

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 Monday May 15, 2023. The public and members unable to attend in person joined via Zoom.

Member Attendance

Gerard P. Bringmann (Chair)	Present – in person
Bryan Peranzo	Present – in person
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)	Absent
Ryan Leighton (PCAC Intern)	Absent

Non-member Attendance

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

**Approved Agenda for May 15, 2023 meeting.
Approved Minutes for April 13, 2023 meeting.**

Chair's Report:

- While the LIRR has promised to continue to monitor ridership patterns and make necessary adjustments to schedules and train lengths, there will be no major changes forthcoming in the summer train schedule that will go into effect later this month.
- I spoke with LIRR senior management regarding my concerns regarding rolling stock and was assured that the M-9a procurement is still being worked on and negotiated. My major concerns are that we don't appear to have enough cars to handle our needs now and that even if we did, they would still need to keep over 50 of the M-3 cars in service after receipt of the balance of the original M-9 order.
- As many of you know, the MTA has finally addressed our concerns regarding PEVs (Personal Electronic Vehicles) by establishing a formal policy at last month's board meeting. I have requested that there be a robust amount of public notification regarding this new policy.
- A new escalator & elevator recently opened in Grand Central that runs from the Biltmore Room down to the LIRR level. This is probably the most direct way to get to/from street level and should save most commuters 2 to 3 minutes each way.
- We have been requested by some members of our ridership to continue to pursue federal legislation regarding refunds (where and when appropriate) for unused Wage Works and commuter benefit accounts. I reached out to both Senator Schumer's and Congressman Garbarino's office regarding this but have yet to hear back.

Bryan addressed the need for additional restrictions on PEVs including that 80 inches and 100 pounds is too big, and requested clarifications on where PEV storage is allowed.

Chris raised that the Long Island Rail Road Care program can assist with issues. He suggested that there should be paper signs about accessibility, not just digital decals. Anabel responded that she will look into that.

Debra asked about what riders should do if the elevator doesn't work when they get off at Jamaica. Anabel responded that riders should contact LIRR Care for assistance.

Executive Director/ Staff update:

Lisa gave an overview of the LIRRCC Survey. We received over 450 survey responses since we launched it in early April. The survey generated a significant response and even caused the site to crash. The responses varied; some people expressed satisfaction with the service while others were unhappy, particularly with the connections at Jamaica. Some respondents mentioned improvements since certain changes were made. It's important to note that Grand Central Madison is generally viewed positively, and it's not all negative. The ridership at Grand Central Madison primarily consists of East Midtown workers, which provides them with more flexibility. Additionally, those who previously had limited train options at local stops appreciate the added service. The biggest downside is the elimination of cross-platform transfers and the impact on connection times, which is a regular complaint on social media. Many individuals mentioned missing connections and having to wait for a later connecting train.

LIRR Updates: By Anabel Frias

Anabel explained some of the major changes since the new schedule was implemented on February 27th. The LIRR is adding train sets to different branches, particularly for Brooklyn service. She stated that they also added platform controllers at Jamaica to ensure that while people were transferring up and over, that train would always stay there for people arriving on that platform. She shared that they also moved some train cars from the Grand Central Madison fleet to the Penn Station fleet to alleviate the overcrowding based on the ridership data they collected. They noticed during the first two weeks of service that about 70% of riders going to Manhattan were going into Penn Station and about 30% were going into Grand Central Madison, so they adjusted the train cars to reflect that percentage better. Other changes include adjusting times of certain trains to reflect the timing that better suited most of the commuters.

Larry Rubinstein noted that Wantagh has seen a lot more delays. Anabel said the LIRR will look at trains to see about making adjustments.

Anabel shared that ADA upgrades are taking place at Amityville, Copiague, Lindenhurst, Massapequa Park, and Locust Manor. East Northport and Deer Park were also raised but not confirmed in this package of updates.

Old Business:

Stu Desser inquired about the speed of Montauk line trains.

New Business:

Chris reminded everyone that July 2023 is the 33rd Anniversary of the Americans with Disabilities Act (ADA).

Ron Troy raised that the signage at Grand Central is confusing to passengers.

Action items:

Anabel: follow up on Montauk train speeds; review of Wantagh train adjustments.

Adjourned

Meeting recording: <https://youtu.be/qT-MNBI1P8I>

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

Lisa Daglian
Executive Director