

Minutes of the Regular Meeting  
Joint Long Island Rail Road and Metro-North Railroad Committees  
Monday, March 25, 2024

Meeting held at  
2 Broadway – 20<sup>th</sup> 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

The following Committee Members attended via video:

Hon. Randolph Glucksman  
Hon. David Mack

The following Committee Members were not present:

Hon. Michael Fleischer  
Hon. Neal Zuckerman

The following Board Member was also present in person:

Hon. Marc Herbst

**Representing Metro-North Railroad:**

Justin Vonashek – Executive Vice President & Chief Operating Officer  
Shelley Prettyman – Vice President, System Safety  
Michael Loney – Vice President, Maintenance of Way  
Joseph Lagana – Chief Transportation Officer, Transportation  
Yvonne Hill-Donald – Chief Administrative Officer

**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

**Representing MTA Accessibility:**

Quemuel Arroyo – Chief Accessibility Officer

**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 Chu called the joint meeting to order.

**2. PUBLIC COMMENTS:**

The following public speakers commented:

Kara Gurl, PCAC Planning and Advocacy Manager (in person) advocated for more fare discounts for LIRR and Metro-North riders.

Jason Anthony LIRR ADA Task Force (in person) urged members to vote with their conscience at the upcoming congestion pricing vote and stated that he will continue to be a voice advocating for settling the lawsuit with New Jersey on congestion pricing.

Murray Bodin, Concerned Grandparents (in person) stated that it is discriminatory to have quiet zones in places such as Scarsdale but not places in the Bronx.

Iris Kelley (in person) stated that LIRR should have Brooklyn trains back on Track 3 and digital track signage between Tracks 6 and 7 as they were before.

Christopher D. Greif (via video) agreed that there should be reduced fares for morning travelers and stated that congestion pricing is necessary to fund accessibility.

Charlton D’Souza, Passengers United President (via video) stated that LIRR gave away millions of dollars for baseball fields while stations like Floral Park remain unrepaired, that LIRR is running old M3 trains on the Brooklyn line that causes breakdowns, urged having CityTicket for both railroads, and stated that Passengers United does not support congestion pricing.

Andy Pollack, Passengers United (via audio) spoke about overcrowding on the LIRR trains during UBS Arena events and urged return of service at Belmont Station during events, stated that LIRR should reconsider the work on Hempstead Branch currently scheduled for the weekend of April 20th as there is a hockey game event between the NYPD and FDNY that weekend.

Ian Matthews (via audio) stated that while there have been slight improvements, Metro-North should increase service to half-hourly on the Harlem Line during midday weekday hours

and suggested that LIRR consider increasing Brooklyn train service to avoid overcrowding. He suggested running more 12-car trains out of Penn Station rather than Grand Central Madison because Grand Central Madison trains are empty during midday hours.

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 February 26, 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. LIRR PRESIDENT'S REPORT:**

LIRR Acting President Rob Free (“President Free”) reported that February’s on-time performance of 96.3% was the best mark LIRR has posted for the month of February since 2012. Both total AM and PM peaks for the month topped 95% and on-time performance on weekend trains hit 97% for the month. President Free stated that this impressive performance includes a storm on February 13, and this impressive performance could not have been achieved without the incredible employees of the LIRR.

For February, ridership was up almost 22% compared to February 2023 and represented 19% increase of the ridership year-to-date for the same month in 2023. Non-commutation trips continue to drive the overall ridership growth, once again surpassing the same month in 2019 - this time by 17.1%, the largest margin yet. President Free noted that even the “Piano Man” Billy Joel, prefers to ride the LIRR to his shows, saying “it’s still a great way to go.”

President Free spoke about this month’s information item, the annual report measuring systemwide elevator and escalator availability. LIRR once again achieved high marks in this regard, a total overall 2023 escalator availability of 96.4% over the entire system, and the total 2023 elevator availability was 99.3%. These numbers show the importance of accessibility to the LIRR.

President Free stated that on March 19, LIRR saw the highest AM peak ridership to Grand Central Madison based on load weight. It was also the first of two straight days with a 60/40 Penn/GCM ridership split.

President Free remarked on the release of an article on Thursday in Crain’s New York Business that reported on the significant increase of foot traffic from Long Island zip codes in the

area surrounding Grand Central Terminal compared to the first six weeks of 2022 and 2023 by 115% and 35%, respectively. Later this year, the iconic bar TRACKS will be opening at Grand Central Madison.

President Free reported that on March 18th, LIRR celebrated National Transit Employee Appreciation Day, where he was able to relive his days as a station cleaner working with station appearance maintainer Kenneth Ngene cleaning the platforms at Jamaica Station. At the press event that followed, President Free was joined by three critical behind-the-scenes employees, machinist Gary Savino, track foreman Joe Famulari, and signal inspector Daniel Rivera. President Free stated that a significant portion of the work performed at the LIRR is away from the public eye but is essential to the service LIRR provides. President Free stated that they honor and appreciate the hard work of each and every LIRR employee.

On March 14, President Free, along with senior leadership, met with Maintenance of Equipment and Engineering Department employees in the Morris Park Locomotive Shop. The occasion was Safety FOCUS Day, a dedicated period of time for managers to engage with employees to learn more about the safety-related issues they experience in the field. President Free stated that he loved meeting with the crews and conversations like these serve to remind our workforce that a commitment to safe practices is vital to their lives and the lives of their co-workers.

President Free stated that a state of good repair effort is underway with a major switch replacement program in West Side Yard, where the Engineering Department has replaced six “slip” switches so far this year. All of the new switches incorporate an updated design with fewer switch components, thus reducing the chances of switch failures. Replacing these critical switches is one example of what the LIRR is doing to reduce delays and improve reliability as we build a better railroad. President Free thanked the engineering forces for their incredible effort.

President Free reported that St. Albans customers have some major positive changes in store. Beginning in April, LIRR will be conducting Phase 1 of a comprehensive ADA station upgrade program at this location. Phase 2 construction will begin in the fall. Upon completion, St. Albans customers will enjoy a station elevator for the first time, along with a reconstructed pedestrian tunnel, new HelpPoint emergency kiosks, enhanced security and communication systems, upgrades to lighting, parking, sidewalks, staircases and more.

President Free stated that as the father of three daughters, the importance of Women’s History Month really hits home with him and he was beyond proud to join agency and executive leadership at the MTA’s “Empower Her Celebration and Awards” event on March 20. President Free thanked LIRR General Counsel Haley Stein as the executive sponsor of the event. That day, four dynamic women of the LIRR were honored for empowering their colleagues, and they are:

- Karlene Mayerhofer – Corporate Safety
- Nadia Pinheiro – Stations
- Christina Cosgriff – Transportation
- Sharda Kalladeen – Training

President Free congratulated all the honorees. President Free said that he's proud of the contributions of women at the LIRR. President Free showed a photo of an all-female team of engine service employees at the Morris Park Shops in 1942 during the height of World War II.

President Free concluded this month's report with a fond farewell and hearty thank you to LIRR Assistant Deputy Chief Procurements Officer Richard Mack. Richard started at the railroad in 1997 as a Senior Manager in Planning and Construction. He managed LIRR contracts through five capital programs and mentored countless new employees in the process. He was always a steady and reassuring presence and President Free wished him well in his retirement.

Before the Committee proceeded to questions, Co-Chair Chu welcomed new Board Member Mark Herbst to the meeting.

In response to a question from Board Member Valdivia regarding the under-target elevator and escalator availability of 86% at Penn Station, President Free stated that the main reason for the issue at Penn Station is people pressing the button that takes the escalators out of service and it takes time to restore them to service. LIRR Vice President of Maintenance of Way Paul Dietlin stated that there is a focus on those elevators and escalators with crews constantly working, but primarily the escalators are impacted by the stop buttons. Board Member Valdivia further questioned the age of the equipment at Penn Station. Vice President Dietlin stated that he will need to get back to her on that. In response to a question from Board Member Valdivia regarding escalator performance reduction to 51% at the opening of Grand Central Madison, Vice President Dietlin stated that there was one escalator that required repair and they were waiting for parts for some time. Board Member Valdivia further questioned the availability of escalators when some are out of service. Vice President Dietlin stated that they have the ability to reverse direction to accommodate the flow of traffic. President Free stated that there are four main caverns of escalators, with four escalators in each bank. At the opening of Grand Central Madison, there were some heat issues associated with the escalators, but they have been performing well since then.

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:**

Metro-North Executive Vice President of Operations Justin Vonashek ("Executive Vice President Vonashek") presented this month's President's report on behalf of President Catherine Rinaldi, who was not able to attend the Committee meeting.

Executive Vice President Vonashek announced that in February, Metro-North closed out the month with the highest on-time performance in its 41-year history, with 99.3% of trains arriving at their destination on time. In March, the success continued, as they delivered 100% on-time performance on March 9 and March 10 despite adverse weather conditions and ongoing

infrastructure projects. On the weekend of March 9, Metro-North cut over a major control point of their operation (CP 5) at the intersection of the Hudson and Harlem lines. The project included separating CPs 4, 5, 6, and 106 from the central control and introducing redundancy into the system to prevent single points of failure. By decentralizing control and implementing autonomous operation for each CP, the upgrade aims to enhance system reliability and resilience.

Executive Vice President Vonashek stated that the resiliency work in Garrison is helping to address the increasing challenges posed by tidal and storm surges on the Upper Hudson line. Metro-North launched a project to elevate two tracks north of Garrison Station, dumping over 400 tons of stone at the site by utilizing work trains and high rail equipped dump trucks. Their specialized track surfacing and stabilization process has already made significant progress, with an elevation of over 12 inches to date. Executive Vice President Vonashek stated that their goal is to elevate the track by 18 inches by early April. While the work is not yet complete, they have begun to reap the benefits. As can be seen in the photo taken on March 10, had the track been a foot lower, the water would have been over the running rail and caused a shut down for at least an hour. Thanks to this work, there was no interruption in service.

Executive Vice President Vonashek provided an update on the Diamond Project in Grand Central Terminal that began in January, which is on track to be completed next week.

Regarding ridership, February saw an increase of 15% over 2023. As we go into April, ridership has seen a consistent increase exceeding 200,000 daily riders, and notably, ridership saw increases during St. Patrick's Day and the Big East Basketball Tournament. Regular schedules will be maintained for Good Friday and Easter Sunday. Yankee Clipper service will begin on April 5. In addition, April 8 will begin the implementation of the spring schedule change.

Executive Vice President Vonashek reported that on March 11, Metro-North introduced the latest addition to its 40th Anniversary Heritage Wrap Series, honoring Penn Central Railroad Corporation. The Heritage Wrap Series recognizes forty years of dedicated Metro-North service and pays homage to the contributions of all who have been part of their journey.

Executive Vice President Vonashek said that on Tuesday, March 5, twenty-two students from the Bronx Design and Construction Academy visited Metro-North as part of New York City's "Career Discovery Week." These students are enrolled in the high school's career and technical education program, learning skills to pursue careers as electricians, HVAC system maintainers, and other technical positions. The students commuted to Grand Central Terminal via Metro-North and toured Metro-North's facilities, including the sheet metal electrical shop, boiler room, and M7 rail car equipment. The students had the opportunity to ask questions of the Metro-North team as well as MTA Chairman and CEO Janno Lieber.

Executive Vice President Vonashek reported that this month, Metro-North spearheaded the first Confidential Close Call Reporting System (C<sup>3</sup>RS) Symposium. A central objective of this event was to drive discussions on the evolution of C<sup>3</sup>RS, utilizing Metro-North's implementation and processes as a guiding framework for future initiatives. The symposium attracted a multitude of transportation entities, including management and labor leaders from Long Island Rail Road,

NJT, Metra (Chicago), MBTA, SEPTA, Amtrak and Union Pacific Railroad. Also in attendance were the FRA, the Volpe Center, NASA, the Short Line Safety Institute (SLSI), Association of American Railroads, and Transportation Safety Institute (TSI). The success of the inaugural symposium has laid the groundwork for its transformation into an annual event and solidifies Metro-North as a leader of safety in the industry.

Executive Vice President Vonashek stated that Metro-North hosted the quarterly Association of American Railroads Northeast Corridor Positive Train Control Subcommittee meeting. In attendance were over 90 representatives from various railroads, PTC contractors and suppliers. The meeting centered on PTC safety discussions and potential grant funding for the 2024 Consolidated Rail Infrastructure and Safety Improvements Program (CRISI), along with ongoing challenges with PTC federal mandates. Metro-North looks forward to continuing to lead in the industry.

Executive Vice President Vonashek discussed Women's History Month and acknowledged the contributions of women at the railroad. Metro-North has many women represented throughout the organization. Executive Vice President Vonashek stated that he has the privilege of working under the guidance of the first female president of Metro-North, Catherine Rinaldi. Her dedication, expertise, and leadership are invaluable assets to their team and they celebrate her contributions especially during this month dedicated to honoring women's achievements in history.

Executive Vice President Vonashek highlighted the retirement of two Metro-North leaders. Kirk Fleming, Assistant Chief Mechanical Officer is retiring after 22 years in his role at Metro-North leaving a legacy of dedication and expertise. Elizabeth McAuliffe, Director of Talent and Succession Planning bids farewell after a decade of service. Her contributions to the development of the Associate Engineers Program have significantly influenced the growth and development of the workforce and fostered a culture of excellence within the organization. Executive Vice President Vonashek wish them a safe and fulfilling journey ahead.

In response to a question from Board Member Valdivia regarding whether the Garrison Track Raising Program began prior to the recent storm, Executive Vice President Vonashek stated that the program was a result of the storm because the location was always flooded during storms. In response to a question from Board Member Valdivia regarding whether the program used capital or operating funds, Vice President of Maintenance of Way Michael Loney ("Vice President Loney") stated that the operating funds were used after they discovered that the flooding incidents increased from once every couple of years to three or four times per year. The location flooded four times since December and Metro-North determined that this was the best time to perform this project. Board Member Valdivia stated that they are aware of the scarcity of operating funds, so they want to be mindful of the impact of climate change on the budget and finance. Vice President Loney stated that they will be tracking the costs and will try to recuperate some of those operating funds.

The complete presentation and operating report 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 Executive Vice President Vonashek's remarks.

## **7. OPERATING REPORTS:**

LIRR Acting Senior Vice President of Operations Tom Kost (“Senior Vice President Kost”) reported that LIRR’s OTP for February was 96.3%, above the goal of 94%. Year-to-date (“YTD”) as of February is 95.7%, also above goal of 94%. Ten out of twelve branches operated at or above goal. Year to date, ten branches operated at or above goal. There were 10 incidents which resulted in 10 or more late trains in the month of February. The most significant event occurred on February 22, caused by downed wires west of East New York Station. The event caused 41 delays and reduced OTP by 0.2 percent.

Senior Vice President Kost reported that for fleet performance, the mean-distance-between-failure (“MDBF”) for the month of January was 136,722 miles below the goal of 150,000 miles. One component that was a driver in MDBF reduction was the door microswitch units on the M3 fleet. The mechanical department is currently working on a solution.

Senior Vice President Kost stated that for service delivery, LIRR completed 99.4% of its trips for the month of February and for YTD, the total was 99.4%. For upcoming work that will impact service, crossing renewal work will take place on the weekends of April 6-7 and April 13-14 between Ronkonkoma and Greenport. Buses will replace trains between Ronkonkoma and Greenport for approximately 48 hours. On the weekends of April 20-21 and April 27-28, bridge replacement will take place on Tanner Pond Road on the Hempstead Branch between Floral Park and Hempstead. Buses will replace trains between Floral Park and Hempstead for approximately 48 hours. Senior Vice President Kost reminded everyone to check the website and TrainTime app for updated schedules.

Metro-North Chief Transportation Officer Joseph Lagana (“Chief Transportation Officer Lagana”) stated that Metro-North’s Operating Report begins on page 26 of the Key Performance Metrics report. Chief Transportation Officer Lagana reported that Metro-North’s service delivery rate reached an impressive 99.9% in February. Systemwide OTP for February was 99.3%, which is above goal of 94%. YTD OTP through February also remains high at 98.8%. The MDBF was over 270,000 miles in January 2024, above goal of 200,000 miles.

Board Member Glucksman noted that the OTP statistics for Metro-North do not include West of Hudson.

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 presentation.

## **8. SAFETY REPORT:**

LIRR Vice President of Corporate Safety Lori Ebbighausen (“Vice President Ebbighausen”) said that LIRR’s safety report begins on page 16 of the Key Performance Metrics book. The reportable customer injury rate is 2.44 per one million customers in the current 12-



month reporting period (ending in January 2024) compared to the prior 12 months. The reportable employee lost time injury rate is 4.4 per 200,000 working hours, compared to the prior 12 months.

Vice President Ebbighausen spoke about employee FOCUS Days, which have been a part of the railroads for the last ten years. The FOCUS Days allow the railroad to obtain employee feedback and reiterate the importance of safety. Vice President Ebbighausen credited President Free for the latest FOCUS Days' spring house cleaning initiative. Vice President Ebbighausen noted the quarterly Customer Safety Awareness event at Grand Central Madison today between 3pm-6pm.

Metro-North Vice President of System Safety Shelley 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 January 2024 compared to the prior twelve months ending January 2023 decreased from 2.34 to 1.96 per one million customers. The reportable employee lost time injury rate decreased from 2.12 to 1.96 per 200,000 hours worked compared to the prior twelve months.

Vice President Prettyman discussed how Metro-North works to prevent customer/employee injuries through documenting and investigating incidents collaboratively between Office of System Safety and the Operations Department, with corrective actions documented and follow-ups to prevent recurrence. There are also bi-weekly meetings to further analyze selected incidents, which are also attended by Operations Training to incorporate any lessons learned in the course materials. Regular inspections of the facilities and yards along with clean-ups of the yards and right-of-way are also performed with Operations to enhance safety on an ongoing basis.

Vice President Prettyman announced the results of Metro-North's Rail Safety Sticker Contest and presented slides showing the student artwork of the winners in each grade. There were 240 entries, the highest number since the contest began. Vice President Prettyman thanked all participants in the contest.

Co-Chair Chu requested to see all the stickers of the Rail Safety Sticker Contest.

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 February, there were twenty-eight major felonies across both railroads. In the major crime categories, there were four robberies, two burglaries, seven felonies, and fifteen grand larcenies. Of the fifteen grand larcenies, eleven involved unattended property. The MTAPD is continuing to work on the issue of unattended property. Of the felonies, many were assaults committed against

police officers due to increased enforcement. Chief Mueller stated that he is proud of the police force for the increase in the issuance of summonses by 137% and arrests by 60%.

In response to a question from Co-Chair López regarding the statistics for arrests, Chief Mueller stated that there was an increase of 60% for arrests and 137% for summonses.

Co-Chair Chu commented that there needs to be a collaborative effort in the entire criminal justice system to continue to solve the problem.

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. SPECIAL PRESENTATION**

MTA Chief Accessibility Officer Quemuel Arroyo ("Chief Accessibility Officer Arroyo") presented an update on the work by the accessibility team on the enhancement of accessibility at the railroads. With the opening of Grand Central Madison, one of the initiatives was to enhance accessibility. The International Symbol of Access ("ISA") or the wheelchair symbol demarcates an accessible station in the MTA system. However, Metro-North and LIRR maps were not completely accurate. The Accessibility team worked with both railroads to establish a new station identification system using updated iconography. The blue standard ISA symbol is now used for fully accessible stations while the new white symbol is used to denote a step-free access to station platforms, but might not have all the other features of a fully accessible station. New maps are currently available that showcase stations with the new modified ISA symbol. Customers can now go to the MTA website to get nuanced information regarding the accessibility features of each station to map their path of travel. There are 21 stations on the map now with this new iconography, which they call "Progressive ADA" as steps are taken to enhance them until they become fully accessible. Chief Accessibility Officer Arroyo thanked Jennifer Barry, Jacob Balter, Brian Saltz, Amy Plitt, Doug Newman, Steve Flamm, the MTA Digital Service Team, Howard Levine and Rachel Cohen for getting this new feature live.

In response to a question from Co-Chair López regarding how this new feature is being promoted other than online, Chief Accessibility Officer Arroyo stated that they have quarterly meetings with elected officials and advocacy communities in addition to working with the Customer Service team to promote the feature on digital screens and various platforms.

In response to a question from Board Member Valdivia regarding the incremental budget to make these stations fully accessible, Chief Accessibility Officer Arroyo stated that with congestion pricing they hope to be able to make more enhancements at a higher rate with the next capital plan. President Free stated that there would be only seven stations left for LIRR to make fully accessible after this current capital plan.

Chief Accessibility Officer Arroyo noted that the accessibility team has launched a customer survey on accessibility and encouraged everyone to participate.

Board Member Tessitore commented on the reduced fare for seniors and people with disabilities, which remains an issue for the morning rush because it can slow things down for fare collection and perhaps, they can take a harder look at the fare policies in the future.

Co-Chair Chu noted that one of the recommendations of the Blue-Ribbon Panel for fare evasion is to minimize fare confusion.

Board Member Bringmann noted a legislative component as he was in Albany this week as part of the Advisory Council of PCAC, which has been pushing for a similar fare policy so he agrees with Board Member Tessitore.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Chief Accessibility Officer Arroyo's presentation.

#### **11. INFORMATION ITEMS:**

President Free noted the following LIRR information items: (i) Annual Elevator & Escalator Report; and (ii) Spring Trackwork Programs.

Executive Vice President Vonashek noted the following Metro-North information item: (i) Annual Elevator & Escalator Report.

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. LIRR PROCUREMENTS:**

MTA Assistant Deputy Chief Procurement Officer Richard Mack submitted for ratification two procurement items, which were approved by the Joint Railroad Committee and the Finance Committee at the February Committee meetings, but not approved by the Board as the minimum number of members for approval were not present at the February Board meeting.

- 1) LIRR on behalf of itself and Metro-North seeks ratification of an Immediate Operating Need for the purchase agreement for M7 Propulsion System Equipment Upgrade

Overhaul and Bench Test Equipment with Mitsubishi Electric Power Products, Inc. for the contract value of \$589,651,000; and

- 2) LIRR on behalf of itself, Metro-North and New York City Transit seeks the ratification of an Immediate Operating Need for the purchase agreement for the OEM Purchase Agreements for replacement HVAC and propulsion parts with Mitsubishi Electric Power Products, Inc. for the contract value of \$142,325,000.

Upon motion duly made and seconded, the Committee ratified these procurement items.

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

#### **14. METRO-NORTH PROCUREMENTS:**

MTA Assistant Deputy Chief Procurement Officer Omar Messado reported on one procurement item. Metro-North, on behalf of itself and LIRR seeks Board approval to award competitively solicited and negotiated miscellaneous service contracts in the estimated aggregate budget of \$55 million to furnish emergency and scheduled bus services on an as-needed basis for railroad passengers and/or crews between stations throughout the railroad operating territories in the State of New York and Connecticut during scheduled and emergency track outages and service disruptions.

During the RFP process, the selection committee reviewed and compared various selection criteria including experience and cost and selected thirteen bus providers to service the region. These contracts are for a period of five years at previously established hourly rates and will be funded as needed by each agency's Operating Budget, Capital Budget, and the Connecticut Department of Transportation (as applicable).

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

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

#### **15. ADJOURNMENT:**

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

Respectfully submitted,

A handwritten signature in blue ink that reads "Susan Sarch". The signature is written in a cursive style with a long horizontal stroke at the end.

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

A handwritten signature in blue ink that reads "Haley Stein". The signature is written in a cursive style with a long horizontal stroke at the end.

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