



Meeting Minutes of October 10, 2019

A meeting of the Long Island Rail Road Commuter Council (LIRRCC) was convened at 4:30 pm on Thursday, October 10, 2019 in the Transportation Service Conference RM, 1 Penn Plaza New York, New York.

Member Attendance

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

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
Rick Horan	Friends of Queens Way (on phone)
Matt Kessler	Concerned Citizen (on phone)

**Approval of Agenda for October 10, 2019 meeting.
Approval of Minutes for August 8, 2019 meeting.**

Chair's Report attached.

Staff Report

- Arrival of M9s

[2020-2024 Capital Plan](#)

- Concerns about the MTA's ability to complete the capital program with current resources.
- Request to include the start dates, target end dates, progress, and delays in the Capital Plan dashboard.
- The Capital Plan was forwarded to CPRB on October 1. We will be testifying at the hearings in November.
- Last time it was held up by CPRB for 18 months. There a cost of delay.
- We are calling for the CPRB meetings to be public.
- The Traffic Mobility Advisory Working Group has a role to play in the approval of the Capital Plan.

Hector Garcia, LIRR External Affairs, Presentation on the 2020-2024 Capital Program

- Accessibility is a priority: 7 new ADA accessible stations.
- Modular elevator designs to add to more stations.
- Central Branch: flexibility during service disruption to reroute trains.
- New development in Anable Basin. **Action Item: Submit wish list and present to developer.**
- The bundling of contracts will be under the new Construction & Development department, which was included in the [Transformation Plan](#).

G. Bringmann: Why 12 engines on the diesel stock? And 17 new coaches?

H. Garcia: There is a Metro-North procurement for engines and this might be a piggy back on that. The 17 new cars will be divvied up among existing cars to Penn Station.

L. Daglian: Is there a percentage of accessible parking spots required at Copiague station?

H. Garcia: That parking lot is managed by the Town of Babylon. There are some restrictions.

G. Bringmann: Mets-Willets Point station needs to be prioritized in the Capital Program

H. Garcia: The plans for that station have been designed and ready. The funds have been ready. The project is required to be integrated into the LaGuardia Air Train, under Port Authority, which is still a few years away. It includes re-activating platforms, especially during events.

L. Daglian: Will there be a 'Park and Ride at Mets-Willets Point?

H. Garcia: There is a committee for LaGuardia Air Train that will look at that. Melinda Katz is on that committee.

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Additional Rolling Stock

The LIRR is considering how to move away from slow procurement and delivery of rolling stock. There is a report to identify a method to set up assembly, testing, and maintaining cars in a local facility. It will consider smaller orders over periods of time. It becomes tricky if the LIRR owns the facility or leases it, and when there are different contracts involved.

L. Daglian: Under Asset Management, there is a continuous need for replacement, is that coming into play?

H. Garcia: Yes, the life cycles should be coordinated in a new way.

E. Shannon: The procurement should be blended with maintenance, through Asset Management, which understands what is failing ahead of schedule and what is lasting longer. They do a dual program under Asset Management.

H. Garcia: Our Maintenance and Equipment department has a good system; our Engineering section needs to catch up.

E. Shannon: Is there a parking and station access plan as East Side Access comes online? Better station designs for better flows, including bike/pedestrian access and kiss and rides.

H. Garcia: We have two garages at Mineola and Westbury, part of Third Track.

We are moving towards private partnerships with developers on parking (i.e. Hicksville).

M. Epstein: This is not always good for riders because some travel from the nearest station that may not always be in the town they officially live in. Some parking lots are for local residents.

E. Shannon: What about ownership of land via MTA Real Estate?

H. Garcia: There is parking being built at Westbury. The Village owns the property and gives a percentage of spaces to LIRR riders. There is no parking plan, we are moving towards value capture.

Station Upgrades

- Babylon platforms
- Huntington capacity
- Ronkonkoma garages
- Port Jefferson Branch modernization study (electrification, sidings, short term)
- Great Neck
- Floral Park
- Minneola elevators
- Port Washington station (ESA)
- Lynbrook station building
- Long Beach station building
- Locust manor
- Forrest Hills
- Hollis
- Hunters Point
- Auburndale
- St Albans
- Mets-Willets Point (add Jamaica capacity)
- Atlantic Av tunnels around East New York

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Central Islip and Deer Park: looking to improve the overpass without triggering the ADA requirements before the new Capital Program begins.

E. Shannon: In redoing stations, what about getting new vendors to keep station houses open later? The stations should be upgraded to standards ready for vendors.

H. Garcia: The vendors do the station upgrades.

L. Daglian: How much is left in the current Capital Program?

H. Garcia: We've used it and what wasn't used was reallocated.

E. Shannon: In extending platforms, are there any plans to extend canopies?

H. Garcia: No full-length canopies, but they do protect the asset and cover riders. Both commuter lines inform the policy

M. Epstein: The ADA ramps need covers written in the design guidelines.

Action items: Send letter to make covers and canopies standard practice.

Update on Penn Station work

Before the end of the year most of the vendors will be closed. The LIRR is talking to Vornado and Hudson News to bring back some carts. The Taste of NY cart lost essential storage space. There are some challenges as construction moves and storage space is lost. Doing the work by levels, then platforms, could cause labor issues. Moynihan will have new vendors and waiting rooms. It is slated to open end of next year.

M. Epstein: Any comment on the Governor's taskforce to speed up LIRR trains?

H. Garcia: After the MNR accident they reduced speeds at curves.

E. Shannon: What about increasing the slower speed switches?

H. Garcia: It's still in study phase.

Tuesday the new LIRR Lost and Found will open at the exit concourse at Penn Station. It's a bigger space and more secure.

[Rockaway Beach Line Study](#)

We have the deed from 1953 when the railroad turned it over to the City as part of bankruptcy proceedings. It is between Rego Park on the Mainline to west of Forest Hills to Lefferts Blvd. or Rockaway Blvd. That stretch is an abandoned right of way. South of there is where the JFK Air Train runs currently. It was connected to our existing Far Rockaway station in a loop.

As part of the previous Capital Program, the feasibility study was required. Yes, the line can be reactivated but it will cost a lot of money: \$6 billion for the LIRR and \$8 billion for the City. We also explored making a one seat ride to the airport. That would cost another \$12 billion, but would have lots of environmental issues with the wetlands. The part of the line in the Rego Park area is in peoples' back yards and they don't want there to be any changes. Some want it as rail, others as a park.

ES: What would be the time savings if it reopened?

H. Garcia: It would take 25 minutes on the LIRR from Howard Beach to Penn Station vs ~1 hour normally or, at best, 45 minutes on an express subway.

R. Horan: What is the methodology behind the ridership findings?

H. Garcia: The findings show it would not bring new riders. Riders would switch from the subway to the Rail Road. Ridership would increase by 11k for LIRR and 47k NYCT Subway.

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R. Horan: Any discussion of the fare structure and its impact on ridership?

H. Garcia: No, it was just a feasibility study. Before fare is determined the reactivation needs to be funded.

R. Horan: Why was the report released a year later? It is dated for 21 September 2018.

H. Garcia: It was reviewed and updated.

The Lower Montauk study was done a few years ago by the City DOT. Again, it's going to cost a lot of money and they need to figure out how to do it alongside freight.

Cab Issues at LIRR Stations

There are not any rules or regulation when the taxi service is not provided The LIRR views it as a real estate deal. Otherwise the spots could go to other taxi companies or to riders.

Action items: Follow up on particular station. Ask MTA HQ Real Estate what stations are leased to taxis, what is in the lease, and which ones are owned by MTA/LIRR?

Belmont

The LIRR is coordinating with Homeland Security for the area around Belmont Stakes to manage crowding. We are doing a site visit with them next Friday. There is a RFP out for a design-build contract to build the station. We are waiting to get the funds from the developer and the State to start our process. We want to award the contract before the end of the year so construction can begin next spring/summer with platforms.

3rd Track

Nassau Blvd bridge opened. Culver Ave finished in August. The road opens to traffic on Saturday. Nassau interlocking work happens in November. Once Culver Ave is open, we will be closing the New Hyde Park road underpass. This is a bigger project than the others. This is not the reason for current rush hour delays, that may be due to the grade crossings with broken gates.

East Hampton South and East Hampton will have replacement bus service for the work replacing a bridge.

Additional Topics

M9s

Next Tuesday a new M9 train will be put into service.

L. Rubenstein: Thank you for improving signage at Bellmore Station.

G. Bringmann: ESA open date is Dec 2022? HG: Yes

L. Daglian: Update on Outer-borough Transit Fund? HG: TBD

G. Bringmann: Oyster Bay Branch: Is there any consideration to run shuttle like service between Oyster Bay and Mineola?

H. Garcia: That was studied and pursued. Mineola's north side platform needs a new platform and there is a private property adjacent. It could have conflicts at Mineola with Mainline service.

Adjourned

Action Items

- **Submit wish list to LIRR and present to developer regarding Anable Basin.**
- **Send letter to LIRR to make covers and canopies standard design practice.**
- **Follow up on taxi leases at a particular station. Ask MTA HQ Real Estate what stations are leased to taxis, what is in the lease, and which ones are owned by MTA/LIRR?**

Video links: [Part 1](#), [Part 2](#), [Part 3](#), [Part 4](#), [Part 5](#), [Part 6](#), and [Part 7](#)

The meeting was adjourned at 6:00 PM.

Respectfully submitted,

Lisa Daglian
Executive Director