

Per Open Meeting Law requirements, an in-person meeting of the Metro-North Railroad Commuter Council (MNRCC) was convened in publicly accessible locations at: 2 Broadway New York, NY; 14350 Hagen Ranch Rd, Delray Beach, FL 33446\*; 940 Rose Avenue, North Bethesda, MD 20852\*\*; and 6 Dartmouth Rd, Highland Mills, NY 10930\*\*\* at noon on Thursday, January 16, 2025. The public and members unable to attend were present via Zoom.

## Member Attendance

Randolph Glucksman (Chair)	Present *
Walter Zullig ( Vice-Chair)	Present
Francena Amparo	Present
Richard Cataggio	Present ***
Francis T. Corcoran	Absent
Michael Stanton	Present – virtual
Rosalind Clay-Carter	Present **

## Staff Attendance

Lisa Daglian (Executive Director)	Present
Brian Fritch (Associate Director)	Present
Kara Gurl (Planning & Adv. Manager)	Present
Jack Connors (Research & Comm. Assoc.)	Present
Jessica Spezio (Admin. Asst.)	Present
Henry Mei (Intern)	Present

## Non-member Attendance

Name	Affiliation
Christopher D. Greif	NYCTRC Council Member
Peter Ramos	MNR

*Approval of January 16, 2025 Agenda*

*Approval of October 17, 2024 Agenda*

*Approval of July 18, 2024 Agenda*

*Approval of May 16, 2024 Agenda*

*Approval of April 18, 2024 Minutes*

*Approval of October 17, 2024 Minutes (Unofficial minutes)*

### **Chair's and Board Report:**

Through November, Metro-North reported that its On-Time-Performance was a record-breaking 98.35%.

Other good news is that the number of train delays were down by 38.2% compared to 2023 and 29.2% compared to 2022.

The mean distance between failure for the fleet rose to 462,000 miles which exceeds 2023's 326,000 miles.

On November 1, I was invited to attend a ceremony at Croton-Harmon Shops where the first two of 33 (27 – MNR and 6 CTDOT) SC-42DM, dual-mode locomotives were unveiled. #301 and #302 are presently undergoing Phase II testing which should be completed by the end of the first quarter of this year. Phase I testing took place at the US DOT's Pueblo, Colorado test center. We were told that all is going well. Once released to service, they will begin to replace the current fleet of dual-mode locomotives which are nearly at the end of the useful service. Unlike the present engines which have very limited ability to operate on third rail, which generally is only employed just north of the Park Ave. Tunnels, these new engines are expected to fully utilize third rail power to Croton (Hudson Line), Southeast (Harlem Line) between Mt. Vernon East and Pelham (New Haven Line).

In her State of the State address, Gov. Kathy Hochul proposed a major investment in Hudson Valley rail service that would increase capacity, reduce delays, improve safety and cut potential travel times by up to 15 minutes each way for certain trips, as well as shorten "super-express" Metro-North Hudson Line trips to less than 90 minutes. The proposal includes planning, evaluation and design for a set of rail infrastructure capital improvements between New York City and Poughkeepsie, including projects such as a second track at Spuyten Duyvil, interlocking, signaling and trackwork at Croton Harmon, and capacity improvements at Poughkeepsie Yard. In addition, the Metropolitan Transportation Authority (MTA) will execute a signaling redesign near Yonkers and

climate resilience investments in the most vulnerable and highest ridership segments of the Hudson Line.

As part of an allocation anticipated to be available for regional investments in its 2025-29 capital plan, the MTA will evaluate and design other potential rail improvements, such as adding a third track to the Metro-North Harlem Line or connecting Hudson Line service to Penn Station for a one-seat commute to Manhattan's West Side. In partnership with NYSDOT, the MTA will also establish a regional rail working group with New Jersey, Connecticut and rail partners, to promote better coordination on interoperability, ticketing, schedules and customer interfaces. This group will also develop plans to make travel by Metro-North or Long Island Railroad to MetLife Stadium as seamless as possible for the 2026 World Cup and explore future opportunities to further integrate regional travel.

### **Executive Director Update: By Lisa Daglian**

Lisa talked about the rejection of the MTA's 2025-29 Capital Plan by the Assembly and Senate due to a \$33 billion funding hole. The importance of congestion pricing and its role in funding projects in the last Capital Plan was discussed. She also mentioned the budget hearing at the end of January, where PCAC will testify about the importance of funding the Capital Plan.

Lisa also discussed that staff is working on advancing the Rider First Fare Agenda, which includes five proposals for improving access to affordable transit. This includes the AM peak senior/disability fare and creating a discount for 12-17 year old riders.

Walter suggested that the MTA's Combo Ticket should have a senior discount, which currently does not exist.

Randy and Lisa discussed the increase in ridership and the need for additional service on the railroads.

### **Social Media Update: By Jack Connors**

- Several [riders](#) were [frustrated](#) by a power issue that created 30 minutes delays on the Harlem Line on January 8<sup>th</sup>. This demonstrates the need for the next Capital Plan which will replace substations across the MTA system
- Another rider [asked](#) whether congestion pricing will result in more trains being added. The railroad replied that ridership is monitored by the Transportation Planning Department and taken into consideration during timetable changes and/or adjustments.
- Another rider [asked](#) how often trains are cleaned. The railroad replied that they are mopped and wiped daily as well as during turnarounds if possible.

## *MNRCC MINUTES*

4

### **Old Business:**

- Rich mentioned the need for a shelter at the commuter lot in Harriman due to the growing number of cars in the lot.
- Rich mentioned the West of Hudson transit analysis. There are no updates on the Harrison TOC, as the planning board has not met.

### **New Business:**

- Mike asked whether the subway cleaning reduction because of the drought has been reversed, as there is a need to restore daily cleaning.
- Francena shared that there appears to be less traffic in Midtown since congestion pricing begun. Peter raised that the MTA won't be able to see major trends until May or June, which are the highest traffic months, but early data is positive. Mike shared that there are some anecdotal news stories about people being forced to drive, but no hard data yet on economic impacts.
- Chris shared that Access-A-Ride ridership and speeds are up.

### **Action Items:**

None

Meeting recording: <https://www.youtube.com/watch?v=8KuyX2eD4YE>

The meeting was adjourned at 1:30 PM.

Respectfully submitted,  
Lisa Daglian  
Executive Director