

**Minutes of the Meeting of the Committee of the Whole, comprised of the
New York City Transit Authority and MTA Bus Committee
the Joint Long Island Rail Road Committee and Metro-North Commuter Railroads
Committee and the Capital Program Committee
Monday, May 20, 2024
10:00 a.m.
2 Broadway
New York, NY 10004**

The following Board Members were present (Attended remotely*):**

**Hon. Janno Lieber, Chair & CEO
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Michael Fleischer
Hon. Daniel Garodnick
Hon. Randy Glucksman
Hon. Marc W. Herbst
Hon. David Jones
Hon. Meera Joshi
Hon. Blanca Lopez*
Hon. David Mack
Hon. Haeda B. Mihaltses
Hon. Dr. John-Ross Rizzo
Hon. John Samuelsen
Hon. Lisa Sorin
Hon. Vincent Tessitore, Jr.
Hon. Midori Valdivia**

The following Board Members were absent:

Hon. Neal Zuckerman

Richard Davey, President, NYCTA, Catherine Rinaldi, President, Metro-North Railroad, Rob Free, President, LIRR, Jamie Torres-Springer, President, MTA C&D, Quemuel Arroyo, Chief Accessibility Officer, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Monica Murray, NYCT Chief Administrative Officer, David Farber, NYCT General Counsel, Evan Eisland, C&D General Counsel, NYPD Chief Kemper, Jessica Lazarus, Senior Director Commercial Initiatives, Sirish Peyetti, Independent Engineering Consultant, Megan Molina, Assistant Director, Government and Community Relations, also attended the meeting.

Chair Lieber called to order the meeting of the Committee of the Whole, comprised of the Joint Railroad Committee, The New York City Transit/ MTA Bus Committee, and the Capital Program Committee.

A recorded audio public safety announcement was played.

1. PUBLIC SPEAKERS' SESSION:

The MTA Moderator announced that the following public speakers will speak either live virtually or in-person.

The MTA Moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The Moderator reminded speakers of the warning beep when 30 seconds remain to conclude their remarks. The Moderator advised that the public comments will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (*live virtual comments):

Kara Gurl, PCAC
David Kupferberg, Passengers United
Yuki Endo, Passengers United*
Charlton D'Souza, Passengers United*
Michael Cohen, 504 Democratic Club
Bruce W. Hain, Rail NYC Access
Cassie Raffucci, Passengers United*
Aleta Dupree, Team Folds*
Christopher Greif, private citizen
Kathleen Collings, Disabled In Action (DIA)
Andy Pollack, Passengers United*
Eman Rimawi Doster, NYLPI*
Murray Bodin, private citizen
Michael Ring, Disabled in Action (DIA)
Cameron Best, private citizen
Jason Anthony, LIRR ADA Task Force
Robert Weekes, private citizen
Khalia Hayslett, Sunshine Network

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of speakers' statements.

Chair Lieber thanked all public speakers for their comments.

2. CHAIR LIEBER'S REMARKS:

Chair Lieber thanked the public for their attendance and welcomed everyone to the Committee of the Whole.

3. NYPD TRANSIT CHIEF KEMPER REMARKS:

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 Chief Kemper's remarks.

4. OMNY PRESENTATION:

Jamie Torres –Springer, President, MTA Construction and Development and Jessica Lazarus, Senior Director, Commercial Initiatives, reported progress on fare payment systems. Across the MTA, customers are choosing convenience and flexibility with customers taking advantage of tap and go and the financial flexibility on OMNY to pay as you go for unlimited rides in 7-days instead of upfront as required by MetroCard. OMNY users are the most satisfied with their fare payment, and so the MTA has been laser focused in continuing to grow OMNY use, deploying classic field and retail-style outreach events with multi-lingual materials, and even rewarding the agents in stations with the highest OMNY growth each month. However, 40% of riders are still not eligible for OMNY because they get their cards through pre-tax or reduced fare programs. MTA Construction & Development is continuing to work with Cubic, the OMNY contractor, on the technical requirements and deliverables needed for these riders. Ms. Lazarus noted that she will bring a more detailed plan to a future meeting, but briefly highlighted that one segment that has been particularly challenging is the multitude of pre-tax transit benefit providers, who currently sell 60% of the MTA 30-day MetroCards. Ms. Lazarus announced pilots with two providers and committed to a plan to support all customers who rely on pre-tax transit benefits.

Next, speaking about the railroads, Ms. Lazarus explained that the MTA is choosing to build upon the success of the MTA's existing TrainTime mobile application and to avoid additional delay in Cubic's implementation of OMNY on the commuter railroads by issuing contracts to existing ticketing vendors, Masabi and Scheidt & Bachmann. Masabi will deliver enhancements to TrainTime and Scheidt & Bachmann will deliver new ticket vending machines.

President Torres-Springer reminded the Board of the many goals already accomplished in the OMNY rollout, including contactless payment at every subway station and on every bus; OMNY vending machines, key for those without access to banking resources, already available in 37 stations and with most major complexes scheduled to have them by July 2024; agreements in the works with three major affiliates for the pre-tax fare OMNY, and pilots with two other groups.

Acknowledging that the contractual relationship with Cubic has had some challenges, Mr. Torres-Springer highlighted that C&D and Cubic have reached an agreement to complete the OMNY project by the end of 2025. This new agreement includes additional items not anticipated in 2017,

including contactless payment for special programs like fair fares, student riders, Paratransit, and new features like digital wallet for OMNY users, transfer validators for ADA and station to station transfers, as well as fare capping. He noted that the revised contract incentivizes timely completion and continues to include liquidated damages while clarifying scope. Most importantly, all transit groups will have the ability to use OMNY by the end of 2024, which is possible because C&D has descope the railroad work from the Cubic contract to achieve contactless payment, allowing integration with OMNY in the ways that really matter to riders.

Mr. Torres-Springer highlighted that schedule and cost are improved under this updated implementation approach, which will save an estimated \$35 million, in addition to avoiding a longer schedule and considerable risk. The key achievement is convenience now and flexibility for future needs.

Next, Mr. Sirish Peyyeti, Program Director for the IEC, provided a brief update on the IEC's monitoring of the OMNY program. He noted that, as a result of reorganization of focus and teams, the OMNY Delivery team successfully launched OMNY services on the Hudson Rail Link, JFK AirTrain, and Roosevelt Island Tram stations. In addition, the IEC estimates approximately 500 vending machines will be in service by the end of 2024, which would support the rollout of Reduced Fare OMNY cards. The remaining vending machines will be in service by August 2025.

The IEC evaluated the MTA's plans to transition most of the remaining ridership classes, such as Student and Reduced Fare, from MetroCard to OMNY by the end of 2024; the plan for two affiliates, Westchester Bee-Line and Nassau Inter-County Express Bus, to join OMNY in 2025; and the plan to descope the commuter railroads from the Cubic OMNY contract. The IEC's review indicates that the current budget is sufficient for completing the OMNY project and that, based on the re-baselined schedule, all remaining OMNY tasks would be completed by December 2025. The IEC has identified three risks, and details and mitigations for these risks are in the CPC Book.

5. MTA C&D PROCUREMENT:

MTA C&D Executive Vice President and General Counsel Evan Eisland reported on three procurement items for an estimated expenditure of \$231 million.

Approval for a modification to a contract with Cubic Transportation System Inc. to eliminate the requirement to implement the Cubic system for the railroads; Develop enhancement to the business to business portal; and to modify contract milestones to reflect the schedule impacts experienced in the program, including a 29-month extension to substantial completion. This modification will reduce the contract price by \$36 million dollars.

Approval for the award of a 7-year non-competitive miscellaneous service contract with one 5-year option to Masabi, LLC to continue administering Mobile Ticketing Program for Long Island Rail Road and Metro-North Railroad. The contract is for the amount of \$97 million.

Approval for the award for a 5.5-year non-competitive miscellaneous service contract with two 5-year options to Scheidt & Bachmann USA to replace and upgrade the fare collection solutions for

Long Island Railroad and Metro-North Railroad. The contract is for the amount of \$134 million.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of these procurement items. The details of this procurement item are contained in reports filed with the records of this meeting.

6. C&D PRESIDENT'S REPORT:

President Torres-Springer celebrated the completion of a new elevator and circulation features that make the Copiague station on the Long Island Rail Road fully accessible. This is the fourth railroad station made fully accessible this year, and two more on the Babylon branch – Amityville and Lindenhurst – are scheduled to open in June. Mr. Torres-Springer thanked federal partners who helped to fund this work and noted that this project utilized project bundling and Design-Build for the first time on the Long Island Railroad to deliver these accessibility projects better, faster, and cheaper.

President Torres-Springer heralded the completion of the Harmon Shop in Croton-on-Hudson. The overall project was completed in six separate projects (five phases) over 23 years, and this massive hub at Harmon is vital for servicing Metro-North trains on the Hudson and Harlem Lines.

Mr. Torres-Springer announced the unveiling of 60 new battery-powered electric buses to be deployed across Queens, Brooklyn, and Staten Island, and an additional 17 new bus charge points at the Grand Ave Depot in Maspeth. This is another important step forward in the pledge to reduce 85% of MTA greenhouse gas emissions by 2040.

Lastly, Mr. Torres-Springer highlighted C&D's innovative technique to install new CBTC signaling in the right of way interlockings on the Culver segment of the F Line in Brooklyn. To maximize time, the team installs pre-assembled panels, meaning two can be replaced in a weekend. This is another example of teams working smarter and faster to deliver technological upgrades and track improvements with less impact to customers. Mr. Torres-Springer showed a video to the Board of just what this looks like.

7. NYCT PRESIDENT'S REPORT:

President Richard Davey delivered the President's Report.

President Davey spoke about NYCT's goal of attaining a zero-emission bus fleet and announced that NYCT recently debuted two 40-foot all electric buses. He stated that over the next 15 years, NYCT will launch all-electric buses and test hydrogen charging.

President Davey stated that May was a strong month for subway ridership, with a post-pandemic record of 4.1 million riders on May 10, 2024. President Davey reported that there was a surge in Paratransit ridership during April and May, along with improvements in Paratransit third-party broker performance.

President Davey stated that approximately one-third of NYCT's subway fleet now has on-board cameras. He noted that these cameras further deter crime in the system and assist the NYPD with criminal investigations.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

8. NYCT ACCESSIBILITY UPDATE:

Quemuel Arroyo, Chief Accessibility Officer, MTA delivered the Accessibility Report.

Arroyo announced that NYCT had begun an eight-week proof of concept with Convo, a company that uses QR codes to quickly connect customers who use American Sign Language (ASL) to interpreters who can help them easily communicate with MTA employees when traveling in our system. Arroyo explained that this proof of concept came out of the Accessibility team's participation in this year's Transit Tech Lab Challenge, which focused on improving the customer experience.

Arroyo stated that beginning on May 20, 2024, customers can use Convo at the Customer Service Centers at Times Square station and Penn Station. He said Paratransit is working to get as many customers who use ASL as possible to test this solution over the next few weeks and share their feedback.

Arroyo also announced that Access-A-Ride is moving forward with the next phase of the E-Hail pilot program. He said the goal of this new phase is to improve the program in response to feedback received from participants. He noted that E-Hail is one of the many ways the MTA is using technology to improve the Paratransit customer experience along with the MY AAR online booking tool, OMNY for AAR customers, and new electric vehicles.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

9. NYCT ALL- STARS:

President Davey recognized several employees for their outstanding contributions and thanked them for their service.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

10. LONG ISLAND RAIL ROAD PRESIDENT’S REPORT:

LIRR President Rob Free (“President Free”) reported strong ridership and performance in April. April 2024 ridership increased 18.8% compared to April 2023 and year-to-date (“YTD”) shows an 18.6% increase compared to 2023. Non-commutation ridership surpassed the same month in 2019 for the 8th consecutive month. LIRR achieved the highest one-day post-COVID ridership on Tuesday, May 14 with 260,745 customers. Grand Central Madison (“GCM”) ridership continues to grow as well. Also, May 14th’s one-day ridership record coincided with a 41/59 split with Penn Station, a new high for GCM. April ridership at GCM was over 1.5 million customers.

President Free reported that April on-time performance (“OTP”) came in at 96.85%, the best non-pandemic April in LIRR’s recorded history. YTD is 96%, both are above goal of 94%. President Free lauded the amazing job by LIRR’s Operations teams.

From June 3 through June 12, the International Cricket Council will be holding the T20 Men’s Cricket World Cup at Eisenhower Park. There will be eight international matches, one per day, including USA vs. India and India vs. Pakistan. We expect that this will be a very popular event, once again putting Nassau County on the world stage. Westbury Station will be the transfer point, where eventgoers will transfer from LIRR trains onto NICE buses that will transport them to the park in the morning, and then back to Westbury after the match. A gating program will be established at Westbury. Additional trains to Westbury will be provided to accommodate the eventgoers. President Free asked everyone taking the train to the event to be sure to download the TrainTime app for schedules and LIRR tickets, and to purchase NICE bus tickets in advance as well.

President Free reported that LIRR is bringing back the Summer Saturdays discount program to incentivize taking the train instead of driving into New York City. Each Saturday throughout July and August, customers with a monthly ticket can travel anywhere in LIRR service territory and also bring along up to two people of any age who need only purchase a \$1.00 Family Fare for each leg of the trip.

President Free stated that LIRR debuted the new elevator at Copiague Station on May 16. That day, President Free joined MTA Chairman & CEO Janno Lieber and Chief Accessibility Officer Quemuel Arroyo to celebrate. Amityville, Lindenhurst, and Massapequa Park will be the next stations to become ADA accessible.

President Free stated that LIRR just completed its latest grade crossing renewal. This one was at Commack Road on the Main Line just west of Deer Park Station. LIRR has completed 13 crossing projects so far this year.

In response to a question from Chair Lieber regarding the coordination with Nassau County and NICE buses, President Free stated that contact has been made with both Nassau County and the State in order to facilitate the event running smoothly. Board Member Mack stated that Nassau County will take care of it.

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 President Free's remarks.

11. METRO-NORTH PRESIDENT'S REPORT:

Metro-North President Catherine Rinaldi ("President Rinaldi") reported that in April 2024, Metro-North served 5.59 million customers, an increase of 17.7% from April 2023 and representing 75.1% of April 2019 ridership. Although April is a shorter month than March, total ridership increased 5.5% over March 2024, and ridership using commutation and other peak tickets rose nearly 7%. Metro-North set new post-COVID records last week, with average weekday ridership at 212,466, which is 76% of May 2019, and the highest seven-day week at 78.6% of May 2019. Monday, May 13th was Metro-North's best post-COVID Monday yet with nearly 210,000 trips. The highest Friday ridership was 216,000, which was driven by 9500 Yankees riders to the game, accounting for 11% of the gate and 5000 more than the previous Friday record during Christmas week.

President Rinaldi stated that the service delivery rate was 99.9% in April for the third month in a row. Systemwide OTP for April was 98.1%, which is above the goal of 94%. Year-to-date ("YTD") OTP was also above goal at 98.7%. The mean-distance-between-failure ("MDBF") for March 2024 was over 269,000 miles, which is above the goal of 200,000 miles.

President Rinaldi stated that necessary closures on the Wassaic Branch will begin in late July through early September, and alternate bus service will be provided. Alternate bus service will also replace service on the New Canaan Branch for mid-day off-peak weekday trains between July 1 and August 23, with full service resuming on August 26. Additionally, alternate service plans on the Danbury Branch will likely go into effect in August. This work will ensure service on these branches remains safe and reliable.

President Rinaldi reported that earlier this month, Metro-North commuters encountered two incidents in Connecticut within a week that could have caused significant service disruptions: a fiery highway crash on I-95, and a couple of days later, a freight train fire. However, delays were minimized due to crews who worked tirelessly around the clock, staffed nearby stations, and worked closely with emergency responders. On Thursday morning, May 2, the fiery crash shut down travel on a section of I-95 in Norwalk, Connecticut. The incident, which involved a crash between a tractor-trailer, a fuel truck, and another vehicle, occurred under the Fairfield Avenue overpass, which subsequently had to be removed. Because I-95 was completely closed in this location, Metro-North responded proactively to accommodate additional customers by increasing train service on the New Haven Line over the weekend of May 4 and 5, deploying additional staff at key locations, and adding extra cars to several trains to accommodate increased demand. Station Ambassadors were stationed at New Haven, Bridgeport, South Norwalk, and Stamford Stations to provide additional customer service to affected travelers. I-95 was reopened in time for the Monday morning commute. Days later, on Tuesday night, May 8, a freight train engine operated by Providence and Worcester Railroad Company caught fire east of the Stamford Station, causing damage to Metro-North catenary wires and temporarily suspending Metro-North service on the New Haven Line. Although all New Haven Line service north of Stamford was temporarily

suspended, Metro-North was able to open up one track quickly and safely, providing late-night service, and by early the following morning, an additional two tracks had been restored to service, as well as New Canaan Branch track 5, allowing us to provide normal service. President Rinaldi thanked all those amazing employees who worked through the night to restore service for the morning rush.

On May 10, President Rinaldi participated in a ceremony commemorating the completion of Metro-North's new Harmon Shop, alongside MTA Chair Lieber, MTA C & D President Jamie Torres Springer, and elected officials. Metro-North's Croton-Harmon Yard upgrades are now complete, significantly enhancing Metro-North's railroad operations. The newest facility (Building 6) enables the railroad to effectively perform a reliability-centered maintenance program, equipped with a dozen car hoists, four pedestal tracks, and multiple door-level and roof-level platforms for preventive maintenance. The second floor in the new Building 6 optimizes parts distribution and connectivity between the new electric shop, support shops, and consist of maintenance areas. Completing this major capital project is a testament to the dedication and hard work of our employees and of their partners at MTA Construction and Development.

President Rinaldi announced that Metro-North will introduce a pilot of weekend service on the Haverstraw-Ossining ferry providing greater public transit options for customers West of Hudson. Between Memorial Day and Veterans Day, the Haverstraw-Ossining Ferry will operate continuously on weekends from 9:30 a.m. to 9:30 p.m., extending beyond its usual weekday rush-hour schedule.

President Rinaldi stated that Metro-North will be implementing a pilot program that will provide significant discounts on monthly UniTickets for the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry, the Newburgh-Beacon bus, and the Hudson Link bus, along with reduced parking rates for Orange and Rockland residents at their North White Plains Station. By integrating discounted ferry and bus services into monthly rail passes, this initiative will significantly reduce the costs associated with multi-modal commuting, providing commuters with greater flexibility and affordability each month. Both railroads are launching an additional pilot program known as "Summer Saturdays" that is designed to promote weekend travel. This program will run on Saturdays between July 6 and August 31, 2024.

Chair Lieber stated that OTP of 99% is impressive and having a first-class maintenance facility is a part of that success. Chair Lieber commended both railroads for their hard work.

In response to a question from Board Member Albert regarding whether the new Harmon Shop only services Hudson Line trains, President Rinaldi stated that the shop will also service Harlem Line trains. In response to a further question from Board Member Albert regarding whether the Harlem Line trains would have to go into Manhattan first in order to access the new Harmon Shop President Rinaldi responded in the affirmative.

Chair Lieber announced that Board Member Marc Herbst will be taking over the co-chair position for Long Island Rail Road in the Joint Railroad Committee.

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.

12. 2024 WORK PLANS:

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

13. LIRR/ METRO-NORTH INFORMATION ITEMS:

The following are LIRR information items: (i) 2023 Operating Results; (ii) LIRR Spring Track Work Programs; and (iii) LIRR Financial and Ridership Reports.

The following are Metro-North information items: (i) 2023 Operating Result; and (ii) Metro-North Financial and Ridership Reports.

14. APPROVAL OF MINUTES:

Board Member Andrew Albert noted a correction to the New York City Transit Committee minutes regarding the spelling of John Samuelson's name on page 31.

Upon motion duly made and seconded, the Committee of the Whole approved the Minutes of the Joint Railroad Committees, The New York City Transit/ MTA Bus Committee meeting, and the Capital Program Committee meetings held on April 29, 2024, as corrected.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for the details.

15. ADJOURNMENT:

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

Respectfully submitted,

Susan Sarch
Vice President,
General Counsel and Secretary
Metro-North Railroad

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

Mariel A. Thompson

Evan Eisland

Assistant Secretary
NYCT

General Counsel and Secretary
MTA C&D