

An in person meeting of the Long Island Rail Road Commuter Council (LIRRCC) was held at 4:30 pm on Thursday, February 8, 2024 at One West Street Mineola, NY. The public and members unable to attend in person joined via Zoom.

Member Attendance

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

Staff Attendance

Lisa Daglian (Executive Director)	Present
Kara Gurl (Planning & Advocacy Manager)	Absent
Jack Connors (Research & Comm. Assoc.)	Present
Jessica Spezio (Administrative Assistant)	Present – virtual

Non-member Attendance

Name	Affiliation
Anabel Frias	LIRR
Matty Buchys-Hyland	Concerned Citizen
Adam Wittenstein	Concerned Citizen
Stu Desser	Concerned Citizen
Debra Greif	Concerned Citizen
Christopher Greif	NYCTRC Member
Jesse Figueroa	Concerned Citizen

Approved Minutes for February 8, 2024 meeting.
Approved Agenda for April 11, 2024 meeting.

Chair's Report:

- The LIRR continues to monitor train schedules/riders concerns and have added an Express Train to Grand Central Madison on the Port Washington branch during the am peak starting April 15th. This train will originate in Great Neck at 7:53am.
- Ontime performance on the LIRR has been in the mid-90's this year, which is critical without having timed connections in Jamaica.
- New food options & stores continue to open in Penn Station and there is now some hope for the same at Grand Central Madison. In addition to the lease signed by "Tracks," the MTA has issued an RFP for a company to come in to handle the leasing at that terminal.
- I had the pleasure of traveling to the State Capitol last month with PCAC staff to push for legislation (the "Riders Representation Act" S.20/A.923/A) that would give the three transit rider reps on the MTA voting status. This would give us the ability to make & seconds motions, count towards quorum and possibly Chair committees. We appear to have support in both the Senate & Assembly, but there are no slam dunks in Albany ... staff is also working to find sponsors in both houses that would allow for only one candidate's name being sent to the Governor's Office to fill any open vacancies on the LIRRCC.
- Final interviews were recently held for the Associate Director position at PCAC and an offer is in the process of being made to the top choice. We're hopeful that we can make an official announcement regarding this matter before our next LIRRCC meeting.
- At last month's MTA Board Meeting, Congestion Pricing was formally approved, but most of the MTA's new Capital Projects are being kept on hold pending resolution of lawsuits that have been filed to stop the implementation of this plan. It should be noted that rolling stock is part of capital and that no contract for the M-9a's needed to replace the M-3's which are approaching the end of their useful service life will be negotiated until the matter is resolved.

Bryan asked about service to Cricket at Eisenhower Park. Anabel stated there are ongoing meetings with contractors and NICE bus as Westbury is the closest station.

The priorities are to build the stadium first and then adjust the service levels depending on demand.

Executive Director/ Staff Update:

Lisa shared that Rob Free has officially been named the President of the LIRR. She also shared the staff went to Albany to advocate for the Rider Representation Act. While in Albany they took the opportunity to share information about the FARES Act budget proposals. Lisa shared that we have found our candidate for the Associate Director position, and we are working with HR on the next steps.

Social Media and Communications Update: by Jack Connors

- The LIRR used the term “[transfer requests](#)” instead of “[transfer opportunities](#)” when communicating with a rider on March 26th
- One rider stated that they found the [lighting](#) on new M9 cars to be “intrusive” and “way too bright”; the railroad said M9s have the same brightness as M7s and use the industry standard of 35 fc but noted that the M9s use LEDs, which emit a whiter light than the florescent lighting on the M7s
- Another rider asked why the 9:05 train from Penn to Huntington is [crowded](#) with only eight cars; the railroad replied that they assign cars based on ridership and available equipment
- Finally, a rider voiced their [frustration](#) that trains 454 and 457 were combined on the Ronkonkoma Branch, saying that there’s not enough service in the 4PM hour

LIRR Updates: by Anabel Frias

The ADA survey closes on April 12 and the regular survey starts next week on the 18th.

ADA updates are as follows: The Copiague elevator is close to completion. Amityville should be done in 2 weeks and Lindenhurst shortly after, and ending with Massapequa Park. The Queens projects will start after the previously mentioned with St. Albans, Auburndale, Locust Valley, and Laurelton.

Stu inquired about the slow speed limits on the Montauk Branch and mentioned how there are always delays on westbound trains in single-track territory. He requested the name of the LIRR's FOIL officer and sent Anabel an email.

Adam informed us that the late train schedule hasn't been downloading the last few days. He mentioned the 7:53 out of Great Neck to Grand Central has no Woodside stop. He also mentioned the train is 7 minutes late on a 13 minute trip.

Stu asked why the trains were coming in on track 4 (Jamaica Westbound from Montauk)

Old Business:

NONE

New Business:

Gerry stated that he is going to request an origin/ destination survey..

Action items:

NONE

Adjourned

Meeting recording: https://www.youtube.com/watch?v=Y4cARLG_IbE

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

Lisa Daglian
Executive Director