A virtual meeting of the Metro-North Railroad Commuter Council (MNRCC) was convened at 1:00 p.m. on July 15, 2021, via Zoom.

**Member Attendance**

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| Randolph Glucksman (Chair) | Present |
| Orrin Getz (Vice Chair) | Present |
| Francena Amparo | Present |
| Richard Cataggio | Present |
| Francis T. Corcoran  Walter Zullig | Present  Present |

**Staff Attendance**

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| Lisa Daglian (Executive Director) | Present |
| Bradley Brashears (Planning Manager)  Kara Gurl (Research & Com. Assoc)  Jessica Spezio (Admin. Asst.) | Present  Present  Present |
| Shaul Picker (Research Intern) | Present |
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**Non-member Attendance**

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| **Name** | **Affiliation** |
| None |  |
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| ***Approval of Agenda for July 15, 2021 meeting.***  ***Approval of Minutes for May 20, 2021 meeting.***  ***Chair’s and Board Report***  R. Glucksman: We have had some success getting Senator Schumer’s support on the WageWorks issue, but we still need legislation that will allow people to get refunds. Ridership is still going up. Weekday is down 59 percent, as of Tuesday, and ridership is down 33 percent on weekends. LIRR ridership is in the low minus 30 percents for weekends, and in the high minus 50s for weekdays. Buses are in the high minus 40s, and the subway is in the mid-50s.  L. Daglian: The East Side Access tour was interesting. Two entrances, 270 Park and 347 Madison, won’t be ready when it opens. The people who led the tour had thoughts on what could be improved.  R. Glucksman: A friend emailed me about confusion at Secaucus Junction. There is a 12:45 train to Spring Valley, which comes in on Track H, followed by the 12:49 to Middletown. While the 12:45 is loading, the announcement for the 12:49 was made. Each day he was riding, several people got on the wrong train, but only found out after they left the station. After I forwarded this to NJ Transit management, asking that they move the 12:49 to Track G, they changed it.  Peak fares could be restored when service is increased on August 29th to 85 percent of pre-pandemic levels.  L. Daglian: The LIRR commuter council voted to write a letter in support of twenty-trip tickets. It would be stronger to say that both councils support it.  R. Glucksman: We would support it.  L. Daglian: Off-peak ten-trip tickets on the LIRR are discounted, while peak ten-trips are not.  W. Zullig: It is the same way on Metro-North. |
| ***Old Business***  R. Glucksman: This is Walter’s first meeting as a member.  L. Daglian: Appointments are in process. Walter had a conversation with Joan McDonald of the Westchester County Executive’s office. It might be helpful to let them know other appointments are being held up.  W. Zullig: I told them that, and they are curious as to why.  L. Daglian: Wilhelm Rhonda withdrew his name. He wouldn’t have made it through by December anyway, when the Bronx Borough President’s term expires.  W. Zullig: They are concerned that Penn Station Access doesn’t fall behind. There was a lot of talk about OMNY and how senior citizens would be handled. I told them senior cards would be given, and that they would be able to link them to a specific credit card of their choice. We talked about increased running times on Metro-North, which they were unaware of. They also suggested a possible reduced fare for intra-Westchester travel, similar to CityTicket. They were shocked to hear Metro-North was no longer printing timetables. There was a request for a discounted 20-ride type ticket to attract people back onto the railroad.  S. Picker: A major cause of the increase in running times is Metro-North’s poor maintenance practices. For at least 25 years, there has almost never been a period in which all four tracks on the New Haven Line were in service. It takes them forever to do catenary, track replacement work, to fix rail ties. It is ridiculous how long it takes to do these things when you have other countries like Germany that are much more productive and don’t require extensive outages. Metro-North doesn’t take advantage of its overnight outages.  B. Brashears: In the Freedom Ticket report, we have language in the recommendations supporting a suburban discount. The current Atlantic Ticket has a weekly with transfers to the subway and buses and the one-way reduced fare. We were calling for a monthly option, but because people aren’t traveling the same way, we are looking to finesse that to include language for multi-trip tickets with transfers to the NYC Transit bus and subway network.  L. Daglian: It is essentially a reverse-commute and off-peak reduced fare for commuter rail.  B. Brashears: There are discounted fares that happen, but only between certain station fares in Westchester. There is the Pawling and Paterson station, which are one station apart, but the off-peak fare between the two stations is $11.50. We also want to look at travel between counties, not just in one county, so fares like that could be reduced.  ***New Business***  *Freedom Ticket 2 Update*  B. Brashears: We submitted the report to Janno, who we believe will likely be the next chairman. We are trying to get a meeting with him, and want to hear his thoughts on the proposals, so we can release the report. Shaul and I have been working on supportive blog pieces to continue the conversation. We met with Senator Comrie last week and he wants us to present it to other decision makers.  R. Glucksman: We had interviews about a month and a half ago for an administrative assistant, and came together on a choice, Jessica, who is a current subway conductor.  L. Daglian. She will hopefully begin on July 22 or August 5.  R. Glucksman: We interviewed four people for the research and communications assistant position.  **Action items: None.** |

Meeting recording**:** [**link**](https://www.youtube.com/watch?v=S4T0cVrpbLA&pp=sAQA)

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

Lisa Daglian  
Executive Director