

Minutes of the Regular Meeting  
Joint Long Island Rail Road and Metro-North Committees  
Monday, July 25, 2022

Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
9:30 am

The following Board members were present in person:

Hon. Samuel Chu, Co-Chair  
Hon. Blanca López, Co-Chair  
Hon. Frank Borelli, Jr.  
Hon. Gerard Bringmann  
Hon. Norman Brown  
Hon. Randolph Glucksman  
Hon. David Mack  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

The following Board members were present via video conference:

Hon. Michael Fleischer  
Hon. Harold Porr III

The following Board members were not present:

Hon. Midori Valdivia

Also attending:

Hon. Haeda Mihaltses

**Representing Long Island Rail Road:**

Catherine Rinaldi – Interim President  
Stephen Papandon – Acting Vice President, General Counsel & Secretary  
Rob Free – Senior Vice President, Operations  
Lori Ebbighausen – Vice President, Corporate Safety  
Paul Dietlin – Vice President, Maintenance of Way

**Representing Metro-North:**

Catherine Rinaldi – President  
Shelley Prettyman – Vice President, System Safety  
Joseph Lagana – Chief Transportation Officer  
David Melillo – Vice President, Maintenance of Way

The members of the Long Island Rail Road (“LIRR”) Committee met jointly with the members of the Metro-North Committee.

Co-Chair Chu called the joint meeting to order.

**PUBLIC COMMENTS:**

The following public speakers commented:

Murray Bodin (in person) from Concerned Grandparents said that there should be a horn at each of the six railroad crossings in East Hampton. He also said that the new Board members should not believe what the old Board members tell them because it is probably wrong.

Jack Neirenberg (via video), Passengers United Vice President of Communications and Community Outreach, said that it would be better to have the public comment period at the end of the meeting. He said that the LIRR Main Line was being shut down more frequently than other branches, asked about shuttle buses, and said the N22 and N24 were unreliable. He asked why LIRR Hempstead branch service is being reduced.

Christopher Greif (via video) said that accessibility is safety. He said they all needed to work together and continue advocating for proper accessibility. He thanked LIRR and Metro-North Government Relations, with a special thank you to Hector Garcia.

Andy Quito (via audio) thanked MTA Police for the update on a person in Mineola station. He said that LIRR is being disrespectful by shutting down the Main Line on September 11 and that LIRR should not shut down service on August 28, the date of the MTV Video Music Awards. He also said that LIRR should fix the connection when they do work on the Hempstead branch because there is a half hour gap for trains to Atlantic Terminal after the Ronkonkoma train arrives in Jamaica.

John Mishno (via audio) said he was disgusted with violation of the meeting rules, stating that an individual spread lies and slander against him. He noted that there were five more LIRR Main Line shutdowns and it feels like they are doing the most they can to inconvenience those in Mineola. He said that there are no pedestrian crossings at Willis Avenue or Main Street. He said this has caused irreversible damage to Mineola's economy, they do not feel safe, homeless individuals continue to be a problem, and MTAPD is never around. He said diverting people to the South Shore instead of a bus between Floral Park and Hicksville is discrimination against Nassau's Main Line communities. He said M7 windows were fogged up and should be replaced. He said MTA needs to have a regional bus system to replace NICE.

Rosalind Clay Carter (via video) thanked Metro-North and LIRR for being her transportation lifeline. She requested that Metro-North reinstate quiet cars and enforce mask requirements in the cars. There should also be a video showing conductors how best to approach passengers.

Andy Pollack (via video) from Passengers United said the LIRR Main Line shutdown on September 11 and 18 will make it inconvenient because the Jets and Giants are playing at MetLife stadium on those dates. He wondered why LIRR was shutting down the Main Line for the morning peak and off peak midday during the week of August 8. He said that it should have been done

earlier in the summer. He noticed that Hempstead branch trains from Grand Central will only stop at Hollis and Queens Village every hour and weekend trains from Bellerose will only run every hour.

Charlton D’Souza (via video), Passengers United President, said he hopes LIRR does not bring back M-3 cars. He said that more Main Line weekend construction will devastate communities, NICE bus is not reliable as a shuttle, and that MTA should run coaches or use Academy coaches. For the Grand Central Madison schedule, he said that those on the Port Washington and Hempstead branches should not have to wait a long time for a train and that Queens stations should not be left out of the extra service. He said LIRR should charge a lower fare for the Atlantic Terminal branch scoot shuttle and run the M-3 cars there.

Lisa Daglian (in person), PCAC Executive Director, welcomed Co-Chairs Chu and Lopez, recognized MTA workers who got trains moving during and after last week’s storms, and said that it was a testament to the need for investment in continuing resiliency projects. She said there is room for improvement when East Side Access (“ESA”) opens later this year, hopes MTA will listen, and appreciates that additional meeting dates have been added. They appreciate the Penn Station improvements, support the First Mile Last Mile project, urge acceleration of enforceable e-bike/e-scooter/e-moped regulations that address rider concerns, and asked them to consider a sticker for approved bikes and scooters.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

**APPROVAL OF MINUTES:**

Upon motion duly made and seconded, the Committee approved the minutes of the June 27, 2022 Joint LIRR/Metro-North Committee Meeting. Co-Chair Lopez abstained.

**METRO-NORTH AND LIRR 2022 WORK PLANS:**

Metro-North President/LIRR Interim President Catherine Rinaldi (“President Rinaldi”) reported no changes to the LIRR or Metro-North Work Plans. The 2022 Metro-North and LIRR Work Plans are filed with the records of this meeting.

**PRESIDENT’S REPORTS:**

LIRR Ridership:

President Rinaldi stated that LIRR sold 39,218 monthly tickets in June. From its inception in the end of February until June 22, 2022, LIRR sold 1,031,470 City Tickets and 65,933 twenty trip tickets.

LIRR continued with increased ridership in June. Total ridership increased 56% compared to June 2021. Commuter ridership increased 148.8% and non-commutation ridership increased

23.9% compared to June 2021. Furthermore, monthly ridership continued its upward trend since the beginning of the year, with June 2022 ridership up 8.5% compared to May 2022.

Total ridership was roughly 4.8 million passengers in June 2022 compared to 3.1 million passengers in June 2021. Total ridership gain was 1.7 million more customers, but it is still down 37.9% from June 2019. Commutation ridership was almost 2 million passengers in June 2022 compared to 798,145 passengers in June 2021, up roughly 1.2 million customers. Monthly ticket sales were up 116% and weeklies were up by 83.2% compared to June 2021 but, when compared to June 2019, commutation ridership was down 51.8%.

May 2022 employment figures show that New York City jobs continued to experience growth, showing gains compared to 2021. Of those employment sectors where most LIRR customers work, financial services increased by 1.9% and professional/business services sector increased by almost 9%.

Non-commutation ridership was roughly 2.9 million passengers in June 2022 compared to 2.3 million in June 2021. Non-commutation ridership was down 20.8% compared to June 2019.

Total year to date (“YTD”) ridership increased almost 80% vs. 2021, which is a ridership gain of 10.5 million. Ridership was still down 46.7% compared to 2019. Commutation YTD ridership increased 138%. LIRR had 9.6 million commutation passengers YTD compared to 4 million passengers YTD 2021, which is a ridership gain of 5.6 million. When compared to 2019, it is still down 62.5%. Non-commutation YTD ridership has increased 54.5%. There were 14.2 million passengers YTD 2022 compared to 9.2 million passengers YTD 2021, a ridership gain of a little over 5 million. When compared to 2019, non-commutation YTD ridership decreased by 25.8%.

#### Metro-North Ridership:

Metro-North sold 31,181 monthly tickets in June. Metro-North sold 65,949 City Tickets in June and 264,545 City Tickets since inception at the end of February. Metro-North sold 16,704 twenty trip tickets in June and 64,995 since the end of February.

June was Metro-North’s highest ridership since before COVID. Ridership reached a high during the week of June 14-16, with 168,831 weekday riders, which is 64.2% of the pre-COVID baseline. There were three individual days of record-high ridership. Tuesday, June 28 was the highest weekday since pre-COVID, with 174,878 riders. Saturday and Sunday, June 25 and 26 were the two highest weekend days of ridership since pre-COVID, with 102,467 riders on Saturday and 99,103 on Sunday.

Sunday, June 26 was the Bike New York City “Discover Hudson Valley” event in Poughkeepsie, with four separate rides between 15 and 75 miles. Metro-North operated an extra train to support the participants, handling more than 100 bikes that morning to Poughkeepsie.

Breakneck Ridge station reopened over Memorial Day weekend. The station is open on weekends, with four trains available to take hikers to the station and five trains in the afternoon

and evening to bring them home. Metro-North averages 216 rides per day in June at Breakneck Ridge.

The popular Train to the Game Yankees service entered full swing in June, with ridership as high as 3300 riders to the games. Along with extra Hudson Line service, Metro-North reinstated direct Yankee Clipper trains from both the Harlem and New Haven Lines to and from the Yankees/E 153 Street station. Metro-North has brought as much as 8% of the attendance to the games and has averaged carrying about 6% of the gate.

Metro-North operated extra trains for the July 4<sup>th</sup> weekend fireworks events, both for functions around Manhattan and at Rye Playland.

June 2022 total ridership increased 61.9% compared to June 2021. Total ridership was 4.5 million passengers in June 2022 compared to 2.8 million in June 2021. Total ridership gain was 1.7 million more customers. When compared to June 2019, ridership was still down 39.5%.

Commutation ridership increased 163.6% compared to June 2021, with 1.7 million passengers compared to 700,000 passengers in June 2021, which is a commutation ridership gain of 1 million more customers. In June 2022, monthly ticket sales went up 128.6% - an increase of 16,800 monthlies, and weeklies increased 35.1%. When compared to June 2019, commutation ridership is still down 57.5%.

June 2022 non-commutation ridership increased 30.2% compared to June 2021, with 2.7 million passengers compared to 2.1 million in June 2021. When compared to June 2019, non-commutation ridership is still down 20.6%.

YTD ridership increased 90.5% compared to last year, which is a 10.3 million ridership gain. When compared to 2019, ridership is still down 49.1%. Commutation YTD ridership increased 117.6%, with 7.2 million passengers YTD compared to 3.3 million passengers last year, which is a 3.9 million ridership gain. When compared to 2019, commutation YTD ridership is still down 70.6%. Non-commutation YTD ridership increased 79.4%, which is a 6.4 million ridership gain. When compared to 2019, non-commutation YTD ridership decreased 19.5%.

Board Member Zuckerman commented that ridership is coming back but more slowly on the commutation side than the non-commutation side. He said that it would be helpful to see a comparison of fare box revenue for the same period pre-pandemic. President Rinaldi said that can be done. She said that non-commutation ridership has been a real and unexpected bright spot and that they are seeing robust return on the commutation side as well in the spring and into the summer.

#### LIRR On-Time Performance and State of Good Repair:

LIRR on-time performance (“OTP”) for June was 95.6%, which was above the monthly goal of 94%. YTD OTP is 96.1%, which is the same as last year YTD. Nine out of the eleven branches, with the exception of Port Washington and Hempstead, operated at or above June goal. YTD all eleven branches met their goal. 100% of all trains met established consist requirements during June peak periods. There were ten incidents this month that resulted in ten or more

late/cancelled/terminated trains. The most significant operational event was a track condition east of Plandome station that was caused by a heat kink, which affected trains over a two-day period from June 25-26. 67 trains were affected and OTP was reduced by 0.3%.

Through June of this year, LIRR Maintenance of Way (“M of W”) forces have performed significant State of Good Repair (“SOGR”) track work across its system in addition to the Capital Program project efforts. YTD LIRR forces have installed 7,766 wood ties and 12,606 concrete ties, surfaced 34.4 miles of track, replaced 7 switches, and welded 638 rail joints. LIRR has a significant amount of track work and project support planned for the remainder of the summer and into September.

On the weekend of August 13-14, both main tracks will be out of service on the Atlantic Branch between Jamaica and Valley Stream for approximately 48 hours while a signal cutover of the new Beaver Interlocking is performed. This effort is part of the Jamaica Capacity Improvements project.

On the weekends of August 13-14 and August 20-21, both main tracks on the Hempstead Branch will be out of service for approximately 48 hours while 5,000 new concrete ties are installed and the existing rail is replaced. This effort is part of LIRR’s annual SOGR track program.

President Rinaldi is pleased to report that the Main Line Expansion Project will reach two major milestones next month. The first section of the new Main Line third track, between Queens Interlocking and Merillon Avenue, will be commissioned and will be in service on Monday, August 15. This will be followed by the commissioning of the second section of the new Main Line third track, between Merillon Avenue and Carle Place on Monday, August 29.

Another LIRR Expansion milestone is the road opening at the completed Denton Avenue bridge replacement in Garden City. This was the last of the seven bridges replaced by the project. The road is scheduled to open tomorrow morning.

#### Metro-North On-Time Performance and State of Good Repair:

Metro-North's East of Hudson service for June operated above the annual 94% OTP goal at 96% and YTD performance was above goal at 97.2%. All three main lines performed above goal. There were four major incidents in the month of June that resulted in 234 delays: (a) on June 3, a trespasser incident in the vicinity of Tremont station on the Harlem Line resulted in 27 delays; (b) on June 4 and June 22, track circuit issues between CP 113 and 119 on the Harlem Line disrupted service which led to 101 delays; (c) on June 23, a trespasser strike in the vicinity of Larchmont station on the New Haven Line resulted in 23 delays; and (d) on June 30, a track circuit issue between Grand Central and Harlem-125<sup>th</sup> Street affected trains arriving and departing Grand Central Terminal (“GCT”). This incident resulted in 83 delays. June West of Hudson service operated above goal at 95.3%. YTD performance is also above goal at 94.1%. Fleet availability for the month was at 100% consist compliance, above the goal of 99%.

So far this year, M of W forces have installed 14,701 ties and 8 miles of rail, surfaced 33 miles of track, replaced 23 switches, and welded 557 rail joints. Crews continue with the switch

replacement at one of the critical interlockings on the Harlem Line between Crestwood and Scarsdale, and also continue with the replacement of obsolete miter rails with new thick web miter rails on the Saugatuck River movable bridge in Westport, CT.

Grand Central Madison (“GCM”):

Since releasing the draft new LIRR service schedule for GCM in June, LIRR has held three public information sessions and one virtual public meeting. Given the extensive interest in the newly created GCM draft schedules, last week LIRR announced two additional virtual public meetings so that senior LIRR leaders can receive feedback about the proposed schedules. The next two meetings will be held on the following dates: Thursday, August 4 from 6 to 8 pm and Thursday, August 11 from 6 to 8 pm. Members of the public will have the ability to offer public comments on the new draft schedules at those meetings that will be livestreamed on YouTube and Zoom and do not require registration to view. President Rinaldi wants to remind everyone that these are draft schedules and they are listening. While there are physical limitations based on LIRR’s infrastructure, LIRR can adjust schedules if possible and will continue to push for infrastructure needs to benefit LIRR customers. President Rinaldi wants to reinforce and underscore the myriad benefits this transformative project is going to deliver to Long Islanders. There is no railroad or public transportation system that is getting a larger service increase than LIRR will be getting in a few short months. In one stroke, LIRR is increasing service by more than 40%. This is a staggering increase for a system that normally adjusts by a percentage point or two during routine schedule updates.

The M3s have been in the news recently. This is not really new news. LIRR has known for some time now that the M3s were going to be needed to support opening day service for GCM. LIRR has been rehabilitating the M3s and bringing them back over the course of the summer. The cars are performing well. President Rinaldi does not believe any customers should have any concerns about the safety or reliability of these trains. The cars are going to require maintenance, but all fleets require maintenance. The M9s are continuing to arrive. LIRR took possession of some M9s over the course of the last couple of weeks and will have plenty of M9s to support opening day service for GCM. The M9-A procurement is also advancing. As the M9-As are procured and ultimately arrive on the property, that is the point when LIRR will be able to phase out the M3s. The M3s will continue to support LIRR service for a couple of years.

LIRR Schedule Updates:

Starting in July and continuing in August, LIRR will be advancing work that will allow the commissioning that was mentioned earlier. For that purpose, schedules need to be temporarily adjusted for a series of switch installations near Mineola. On Thursday, August 26 through Monday, August 29, the Main Line Expansion project will commission the Main Line third track between Merillon Avenue and Carle Place. During this time, the project will take one of the two existing main tracks out of service around the clock between Merillon Avenue and Carle Place to perform track, signal, and third rail activities that are necessary to place the new track into service. The work will support Block 2 commissioning from Merillon Avenue to Carle Place. The new south platform at Mineola station will also go into service.

On the weekends of August 27-28, September 10-11, and September 17-18, both tracks on the Main Line will be out of service between New Hyde Park and Hicksville for approximately 48 hours for a series of switch installations and signal testing in Queens Interlocking as part of the Queens Reconfiguration project. The annual track program will also be piggybacking these outages on September 10-11 and September 17-18 to perform installation of almost 5,000 new concrete ties in the third track corridor.

#### Metro-North Schedule Updates:

The July 10 Metro-North schedule change, which was reported on last month, was implemented successfully. There is some new and expanded rush hour and reverse rush hour service on the Hudson and Harlem Lines, and the New Haven service features three new round trip express trains between New Haven and Grand Central, with the shortest schedules in more than a decade. Metro-North also worked with its partners at Connecticut Department of Transportation (“CDOT”) to institute historic levels of new service on the Waterbury Branch between Bridgeport and Waterbury, increasing service from 15 weekday trains to 22 trains.

On July 11, Connecticut Governor Lamont announced these new schedule changes at a news conference that was held at the Bridgeport Transportation Center. He was joined by CDOT Commissioner and former Metro-North President Joe Giuletti, Connecticut Commuter Rail Council Chairman Jim Gildea, President Rinaldi, and other elected officials and guests.

President Rinaldi reported on recovery efforts associated with the storm that blew through the region last Monday, July 18. Metro-North's frontline workers were out in the system Monday evening responding to heavy rainfall during the rush hour commute. Crews worked through the night, removing downed trees and clearing tracks of high water to ensure Tuesday morning's commute would run smoothly. On the Upper Harlem Line, crews worked to remove a downed tree across the tracks near Croton Falls that suspended service between Goldens Bridge and Southeast in the early afternoon. A downed tree also caused a temporary suspension of service on the New Canaan Branch. Metro-North employees stepped up and it is thanks to their diligent response that Metro-North was able to restore service in a timely fashion and be set up for a normal morning commute. Many thanks to Metro-North's customers for their patience as Metro-North responded to these challenging conditions.

#### General Information:

Both railroads have had Connect With Us events. On Monday, July 18, President Rinaldi was joined by MTAPD and senior LIRR managers at Port Jefferson Station for a Connect With Us event to talk to customers and answer their questions. News12 was on hand and Assemblyman Steve Englebright stopped by to welcome President Rinaldi to his district. The next Connect With Us event, this time on the Metro-North side, will be at Mamaroneck on August 18.



Finally, President Rinaldi acknowledged two upcoming retirements at LIRR and Metro-North. First, she acknowledged the service of Roe Mitchell at LIRR. Roe was hired as a summer ticket clerk in May 1986 and was rehired in May 1987 for a second year as a summer ticket clerk. Upon graduation from the State University of New York at Albany, he was hired permanently in 1988 as a Station Appearance Maintainer in the Passenger Services Department. Within three months he was moved into a ticket clerk's position and was selected to train all agents and ticket clerks on the very first generation ticket vending machines. In 1990, he was selected to take part in the Future Manager's program. After completing the first year of that program, he was offered the position of Assistant Terminal Manager of Penn Station and was part of the team of the first major renovation of Penn Station. He was promoted to Branch Line Manager of the Hempstead/West Hempstead/Long Beach/Far Rockaway branches and had the opportunity to be a part of the renovation of the entire West Hempstead branch, along with the major renovation of Hempstead station. In 2001, he was promoted to Terminal Manager of the Ronkonkoma Branch, which included managing the Ronkonkoma garage. A few years later, he became the Terminal Manager for Jamaica and Atlantic Terminal. In 2016, he was promoted to Director of Terminal Operations. In this position, he was responsible for the operation of Jamaica Terminal, Atlantic Terminal, and Hillside Facility. He was the representative for the Stations department for the ESA, Mid-Day Storage Yard, and LaGuardia AirTrain projects. During his career, he was fortunate enough to be a part of or involved in such projects as ESA, Jamaica Terminal renovations, Harold Interlocking, Herricks Road, the "Summer of Hell," Customer Service Ambassador program, LIRR CARE, NYCT strike, just to name a few. Roe is retiring after 34 years of service and has been a strong integral part of the Stations department management team and is a huge proponent of excellent customer service. His strong operations and customer service skills have gotten LIRR through many large events and large service disruptions. He will be missed by the entire railroad.

President Rinaldi acknowledged the contributions of Jim Heimbuecher, the Vice President of Maintenance of Equipment ("M of E") for Metro-North. Jim came to Metro-North in 1990. He already held a Connecticut E-2 unlimited electrical journeyman's license. He held the position of M of E electrician and worked in Harmon, New Haven, and Brewster. In 1993, he was promoted to a special appointed technical rate at the Brewster maintenance facility. In 2001, he was promoted to General Foreman and served as Superintendent of the Brewster District from 2004 to 2010. He was promoted to Assistant Facilities Director of New Haven and then Deputy Assistant Chief Mechanical Officer, overseeing all shop and yard operations on the New Haven Line. He supervised the disposal of the M2, M4, and M6 fleets and assisted with the integration of the new M8 fleet. He worked closely with the State of Connecticut during the construction of the Independent Wheel True facility, the CCO shop, and the New Haven Rail Yard Improvements program. He was promoted to Chief Mechanical Officer in 2019 and in 2021 was promoted to Vice President – Maintenance of Equipment. He served as the first Brewster District local safety chairman, served as an EMT and Metro-North Fire Brigade Lieutenant, represented Metro-North in the APTA International Rail Rodeo in 1997 and 2001, received an AS in business management in 2013, and received the prestigious Metro-North President's Award in 2017. Jim's knowledge, expertise, and sense of humor will be greatly missed at Metro-North.

In response to a question from Board Member Glucksman regarding whether Vice President Heimbuecher will be replaced, President Rinaldi responded that Metro-North is making changes to the management in the M of E department so that there will be no replacement at this time.

### **CHAIRMAN'S REMARKS:**

MTA Board Chairman Janno Lieber said that he was going to give a quick presentation to remind everyone of the significance of the progress at Penn Station because of the importance to both railroads to have a first class facility. With ESA opening, this gives us an opportunity to attack the problems at Penn Station. Being respectful of time, he said that he will hold that for another Committee meeting. Chair Lieber noted, however, that the Governor made it a priority to fix Penn now rather than waiting until 2035, when the whole Gateway program is done. Chair Lieber noted that the land use plan that was approved last week by the Empire State Development Corporation Board of Directors opens the door to fixing Penn now. Chair Lieber said that they are now attacking federal money and will try to move the Penn improvements forward.

### **SAFETY REPORT:**

LIRR Vice President – Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report begins on page 27 of the Committee Book, reporting on safety through the end of May 2022. The FRA reportable customer injury rate was 2.23 injuries per million customers. During the same reporting period, the average reportable employee lost time injury rate increased to 3.78 injuries per 200,000 hours worked. That will be adjusted as the hours worked becomes more readily available.

Vice President Ebbighausen acknowledged that LIRR has gone through an unprecedented level of hiring. As part of the investment in its employees, there is a significant amount of time devoted to training employees, both at the beginning as well as throughout their careers, to prepare them for the unique hazards that they are going to encounter in the railroad environment. A snapshot of those various training programs is included in the highlight section of the Committee Book. She acknowledged the employee training team of Arthur Fougner, Greg James, Michelle Macioch, and Ken Klein, as well as their folks, for the unprecedented level of training in these very challenging times.

Board Member Bringmann commented about the possibility of having more MTAPD patrols on trains, the lack of mask compliance on trains and the need for enforcement, and concern about motorized personal transit on the trains.

Board Member Mack said that they need to separate and not depend upon other agencies to enforce rules and regulations. He said they need to hire more police officers.

Metro-North Vice President of System Safety Shelley Prettyman stated that Metro-North's Safety report can be found starting on page 30 of the Committee Book. The FRA reportable customer injury rate for the 12 months ending May 2022 was 1.97 per one million customers,

which was down from 2.40 for the prior 12 month period. The FRA reportable lost time employee injury rate was 2.16 per 200,000 work hours for the current reporting period, compared to 1.96 for the prior period. The employee injury rates will be updated as the Kronos work hours are updated.

As noted in the highlights page, a couple of safety program events, out of many, for the month of June were the TRACKS public education and outreach program at the Stamford station and a track cleanup event held at GCT on June 18.

The full safety 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 Vice President Ebbighausen's and Vice President Prettyman's presentations.

### **MTAPD REPORT:**

MTAPD Chief of Police John Mueller noted that the numbers of crimes and arrests are in the Committee Book and that he wanted to talk about philosophy. He said that the numbers were relatively flat compared to 2019.

Chief Mueller said that this is a great agency and thanked everyone for making him feel so welcome. He said that they have a very professional police department that is focused on visibility and customer service. Chief Mueller decided not to make a lot of operational decisions in his first 100 days, and that his job right now is to look, listen, and be helpful. His philosophy is precision policing, which is an offender centric approach. They are looking at people more than crime patterns. There are individuals who continue to offend and re-offend, and the MTAPD have to focus on that because it will bring the numbers down and enhance safety and security. A quick example on Metro-North involved Officer Cabrera, who did a fantastic job on June 29 arresting a person who assaulted him when the person was trying to steal bikes. This offender had been arrested on April 14, June 17, June 21, and finally on June 29. His criminal history showed 12 arrests. The offender had not shown up to court even once, so he had to be returned on bench warrants. This one individual offender can have an outsized effect on crime and quality of life, and it is important that offenders are held accountable. MTA Police have done a fantastic job with this. The key is to engage in prosecutorial advocacy, where MTAPD needs to go to the prosecutors and see what they can do so that the offenders who re-offend are held accountable. When the prosecutors start doing that, you will see crime go down. When you focus on services, accountability, consequences, you will see a change in how business is done. Chief Mueller is looking to advocate heavily, especially for dealing with assaults on transit workers.

Chief Mueller is scheduled to visit all nine MTAPD districts, looking at facilities, and listening to the officers. He believes in a procedural justice approach for how the workforce is managed, which is giving them a voice, explaining why they are doing what they are doing, and approaching every situation with objectivity. He thanked the security units at New York City Transit ("NYCT"), LIRR, and Metro-North. Chief Mueller said that they are working with NYPD, that he is developing a relationship with NYPD Transit Chief Wilcox, and that those relationships need to extend to the outer boroughs.

Co-Chair Chu said that if there was anything they could do to help Chief Mueller bridge those relationships, he would be glad to have a conversation.

Board Member Mack congratulated Chief Mueller. He said that the repeat offenders were not only on the transit system but were throughout the state and hoped the prosecutors would have more teeth. Board Member Mack looked to the Board members to help with the legislators to make sure this happens.

In response to a question from Co-Chair López who asked about police patrol coverage at Metro-North stations, Chief Mueller said district commanding officers deploy their resources based upon a number of metrics. He said that it could be quality of life complaints, crime, ridership complaints that are non-criminal but still a concern. The MTAPD will look at those analytics and make sure they are “putting the cops on the dots,” making sure that there is high visibility and that they are interacting with the public. Chief Mueller said that the police need to be situationally agile.

In response to another question from Co-Chair López regarding whether MTA Police participate in real time crime centers, Chief Mueller said that it does and that it is in a number of fusion centers.

In response to a question from Board Member Brown as to whether Chief Mueller has identified the top trains, locations, and platforms for violations this year as opposed to 2019 and whether they have deployed resources to those locations, Chief Mueller responded that, while they ideally would like officers at every station, they are looking to “refine the prism” by seeing the station and time of day with the highest problems. They then would look at calls for service, quality of life, and top offenders in every crime category. Chief Mueller said they will be accessing the information that Board Member Brown requested.

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.

### **INFORMATION ITEMS:**

President Rinaldi reported on one joint information item, which is the First Mile/Last Mile study policy. She said that Bob Paley and Emily Provonsha were here to report on that.

Transit Oriented Development (“TOD”) Director Bob Paley said that the TOD team has been working on the First Mile/Last Mile study, presented it to this Committee in March, and that this policy proposed today is another step in that process. He said that the proposed policy will facilitate access to MTA suburban stations by making it easier for localities to use MTA properties to support biking, walking, shuttles, and shared rides by streamlining the licensing processes. The goal of the study is to provide alternative ways to access transit, reduce the need for private vehicle trips, reduce demand for parking at stations, and encourage equitable and sustainable transportation. The study is being undertaken in coordination with all seven counties in the suburban operating territory and the pilot projects would be done in partnership with local

municipalities and counties. Local municipalities often own station areas and they control the street networks that access the stations, so many of the improvements would necessarily need to be taken by localities. MTA's role is to provide localities with options, provide them with the tools they can use to implement projects, and try to facilitate coordination with MTA. Recent trends in commuting, including non-central business district working destinations, more discretionary travel, non-commuting travel, flexible work hours, and work from home have prompted the need to re-evaluate and accommodate the changing customer preferences for how they access stations. These trends demand more on-demand multi-modal choices to create seamless travel options.

Director Paley showed an image from the toolkit, which will go live on the website next month, that showed a station area planning catchment area that a locality would use. Embedded in the toolkit are industry best practices and layers of data that will enable the localities to understand the needs of their residents and help them select choices ranging from scooters, micromobility bikes, bike sharing, ride sharing, carpooling, on-demand micro transit, fixed transit, and other means. It will also help them identify access gaps and barriers and will provide a step-by-step guide to enable localities to develop project proposals. MTA will roll out a pilot program, where it would partner with local stakeholders in suburban territory. This policy is just a piece of that and is intended to encourage localities to access MTA property without the cumbersome process that it often has for licensing. The policy was developed in conjunction with MTA Real Estate, LIRR and Metro-North Stations departments, Legal, Planning, and Strategic Initiatives. The purpose is to facilitate a seamless method for localities to work with MTA. Director Paley showed a process diagram showing how localities will work with MTA as they develop a pilot project.

Co-Chair Chu said the First Mile/Last Mile options are a great opportunity for potentially getting more ridership back and could have significant environmental benefits.

Co-Chair López said that if there was something that the Westchester Department of Planning could do to facilitate additional outreach, it would be happy to assist.

In response to a question from Board Member Brown regarding the conditions under which battery-operated vehicles are allowed on the trains, Director Paley responded that there is a separate bike-ped study looking at those issues. Project Manager Provonsha said that Metro-North and LIRR Safety departments could comment on what would be allowed on the trains and that the work on the study would not conflict with anything that Metro-North and LIRR would not allow. President Rinaldi further commented that the consolidated safety group is analyzing that specific issue for both railroads and for NYCT, and that it will keep the Committee updated on the progress of those recommendations and the policy.

Board Member Tessitore suggested that they bring back bike/scooter permits. He said that they should make them free with an end date, but at least it will prevent things that are not safe to be brought into the system.

Board Member Glucksman said that whatever rules are made also must have New Jersey Transit on board because it is a joint service.

President Rinaldi said that they will give an update on the status at the September Committee meeting.

President Rinaldi said that there were two LIRR information items: (a) the trackwork programs, including the Fall schedule adjustments, and (b) M of W quarterly update, both of which are in the Committee Book.

President Rinaldi said that there were two Metro-North information items: (a) the trackwork program quarterly update, and (b) the GCT retail development update. President Rinaldi said that David Florio from MTA Real Estate was there if there were any questions about the retail development update.

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

**PROCUREMENTS:**

There were no procurement items for LIRR or Metro-North.

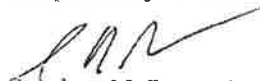
**OPERATIONS, PERFORMANCE METRICS, RIDERSHIP, AND FINANCIAL REPORTS:**

The details of the Operations, Performance Metrics, Ridership, and Financial Reports are contained in reports filed with the records of the meeting.

**ADJOURNMENT:**

The Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



Stephen N. Papandon  
Acting Vice President, General Counsel & Secretary  
The Long Island Rail Road Company



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