

Minutes of the Regular Meeting  
Joint Long Island Rail Road and Metro-North Railroad Committees  
Monday, October 28, 2024  
10:30 a.m.

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

The following Committee Members were present in person:

Hon. Marc Herbst, Co-Chair  
Hon. Blanca López, Co-Chair  
Hon. Gerard Bringmann  
Hon. Daniel Garodnick  
Hon. Randolph Glucksman  
Hon. David Mack  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

The following Committee Members attended via video:

Hon. Samuel Chu

The following Committee Members were not present:

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

**Representing Metro-North Railroad:**

Catherine Rinaldi – President  
Justin Vonashek – Executive Vice President, Operations  
Shelley Prettyman – Vice President, System Safety  
Michael Loney – Vice President, Maintenance of Way  
Omar Messado – Assistant Deputy Chief Procurement Officer

**Representing Long Island Rail Road:**

Robert Free – President  
Thomas Kost – Senior Vice President, Operations  
Christopher Gough – Deputy Chief Safety Officer, Corporate Safety  
Paul Dietlin – Vice President, Maintenance of Way  
Haley Stein – Vice President, General Counsel & Secretary

**Representing MTA Police Department:**

John J. Mueller – Chief of Police

**Representing MTA Construction and Development:**

Anthony Tufano – Senior Vice President, Railroads Business Unit

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

**1. OPENING MEETING:**

Co-Chair Herbst called the joint meeting to order.

**2. PUBLIC COMMENTS:**

The following public speakers commented:

Murray Bodin, Concerned Grandparents (in person) stated that the railroads should make changes to safety such as adding “don’t block the box” markings and cease using horns as warnings because people cannot hear the sound inside a car.

Brian Fritsch, PCAC Associate Director (in person) stated that the railroads should continue to focus on the little things that have large impacts on riders, such as ensuring the Grand Central Madison passage is open at times stated and improving transfer opportunities at Jamaica Station.

Aleta Dupree, Team Folds (via video) stated that the railroads should consider using renewable electricity.

Jason Anthony, LIRR ADA Task Force (in person) thanked Chief Mueller and Chief Kemper for the outstanding job by their team at yesterday’s rally at Penn Station and stated that there needs to be larger elevators and ramps.

Andy Pollack, Passengers United (via video) requested the new timetable schedules for LIRR that are to be in effect on November 11, stated that service on Port Washington Branch is less frequent than it used to be, and that the 8-car trains are insufficient due to overcrowding,

Jesse Figueroa (in person) stated that he supports the 2025-2029 Capital Plan, and there needs to be larger elevators, wider ramps, LED lighting, and signage enlargement on subways, railroads, buses, and access-a-ride services.

Cassie Raffucci (via video) stated that the MetroCard vending machines at Jamaica-Sutphin Blvd. Station never take cash, which is a problem for LIRR commuters that transfer at that station.

Christopher D. Greif (in person) thanked the Presidents of the railroads for the service during the summer and stated that he hopes the MTA continues to keep the railroads up to date with the new Capital Plan.

Matthew Buchys-Hyland (via video) is pleased to see that Babylon Station will be one hundred percent ADA accessible.

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. 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.

### **4. LIRR PRESIDENT'S REPORT:**

LIRR President Rob Free (“President Free”) reported that September represented an incredible month in terms of ridership and on-time performance (OTP). September total ridership was 6.7 million customers - the highest monthly post pandemic ridership for the LIRR, which represents 88% of ridership for the same month in 2019. Total September 2024 ridership rose 19.5% compared to last September and was up 16.6% YTD compared to 2023. Monthly ticket ridership was up 33.9% and non-commutation increased 19.2% over last September. OTP for the month of September was 96%. This is a tremendous achievement, especially considering all the events taking place. LIRR transports eventgoers to five venues within its service territory, with three on the main line that are not terminal stations. While this provides a benefit to ridership, it does present operational challenges, and there were three days in September whereby an event was held at all five venues at the same time. The sports teams that utilized LIRR service last year are using LIRR service again this year. Just this past Saturday, the Florida Panthers traveled on the LIRR from Penn to Elmont-UBS Arena for their evening tilt with the Islanders. President Free thanked the Operations team for their excellent job.

President Free reported on the schedules to accommodate the upcoming Amtrak rehabilitation work in the East River tunnels to repair damage caused by Superstorm Sandy. Two tunnels will require significant work to address the damage. The planned outage will necessitate that one tunnel be removed from service at a time, for a total duration of approximately 30 months. The upcoming November 11 timetable was designed to accommodate this work, and months of dialogue between the three rail carriers that utilize Penn Station occurred prior to its finalization. In those talks, the LIRR demanded that Amtrak minimize customer impact to the greatest extent possible. President Free reported that this intense but collaborative dialogue, combined with the opening of Grand Central Madison, has resulted in minimal impact to LIRR’s overall service. Timetable impacts were limited to two Penn-to-GCM train diversions and a 27-minute time adjustment to another train. As with any timetable change there will be other slight adjustments to some schedules and customers should check the website and the TrainTime app for updates. LIRR will continue to monitor and adjust as necessary as this momentous project progresses. President Free thanked the Operations and Planning teams who skillfully navigated this outage and advocated for the customers’ best interest when planning with Amtrak.

President Free reported on the real time restroom feedback program. In June, LIRR announced a new method of capturing customer feedback on station bathrooms by placing at each bathroom a decal featuring QR codes for customers to report bathroom cleanliness or supplies

issues directly to cleaning teams for attention. LIRR also announced the initiative's expansion to on-board bathrooms and decals installation, which is currently underway, is expected to be completed before the end of the year. LIRR is already receiving responses from the initial rollout. This initiative provides information in real time and this new and proactive approach will help improve the overall customer experience. Additionally, comprehensive updates to on-board bathroom cleaning practices have been implemented, such as: debuting a new cleaning platform in Ronkonkoma which increases intense car cleaning by roughly 50 cars per week; equipping Car Appearance Maintainers in stations with proper cleaning supplies to address bathroom cleanliness in addition to ensuring bathrooms are properly stocked; and field spot audits focused on onboard bathrooms. This initiative is a priority for the LIRR as well as customers. President Free thanked the Maintenance of Equipment Department led by John Stolz for its incredible efforts to implement this process.

President Free stated that comfort and convenience are two major components of a great customer experience, and LIRR is always happy to turn customer feedback into progress. LIRR recently unveiled a new customer seating area on Grand Central Madison's mezzanine level near 47<sup>th</sup> Street near the escalators for Tracks 301 and 302. The area features 14 two-seat pairs for a total of 28 seats, and it's available for use up to 90-minutes to ticketed LIRR customers. Accordingly, in addition to the main waiting area on the concourse level, customers will now also have a place to sit on the mezzanine level that's closer to the platforms. These are just some of the things LIRR is doing to improve the customer experience.

President Free stated that no matter the situation, LIRR employees always step up for a worthy cause. Over the past month, LIRR employees, family members and friends participated in a pair of charity walks and their associated fundraising campaigns. The first took place on September 22 along the Long Beach Boardwalk to benefit the Long Island Crisis Center and its efforts to prevent suicide and aid those in crisis. President Free stated that he was thrilled to join colleagues that day to fund and support those on the front lines of this critical issue. And on October 20 at both Central Park and Jones Beach, LIRR employees once again made their presence felt at the "Making Strides Against Breast Cancer" walk. Tens of thousands of dollars were raised by employees at every MTA agency to help fight breast cancer. President Free did not say which agency raised the most money, but it's initials are LIRR. President Free thanked LIRR Executive Vice President of Administration Jenine Mehm and LIRR captains Charmaine Fraser and Randy Harris for all the coordination that made this campaign such a huge success.

President Free gave an update on the achieving the savings targets for the budget plan for 2024 and previews of initiatives identified for additional savings beginning in 2025. LIRR's target was \$60 million of recurring savings and President Free was happy to report that LIRR will realize those savings for 2024. To meet this target, LIRR looked beyond just cutting costs and found new ways to manage and perform work. LIRR reduced Maintenance of Equipment (MofE) overtime spending by 8% compared to 2023, reduced Maintenance of Way overtime by 34% compared to 2023, and reduced MofE material usage by 13.5% compared to the budget. These savings are a testament to the hard work of the entire team at the LIRR. President Free thanked the team for their efforts.

President Free stated that the LIRR has identified an additional \$10 million in savings for 2025 and beyond. LIRR continues to review operations by utilizing data analytics, optimizing maintenance practices, and properly managing contracts.

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.

## **5. METRO-NORTH PRESIDENT'S REPORT:**

Metro-North President Catherine Rinaldi ("President Rinaldi") stated ridership has increased since Labor Day. Metro-North carried 5.8 million riders in September, a 6.4% increase from August and 16.4% higher than September 2023. This represents 80.9% of pre-COVID ridership in September 2019, the first month this metric has exceeded 80%. Robust return-to-work ridership pushed weekday totals to several new post-COVID ridership records. Ridership to Yankees Stadium also benefited from the Yankees' march to the World Series, with ridership to and from several games exceeding 10,000, more than 10% of the gate. Ridership's upward trend has continued into October, with a new post-COVID record of 249,266 on Tuesday, October 15, which is 86.0% of an average pre-COVID weekday in October 2019. Average weekday ridership for the same week was at 84.6% of pre-COVID ridership in October 2019. Ridership on the weekend Leaf Peeper trains has been strong, and more trains were added on Saturdays and Sundays to accommodate all the extra riders. Metro-North operated a full slate of extra services to and from the stadium during the ALCS, with extra Yankee Clipper Trains to the game on the Hudson, Harlem and New Haven Lines, extra Hudson Line trains stopping at the stadium, and shuttle trains operating between Grand Central Terminal, Harlem/125th St station and the stadium.

President Rinaldi reported that two weeks ago, Metro-North hosted The International Association of Public Transport (UITP), where they exchanged insights and ideas with a distinguished delegation of international and U.S. transportation agencies. This gathering provided a unique opportunity for Metro-North to share how it addresses key priorities such as operational efficiency, staff recruitment and development, and the delivery of critical infrastructure and resiliency improvements in response to increasingly frequent weather-related events. Delegates from agencies such as the Denver Regional Transportation District, New Jersey Transit, Amtrak, Long Island Rail Road, SNCF, RATP Group, Transdev Group, ViaMobilidade, the Norwegian Railway Directorate, Ferrovie Nord Milano, Irish Rail, and Network Rail participated in these fruitful exchanges. We expect this will lead to ongoing dialogue and future initiatives to strengthen our public transportation industry.

President Rinaldi provided an update on the Fiscal Baseline Reset (FBR) for 2024 and 2025. In 2024, Metro-North made progress towards the \$40 million target. Part of the operations is in Connecticut, so Metro-North had to find another \$15 million to meet the target for the State of New York. Metro-North is currently on track to meeting this target for 2024. Metro-North identified initiatives in various areas, such as contract reductions, materials management cost avoidance, standard work and identification of operating efficiencies, energy management

forecasting, non-operations headcount reduction, improvement of employee availability, and farebox recovery.

Two of the most significant changes are reduction in overtime spend, and the standard work pilot. For the standard work pilot, Metro-North established a baseline standard for how Metro-North performs business in the shop, ensuring data governance and quality of data, performance accountability that adheres to the standard baseline, instilling change management and change culture. On the overtime management front, Metro-North has reduced overtime in MofE by 29% and by 21% in MofW. One method for achieving this reduction was through work order management, being more analytical in identifying value and non-value-added work order allowances and being more discriminating for the approval of overtime. With a tighter approval and governance process along with using analytics to be able to dig into specific locations and high spend areas, by district, by line, by shop, Metro-North has reduced the assignment of overtime. President Rinaldi stated that it's about more than numbers, percentages, and specific dollar targets, it's about setting standards for employees, standards for the maintaining of data, and bringing about overall culture change across the railroad. President Rinaldi thanked all of those who were a part of this effort and is looking to expand this initiative across the railroad going into 2025 and beyond.

President Rinaldi stated that both railroads have an additional target of \$10 million for 2025, on top of the \$55 million in savings that has already been identified for 2024. Metro-North is developing a targeted and comprehensive strategy to be able to meet this increased target. One part of the strategy will be the scale up of standard work. The MofW department will be challenged to be more aggressive in identifying OT reduction targets. Metro-North will also be participating in an ongoing materials management diagnostic to be able to identify additional opportunities to find efficiencies for materials management. This will include a supply chain diagnostic, a vendor pricing audit, audits of warranty work, a mini-max inventory management, and improved inventory and warehouse leasing program to be able to identify additional reduction opportunities as well as renegotiations with some of their top suppliers. As with all of the MTA operating agencies, Metro-North is committed to cost avoidance and cost savings targets as well as revenue generation activities under this FBR umbrella. It's not just about saving money but it's part of an overall way of building up the credibility of the agency and improving how we do business across the board.

As is the case with the Long Island, Metro-North has participated in a number of employee engagement events over the course of the last month. Metro-North participated in Operation Lifesaver's annual See Tracks? Think Train Week in September. In collaboration with MTAPD, Connecticut Department of Transportation, and the FRA, Metro-North staff connected with nearly 3,000 individuals across the territory, reinforcing Metro-North's commitment to rail safety. Whether at grade crossings, stations, or by engaging customers at Grand Central Terminal and Stamford Station, Metro-North teams worked tirelessly to raise awareness about safe behaviors near tracks and trains. President Rinaldi acknowledged Board Member Randy Glucksman who came to one of the events at Spring Valley, West of Hudson. Highlighting the significance of those efforts and on the final Friday of the campaign, hundreds of Metro-North employees proudly wore their See Tracks? Think Train Week shirts bringing energy and enthusiasm to the shared mission of safety. President Rinaldi thanked everybody who was involved during that week. On Saturday,

October 19, Metro-North's Office of System Safety participated in the American Foundation for Suicide Prevention's Out of the Darkness Walk at Harbor Island in Mamaroneck, NY. This annual event helps raise awareness about mental health and suicide prevention. President Rinaldi acknowledged the employees who took the time to support this initiative. Continuing the spirit of giving, on Sunday, October 20, volunteers from the Employee Resource Group – Empowering Women in Transportation – along with MNR employees, friends, and families, came together for the American Cancer Society's Making Strides Against Breast Cancer Walk in Central Park and Jones Beach. This annual event brings awareness to funding research and provides support to those affected by breast cancer. Through the combined efforts of MTA Agencies, we collectively donated over \$44,000. Metro-North raised more than \$6,000 of that total. This remarkable achievement reflects the generosity and dedication of the entire MTA workforce. President Rinaldi specifically acknowledged the special efforts of Eunice Poku and Taylor Gill who enthusiastically led this initiative on behalf of Metro-North.

On Wednesday, October 23, Metro-North hosted its most recent "Connect With Us" event at White Plains Station, which is the third busiest Metro-North Station after GCT and Stamford. President Rinaldi, along with the service team leaders and the customer services group interacted directly with customers. These meet-and-greet sessions allowed them to hear what customers' concerns are in order to better respond. White Plains is a significant reverse-commute and regular commute station, so they were able to obtain feedback from both ends of the customer experience to better service the needs of customers. President Rinaldi thanked everybody who participated in that event.

President Rinaldi reported on the success of the Croton-Harmon Shop Open House on Saturday, October 5. With nearly 2,000 attendees, including Board Members Glucksman and Valdivia, the event brought together employees, their families, retirees, rail fans, and the community in a day filled with excitement, engagement, and camaraderie. The interactive displays, scenic train foliage ride, the equipment on display, including several of Metro-North's "heritage" locomotives and the unique employee-appreciation locomotive, and various activities showcased the incredible dedication of the workforce and highlighted the collaborative spirit that drives them forward. With over a year of planning for the Harmon Open House Committee, President Rinaldi acknowledged the work of Maureen Taylor, Jenny Brown, Jerry Adams, Walter Dinsmore, Emily Moser, and Blanca Heras.

President Rinaldi highlighted the annual President's and Team Excellence Awards presentation ceremony for employees. This is an event where Metro-North acknowledges our highest achieving team members, employees who set a high standard for themselves and their coworkers and multi-departmental teams which come together to accomplish great things. This year, our honorees for the President's Award were: Walter Dinsmore, Superintendent, Harmon Car Shop, Maintenance of Equipment; Anthony Proetta, Assistant Director, Locomotive Engineer Training, Operations Training; Rich Sarlo, Supervisor, Structures, Croton-Harmon, Maintenance of Way; and Jason Steriti, Conductor, Harlem Line, Transportation. The Team Excellence Award Recipients were: Garrison Track Raise Team; New Haven Stamford Switch Replacement Project Team; and North White Plains Freight, Paint & Wrap Team. Their achievements inspire us all, and President Rinaldi stated that she was incredibly proud of their dedication to our railroad.

President Rinaldi gave a special thank you to our selection committee, volunteers, and everyone who made this event possible.

President Rinaldi also acknowledged and thanked the Lost and Found Department, who reunited 8,301 customers with their lost items.

In response to a question from Board Member Garodnick regarding why on-time performance fluctuates more on West of Hudson, President Rinaldi stated that West of Hudson services are operated under contract with NJ Transit with mainly two branches, the Port Jervis and Pascack Valley lines. The Pascack Valley Branch runs on a single track largely through the State of New Jersey. Both lines have different operational challenges. Some of those are mechanical, which are being addressed through the new Capital Program with the replacement of some locomotives. There were some issues related to power in the summer in New Jersey, which our customers are not immune from. Metro-North meets regularly with NJ Transit to discuss any operational issues, but they don't run the service themselves so it's different.

Board Member Zuckerman acknowledged the dedication and work of the employees on the Garrison Track Raise Team. President Rinaldi thanked the C&D team and the MofW team for their work at the Garrison Station, and stated that she is grateful for the Capital Program that will address the needs of stations across their system.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

## **6. APPROVAL OF MINUTES:**

Upon motion duly made and seconded, the Committee approved the minutes of the September 23, 2024 Joint LIRR and Metro-North Committee meeting.

## **7. OPERATING REPORTS:**

LIRR Senior Vice President of Operations Tom Kost ("Senior Vice President Kost") reported that LIRR's OTP for September was 96%, above the goal of 94%. YTD OTP, as of September, is 95.5%, also above goal of 94%. Twelve branches operated at or above goal for September and YTD, ten branches operated at or above goal. There were 6 incidents which resulted in 10 or more late trains in September. The most significant was on September 20, due to a broken rail near Syosset Station. The event caused 46 delays and reduced OTP by 0.2 percent.

Senior Vice President Kost reported that the mean-distance-between-failure ("MDBF") for August was 115,521 miles below goal of 150,000 miles. MDBF YTD as of August was 152,740 miles above the goal of 150,000 miles. One driver in the reduction of MDBF was PTC issues. The PTC and mechanical teams are currently installing an onboard computer software update to address those issues.



Senior Vice President Kost stated that for service delivery, LIRR completed 99.8% of its trips for the month of September and 99.6% of trips YTD. On the weekends of November 2 and 3, and November 9 and 10, ADA work will take place at St. Albans Station. Buses will replace trains at St. Albans for approximately 48 hours. On the weekend of November 9 and 10, switch installation will take place at East New York Station. NYC Transit will cross-honor LIRR fares between Jamaica and Atlantic Terminal for approximately 48 hours. Beginning November 11 through Friday, November 22, track maintenance and other work will take place between Riverhead and Greenport. Buses will replace trains during that period. Senior Vice President Kost reminded everyone to check the website and TrainTime app for updated schedules.

Senior Vice President Kost stated that as leaf season approaches, LIRR is preparing for the slip-slide conditions on the rails. To combat these conditions, two industry-leading laser trains began operating on October 11 to burn the pectin from the top of the rails. They will also be utilizing high pressure (20,000 psi) water trains to ‘power wash’ the rails along with strategic placement of sandite applicators for extra traction in known problem spots. These mitigation efforts will minimize the impact of the leaves and wet conditions.

Metro-North Executive Vice President of Operations Justin Vonashek (“Executive Vice President Vonashek”) stated that Metro-North’s Operating Report begins on page 24 of the Key Performance Metrics report. Executive Vice President Vonashek reported that Metro-North’s service delivery rate reached an impressive 99.9% for September. Systemwide OTP for September was 98.9%, which is above goal of 94%. YTD OTP through September also remains above goal at 98.4%. This is the highest OTP on record for September and the highest YTP OTP on record.

The MDBF was over 239,000 miles in August 2024, above goal of 200,000 miles. To combat the leaf season, Metro-North began operating the laser train earlier this month. Based on last year’s success with record low slip-slide incidents and delays, Metro-North has set their goal even higher this year. The team has made system upgrades to minimize maintenance downtime, streamlined system components to lower costs, and started real-time monitoring of track cleaning vehicles. Executive Vice President Vonashek announced that the Waterbury service began this morning after weeks of restoration work following the wash-out during Connecticut’s historic floods in August. Executive Vice President Vonashek acknowledged the work of CDOT, contractors, and MofW, which completed the work two weeks early.

The complete LIRR and Metro-North operating reports are filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the presentations.

## **8. SAFETY REPORT:**

LIRR Deputy Chief Safety Officer of Corporate Safety Christopher Gough (“Deputy Chief Safety Officer Gough”) said that LIRR’s safety report begins on page 16 of the Key Performance Metrics book.

Deputy Chief Safety Officer Gough reported that LIRR's reportable customer injury rate decreased from 2.49 to 1.76 per one million customers in the 12-month reporting period of September 2023 through August 2024. The reportable employee lost time injury rate decreased from 4.65 to 3.94 per 200,000 working hours, compared to the prior 12 months. In September's Safety FOCUS event, LIRR employees had the opportunity to win packages through a scratch-off and an application by answering questions related to mitigation of slips, trips, and falls. Five employees out of five hundred fifty entries were selected from those who scored one hundred percent.

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 August 2024 compared to the prior twelve months ending August 2023 decreased from 2.13 to 1.52 per one million customers. The reportable employee lost time injury rate decreased from 2.05 to 1.77 per 200,000 hours worked compared to the prior twelve months.

Vice President Prettyman reported that Metro-North participated in Operation Lifesaver's annual See Tracks? Think Train Week on September 23- 29. Vice President Prettyman thanked the MTAPD, Connecticut Department of Transportation, FRA, NJ Transit, as well as Stations Operations and other departments. Vice President Prettyman introduced the new member of the Safety team, the new mascot, Tracks the Dog. Metro-Man is stepping aside after many years of service to rail safety and Vice President Prettyman wished him well on his retirement.

In response to a question from Board Member Garodnick regarding the decrease in the customer accident rate on both railroads, Deputy Chief Safety Officer Gough stated that the decrease is the result of all the training and controls in place. President Free also stated that at Penn Station, which is shared with Amtrak, the LIRR has worked with the FRA on the reporting structure so that incidents were correctly attributed to the right agency. In response to a further question from Board Member Garodnick as to the timing of that change in reporting, Deputy Chief Safety Officer Gough stated that it began sometime late last year or earlier this year. President Free stated that some of the reduction in the accident rate is attributed to the new larger corridor and stairwell work at Penn Station along with the opening of the new Grand Central Madison, which helps to spread the customers to the new station with larger ingress and egress. As for Metro-North, Vice President Prettyman acknowledged the assistance of Operations to assist in the investigation and remediation of any issues, mostly from slips, trips, and falls, to ensure that the stations and platforms are safe. In addition, Metro-North has continued to focus on outreach to customers, with the help of MTA Headquarters, which issues the customer safety campaigns to engage customers and provide proactive education to customers.

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 September 2024 there were 31 major crimes, consisting of fourteen grand larcenies, eleven felony assaults, three burglaries, two grand larceny auto and one rape. For grand larcenies, the majority was for unattended property. MTA Headquarters has been sending out reminders to customers to remain mindful of their property. For felony assaults, five were against members of the MTAPD and three were against MTA employees, and three against commuters. The uptick in those assaults against officers rose with the increased enforcement taking place in the past year.

In response to a question from Board Member Bringmann regarding the difference between assault and harassment, Chief Mueller stated that harassment is defined in NY Penal Law 240, which is a slap, punch, or kick without a visible injury, and constitutes a violation. President Free requested a clarification that the reported numbers include MTAPD and Chief Mueller said yes.

The full MTAPD report is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Chief Mueller’s presentation.

## **10. INFORMATION ITEMS:**

President Free noted the following LIRR information items: (i) 2025 Preliminary Budget; and (ii) November Timetable and Trackwork Programs.

President Rinaldi noted the following Metro-North information items: (i) 2024 Preliminary Budget; and (ii) award of a contract for Design-Build Services for Metro-North ADA Improvements at Three Bronx Stations - Harlem Line, which will be presented at another committee.

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

## **11. FINANCE:**

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

## **12. PROCUREMENTS:**

Assistant Deputy Chief Procurement Officer Omar Messado reported on one procurement item. Metro-North on behalf of itself and LIRR seeks Board approval for a competitively solicited and negotiated estimated quantity contract to the firm GE Grid Solutions LLC (“GE”) to supply Positive Train Control (PTC) Data Radios. The PTC signaling and communications technology mandated by the FRA was designed to make commuter rail safer. To function properly, PTC

requires a communication network using a 220 MHz radio system located on both the railcar and the wayside that verifies GPS coordinates, train locations and transmits data between the train, the PTC control center and the wayside signaling system. The current PTC Data Radio became obsolete and to ensure PTC functionality, a new radio is required. GE will use its proprietary firmware with necessary engineering efforts to design, build, and test the next generation PTC Data Radio, which will include backwards compatibility to work with the legacy radio in use by the railroads. The contract is for \$3,797,000, which includes all project engineering, hardware and firmware integration, factory validation, prototype testing, and delivery of the first production units over a five-year period. Each radio supplied will have a five-year warranty and will replace the legacy radios as they cease to operate. Pricing is fair and reasonable compared to prior pricing for the obsolete radio. Should the railroads require additional radios during the term, the negotiated firm fixed price will be \$2,950. GE will continue to support the legacy units until the new radios are available. This procurement is funded by the railroads' operating budgets.

Board Member Zuckerman requested an update on the status of PTC based on its importance both locally and nationally.

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

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

### **13. ADJOURNMENT:**

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

Respectfully submitted,



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



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