

A virtual meeting of the Long Island Rail Road Commuter Council (LIRRCC) was held at 4:30 pm on Thursday, October 10, 2024 virtually on Zoom. There was no in-person quorum for the meeting, making it an unofficial meeting\*.

## Member Attendance

Gerard P. Bringmann (Chair)	Present (remote)
Bryan Peranzo	Absent
Larry Rubinstein (Vice-Chair)	Present (remote)
Christy Tolbert	Absent
Peter Gorry	Absent

## Staff Attendance

Lisa Daglian (Executive Director)	Present
Brian Fritsch (Associate Director)	Present
Kara Gurl (Planning & Advocacy Manager)	Absent
Jack Connors (Research & Comm. Assoc.)	Present
Jessica Spezio (Administrative Assistant)	Absent
Benjy Ross (Intern)	Present

## Non-member Attendance

Name	Affiliation
Sean Fitzpatrick	MTA C & D
Debra Greif	Concerned Citizen
Christopher Greif	NYCTRC Member
Stu Desser	Concerned Citizen

- \*Approval of Agenda May 2, 2024
- \*Approval of Agenda July 11, 2024
- \*Approval of Agenda October 10, 2024
- \*Approval of Agenda November 7, 2024

- \*Approval of Minutes April 11, 2024
- \*Approval of Minutes October 10, 2024 (Un official minutes)

\*Note: In the absence of a quorum, no action could be taken. These items were held over to the next LIRRCC meeting.

### **Chair's Report:**

- \* The MTA has submitted their 2025-29 Capital Plan to New York State for approval. While the primary focus will be on keeping the system in a state of good repair, included in that plan for the LIRR is the purchase of new M-9a's to replace the remaining M-3's in the fleet, along with a few dozen additional cars to help alleviate crowding. Also within the \$6 billion dollars that will be allocated to the LIRR will be funding to bring the total of the stations that are accessible up to 98%. This will include the Mets-Willets Point Station that we have been championing for many years. While no major expansion projects are included in this Capital Plan, there is money for planning improvements on the Port Jefferson and Montauk branches, as well as possible electrification of the Main Line to Yaphank (where funding is already in place for a new station).
- \* Grand Central Madison will be getting a new entrance at Madison Ave & 45th Street. This entrance will be privately financed by the developer of 347 Madison, the former MTA Headquarters Building, and should be completed by mid-2026. Ridership has been steadily increasing at Grand Central Madison with approx. 40% of Manhattan-bound riders currently using the terminal.
- \* A study is being commissioned by Amtrak, New Jersey Transit & the MTA to see how Penn Station can best be developed to handle the anticipated expansion of train service after the completion of the Gateway Tunnel Project (under the Hudson River). While there doesn't appear to be too much in the additional Penn Station development that will directly benefit LIRR riders (other than possibly some amenities), I have been asked to participate in the Advisory Group that has been formed and have already attended my first meeting.
- \* LIRR on-time performance continues to hover around 95%, but as we've said several times in the past, without timed connections in Jamaica, particularly during the evening rush hour, that metric does not necessarily reflect our riders' experience

**Presentation: Sean Fitzpatrick, Assistant Vice President, Strategic Public Affairs MTA C & D Re: 2025-2029 Capital Plan**

View Presentation here: <https://youtu.be/xPOrFBz7elk?t=1019>

Sean Fitzpatrick gave an overview of the MTA's 2025-2029 Capital Plan, focusing on LIRR substations in poor or marginal repair. Projects like electrification and capacity improvements, including LIRR Main Line from Ronkonkoma to Yaphank, the Port Jefferson Branch, and the Montauk Branch, will see investment with this Capital Plan.

**Executive Director update:**

The MTA is facing a significant funding gap, with a \$33 billion shortfall for the upcoming Capital Plan and a \$16.5 billion gap in the current plan from congestion pricing. Together, these shortfalls are as large as the funding needs of previous plans. To address this, PCAC staff plan to collaborate with advocacy groups, elected officials, and partners to explore funding options and opportunities. Discussions are underway both internally and externally, including upcoming council hearings and legislative pushes in Albany to expand the "Fair Fares" program to more New York City residents and eventually to railroads.

**Social Media and Communications Update: by Jack Connors**

- Throughout the summer months, there were reports of crowding on the Montauk line eastbound at the beginning of weekends and westbound on Sundays and occasional Mondays.
- There have been issues with cross honoring on the LIRR during subway issues, with conductors not always aware of the recently announced cross honoring.
- There are ongoing crowding issues on peak westbound trains primarily in the 4:00 hour across multiple lines.
- There were some negative responses to the LIRR's recent tweet regarding ticket checks at Penn before boarding a train, seemingly because riders don't understand the reasons for doing so. This could be an opportunity for better communication and explanation:  
<https://x.com/lirr/status/1843692488894361637?s=46&t=sBbZp2cfkZImj7BzcO5iWq>

**Old Business:**

NONE

**New Business:**

NONE

**Action items:**

NONE

**Adjourned**

Meeting recording: <https://www.youtube.com/watch?v=xPOrFBz7elk>

The meeting was adjourned at 6:00 PM.  
Respectfully submitted,

Lisa Daglian  
Executive Director