



# Meeting Minutes of February 13, 2020

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A meeting of the Long Island Rail Road Commuter Council (LIRRCC) was convened at 4:30 pm on Thursday, February 13, 2020 in the LIRR East Side Access Readiness Conference RM, 450 7th Ave, 20th Floor, New York.

## Member Attendance

Mark Epstein (Chair)	Present
Gerard P. Bringmann (Vice Chair)	Present
Sheila Carpenter	Present
Raymond Pagano	Absent
Bryan Peranzo	Present
Marilyn Poterson	Present
Larry Rubinstein	Absent

## Staff Attendance

Lisa Daglian (Executive Director)	Present
Ellyn Shannon (Associate Director)	Present
Bradley Brashears (Planning Manager)	Absent
Sheila Binesh (Transportation Planner)	Absent
Deborah Morrison (Administrative Assistant)	Absent

## Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Hector Garcia	LIRR
Matthew Kessler	Concerned citizen
David Florio	MTA Director of Real Estate Transactions & Operations

**Approval of Agenda for February 13, 2020 meeting.  
Approval of Minutes for January 9, 2020 meeting.**

**Chair's Report attached.**

- Senator Gaughran will hold a Town Hall meeting in Oyster Bay on Thursday March 12<sup>th</sup> regarding the LIRR.
- MTA Inspector General's report
- Comptroller Audit: on Ticket Collection and MDBF and ridership

**Hector Garcia, LIRR External Affairs**

- We have been meeting with elected officials, Senators, Assembly Members, Mayors, and Town Supervisors regarding the future of the Oyster Bay Branch and what can be done short and long term.
- Per the upcoming Capital Plan, we are undertaking a consultant study to analyze system-wide diesel and single track territory to make recommendations on what areas to prioritize.
- The Port Jefferson line study is underway.
- The opportunity for scoot service at Mineola is almost gone due to Third Track and construction.
- M9s are doing well. We have 28 cars in service, which is 3 train sets. 16 cars being tested and 24 cars being assembled. The delivery obligation is 10 cars per month. 202 cars remaining, which will be accepted and in service next year. This is not enough to replace the M3s. We will keep some of the M3s. M9As will be for ESA expanded capacity. We have discussed the outlets for the new M9As.
- Penn Station: When the new entrance drops, the barrier will change; that is where the new elevator and staircase will be.

M. Epstein: Interested to see what riders prefer. Last time riders preferred more trains over electrification. No full consensus. How are the M9s? Are the lights too bright?

**Action Item:** Anything different for M9s or M9As regarding winter readiness? The threshold plates might be heated.

**Action Item:** Penn Station store closing schedule

LIRR board screens are too high near subways entrance.

S. Carpenter: Hoping we are not going back to locking station waiting rooms. Riders need to use the rooms.

G. Bringmann: When will Amtrak move to Moynihan to make more space for LIRR tracks? Is Platform F at Jamaica a through track? Yes, but Platform F through track is not operational yet.

**Introduction of Speaker: David Florio, MTA Director of Real Estate Transactions & Operations**

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### *LIRR Station Parking Spaces Leased Out to Taxi Companies.*

Some stations lots are owned by municipalities. We have 18/19 locations with RFPs out and have received 6 proposals for parking spaces leased by taxi companies at station parking lots. Each is a 5-year license agreement. 8 locations are married with a dispatch office. The demand might have decreased. We are looking at the proposals to see if commuter or employee parking can be increased where the total available spots are not included in the proposal. The taxi companies on the lease are required to meet AM/PM peak trains. We have a third-party vendor who inspects the spots and taxis. We can do focused rush inspections upon recommendation.

Taxi agreements are at:

- Amityville
- Babylon
- Copiague
- Montauk
- Bay Shore
- South Shore
- Sayville
- Kings Park
- Northport
- Garden City
- Hicksville
- Huntington
- Island Park
- Massapequa
- Little Neck
- Floral Park
- Ronkonkoma (Master station tenant)
- Freeport (Dispatch office only)
- Mineola (No spots there, just dispatch)
- Lynbrook (terminated due to construction)

Taxi drivers cannot be on the platform; they ideally should be in their cars.

B. Peranzo: Proposal for FHV pick up/drop off area? There should be more inspection of use. Riders prefer to use the spots.

D. Florio: We would need to work with municipalities on FHV pick up/drop off areas.

M. Epstein: Reach out to municipalities to move taxi rented spots to nonprime parking spaces? This Council was instrumental in getting the Suffolk County Taxi and Limousine Commission started due to price gouging.

S. Carpenter: On Sundays, SCAT (Suffolk County Accessible Transportation) service is provided to train stations.

G. Bringmann: There is a need to keep cabs in light of surge pricing on FHV's.

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H. Garcia: They are looking into creating an open plaza area at Hicksville – with the town property.

D. Florio: Penn Station: Vornado leases space from the MTA. We will push retail back 28 feet and widen the concourse. Vornado will have the south side retail and formally curate the retail. The north side retail is in agreement with Hudson News and in the agreement are 2-3 food/retail strategic popups along the path of travel during the construction. We have asked them to include to grab n go and coffee in the popups. Vornado is in charge of the tenants but we are working together. By mid-year retail on the north side at Penn will close. All the leases with MTA have been terminated. The temporary ticket office will stay open for now. The new ticket office will be where it was, but smaller.

M. Epstein: Hudson has transformed some shops into gift and souvenir shops which riders don't always want. Is Kmart closing because of construction or another reason?

D. Florio: According to an article in Crain's, Kmart is not closing because of the construction. Their lease is with Vornado. Made in NY needed storage space to stay at Penn Station so will close because of their lost storage space. Hudson News has a network of stores and storages space.

The LIRR is now looking into getting vendors to take over station buildings and let customers use facilities. The first rollout is a restaurant at Lawrence station. The tenants would take on capital improvements, pay rent, and deal with maintenance.

Sayville is not on the list for a station tenant, but can be put on the list. At Mineola, they would allow the tenant to relocate, expand under the eaves, and the station could be a community amenity or sit down restaurant. This would retain the waiting room function. Tenants like that.

Station Tenants for: Riverhead, Woodmere, Kew Gardens, Mineola, Westbury, and also those under the viaduct.

We would like to bundle station tenant agreements like we do for the subway, but have not yet because each station is a substantial investment. Metro-North Stations never had problems with negative impact on rider parking.

*Discussion of LIRRCC Meeting rooms.*

### ***Adjourned***

#### **Action Items**

- Differences on M9s/M9As regarding winter readiness? Heated threshold plates?
- Penn Station store closing schedule.
- Will beer and coffee be served at Hudson News popups?
- List of LIRR stations currently marketing to lease.

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**Youtube Video links: [Part 1](#) & [Part 2](#)**

The meeting was adjourned at 6:00 PM.

Respectfully submitted,

Lisa Daglian  
Executive Director