

Minutes of the Regular Meeting
Joint Long Island Rail Road and Metro-North Railroad Committees
Monday, December 16, 2024
9:00 a.m.

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004

The following Committee Members were present in person:

Hon. Marc Herbst, Co-Chair
Hon. Samuel Chu
Hon. Gerard Bringmann
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

The following Committee Members attended via video:

Hon. Blanca López, Co-Chair
Hon. Midori Valdivia

The following Committee Members were not present:

Hon. Norman Brown
Hon. Michael Fleischer
Hon. David Mack
Hon. Lisa Sorin

Representing Metro-North Railroad:

Catherine Rinaldi – President
Justin Vonashek – Executive Vice President, Operations
Shelley Prettyman – Vice President, System Safety*
Omar Messado – Assistant Deputy Chief Procurement Officer

Representing Long Island Rail Road:

Robert Free – President
Thomas Kost – Senior Vice President, Operations
Lori Ebbighausen – Vice President, Corporate Safety*
Paul Dietlin – Vice President, Maintenance of Way
Haley Stein – Vice President, General Counsel & Secretary

Representing MTA Police Department:

Thomas J. Taffe – Chief of Operations

* appeared via video conference

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:

Christopher D. Greif (in person) thanked the MTAPD for its service during the summer and stated that the MTA should continue to advocate for safety, accessibility and working together in the upcoming year.

Matthew Buchys-Hyland (via video) thanked the MTA and the railroads and wished everyone happy holidays.

Jason Anthony, LIRR ADA Task Force (in person) congratulated Metro-North on the upgrade to Garrison Station, which was long overdue. Anthony was pleased with Metro-North’s holiday train and wished LIRR would follow suit. Anthony thanked MTAPD for providing safe service.

Mary Arnold, Civics United for Railroad Environmental Solutions (via video) requested that the LIRR enforce against New York Atlantic Railway a state law that requires solid covers on gondolas of construction and demolition debris.

Antonia Nadia (in person) commented on some potential issues in connection with human trafficking on the public transportation system and sought collaboration with MTAPD and MTA to address these issues.

John Brighton (via video) thanked the LIRR for the completion of the elevator in Massapequa Park, requested that Wantagh trains be extended to Massapequa, and suggested diesel trains stop at Massapequa.

Joseph Morales (in person) commented on the Wakefield transit-oriented development and suggested Metro-North work with New York City to ensure it remains affordable for the residents, even with the price of the CityTicket, which remains out of reach for the people in the community. Morales suggested working with the City to expand Fair Fares for those who live near the railroad. Morales suggested that the Newburgh ferry agreement have longer terms so service is not interrupted and for Metro-North to lease the Newburgh parking lot and ferry dock directly.

Andy Pollack, Passengers United (via video) stated that MTA/LIRR failed to consider the busiest travel times to take out elevator service at the Auburndale Station and that conductors are not announcing the lack of elevator service at Auburndale. Pollack suggested that LIRR secure the area around UBS Arena so that there can be no repeat of the December 8 incident in which someone drove onto the tracks and disrupted service on the Main Line.

Joe Rappaport, Brooklyn Center for Independence of the Disabled (in person) stated that last month, Board Member David Mack was asked to resign. Rappaport was requested to refrain from personal attacks against Board Members.

Aleta Dupree, Team Folds (via video) stated the importance of repairing the train shed at Grand Central Terminal; requested to hear about a pilot using renewable fuel on the LIRR; and suggested moving forward with a consistent fare policy because people may have issues when buying the wrong kind of fare.

Jack Connors, PCAC Research and Communications Associate (in person) commended the new rolling stock identified in the new Capital Plan and proposed additional fare incentives for implementation along with congestion pricing.

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

3. APPROVAL OF MINUTES:

The approval of the LIRR/Metro-North portion of the minutes of the November 18, 2024 meeting of the Committee of the Whole was postponed as a quorum of the Railroad Committee was not present.

4. METRO-NORTH AND LIRR 2024 WORK PLANS:

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

5. LIRR PRESIDENT'S REPORT:

LIRR President Rob Free (“President Free”) reported that November was another strong month of ridership, even with the normal dip due to the long Thanksgiving weekend. Total ridership for the month was 6.3 million customers, an increase of 9.2% over November 2023 and representing 87% of November 2019 ridership. Year-to-date (“YTD”), ridership is 15.9% above 2023. November 2024 non-commutation ridership increased 10.1% over November 2023. Non-commutation YTD ridership is up 20.6% over 2023, non-commutation YTD ridership is currently up 16.5% over 2019. LIRR also set a new one-day post-COVID ridership mark on Thanksgiving Eve, with 284,693 customers. On-time performance (“OTP”) had a record setting month in terms of total performance, as LIRR achieved 96.24% for the month of November, which is the best November in recorded history. LIRR also had the best-ever off-peak November OTP at 96.4%. Congratulations to the operations team for their incredible work.

President Free reported that LIRR will operate on a regular weekday schedule on Christmas Eve, Tuesday, December 24, and on a regular weekend/holiday schedule on Christmas Day. New Year’s Eve will be a regular weekday schedule with 11 added westbound trains in the evening. New Year’s Day will be a regular weekend/holiday schedule with 12 added early morning eastbound trains for those heading home after the New Year’s Eve festivities. LIRR is also

providing extra post-event service from Elmont UBS Arena at the conclusion of Billy Joel's New Year's Eve concert.

President Free stated that all month long, LIRR employees have been donating food and personal care items at employee locations throughout our system in support of Long Island Cares and Island Harvest to support their efforts to help the area's most vulnerable population throughout the holiday season. On Wednesday, December 11, LIRR held the Long Island Rail Road "Day of Giving" so that generous customers had a convenient way to help those in need. At both Penn and Grand Central Madison, customers came through with donations of non-perishable food items for those less fortunate. In addition, New York Cares has been accepting old coats at Penn Station and Grand Central Madison between 7am and 9am Tuesdays through Fridays, and that's going on until December 20. President Free lauded the generosity of LIRR employees and customers.

President Free stated that Grand Central Madison receives accolades on a daily basis from those who visit the terminal, but now it's also receiving recognition on an international scale. This month, Grand Central Madison was awarded UNESCO's 2024 Prix Versailles Interior Award in the World's Most Beautiful Station category. Prix Versailles is the top architectural award in the world and selections are made by a jury of globally recognized architects. An official UNESCO plaque recognizing the award will be installed in the station soon. Once again, President Free congratulated everyone who made this recognition possible from concept to completion.

President Free stated that while the very mild and dry fall was great for outdoor activities, it created severe drought conditions that were ripe for brush fires. On November 20th, President Free met with Suffolk County Executive Ed Romaine, Fire Marshals, and First Responders to inspect one of our pumper tank cars used to help control brush fires along the right of way. Each pumper tank holds 10,000 gallons of water and are staged within LIRR's system during brush fire season. Working with Suffolk County and the Town of Southampton, LIRR operated the tanker east of Speonk to mitigate a brush fire threat and keep our communities safe. This is a great example of government agencies working together to maximize resources for the benefit of our communities.

President Free stated that when third rail contact shoes are missing from the trains, it has the potential to cause widespread delays and equipment damage. These contact shoes draw power from the third rail for our fleet of electric cars. The shoes can shear-off at times due to a third rail defect or debris along the right of way and it typically happens without warning. When this occurs, LIRR crews are deployed throughout the system to manually inspect the third rail. To streamline this process, engineering forces have successfully tested a detection system for missing third rail contact shoes. If a shoe is missing, this system will send a notification to the Engineering System Operators so that the train can be met and inspected. This procedure significantly narrows down the area that needs to be inspected by personnel, thus saving time and avoiding delays and further damage to LIRR's infrastructure. The plan moving forward is to deploy these detection systems throughout the electrified territory. President Free lauded the Engineering team and thanked them for this exciting innovation.

President Free on behalf of LIRR wished everyone a safe and joyous holiday season.

In response to a question from Board Member Garodnick regarding the measurement of on-time performance and whether trains that are seven minutes late are lumped in the same category as those that are thirty minutes late, President Free stated that yes, they would both be considered late trains but late trains are further categorized as significantly delayed if they are over fifteen minutes late. President Free stated that this year, LIRR has focused on on-time performance at Jamaica Station to reduce time delays below five minutes and improve the transfer experience at Jamaica. Board Member Garodnick requested to see the separate numbers for significant delays.

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

6. METRO-NORTH PRESIDENT'S REPORT:

Metro-North President Catherine Rinaldi ("President Rinaldi") stated November's ridership of 5.7 million represented a 13.2% decrease from October, predictable because of the Thanksgiving holiday, November had four fewer weekdays than October, and Metro-North's most popular Leaf Peeping train season ever has wound down. President Rinaldi highlighted that riders took 9.1% more trips between Wednesday and Sunday of Thanksgiving week than were taken in the same period in 2023 and, even more impressively, riders took 11.7% more trips than in the same pre-pandemic period in 2019. This shows how strong discretionary ridership is post-pandemic. The first two weekends in December have shown strong weekend ridership, with extra Shopper Special trains operating on the New Haven Line, and cars being added to train consists on all three East of Hudson lines. This past week, Metro-North added nearly 16,000 seats of capacity to weekend trains. This past Saturday and Sunday, ridership was higher than during pre-covid. On Saturday, ridership was 1.2% higher than in 2019 and on Sunday, ridership was 1.3% higher than in 2019.

President Rinaldi reported on the holiday schedule. For Christmas week, Metro-North will operate a Friday schedule each day on the three East of Hudson lines except Christmas Day, which will have hourly service, with longer intervals on the New Haven Branch lines. For New Year's week, Metro-North will operate regular weekday schedules each day on the three East of Hudson lines with extra late evening and post-midnight service on New Year's Eve and into New Year's morning. On Christmas Day and on New Year's Day, there will be hourly service, with longer intervals on the branches, and with extra trains on the New Haven Line on New Years Day. President Rinaldi stated that all schedules will be available on the MTA TrainTime app or on the website.

President Rinaldi reported that last week, she, along with Board Member Zuckerman, Chair Lieber, Governor Hochul, and several elected officials were at Garrison Station to highlight the state of good repair station investments that were made through the MTA Capital Program and managed by MTA Construction and Development. Those enhancements included replacement of numerous sections of platforms, addition of new railings, installation of new tactile strips, upgrade of expansion joints, repair of concrete, and the complete overhaul of two staircases to the pedestrian overpass. These are the kinds of repairs and improvements that are necessary forty years

after this outdoor structure was erected. Metro-North's Maintenance of Way Structure and Facilities team was responsible for overhauling the two staircases leading to the overpass while the platform improvements were delivered by the C&D contractor. The Governor, the Chair, Board Member Zuckerman and President Rinaldi discussed the need to fund the railroad's capital program to support Metro-North's ongoing commitment to maintaining the safety, functionality, and longevity of its stations and the entire infrastructure, to be able to continue to deliver dependable service.

President Rinaldi stated that on November 6, Metro-North hosted the inaugural Northeast Railroad Training Consortium at the training center at Grand Central Terminal. This milestone event brought together approximately sixty participants from Metro-North, Long Island Rail Road, SEPTA, New Jersey Transit, Amtrak, and Keolis to enhance operations training and foster regional collaboration across the various railroad agencies. The consortium shifted the focus beyond regulatory compliance to emphasize sharing of best practices, driving innovation and training, and strengthening their workforce development. The event featured agency presentations, breakout sessions on key topics such as conductor training and digital training innovations and the introduction of tools to facilitate their ongoing collaboration. Plans are already in motion for continued collaboration between these agencies and future annual consortiums hosted by other railroad agencies. President Rinaldi congratulated the Metro-North team and the teams from other agencies who were involved in the launch of this program.

President Rinaldi stated that on November 7, two Metro-North signal maintainers, Wayne Clarke and Luke Gulergun, demonstrated exceptional dedication to public safety and quick action during an emergency near the Virginia Road crossing on the Harlem Line. While in route to a job site, they noticed smoke near the crossing and immediately activated the truck's strobe light as they headed towards the scene. When they arrived at the crossing, they discovered a car engulfed in flames on both tracks. Signal maintainer Luke Gulergun initiated an emergency radio transmission to the rail traffic controller ensuring that all train movements were halted to protect the public and train operations. Both employees then checked the vehicle and confirmed that it was unoccupied. The driver had safely exited and identified himself to them on the roadside. Understanding the potential danger to others, they secured the area by protecting both ends of the crossing and flagging traffic to prevent further incidents until the MTA Police arrived. President Rinaldi commended and thanked Wayne and Luke for their quick actions to assist and protect the train operations.

President Rinaldi thanked Susan Sarch, Vice President and General Counsel, who is retiring after fifteen years of dedicated service, leaving behind a remarkable legacy of leadership and achievements. Susan's been instrumental in shaping Metro-North's legal and operational framework, and she played a key role in transformative milestones including the acquisition of Grand Central Terminal and the Harlem and Hudson Lines a few years ago. Her efforts have strengthened the railroad's foundation and the connection to the communities that they serve and her dedication to public service has guided her actions and benefited all of us. Her collaborative leadership and unwavering commitment to Metro-North's mission have set a high standard for excellence. President Rinaldi, on behalf of Metro-North, extended heartfelt gratitude to Susan for those contributions and wished her the best in her well-deserved retirement.

Board Member Zuckerman thanked President Rinaldi and Executive Vice President Vonashek for listening to the needs of Garrison Station riders and expressed appreciation for their support. Board Member Zuckerman commented that everyone should be mindful of how large the next Capital Plan is. The MTA will receive \$68 billion if the plan is approved and Governor Hochul has been a leader in getting the amount that this organization and system needs. Board Member Zuckerman stated that the MTA is a one and a half trillion-dollar asset, and one percent of that would be \$15 billion, which is what is needed to maintain the system. The \$68 billion over five years would be \$14 billion, which is the closest they have come to getting the funds necessary. Board Member Zuckerman thanked the Governor for her leadership that allows the MTA this plan. Board Member Zuckerman noted that based on the analysis of the Rockefeller Institute on the balance of payments between the states and the federal government, New York puts in \$56 billion more than it gets from the federal government. Board Member Zuckerman expressed dismay at those who fight against New York for having the courage to implement congestion pricing, because congestion pricing is needed to fund the \$68 billion.

In response to a question from Board Member Garodnick to President Rinaldi regarding shifting the target for the mean distance between failures for 2025 due to the target having been consistently met and exceeded in 2024, President Rinaldi stated that the target is periodically assessed and while they have had a good year with respect to the fleet, and is happy about the acquisition of new locomotives, there have been reliability issues with their diesel fleet, which is closely monitored for the mean distance between failures. President Rinaldi stated that the setting of the 2025 target will be reviewed with the team to determine whether there is room for a stretch goal rather than one that can be obtained consistently.

In response to a question from Board Member Bringmann regarding whether there are different mean distance between failure (MDBF) targets for various equipment such as electric versus diesel, President Rinaldi stated that there are different targets which are provided for in the Committee materials.

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.

7. SPECIAL PRESENTATION: OPERATIONAL PERFORMANCE YEAR IN REVIEW:

LIRR

LIRR Senior Vice President of Operations Tom Kost ("Senior Vice President Kost") provided highlights for 2024 on-time performance (OTP), ridership, MDBF, and infrastructure.

Senior Vice President Kost stated that 2023's OTP was 93.95%, which missed the goal of 94% by 0.5%. Throughout 2024, the operations team continued to make systematic service modifications, equipment manipulation changes, and stopping pattern adjustments. Weekday and

weekend off-peak schedules were completely rewritten to meet customer travel patterns. As a result, November 2024 OTP was 96.2%, above the 94% goal, and YTD OTP was also above goal at 95.6%. The OTP improved in all four reportable categories compared to 2023, with AM Peak up 2.7%, PM Peak up 3.2%, off-peak up 1.4%, and with the overall OTP increased 1.8% YTD. These increases are a direct result of the service improvements and measures put in place to enhance operations. In November, eleven branches operated at or above goal and YTD ten branches operated at or above goal. In mid-2024, the team created a new measurement focused on Jamaica OTP with the goal of 70% of AM and PM peak trains arriving at Jamaica with less than three minutes delay. In November, the AM Peak OTP at Jamaica was 54.7%. Although this was slightly below goal, there were modest gains in trains being less than three minutes late. The November PM Peak Jamaica OTP was 70.7%, above goal of 70%. The operations team made eighteen changes to PM Peak schedules which paid dividends by bringing PM Peak OTP from 59% to 70% since beginning this assessment in July.

Senior Vice President Kost stated that for November, there were eight major incidents that resulted in ten or more late trains. The most significant incident occurred on November 22 due to slip slide conditions that impacted OTP by 0.1%. The number of incidents that cause ten or more late trains decreased by 73 occurrences in 2024 compared to 2023, which equates to a notable 38% reduction. Being proactive with matters under LIRR control is key to preventing future problems. To date, the three most significant incidents were two snow and ice events in January and a pedestrian strike east of Mineola, which were things outside of LIRR's control.

Senior Vice President Kost stated that for November, the service delivery was 99.7% and YTD remained strong, fluctuating between 99.4% and 99.8%. The slight dip in service in January and February 2024 was due to two infrastructure issues resulting in train cancellations. The January event involved a railroad drawbridge near Long Beach. The February event involved wires fouling the track near the East New York station. Following the drawbridge event, the Maintenance of Way department made significant improvements to the signal, electrical, and track components, while the mechanical department machine shop manufactured new parts that were unavailable to obtain.

Senior Vice President Kost stated that ridership is growing during both peak and off peak with weekend ridership surpassing 2019 pre-Covid numbers. The steady increase is a direct result of enhanced service at two major terminals in Manhattan providing more options for customers. The total ridership for 2024 is 62 million riders through October, which is an increase of 17% compared to this time last year. There has also been an increase in ridership each month compared to the previous year. The summer ridership remains strong. Area events also played a role in the increase in ridership, with customers taking advantage of the robust service to places like MSG, UBS, Citi Field and Barclays. Service was provided to 69 more events in 2024 than in 2023 and LIRR works closely with those venues to provide the appropriate level of service based on the expected attendance and direction of travel.

Senior Vice President Kost stated that one of LIRR's goals for 2024 was reducing the number of trains over 90% vehicle capacity (VC). Jon Kaufman and the Strategic Initiative team helped create a loading dashboard which obtains data from load weight and other sources to help

identify and evaluate trains over 90% capacity. The information is used to identify and assign the appropriate number of cars for each train to minimize the VC. For the trains that must, periodically, operate over 90% because they travel at peak times from terminals that cannot support additional service due to infrastructure limitations, we ensure that those trains have the maximum number of cars possible. The operations team is always looking for ways to improve the customer experience, and the number of trains operating under 90% VC is noteworthy.

Senior Vice President Kost stated that for fleet performance, the MDBF for October was 215,986 miles, above goal of 150,000 miles. The YTD MDBF is 161,848 miles also above goal of 150,000 miles.

Vice President of Maintenance of Way Paul Dietlin (“Vice President Dietlin”) stated that the team placed emphasis on key performance metrics and infrastructure plays a critical role in achieving on-time performance goals each year. The Engineering Department continued to harden the infrastructure and improve reliability, particularly with the increased service levels post GCM opening. The Capital Program state of good repair investments form the foundation for sound infrastructure. The year 2024 was marked by significant ‘nuts and bolts’ work. Year-to-date, LIRR replaced almost seventeen miles of rail, surfaced sixty-five miles of track, eliminated over one thousand joints, renewed twenty-four grade crossings (double of what is normally done each year), and replaced almost twenty-seven thousand feet of third rail and protection boards. All these efforts have yielded a twenty-one percent reduction in infrastructure related delays compared to 2023 YTD.

Vice President Dietlin stated that the Engineering Department investigates every incident associated with the infrastructure, regardless of whether the incident caused a delay, in order to avoid future delays and impacts. For example, LIRR set a goal to reduce switch incidents by 5% compared to 2023 levels. Through analysis, LIRR identified that head stick conditions at certain wood tie switches were the driver of switch incidents. Head sticks are the long timbers on which switch machines and rods are mounted. From a track structure perspective, these ties are good. However, from a switch machine adjustment point of view, they may not be good. This makes it very difficult to keep the switch in critical adjustment. So LIRR has systematically identified locations and replaced head sticks and performed renewals at thirty-four switches this year, many of which are around the core of operations at Harold, Jamaica, and Valley Stream. LIRR also replaced seventeen aging switches and slip switches. This effort helped achieve a 33% reduction in switch incidents compared to 2023.

Vice President Dietlin stated that the state of good repair is not a one-time blitz but rather a cyclical and planned effort to maintain the infrastructure for safe and reliable service. Vice President Dietlin thanked the labor forces of the Engineering Department supported by all the other operating departments.

Co-chair Herbst thanked Rob and complimented the entire team for the work and improvements done so far such as the second track, the third track, and access to Grand Central. With the addition of the rolling stock, customers should continue to see improvements. Co-chair Herbst believes that reliability is the cause for the increase in ridership.

Board Member Tessitore stated that the LIRR workforce has been doing incredible work with the largest crew book that has ever been seen. There is a lot of work packed in to tight schedules, the workforce deserves a lot of credit.

In response to a question from Board Member Bringmann regarding how cancelled trains are handled in the on-time performance metric, Vice President Kost stated that cancelled trains are deemed the same as late trains.

In response to a question from Board Member Garodnick regarding possible goals for 2025 to bring the on-time performance levels of the Montauk Branch in line with the rest of the system, President Free stated that due to the limitations on that branch, which is 67 miles of single track territory, he hopes that the approval of the purchase of 44 dual-mode locomotives will improve the service on the Montauk Branch. In addition, the Capital Program is crucial to the Railroad to improve service by modernization or expansion of the infrastructure. One of those initiatives involves interlocking, as there are currently only three on the branch. The interlocking provides the ability to control passing sidings, allowing trains to pass each other on an otherwise single track. Increased interlocking would give more flexibility to running trains on that branch.

In response to a further question from Board Member Garodnick regarding how the 44 dual-mode locomotives would help and whether additional siding expansions are included in the Capital Plan, President Free stated that the old locomotives are past their useful life and their MDBF is low, so new locomotives would greatly improve reliability and service. As part of the Capital Plan, there is \$800 million identified to explore expansion and modernization projects, and some portion of those funds would be used to specifically to enhance the service on the South Shore.

Metro-North

Metro-North Executive Vice President of Operations Justin Vonashek (“Executive Vice President Vonashek”) stated that both employee and customer injuries are trending down versus the previous period with the customer injury rate improving over 25% and the employee injury rate improving 15% year over year. This is the result of many important initiatives implemented this year focused on employee engagement. One such initiative was the Employee Safety Culture Survey, which allowed Metro-North to gauge how it was doing as an agency. Based on feedback, monthly employee engagement days were implemented, where managers are now required to be in the field to engage with employees. During these days, all meetings within the agency are cancelled. Partnership with labor has continued to be strengthened and programs like the Confidential Close Call Reporting System and Safety Committees have been reinvigorated.

Executive Vice President Vonashek presented a snapshot of Metro-North’s on-time performance since its inception in 1983. Metro-North’s OTP is at a historical high at over 98%. Over the last five years, Metro-North has consistently ended the year with over 97% OTP. Importantly, it is the hard work and dedication of every employee that makes this achievement possible.

Executive Vice President Vonashek stated that last year was a very good year operationally. This year, Metro-North reduced delays over 35% compared to last year. Daily review of delays and incidents are performed to find opportunities to improve going forward.

As for fleet reliability, Metro-North has consistently exceeded its goal month over month. Last year was the highest MDBF on record, and this year will match or exceed last year's performance. Emphasis is placed on understanding the reason for all equipment failures and drilling down to the root cause. The standard work initiative was rolled out this year in partnership with labor to ensure there is a consistent approach to maintaining the equipment regardless of person or shift. The mechanical department has leveraged all the data available. While MDBF is an industry standard, it does not always tell the full story. Other methods are used to understand how reliable the equipment is and where improvements can be made. The team has also done a good job of identifying issues prior to equipment leaving the yard, which is a key component to ensuring there is no in route failures impacting service.

Executive Vice President Vonashek stated that in 2025, the new Siemens locomotive will begin service as early as Q1. This is a great partnership with Siemens, and they are currently four months ahead of schedule.

Major improvements were also made in train operations this year. With labor partner ACRE, they have worked together proactively to identify areas of concern and work together to improve them. Metro-North has hired many new employees over the past few years and many challenges were due to growing pains.

This year, Metro-North saw the benefits of embedding the mechanical department and the MTAPD in the Operations Control Center (OCC). They are now able to more effectively and quickly address issues directly from the OCC. Quicker response with the subject matter experts has resulted in fewer train delays and quicker resolution, ensuring a seamless commute for customers. The overall delays per incident have been reduced by over 30%. Executive Vice President Vonashek thanked Chief Mueller, Inspector Pisanelli, and Lieutenant Sullivan for their assistance in making this possible.

Since the introduction of the industry's first sixty-mile-per-hour Laser Train in 2022, the approach to the slip-slide season has been refreshed and there have been year over year improvements. A centralized hub was created to more effectively use all available tools and data to implement hour by hour changes in mitigating the effects of the slip slide season. Insightful weather predictions allow the OCC to implement low adhesion speed reductions. Through effective scheduling, the number of miles cleaned this year has doubled. This year, they also had an aggressive pre-tru for the wheels. Based on historical data, wheels trued in advance of the slip slide season were more likely to make it through the season without having to be re-trued. The result was a lower number of late trains, lowest number of delay minutes, and lowest number of wheel tru expenditures on record.

Executive Vice President Vonashek stated that this year, they are on track to complete all maintenance goals as required. Two major infrastructure projects were completed this year, both

located in areas that impact over 95% of customers. One was the Diamond Project in Grand Central Terminal. Executive Vice President Vonashek presented a diagram that showed the problem, which greatly limited the capacity in the tunnel by over 30% during the peak period. With planning and limited schedule modifications, the work was completed on time with minimal impact to customers. The same was true for the work on the Park Avenue Viaduct. Thanks to proper planning and coordination as well as proper execution, there were only two delays for the duration of the project. This amounted to a project OTP of over 99%.

As for resiliency, weather is one of the greatest challenges to service reliability. Metro-North is susceptible to weather at several locations throughout the system. This year, the maintenance of way department took the initiative to tackle a few of those locations. In Garrison, where the track was often flooded, the team raised the track over twenty inches from its lowest point. Since this work was completed, there has not been one train impacted due to flooding. Another area with major flooding was on the Harlem Line. The team raised the signal box over four feet using only recycled materials, minimizing costs and impact to the environment. Going forward, all signal houses will be at least four feet above ground level.

Executive Vice President Vonashek stated that a lesser-known issue to the railroad is bridge strikes. In 2023, almost 800 delay minutes was due to bridge strikes. They have begun working with local municipalities to improve signage and adjust traffic flow wherever possible. The benefits of these initiatives can be seen by the reduction of delay minutes by over 50%. In addition, Metro-North recently installed a striker beam at Steamboat Road in Greenwich, a known location with a high number of strikes. The beam is a sacrificial beam where drivers who miss the signage will hit the beam structure prior to hitting the actual bridge structure, which ensures the safety of the bridge structure.

Executive Vice President Vonashek discussed another lesser-known issue of bridge openings. On the New Haven Line, one of the busiest lines in the nation, bridge openings had the potential to have major impacts during peak periods with immediate openings required during the busiest times. Over the past year the team worked closely with the US Coast Guard, so that now no openings are required during peak hours and advance notice is required for openings at other times.

Executive Vice President Vonashek stated that trip times have been improved this year for customers. This year, they saw the fastest runtime from New Haven to Grand Central Terminal during the AM peak at 90 minutes. The overall trip time on the New Haven Line has been reduced.

Executive Vice President Vonashek provided a positive train control (PTC) update per Board Member Zuckerman's request. Metro-North has been addressing open issues with Siemens and Alstom, but overall, the many benefits of PTC can be seen. PTC has been utilized to operate trains more efficiently and eliminate many restrictions in place prior to PTC. These enhancements contributed to the improvement of trip times.

Executive Vice President Vonashek stated that we saw major employee and customer safety improvements. The on-time performance and service delivery was at an all-time high.

Metro-North is on track to hit all of its maintenance and production goals; they have addressed major infrastructure projects with minimal impact to customers; customer satisfaction continues to remain high; and they have reduced the operating budget through operating efficiencies by over \$50 million this year. None of this would be possible without the hard work and dedication of the entire Metro-North team. No matter the challenge this team always rises to the occasion and delivers the exceptional service our customers expect and deserve. Executive Vice President Vonashek personally thanked them all for all that they do every day.

Board Member Glucksman expressed appreciation for the wonderful service provided by both railroads including the employees that did all the work. Board Member Glucksman stated that he had the privilege to ride the Laser Train and was impressed with the dedication of the workforces. He also visited the Park Avenue Viaduct one Sunday and was very impressed with the workforce there as well. The Holiday Train for Metro-North employees was another amazing thing. Board Member Glucksman expressed gratitude for another great year.

In response to a question from Board Member Zuckerman as to the number of times PTC was used or engaged, rather than the overall application of the system, Executive Vice President Vonashek stated that the system is currently a manual process, and they are currently working with the manufacturer to automate it. They currently rely on the individual engineers to report the usage. At the same time, they don't want the employees to rely on it too much as they want the engineers to be able to operate the trains without the system in place. President Free explained that PTC is an overlay to an existing speed control system, which helps with enforcement of items such as curvatures.

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:

The 2024 Metro-North and LIRR Safety Reports are filed with the records of this meeting.

9. MTAPD REPORT:

MTAPD Chief of Operations Thomas J. Taffe (“Chief Taffe”) reported that for the month of November 2024 there were 15 major crimes, which is a 7% decrease compared to last year. This decrease occurred despite increased ridership. Most crimes were grand larcenies, the majority of which was for unattended property. However, assaults against police officers and conductors continue to be a concern, largely due to an increase in enforcement of crimes. There were two assaults of conductors in November, both stemming from fare disputes. One resulted in an arrest after a brief foot pursuit by officers in the station and the other is currently under investigation. The Department remains committed to addressing fare evasion and improving response times in collaboration with both railroads. Fare evasion summonses have increased over 360% and arrests are up more than 130%. They are also continuing the pilot program of embedding police

supervisors in the rail control centers. This initiative is helping to improve response times and service calls ensuring more effective management of train patrols.

Board Member Tessitore emphasized the importance of train patrols to support the crew and requested that the patrols be maintained at a proper level. This is especially true for events at UBS Arena and the inspection pilot, which will not work as well without the support of the police officers' presence.

President Rinaldi expressed thanks and gratitude to the MTAPD, Chief Mueller, Chief Taffe, and Inspector Pisanelli for their continued partnership and support, especially embedding police in the OCC, which helped to manage events in the field such as a trespasser strike, and their assistance in the fare collection efforts while minimizing the impact on the overall operation, which allows them to deliver the reliable performance that was described earlier.

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 Taffe's presentation.

10. ACTION ITEMS:

President Rinaldi noted the following Metro-North action items: (i) NYSDOT Grant for Connecting Services; and (ii) Eleventh Memorandum of Understanding (MOU) between Metro-North and the City of Newburgh for Reimbursement of Ferry Landing/ Parking Lease.

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

11. INFORMATION ITEMS:

President Free noted the following LIRR information items: (i) 2025 Final Proposed Budget; (ii) 2025 Proposed Committee Work Plan; (iii) Diversity/EEO Report - 3rd Quarter 2024; (iv) Year End Holiday Service; and (v) Review of Committee Charter.

President Rinaldi noted the following Metro-North information items: (i) 2025 Final Proposed Budget; (ii) 2025 Proposed Committee Work Plan; (iii) Diversity/EEO Report – 3rd Quarter 2024; (iv) Review of Committee Charter; (v) Conveyance of Property Interests in the Wakefield section of the Bronx to facilitate adjacent Transit-Oriented Development.

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

12. FINANCE:

The Finance Reports for both railroads are contained in the meeting material.

13. PROCUREMENTS:

LIRR Director of Rolling Stock Procurements Maura Kelly reported on one procurement item. The Long Island Rail Road seeks Board approval to exercise Option 3 of the contract awarded to Siemens Mobility, Inc. (“Siemens”) for the design, manufacturing, testing, and delivery of up to 44 dual-mode locomotives in the amount of \$787.5M. The base contract awarded as a result of a competitive RFP was approved by the Board in December 2020 included options for additional locomotives for Metro-North, LIRR, NYS Department of Transportation, and Connecticut Department of Transportation. The pricing at the time of the award for option cars is subject to an adjustment formula that incorporates several price indices. The 44 dual-mode locomotives under this option are needed for the replacement of existing LIRR passenger diesel locomotives that are beyond their service life. These locomotives will provide improved reliable passenger service to the LIRR’s diesel branch customers. Additionally, they will reduce the LIRR’s carbon footprint by featuring engines that meet Tier 4 emission regulations. These locomotives will provide eco-friendliness by cutting airborne emissions by more than 85 percent. Delivery of the 44 dual-mode locomotives is scheduled to begin in 2027 and to be completed in 2031. Siemens has the experience, technical capability, resources, and facilities to perform the work required. Metro-North received the first two Siemens locomotives, which have successfully completed Phase 1 testing on schedule in Pueblo, Colorado. They are now in Phase 2 testing in the Metro-North environment and are expected to enter passenger service in early 2025. The 2020–2024 Capital Plan will fully fund five locomotives, and 39 locomotives are contingent upon approval of the 2025–2029 Capital Plan.

In response to a question from Board Member Garodnick regarding the price increase of \$13M per locomotive to \$18M per locomotive, Kelly stated that the price adjustment includes projected escalation up to 2031. In addition, there were change orders specific to the LIRR that were not included in the base contract. Various technical specifications were needed, including modifications to the fleet to adjust for a mixed fleet so that they work with older models, a modified public announcement intercom system, and a change of third rail, among others.

In response to a further question from Board Member Garodnick on what an accurate price escalation is, MTA Chief of Rolling Stock Program Tim Mulligan stated that further breakdown will provide that information.

Board Member Bringmann thanked the procurement staff for making the new purchase of dual-mode locomotives.

Assistant Deputy Chief Procurement Officer Omar Messado reported on two procurement items.

- a) Metro-North seeks Board approval for a competitively solicited miscellaneous service contract with three two-year options in the not-to-exceed amount of \$44.3M to Port Imperial Ferry Corp. d/b/a NY Waterway (“NY Waterway”) to provide ferry and ancillary services (the “Services”) for the Haverstraw-Ossining and Newburgh-Beacon routes. Under this contract, NY Waterway will provide weekly scheduled commuter ferry service during the AM and PM peak. NY Waterway will also provide ancillary services such as maintenance of the parking facilities, trash removal, and maintenance of the berths. In the event of ferry service disruptions, NY Waterway will provide contingency bus service. Weekend ferry service is available under the contract as an option. NY Waterway as the incumbent contractor was the sole proposer responding to the solicitation. This contract will be funded by Metro-North’s operating budget and state and federal subsidies.

- b) Metro-North on behalf of itself and LIRR seeks Board approval of a three-year plus two one-year options contract for a non-competitive estimated quantity miscellaneous procurement contract to the firm BBM Railway Equipment, LLC (“BBM”) for preventative maintenance, inspection, repair and parts supply for car hoists and truck turntables in the estimated amount of \$4.5M. Both railroads use this equipment as part of their railcar maintenance operations to lift, turn, rotate and move rail vehicles and truck assemblies for routine inspection, maintenance and repair. Macton Corporation originally supplied this equipment to the railroads. In 2019, BBM acquired all of Macton’s machinery, inventory, and intellectual property. This procurement will be funded by each railroad’s operating budget.

The vote for these procurement items was postponed because a quorum was not present.

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

14. 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

A handwritten signature in blue ink, appearing to read "Haley Stein", with a long horizontal flourish extending to the right.

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