Per Open Meeting Law requirements, an in-person meeting of the Permanent Citizens Advisory Committee (PCAC) was convened at 2 Broadway at 12:00 pm on Thursday, June 6, 2024. Members of the public and Council members unable to attend were present via Zoom. There was no quorum for the meeting.

**Member Attendance**

Gerard Bringmann (Chair) Present

Andrew Albert (Vice Chair) Present

Randolph Glucksman (Vice Chair) Present

Francena Amparo (MNRCC) Absent

Richard Cataggio (MNRCC) Absent

Rosalind Clay Carter (MNRCC) Absent

Francis T. Corcoran (MNRCC) Absent

Stuart Goldstein (NYCTRC) Present

Peter Gorry (LIRRCC) Absent

Christopher Greif (NYCTRC) Present

Marisol Halpern (NYCTRC) Present— virtual

Karen D. Hamilton (NYCTRC) Present— virtual

Cicely Harris (NYCTRC) Absent

Sharon King Hoge (NYCTRC) Absent

Trudy L. Mason (NYCTRC) Present

Scott R. Nicholls (NYCTRC) Present— virtual

Bryan Peranzo (LIRRCC) Absent

Larry Rubinstein (LIRRCC) Present

Michael Stanton (MNRCC) Present

Burton M. Strauss, Jr. (NYCTRC) Present

Christy Tolbert (LIRRCC) Absent

Walter Zullig (MNRCC) Present

**Staff Attendance**

Lisa Daglian (Executive Director) Present

Brian Fritsch (Associate Director) Present

Kara Gurl (Planning & Advocacy Manager) Present

Jack Connors (Research & Communications Assoc.) Absent

Jessica Spezio (Administrative Assistant) Present

**Non-member Attendance**

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| **Name**Daniel CortSamuel I. Schwartz, P.EQuemuel ArroyoWilliam Stanford Jr.Jason AnthonyMatty W. Buchys-HylandMichael AmabileJim BlairNico KeanGregory Laub Joel EttingerBen TanerDavid Kupferburg | **Affiliation**MTA Inspector General?Chief Accessibility OfficerConcerned citizenConcerned citizenConcerned citizenConcerned citizenConcerned citizenRed Hook Civic Assoc.NY 1 ??? |

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| ***NOT Approved Agenda for June 6, 2024 meeting******NOT Approved Minutes for March 7, 2024******(Due to lack of Quorum)*** **LIRRCC March Chair’s Report:** * The LIRR has been reporting some of the best (non covid years) on-time performances in their history, often north of 95%, the last few months. However, it should be noted that due to the fact that we lost firm connections at Jamaica after the opening of Grand Central Madison, those statistics (good as they are) do not necessarily reflect the customer experience. The schedule is so tight in Jamaica that trains can be considered on-time, yet still miss the connector in Jamaica. We will continue to fight for the restoration of firm connections instead of the current "transfer opportunities".
* Speaking of Grand Central Madison, it took a little over a year, but the split of westbound commuters between GCM & Penn Station is now at the originally projected 40/60%.
* Ridership numbers continue to increase, but due to shifting work patterns, we still have time before we get back to pre-covid levels during rush hour. As you can probably imagine, the Tues-Thurs ridership has been percentage points better than Mon & Fri. Off-peak ridership has returned to pre-covid levels and in some cases exceeds 2019 numbers.
* Accessibility projects on the Babylon branch are moving along nicely. A couple of weeks ago I had the privilege of attending the ribbon cutting for the new elevator at the Copiague train station.
* It was recently brought to our attention by a commuter, that the "late train" link is not functioning properly and the PCAC office is working with the LIRR & MTA IT to get this problem resolved.

**MNRCC March Chair’s Report:** New Haven Line riders were delayed on their evening commute home on Monday, May 20, when the pantograph (power collection device) of a New Haven-bound train got tangled in the overhead wires. The incident occurred near South Norwalk and affected the entire line. Metro-North workers, on the overnight shift made repairs while also providing limited service. Due to the dedication of Metro-North crews, service operated normally for the AM peak. At the May 20th (Super) Committee Meeting, it was announced that both Metro-North and the Long Island Rail Road would once again offer their “Summer Saturdays” program. What this means is that monthly ticketholders can bring two people along and they will pay only $1 each. The effective dates are May 25th through August 31st. Separately I asked President Rinaldi if this applied to West of Hudson monthly ticketholders and after a brief conference with members of the MTA Senior Staff prior to the start of the May 22nd Board Meeting, it was agreed that it would apply to them. President Rinaldi said that she would include this information in the instructions to train crews.As a matter of existing policy, West of Hudson monthly and weekly tickets have been cross honored for many years from comparable Hudson Line stations. Monthly Hoboken tickets require a step-up, a few dollars payment from Tarrytown, while NY Penn Station tickets are accepted without any additional payment.Last month NJ Transit announced that it would increase fares by 15% effective July 1. Additionally, on that date, in each ensuing year till further notice, riders would see annual 3% fare increases. The last NJ Transit fare increase occurred on October 1, 2015! After bringing this to the attention of Metro-North and MTA Legal, it was agreed that New York riders would not be affected.NJ Transit also will implement a policy effective July 1, that one-way tickets would only be valid for 30 days, and any such tickets purchased prior to July 1, would expire on July 31, 2024. There is also a process for refunding other types of tickets. Again, I passed this information on to the two legal teams, and it appeared that riders boarding at MTA stations should not be affected.**NYCTRC March Chair’s Report:** 1. Omny update2. Fare evasion update3. Ridership update4. Crime update **Presentation:** *MTA Inspector General Daniel Cort: Outreach and Oversight: My First Year as MTA Inspector General***View presentation with Q&A here:** [**https://youtu.be/JR02bBT3vi4?t=65**](https://youtu.be/JR02bBT3vi4?t=65)Daniel, the MTA Inspector General, was appointed in June 2023. He shared his background, including previous roles at the New York City Department of Investigation (DOI), the New York State Attorney General’s Office, and the Manhattan District Attorney’s Office. He also expressed a lifelong passion for public transportation, recalling his experiences riding the system while growing up in Queens.Throughout his first year as the IG, his belief that while the MTA system has its flaws, it is not broken. This belief has been reinforced through field visits to various MTA facilities, where they have interacted with workers and gained firsthand insights into the system's complexities. These experiences have helped the IG understand the challenges faced by MTA workers and how these challenges can sometimes lead to issues like timecard fraud or safety risks.The IG describes a "hearts and minds" tour initiated by their office, aimed at building trust with MTA workers. They share several anecdotes from their visits, including tours of bus depots, discussions with workers about job-related challenges, and visits to facilities like the Kingsbridge Depot and the East New York complex, where they examined structural and safety concerns. These visits have not only provided valuable insights but have also helped humanize the IG’s office, making workers more comfortable reporting issues.He discussed ongoing and recent work by the OIG, mentioning active audits related to subway safety, fire safety lapses by an MTA contractor, and the oversight of driving behavior at various MTA agencies. Lastly, he touched on the office’s role in monitoring major MTA projects, such as Superstorm Sandy repairs and the Park Avenue viaduct replacement.***Executive Director Update: Lisa Daglian*** Lisa welcomed our newest team member, Brian Fritsch- Associate Director, who has helped advance the "Fair Fares" initiative since joining. PCAC recently held a press conference with the City Council Speaker advocating for expanding Fair Fares eligibility to 200% of the federal poverty level for subway and bus riders, emphasizing its importance for meaningful impact.She also mentioned the recent alarming news about the potential defunding of congestion pricing, which could jeopardize the MTA's capital program and the progress made over the years. PCAC will continue with our advocacy efforts, including a rally in Albany, where we are urging elected officials to secure funding and to oppose the payroll mobility tax as a solution.***Presentation:*** *by Samuel I. Schwartz, P.E.: Congestion Pricing NYC***View presentation with Q&A here:**[***https://youtu.be/JR02bBT3vi4?t=3206***](https://youtu.be/JR02bBT3vi4?t=3206)Mr. Schwartz acknowledges flaws in the MTA's congestion pricing plan, which faced opposition from various regions. He revisits an older, widely endorsed plan that addresses inequities in the current proposal, particularly its impact on low-income drivers and the lack of transit options in certain areas. Sam suggests a fairer, more uniform toll system focused on Manhattan's central business district, with lower tolls elsewhere to benefit outer boroughs and transit deserts. He urges the PCAC to support this alternative, emphasizing the need for a balanced and effective congestion pricing plan.***Old Business:*** *See video****New Business:****See video*

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| **Adjourned** |

**YouTube link:** <https://www.youtube.com/watch?v=JR02bBT3vi4>**Action Items:****None**The meeting was adjourned at 2:00 PM.Respectfully submitted,Lisa DaglianExecutive Director  |
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