



A virtual meeting of the Metro-North Railroad Commuter Council (MNRCC) was convened at 12:00 p.m. on February 16, 2022, via Zoom.

Member Attendance

Randolph Glucksman (Chair)	Present
Orrin Getz (Vice Chair)	Excused
Francena Amparo	Absent
Richard Cataggio	Present
Francis T. Corcoran	Present
Walter Zullig	Present
Rosalind Clay Carter	Present
Michael Stanton	Present

Staff Attendance

Lisa Daglian (Executive Director)	Present
Bradley Brashears (Planning Manager)	Present
Kara Gurl (Research & Com. Assoc)	Present
Jessica Spezio (Admin. Asst.)	Present
Shaul Picker (Intern)	Absent

Non-member Attendance

Name:	Affiliation
Kathleen Porter	Rockland County Dept. of Transportation
Peter Ramos	MNR

**Approval of Agenda for February 16, 2022 meeting.
Approval of Minutes for January 20, 2022 meeting.**

Chairs and Board Report

- A Nor'easter arrived in the metropolitan area starting Friday evening January 28, dumping upwards of 20 inches of snow in parts of Long Island. While the Long Island Rail Road suspended service for all day Saturday, Metro-North operated a weekend schedule on the Hudson, Harlem, and New Haven Lines. Service was suspended on the three Connecticut branches, New Canaan, Danbury and Waterbury. West of Hudson service operated on its usual weekend schedule with few problems.
- Metro-North and NJ Transit also weathered two additional snow events with little impact to customers.
- I've been monitoring the ridership numbers across the MTA. You too can do this at <https://new.mta.info/coronavirus/ridership>
- Prior to the arrival of the Omicron variant, ridership was trending up, with both railroads at around 50%, the LIRR being slightly ahead. On weekends, ridership on many days was 20-30% higher than weekdays. As of last week, with numbers having fallen into the 30's, weekday numbers have risen up to the 40's, while the weekend days were in the 60's.

M. Stanton: I've noticed in Grand Central they have increased counters on the platforms, is that to cross-check with ticket sales to help determine ridership numbers?

B. Brashears: They do a lot of different ridership counts, the ones we use the most are the GCT counts that average how many riders come in and out of Grand Central. They use these counts with ticket sales to help get a more accurate picture of what the ridership is – they do it from all different angles.

L. Daglian: Peter are you able to weigh-in on that at all?

P. Ramos: Yes, to what Bradley just said, that is pretty accurate. We don't use the specific data for what is provided on the performance dashboards, we use it to inform, for example, a specific train line. Say it is the 7:08 train that arrives at GCT and it had a count of 600; we are able to look at that history and see how it is performing. It's a balancing of the data.

L. Daglian: I think that with the implementation of the apps, they're pretty accurate as well. They show actual ridership volume in real time, it shows where the trains are crowded. It affects the way I ride. I can see if there are fewer passengers in a particular train car.

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R. Glucksman: I want to introduce our two new members, ladies first. Rosalind, please tell us a little bit about yourself.

R. Clay Carter: Hi. I'm Rosalind and I live in Larchmont, and I have one daughter. I spend a lot of time in Bethesda. I worked with A&E television networks. I know Rich Cattagio for a long time, and I attended the same church as Walter before I moved. My corporate experience is in human resources, and I'm currently retired from corporate and trying to start a career of leisure.

M. Stanton: Hello, I'm Mike from White Plains and I'm a manager of marketing communications for Build America Mutual. Prior to this position I worked at Bond Buyer. I've lived in New York City and Westchester before moving to White Plains. I have two kids; one still lives at home.

R. Glucksman: That's great, thanks for sharing, and welcome again. The next in-person and hybrid meeting will be our PCAC meeting on March 3rd, which I will attend virtually, and I hope to have our next MNRCC meeting in April to be in person as well.

Presentation: New Fare Pilot Program - Sarah Meyer's presentation given by L. Daglian.

View slides here: <https://youtu.be/v5ORVxNcK08?t=800>

W. Zullig: I have a question regarding the 20-trip ticket, is it an individual use ticket?

L. Daglian: It's an e-ticket so it'll be on your device, but you can activate two tickets for two riders out of the 20-tickets.

NYS 2023 Fiscal Budget:

R. Glucksman: We will have Lisa explain this, Lisa.

L. Daglian: The Governor has put out her Executive Budget. The Governor is allocating additional funds for the MTA that will allow for no fare increases. It will continue to keep the MTA out of the red, operating money-wise, until 2025. The budget needs to be in place by April 1st and the good news is that the state is pretty flush this year so hopefully that bodes well for the city, the region, and the MTA.

R. Glucksman: I wanted to introduce our new members to our PCAC Staff. You've been hearing from Lisa; she is the Executive Director and has been with us for three and a half years. Bradley Brashears is our Planning Manager and has been with PCAC since

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2013. We also have Jessica Spezio, our Administrative Assistant, who joined us back in August, and Kara Gurl who has been our Research and Communications Associate since September.

W, Zullig: In the news recently, the Governor has asked the MTA to study the possibility of Metro-North running Empire Service from Buffalo to New York and Niagara Falls.

R. Glucksman: That's bogus, it's absolutely false. Somebody in that group sent out the email. That guy Michael has a history of doing stuff like that, but it's never going to happen.

W. Zullig: I recall them saying a few years back they were thinking about it, but if you're saying it's false then no sense in continuing this conversation.

Old Business:

B. Brashears: Randy and I participate in the Metro-North Accessibility Task Force, where we heard yesterday – and Orrin who has been pushing for this for some time – that they are making the Suffern Station accessible. We've found out that they are in the procurement process of doing so and they're also doing that, correct me if I'm wrong Randy, at three other stations as well.

R. Glucksman: Yes, the Pearl River station along with three stations on the Pascack Valley line. It's Pearl River, Nanuet, and the Spring Valley stations.

W. Zullig: Bradley, do you know if they looked at the Suffern Station?

B. Brashears: Yes, that's one of the stations they spoke about yesterday. We have inquired in the past to have Metro-North take over that station because it is in NJ Transit territory.

L. Daglian: Peter, have you heard any chatter about that?

P. Ramos: No, Cathy has a lot on her plate at the moment. I haven't heard anything on that.

New Business:

R. Cataggio: I'd like to give you an update on West-of-Hudson. I gave everyone a package for the new transit-oriented city to be built in Woodbury or Harriman NY and the developer comes in every three months and they just came in to meet us again on the village board. It's going to be a five-year project but there's a lot involved. You have access to a state road, and they have to go through the DOT for two access roads and

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traffic lights. They're proposing a 115-acre development with 2,500 condos, and 60,000 square feet of retail stores and a movie theater. Again, it's all next to the train station and as we get the updates, I'll send you the updated package as I have done in the past. When they have the next public hearing, I will certainly give everyone the Zoom meeting to chime in.

B. Brashears: Rich did you say 2,500 units?

R. Cataggio: Yes, 2,500 condo units next to the train station.

L. Daglian: This isn't Woodbury Commons right, because that's not going anywhere.

R. Cataggio: No, this is about a mile down from Woodbury Commons Mall. This is the Woodbury train station.

L. Daglian: Has there been any movement on building a stop at Woodbury Commons Mall? I know that that was one of the issues that was raised at one of the hearings that I attended recently.

R. Cataggio: No, Diamond Property, which owns the property of the mall, refuses to allow transit riders to park in their facility, I don't foresee any movement on that.

L. Daglian: Rich, did you ask that of the MTA?

R. Cataggio: They have case studies and have offered to provide them to us. Once I get my hands on them, I'll forward them to you all.

R. Glucksman: Rich, who was there from the MTA? It would be interesting if it was Metro-North people or MTA people or even both.

R. Cataggio: I don't recall but I can check the minutes and get back to you on that.

B. Brashears: I would imagine that it was Bob Paley, David Florio and those people who head up the TOD department.

R. Glucksman: Thanks for the update. It makes sense if more people come up by train, you won't really need that many parking spots.

Action Items:

None

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Meeting recording: <https://www.youtube.com/watch?v=v5ORVxNcK08>

The meeting was adjourned at 2:00 PM.

Respectfully submitted,
Lisa Daglian
Executive Director