuckerman recommended using the same terminology in communications with employees.

Board Member Bringmann recommended that LIRR consider the amount of time necessary for transfers at Jamaica Station when scheduling especially when the transfer is not cross-platform.

President Free stated that as the LIRR has been improving reliability and on-time performance, there have been fewer issues. President Free stated that there is time built into the schedule so long as the trains arrive to Jamaica close to schedule.

In response to a question from Board Member Brown regarding the discrepancy between the 17% increase in ridership and the 24% increase in ridership, President Free stated that the 24% increase was for the year while 17% was January to January. Board Member Brown complimented the LIRR for the increased ridership of about 20%, which is significant. Board Member Brown urged for an increase in trains and service, even if it impacts the farebox operating ratio. With 40% more service and 99% on-time performance like the Brooklyn shuttle, ridership will increase.

In response to a question from Board Member Valdivia regarding midday off peak service between Atlantic Terminal and Jamaica Station, President Free stated that service during the midday is half-hour as a result of track work in the Atlantic Avenue tunnel and for post PM peak, there are three trains per hour, which is about 20-minute intervals. In response to a further question from Board Member Valdivia regarding the type of track work being performed and how it would improve service, President Free stated that there are federally mandated inspections along with rail replacement program and tunnel lighting. There were broken rails in the East New York area, so the team has identified this as a critical location for rail replacement. The programs take longer when done in intervals rather than straight through. Vice President of Maintenance of Way Paul Dietlin stated that there are also tie and switch replacement work. Board Member Valdivia further questioned the timeframe for the midday track work, President Free stated that the midday track work will be for the foreseeable future due to the federally mandated inspections.

In response to a question from Co-Chair López regarding whether there would be an update to these goals later this year, President Rinaldi stated that there is a Work Plan item in July to provide an update on goals.

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") stated that the operation report begins on page 12 of the Key Performance Metrics book. Metro-North service delivery rate for January 2024 was 99.9%. System-wide OTP for January was 98.5% above our goal of 94%, the highest January OTP in over a decade. The credit goes to the entire Metro-North team who worked tirelessly to ensure reliable service. The MDBF for the fleet was 383,000 miles in December, above the goal of 175,000 miles. The 2023 year-end MDBF remains above goal at 331,000 miles.

Senior Vice President Vonashek stated that there were several key factors which led to the overall reliability of the equipment. Such factors included the improvement of the positive train control system, replacement and renewal of various store assemblies, replacement of M7 electric coupler jumpers, decrease in initial failures during the BL20 overhauls, and a reduction of wheel true activity associated with our LaserTrain operations. Achieving this goal is no small feat and it is a testament to the time and effort dedicated by our maintenance of equipment team to ensure the overall reliability of our equipment. Finally, on March 12 and 13, Metro-North will be hosting the

first industry-wide C³RS Confidential Close Call Reporting System Symposium at Grand Central Terminal. Senior leadership from all participating commuter railroads, Class 1 freight railroads, the FRA, and NASA will be in attendance. Senior Vice President Vonashek emphasized the importance of this event to collectively contribute to advancing safety and excellence within our industry.

LIRR Acting Senior Vice President of Operations Tom Kost (“Senior Vice President Kost”) reported that LIRR’s OTP for January was 95.1%, above the goal of 94%. For January, seven branches operated at or above goal. There were 21 incidents which resulted in 10 or more late trains in the month of January. The most significant event occurred on January 17, caused by a snowstorm followed by freezing temperatures. This incident resulted in 67 delays and negatively impacted OTP by 0.3%.

Senior Vice President Kost reported that for fleet performance, the MDBF for the month of December was 176,622 miles above the goal of 170,000 miles. MDBF for 2023 was 170,752 miles, also above goal of 170,000 miles. One component which was a driver in the MDBF reduction in 2023 were analog control units that were on the M7 fleet, which have since been replaced. For service delivery, LIRR completed 99.4% of its trips for the month of January. For upcoming work that will impact service, on the weekend of March 2 and March 3, track maintenance will take place between Great Neck and Port Washington. Buses will replace trains between Great Neck and Port Washington for approximately 48 hours. On Saturday, March 23, crossing renewal will take place at Lewis Rd., along with various piggybacking activities that will take place between Babylon and Montauk. Buses will replace trains between Babylon and Montauk for approximately 24 hours. Senior Vice President Kost reminded everyone to check the website and TrainTime app for updated schedules.

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. Vice President Prettyman stated that President Rinaldi’s report included the year-end customer employee injury rate, and highlighted Metro-North’s public outreach and education program results for the year, which contribute to improving customer safety. Vice President Prettyman acknowledged the ongoing partnership with Metro-North Operations in investigating each employee incident that occurs, which is so critical to improving employee safety throughout the year.

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 book. The reportable customer injury rate increased from 2.53 to 2.56 per one million customers in the current 12-month reporting period (ending in December 2023) compared to the prior 12 months. The reportable employee lost time injury rate was increased from 4.37 to 4.46 per 200,000 working hours, compared to the prior 12 months.

Vice President Ebbighausen highlighted that LIRR reached over 6,100 contacts at the emergency responder expo where LIRR receives referrals for free training to emergency responders and T.R.A.C.K.S. for the community education and outreach program. Vice President Ebbighausen also highlighted that due to the ongoing struggle of soft tissue injuries, in partnership with the Transportation Department and labor partners, LIRR had a study completed by a third-party ergonomist of eleven tasks that can be performed by LIRR conductors and engineers with the goal of addressing the risks and challenges of those injuries.

The full LIRR and Metro-North 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 of Police John Mueller (“Chief Mueller”) reported that for the month of January, there were thirty-nine total major felonies across both railroads. Two major crime categories continue to plague the system: grand larcenies and felony assaults. Of the 39 crimes, only seven were other than grand larceny and felony assault, including robbery and burglary. Chief Mueller thanked Chief Customer Officer Shanifah Rieara for assistance with unattended property because she and her team created a marketing campaign on the train to remind riders to stay alert. There were 14 felony assaults, with nine perpetrated against police officers, which is an increasing trend in our system and around the country.

In response to a question from Board Member Bringmann regarding the difference between burglary and robbery, Chief Mueller stated that burglary is breaking and entering in dwellings or commercial property while robbery is forceful taking from an individual.

In response to a question from Board Member Brown regarding whether there is a statistical difference between someone who left their phone or someone who was pickpocketed, Chief Mueller stated that based on the penal law, grand larceny is when someone is pickpocketed or when someone left something on a seat if the value exceeded one thousand dollars. Board Member Brown further questioned how pickpockets have reported the crime and the location of the crime. Chief Mueller stated that detectives have used on-board videos to see the act take place. Board Member Brown commented that many victims may not be honest. Chief Mueller stated that the power of video makes people tell the truth.

Chief Mueller continued with his presentation of the Train Patrol Program. Chief Mueller stated that the Train Patrol Program is not new, but they have been more nuanced recently and highly data focused. On average, they patrol 800-900 trains per week, which is 8000-9000 cars per week. They use a precision policing model to focus on where the crimes are taking place. The MTAPD look at data analytics and surveys to determine where riders feel unsafe in stations or platforms. Chief Mueller stated that they speak with “platinum customers,” which are MTA employees, conductors, engineers, station managers, and cleaners. There are town halls with conductors to listen to them as they know more than anyone else what’s happening on individual runs and how and where to better serve the agencies. Chief Mueller stated that they have increased calls related to fare evasion on train lines, resulting in double the number of summonses issued in 2023 than in 2022. Chief Mueller reported that in 2023 they changed the policy on how the MTA PD enforces fare evasion. Previously, fare disputes with customers were negotiated on the train. After talking with conductors, the police found this method was not working well because it

disrupted paying customers. Now, with the blessing of the Chair, the disputes are taken off the train prior to investigation of the incident to de-escalate the situation. Officers still have discretion about whether to issue a summons, escort the person off the property, or allow them to reboard another train. Chief Mueller stated that they are constantly refining the process for improvements. Chief Mueller stated that the program has been very successful thus far.

Board Member Tessitore thanked Chief Mueller and the MTAPD for these patrols, which are showing some value. Board Member Tessitore stated that with the increase of patrols, it is unfortunate that there is also an increase in assaults against officers. Assaults against conductors is unacceptable, and it is certainly not acceptable to assault police officers. Board Member Tessitore stated that the gating programs are successful because police officers are there to back up the conductors to ensure fares are validated and collected. Board Member Tessitore stated that we need to continue to keep our cops and our crews safe.

Board Member Bringmann applauded the change in policy to remove the investigation off the train onto the platform.

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. INFORMATION ITEMS:

President Rinaldi noted the following two (2) Metro-North information items: (i) Adopted Budget/Financial Plan 2024 and (ii) the 2023 Year in Review.

President Free noted the following three (3) LIRR information items: (i) Adopted Budget/Financial Plan 2024, (ii) the 2023 Year in Review, and (iii) March Timetable Change & Spring Trackwork Programs.

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. PROCUREMENTS:

MTA Assistant Deputy Chief Contracts Officer Richard Mack reported on two procurement items. LIRR on behalf of itself, Metro-North, and New York City Transit seeks Board approval for one critical contract and LIRR on behalf of itself and Metro-North seeks Board approval for a second critical contract. Both contracts are in support of the agencies' operations and service reliability plans, and are with the firm Mitsubishi Electric Power Products, Inc. ("MEPPI"). One contract is for the HVAC and propulsion replacement parts utilized on the LIRR's M7 electric railcars, Metro-North's M7 and M8 electric railcars, and NYC Transit subway cars. The second contract is for the provision of Propulsion System Equipment Upgrade Overhaul kits, including critical propulsion inverter boxes, high voltage distribution boxes and bench test equipment for the railroads' M7 fleets. These components are currently operating on the M7 fleet on both commuter railroads beyond their useful life of 15 years.

In negotiating these contracts, the MTA compared MEPPi's pricing to present pricing and to previous pricing obtained by the MTA in past procurements to determine price reasonableness. Each contract will have a base term, while each subsequent term will be tied to a Producer Price Index ("PPI"). MEPPi made an initial proposal of \$151M for the HVAC and propulsion contract. MTA/LIRR was able to negotiate a contract of \$142M, which represents a 7% cost reduction. This is a blanket contract for a five-year term funded by each agency's operating budget. For the second contract for the propulsion inverter box and bench test equipment, MEPPi made an initial proposal of \$681M. MTA/LIRR successfully negotiated a contract of \$589M, representing a 13% price reduction. This contract is for a term of ten years and will be funded by each agency's planned operating budget. MTA has determined that the pricing is fair and reasonable.

Upon motion duly made and seconded, the Committee recommended approval of these procurement items.

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

13. ADJOURNMENT:

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

Respectfully submitted,



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



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