

Per Open Meeting Law requirements, an in person meeting of the Long Island Rail Road Commuter Council (LIRRCC) was convened in a publicly accessible location at One West Street in Mineola, NY, at 4:30 pm on Thursday April 13, 2023. The public and members unable to attend in person joined via Zoom.

Member Attendance

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

Staff Attendance

Lisa Daglian (Executive Director)	Present – in person
Kara Gurl (Planning & Advocacy Manager)	Absent
Jessica Spezio (Administrative Assistant)	Present – virtual
Ryan Leighton (PCAC Intern)	Present – in person

Non-member Attendance

Name	Affiliation
Chris Greif	NYCTRC Member
Anabel Frias	LIRR
Debra Greif	Concerned citizen
Stuart Desser	Concerned citizen
Ron Troy	Concerned citizen
Carl Perrera	Concerned citizen
Bruce Hein	Concerned citizen

**Approved Agenda for April 13, 2023 meeting.
Approved Minutes for February 9, 2023 meeting.**

Chair's Report:

- As you know, there has been a tremendous amount of controversy regarding the new schedule that took effect with the opening of Grand Central Madison. I have had a couple of meetings with LIRR Senior Management regarding the situation and I have their assurances that they will continue to monitor the situation and make whatever "tweaks" that they can to the schedules & train sizes. I will be having another meeting with them in the coming weeks, and to that end, PCAC staff has launched a detailed survey of riders' concerns that I hope to take with me to that meeting. Lisa will go into detail on this survey later in the meeting. One of the changes that I'll be pushing hard for is the reinstatement of timed connections at Jamaica. Another major problem appears to be that there is simply not enough rolling stock to accommodate the new schedules. This problem will not resolve itself anytime soon, as while we will have 48 additional M-9's in service by the end of the year, there are currently over 100 M-3's still running that are pretty much past their useful service life. The M-9a order, which is needed to retire the balance of the M-3 fleet, still has not been placed. As an MTA Board Member, I will be pushing to get these approved.
- There is a new MTA email alert system that has replaced the old LIRR email alerts. We received a briefing on this system at last month's PCAC meeting, but unfortunately, there are a number of bugs in the new system that still need to be worked out. I, along with the PCAC Staff, will continue to provide feedback to the MTA IT Department regarding this issue.
- We are still going through some staffing changes in the PCAC office, including the recent departure of our Associate Director. Lisa will discuss with us, later during this meeting, our efforts to bring our staffing up to full strength.
- It was recently brought to our attention that the elevator at the Huntington train station will be out of service for 6-8 months. We are pushing the Town of Huntington to make every effort to expedite these repairs.
- Regarding our efforts to have a policy put into effect regarding motorized scooters on the LIRR, we have been informed that the MTA should be ready to introduce and approve said policy at this month's Board Meeting.

Debra asked what accommodations will be made at the Huntington station for individuals who use a mobility device with the elevator out of service. Gerry informed those present that during

the peak hours, they have someone at the station to assist passengers. Lisa added that when she spoke to someone from the Town of Huntington, they stated they want to fix the elevator as quickly as possible because their job is to serve the public, and they were going to see how they can get the repair work expedited. Chris suggested that we request that a Long Island Cares representative be present to assist riders at the station during rush hours.

Executive Director/ Staff update:

Lisa shared that Kara has started in her new role as Planning and Advocacy Manager at PCAC, and we're hiring to backfill her last position.

Lisa gave the social media update, stating that the biggest topic of discussion was the new LIRR schedules, more specifically about issues regarding connectivity, the up-and-over at Jamaica for trains to Atlantic Terminal, and crowding in general.

Lisa shared that we launched our LIRR survey on the PCAC website, and that the railroad is also launching a new survey in the next few weeks. Lisa reported that we have received a few hundred responses already, with both positive feedback and numerous complaints.

Chris brought up the new MTA app and encouraged more people to use it.

Bruce Hein raised an issue about a FOIL request he had filed regarding removal, to which he has not received a response.

Jeff Seltzer noted that there is no direct Long Beach service to Penn Station from Long Beach on weekends and when events are being held.

Ron Troy raised the need for additional up and over escalators and elevators, as well as better information on where to transfer.

Larry noted that if/when GCM elevators are broken, there is someone on-site at all times to address and repair.

LIRR Updates:

Anabel gave an update on relevant information from the LIRR. One of the major issues that the railroad heard about and saw was the level of service for the Atlantic Terminal shuttles. One major complaint was the twelve-minute distance between trains, which wasn't frequent enough. The LIRR added trains to the Brooklyn shuttle so that the frequency was increased to eight to nine minutes between trains. Another issue was the track assignments changing day-to-day, which contributed to confusion and added to the up-and-over for customers.

The railroad is also encouraging whoever can transfer east of Jamaica, if possible, to please do so, including at Mineola, Wantagh, or Brentwood. If riders could make a transfer east of Jamaica, it could be easier for their commute in terms of how crowded those trains are.

The last major issue Anabel reported was overcrowding of Penn Station trains. Initially when the railroad created the service, they anticipated a 70/30 passenger split, where about 70% of passengers would go to Penn and about 30% would go to Grand Central. That first week was more of a 60/40 split, and unfortunately, the service plan did not reflect that. The LIRR did

reallocate some trains and moved some trains from the Grand Central fleet to the Penn Station fleet, as well as added some cars to the Penn Station trains.

Anabel stated that those are the first rounds of changes that the LIRR made, and they rerouted four of Grand Central Madison trains to Penn Station on March 11. They also extended four morning peak trains on the Ronkonkoma branch to serve two additional stations. The next time the LIRR can make a larger change to the service plan would be sometime in the fall, and Anabel shared that they are working on collecting as much data as possible to continue to make commuting easier for riders.

Ron asked why the M3 trains are constantly breaking down and having issues based on the email alerts he receives. Anabel said that unfortunately every issue that is presented could be caused by several different reasons and could not provide an answer on any specific breakdown.

Old Business:

NONE

New Business:

Gerry mentioned that the LIRR is having gating issues leaving UBS arena and has seen some complaints on social media about bad service and riders not being able to load their e-tickets.

Chris advised that accessibility groups have put letters out to advocates, elected officials, Congress, and other leaders to make sure there is full funding for accessibility for both railroads and subways and buses in the budget.

Action items:

NONE

Adjourned

Meeting recording: <https://youtu.be/zpS-JTrsO3c>

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

Lisa Daglian
Executive Director