



**Metropolitan Transportation Authority**

# **Joint Metro-North and Long Island Committees Meeting**

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## **November 2019**

### **Members**

K. Law

S. Metzger

D. Mack

R. Herman

N. Brown

R. Glucksman

V. Tessitore

V. Vanterpool

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Tuesday, 11/12/2019  
8:30 - 10:00 AM ET

## 1. Summary of Actions

### **MNR Summary of Actions**

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### **LIRR Summary of Actions**

*LIRR Summary of Actions - Page 6*

## 2. Public Comments Period

## 3. APPROVAL OF MINUTES - October 21, 2019

### **MNR Minutes**

*MNR Minutes - Page 7*

### **LIRR Minutes**

*LIRR Minutes - Page 15*

## 4. 2019 Work Plans

### **MNR Work Plan**

*MNR Work Plan - Page 25*

### **LIRR Work Plan**

*LIRR Work Plan - Page 32*

## 5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

### **MNR Report**

- **MNR Safety Report**

*MNR Safety Report - Page 39*

### **LIRR Report**

- **LIRR Safety Report**

*LIRR Safety Report - Page 42*

### **MTA Capital Construction Report**

### **MTA Police Report**

*MTA Police Report - Page 46*

## 6. AGENCY ACTION ITEMS

## **MNR Action Item**

- **Parking Fee Modifications for Metro-North Railroad**  
*Parking Fee Modifications for Metro-North Railroad - Page 54*

## **7. AGENCY INFORMATION ITEMS**

### **Joint Information Items**

- **LIRR/MNR PTC Project Update**  
*LIRR/MNR PTC Project Update - Page 58*

### **MNR Information Items**

*MNR Information Items - Page 78*

- **Progress on Way Ahead Strategic Plan**  
*Progress on Way Ahead Strategic Plan - Page 79*
- **Review of Committee Charter**  
*Review of Committee Charter - Page 116*

### **LIRR Information Items**

- **Holiday Service & Trackwork Programs**  
*Holiday Service & Trackwork Programs - Page 119*
- **East Side Access Support Projects Update**  
*East Side Access Support Projects Update - Page 124*
- **Review of Committee Charter**  
*Review of Committee Charter - Page 137*

## **8. PROCUREMENTS**

### **MNR Procurements (None)**

### **LIRR Procurements**

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- **Non-Competitive**  
*Non Competitive - Page 144*
- **Competitive (None)**
- **Ratifications (None)**

### **MTA CC Procurements (None)**

## **9. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM**

### **MNR Reports**

- **MNR Operations Report**  
*MNR Operations Report - Page 146*
- **MNR Performance Metrics Report**  
*MNR Performance Metrics Report - Page 157*

- **MNR Finance Report (None)**
- **MNR Ridership Report**  
*MNR Ridership Report - Page 162*
- **MNR Capital Program Report**  
*MNR Capital Project Report - Page 173*

#### **LIRR Reports**

- **LIRR Operations Report**  
*LIRR Operations Report - Page 181*
- **LIRR Performance Metrics Report (None)**
- **LIRR Finance Report (None)**
- **LIRR Ridership Report (None)**
- **LIRR Capital Program Report**  
*Capital Program Report - Page 191*

Date of next Joint Meeting: December 16th at 8:30AM

**METRO-NORTH RAILROAD  
COMMITTEE ACTIONS and PRESENTATIONS  
SUMMARY for NOVEMBER 2019**

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
Customer Service & Stations	LAZ	\$965,000	<ul style="list-style-type: none"><li>• Request MTA Board approval to modify or increase parking fees at station parking facilities that are owned or controlled by MTA Metro-North Railroad (MNR) to take effect on January 1, 2020</li></ul>

Long Island Railroad  
Committee Actions and Presentations  
Summary for November 2019

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Basin Haulage, Inc.	\$246,207	<ul style="list-style-type: none"> <li>• LIRR requests MTA Board approval to award a thirty-six (36) month miscellaneous service contract - with an option to renew for two additional one-year terms - to Basin Haulage, Inc. in the not-to-exceed amount of \$246,207 for the provision of rubbish removal services at LIRR's leased Bethpage, NY employee facility.</li> </ul>

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, October 21, 2019

Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
8:30 a.m.

The following Board Members were present:

Hon. Rhonda Herman  
Hon. Kevin Law  
Hon. Robert W. Linn  
Hon. David Mack  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. Neal Zuckerman  
Hon. Norman Brown  
Hon. Randolph Glucksman

The following Board Member was not present:

Hon. Susan Metzger

Also Present:

Catherine Rinaldi – President  
Susan J. Doering – Executive Vice President  
Richard L. Gans – Vice President and General Counsel  
Glen Hayden – Vice President, Engineering  
Yvonne Hill-Donald – Vice President, Human Resources  
John Kennard – Vice President, Capital Programs  
John Kesich – Senior Vice President, Operations  
Mark Mannix – Senior Director, Corporate and Public Affairs  
Thomas Mitchell – Vice President, Customer Service and Stations  
Joseph McGrann – Chief, MTA Police Department  
Michael Shiffer – Vice President, Planning  
Justin Vonashek – Vice President, System Safety  
Steven Weiss – Executive Director Management and Budget  
Anthony Gardner – Acting Senior Director, Procurement  
Janno Lieber – MTA Chief Development Officer  
David Cannon – MTACC Vice President and Chief Procurement Officer  
Thomas Quigley – MTA General Counsel

The members of the Metro-North Committee met jointly with the members of the Long Island Rail Road Committee. In addition to the Metro-North President and Metro-North staff noted above, President Eng and various staff of the Long Island Rail Road attended the joint committee meeting. The minutes of the Long Island Rail Road Committee for the meeting of October 21, 2019 should be consulted for matters addressed at the joint meeting relating to the Long Island Rail Road.

Kevin Law, as Chair of the Long Island Rail Road Committee, called the joint meeting to order.

**SAFETY PROCEDURES:**

Steven Papandon, Acting Vice President, General Counsel and Secretary, Long Island Rail Road played the electronic recording of the emergency safety procedures and introduced the public speakers.

**PUBLIC COMMENT:**

The following public speakers commented on matters related to Metro-North:

Orrin Getz, Vice Chairman Metro-North Commuter Council ("Commuter Council"), commented on New Jersey Transit's lack of transparency regarding West of Hudson service, including schedule changes and the reinstatement of a second weekday express train on the Pascack Valley Line. He also commented that New Jersey Transit's Positive Train Control ("PTC") installation is delayed and it is unknown what actions New Jersey Transit is taking to meet the December 2020 PTC installation deadline. Mr. Getz also commented that the funding set aside in the 2020-2024 Capital Program for West of Hudson improvements may not be sufficient.

Jason Pineiro commented on the need for more transparency and the need for Board Members to be more vocal.

Murray Bodin commented that it is the Board's responsibility to review the information presented to it and act. He thanked all the staff at the MTA who have assisted him over the years.

Additional details of the comments made by the public speakers are contained in the minutes of the Long Island Rail Road Committee for the meeting of October 21, 2019. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the public comments.

**APPROVAL OF MINUTES:**

Upon motion duly made and seconded, the Committee approved the minutes of the September 23, 2019 joint Metro-North and Long Island Rail Road Committee Meeting.

**METRO-NORTH 2019 WORK PLAN:**

President Rinaldi reported that there were no changes to the Metro-North Work Plan. The 2019 Work Plan is filed with the records of this meeting.

**METRO-NORTH PRESIDENT'S REPORT:**

President Rinaldi reported that during the month of September, East of Hudson on-time performance ("OTP") was at 92.3%, which was 3% better than OTP during September 2018, despite some switch and signal issues on the New Haven Line and in the vicinity of Grand Central Terminal. OTP was 93.9% on the Hudson Line, 92.9% on the Harlem Line, and 91% on the New Haven Line. Year-to-date, Metro-North's OTP of 94.3% remains above goal and exceeds last year's OTP by 3.7%.

President Rinaldi reported that the reliability of Metro-North's fleet also improved during the month of August with an average of more than 183,000 miles before failures, while year-to-date, "Mean Distance Between Failures" is above goal at 244,000 miles. The entire fleet is exceeding year-to-date goals. President Rinaldi thanked the Metro-North maintenance of equipment department for their efforts to provide a more reliable fleet for Metro-North customers.

Reporting on facility improvements, President Rinaldi stated that at the Harmon Shop, Metro-North has taken "Beneficial Use" of the newly constructed EMU Annex and Consist Shop Facilities. The EMU Annex is a 74,000-square foot building containing support and wheel shops. The Consist Shop is a 119,000-square foot, two-track, 10 car length facility for inspections and unscheduled repairs. Metro-North staff have been moving into these shops and final testing of all areas is almost complete, advancing the railroad toward final completion of the \$316 million design-build project under the current capital program. President Rinaldi reported that these facilities replace shops in the original Harmon Building 6, which is over 100 years old. Design of the \$442 million new Electric Car Facility, the last phase of Metro-North's improvements of maintenance facilities at Harmon Shop is ongoing with an expected completion by the design-build team in 2022.

Reporting on West of the Hudson, President Rinaldi stated that there was a slight improvement in September service delivery with the Pascack Valley Line operating at 93.4% and the Port Jervis Line operating at 88.8%. Metro-North continues to focus on maintaining the infrastructure to improve reliability. Metro-North crews have been busy working with New Jersey Transit crews on installing an average of over 500 railroad ties per day on the Port Jervis Line. There is also an interim schedule adjustment effective Sunday, November 3, 2019, which will result in minor changes to connecting trains at Secaucus Junction for Pascack Valley and Port Jervis Line customers. Metro-North is adding three to four minutes to train times between Port Jervis and Suffern Stations on November 3<sup>rd</sup> because of the effects of the on-going cab-signal implementation and are working with New Jersey Transit on the analysis of the full cab-signal implementation. This data will be incorporated into New Jersey Transit's next schedule change on December 8, 2019, to reflect the revised operating conditions and provide more reliable service for customers.

President Rinaldi also reported that Metro-North conducted an annual full-scale emergency preparedness exercise at the New Haven Line's Cos Cob movable bridge on September 29, 2019. The scenario simulated a train emergency rescue, resulting in the evacuation of ambulatory and non-ambulatory passengers onto an open-deck bridge. In addition to Metro-North personnel, the exercise was coordinated with the MTA Police Department, Greenwich first responders including fire, police and EMS, and the Connecticut Department of Transportation. Exercise objectives included familiarization with Metro-North's train emergency preparedness plan, emergency response procedures and equipment, evaluating each agency's ability to conduct rescue operations on an open-deck rail bridge, and demonstrating effective coordination between Metro-North and emergency response agencies during a multi-agency incident response to a train emergency.

President Rinaldi also reported that Metro-North recently completed 100% installation of inward and outward facing cameras in all train cabs to more closely monitor both train speeds and engineers.

President Rinaldi acknowledged a successful effort by the Metro-North team in providing extra service to Yankees-East 153rd Street Station in support of the Yankee playoff series. Metro-North provided over 4,700 rides per-game, and 23,000 total rides through the divisional series and the League Championship Series home games. President Rinaldi reported that extra trains operated on all three lines to accommodate Yankee fans before and after the games, along with shuttle trains between Grand Central Terminal, Harlem-125th Street, and Yankees-East 153rd Street Stations, and connecting train service at Harlem-125th Street Station.

President Rinaldi reported that Metro-North continues to focus on improving the customer experience by advancing the design-build enhancement work at the White Plains Station. This past week Metro-North opened additional cooled and heated interior space on the platform for customers. As part of this new space, the concessionaire Tim Horton's has moved up to the expanded waiting area to serve customers. This area is adjacent to the new bathrooms which are a significant upgrade. Metro-North will continue to expand the interior waiting areas on the platform. A new ticket office with 50 linear feet of space toward the south end of the platform will open at the end of November, and an additional 90 linear feet of interior space will open by the end of the year. When this space reopens the south escalator will have been refurbished and will reopen giving customers access to the platform from both escalators. The elevator, which is out of service until December 6<sup>th</sup>, is being refurbished. During the outage, Metro-North is providing special accessible shuttle bus service to/from North White Plains and White Plains stations. As work at the platform level moves toward completion in the first quarter of 2020, Metro-North has begun to work on expanding and improving the lobby as well as replacing the side platform all of which will be completed in 2020.

Board Member Herman praised President Rinaldi for the recent upgrades to the White Plains Station.

President Rinaldi also reported on Customer "Connect With Us" forums. She stated that Metro-North conducted an outreach forum at the Mount Kisco Station last Wednesday and will conduct additional forums at the South Norwalk Station on Tuesday, November 19<sup>th</sup>, and Grand Central Terminal on Tuesday, December 10<sup>th</sup>.

President Rinaldi reported that this year, Metro-North has held "Connect with Us" forums at ten other stations: North White Plains, Beacon, Brewster, Croton Harmon, Nanuet, Harriman, Mount Vernon East, Bridgeport, Woodlawn and Ossining. The program is on-going, and the railroad will continue to host these forums next year. The program began in 2014 and is an excellent opportunity to let the public know what Metro-North has been doing to improve safety, service reliability, and customer communications. The forums also give Metro-North the chance to speak directly to customers, listen, learn what matters to them, and find ways to continue to enhance service.

President Rinaldi concluded her report by recognizing four colleagues retiring from Metro-North:

1. Kim Smith, Assistant Vice President of the Capital Planning and Programming Department. Ms. Smith has been at Metro-North for over 32 years, beginning as a civil engineer in Capital Engineering and progressing through the Legal, Finance, and Planning Departments. In her current role, Ms. Smith has responsibility for the capital planning cycle, from the 20-Year Needs Assessment of future needs, through the development of Metro-North's five-year Capital Programs. Ms. Smith also oversees the groups related to Metro-North's station area planning and transit-oriented development, as well as strategic planning and analysis including fleet strategy, GIS and Title VI. President Rinaldi reported that Ms. Smith has been a critical figure in some of Metro-North's highest profile capital initiatives related to accessibility, Superstorm Sandy emergency relief, and the initial Enterprise Asset Management Program.
2. Brian Sterman is retiring from Metro-North after more than 45 years in the transit field. He has been at Metro-North for 11 years, serving as Director of Long Range Planning. During that period, his group has been responsible for the planning of Penn Station Access and Port Jervis Line service improvements, among other projects. Prior to arriving at Metro-

North, Mr. Sterman worked in the Federal government for 34 years, primarily at the Federal Transit Administration.

3. Michael Coppola joined Metro-North 36 years ago in an entry-level procurement position and is retiring as the Director of Operations Procurement. Mr. Coppola worked in the Procurement Department during the implementation of the first 5-year Capital Program. He has been Metro-North's resident expert on rolling stock spare parts, railroad maintenance and operating material and supplies, and various Peoplesoft implementations beginning in 2004. Mr. Coppola has trained and mentored numerous procurement staff over the years.
4. Brian Bell joined Metro-North over 30 years ago as a Capital Procurement Contract Administrator and retires as the Director of Capital Procurements. During his tenure at Metro-North, Mr. Bell's major procurements included the upper Hudson high-level platform improvements, restoration of Grand Central Terminal, and the development of the North End Access Passageways contracts. Mr. Bell is relied upon by his staff for his extensive knowledge of the procurement of construction services.

President Rinaldi recognized the incredible talents of the four retirees and remarked that they will be missed. President Rinaldi presented the four retirees with plaques. President Rinaldi also acknowledged the retirement of MTA Managing Director Veronique Hakim and thanked her for service.

During the Long Island Rail Road President's Report, President Eng reported on the use of innovative laser technology to clean leaves off rails. Board Member Law asked President Rinaldi if Metro-North was using the same technology. President Rinaldi responded that Long Island Rail Road was implementing a pilot program.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks and Board Members' comments.

#### **METRO-NORTH SAFETY REPORT:**

Justin Vonashek, Vice President, System Safety, reported that customer injuries continue to trend less than one injury per million customers and are down by eight percent versus the previous 12 months. Employee lost time injuries are down by nearly 10% over the previous 12 months.

Metro-North's community outreach program, TRACKS, reached over 15,000 individuals in August, bringing the total through August to over 86,000. On September 26<sup>th</sup>, Metro-North held its second annual Customer Safety Day in Grand Central Terminal. To support this event, Metro-North introduced its newest safety initiative, the Rail Safety Passport. The passport is designed to promote rail safety to Metro-North's youngest customers. Children present the safety passport to Metro-North conductors on trains who will punch a hole in the child's passport. This program is a fun and creative way for Metro-North's conductors to interact with Metro-North's youngest customers and teach them about rail safety while traveling on trains. The rail safety passport initiative was made possible through the grant Metro-North was recently awarded by Operation Lifesaver.

Mr. Vonashek's full safety report is filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Vonashek's remarks.

## **METRO-NORTH CUSTOMER SERVICE REPORT:**

Thomas Mitchell, Vice President, Customer Service and Stations, highlighted Metro-North's lost and found operation. He reported that Metro-North's lost and found staff recovers approximately 30,000 items per year and has a very successful 55% return rate. Mr. Mitchell thanked the Metro-North lost and found team for their dedicated work.

Board Member Herman remarked that she recently lost an item that was successfully returned to her. Board Member Law asked how unclaimed items were disposed of. Mr. Mitchell responded that Metro-North and Long Island Rail Road have a contract with a company who purchases unclaimed items.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Mitchell's remarks and Board Members' comments.

## **MTA CAPITAL CONSTRUCTION REPORT:**

Janno Lieber, MTA Chief Development Officer, reported on the Long Island Rail Road Third Track Project. Prior to his presentation, Mr. Lieber commented that during a tour of the East Side Access Project, he was able to show American Public Transportation Association ("APTA") members the large volume of Metro-North customers travelling in and out of Grand Central Terminal during the morning rush. Mr. Lieber emphasized the importance of the MTA transit network.

The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Lieber's remarks.

## **MTAPD REPORT:**

Joseph McGrann, Chief of the MTA Police Department ("MTAPD"), reported on crime statistics. Year to date, systemwide, total major felonies are down by 19, or 10%, 170 versus 189. For Metro-North, year to date, total major felonies are down by 12, or 11%, 93 versus 105. During the month of September, systemwide, there were 15 grand larcenies, 10 of which occurred in Metro-North territory. Chief McGrann also reported that the MTAPD is planning to design a sign-in location at the 125<sup>th</sup> Street Station to reduce the amount of time the Station will be unattended while officers change shifts.

Chief McGrann's full MTAPD report is filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Chief McGrann's remarks and Board Members' comments.

## **JOINT INFORMATION ITEMS:**

Two joint information items were presented to the Committee:

- 2020 Preliminary Budget
- Long Island Rail Road/Metro-North PTC Project Update

During the PTC Project update, Board Member Zuckerman asked for more information about Extended Revenue Service Demonstration ("ERSD") schedule changes from July to November and expressed his concerns about meeting the PTC December 2020 deadline. Long Island Rail Road Executive Director-PTC Deborah Chin explained that the schedule changes are

primarily caused by the need to obtain information from Amtrak and that staff are working to mitigate the delay. MTA General Counsel Thomas Quigley confirmed that the current, adjusted schedule deadlines are applicable to the PTC Systems Integrator contract modification. Nabil Ghaly, Senior Project Manager – Systems, advised that due to outstanding risks and challenges, there is a 60-65% percent chance that the December 2020 deadline will be achieved.

Board Member Zuckerman commented that the Systems Integrator's new financial penalties associated with the contract modification cannot be an excuse not to perform their work on time. Mr. Quigley stated that Siemens and Bombardier executives will attend the November Board Meeting and address the Board. Board Member Law thanked Board Member Zuckerman for his leadership and emphasized the importance of timely PTC Project completion.

The details of the joint information items are contained in documentation filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of the comments made by Board Members and staff.

**JOINT ACTION ITEM:**

One joint action item was presented to the Committee:

- PTC Systems Integrator contract modification

MTA General Counsel, Thomas Quigley, presented the action item to the Committee.

Upon motion duly made and seconded, the Committee approved the foregoing action item. The details of the action item are contained in documentation filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Quigley's remarks and comments made by Board Members and staff.

**METRO-NORTH INFORMATION ITEMS:**

Two Metro-North information items were presented to the Committee:

- Track Program Quarterly Update
- License Agreement with PureDC, LLC for the retail sale of juice, smoothies and acai bowls, or other permitted uses, at the Croton-Harmon Station.

The details of the foregoing information items are contained in documentation filed with the records of this meeting.

**OPERATIONS, PERFORMANCE METRICS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:**

President Rinaldi reported that through the end of September, Metro-North generated \$792 million in revenue and spent \$1,186 million, resulting in a net operating loss of \$394 million. Due to lower than expected revenues that are partially offset by lower than expected expenditures, the net operating loss through September is higher than what was assumed in the mid-year forecast.

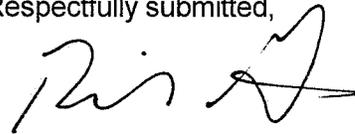
Board Member Law asked about the amount of fares not collected. President Rinaldi explained that the amount is not comparable to the fare not collected rates on the New York City Transit system. Susan Doering, Executive Vice President, reported that the fare not collected rate for the month of September was 1.5%, a decrease from the rate for the month of August, which was 5.5%. The fare not collected revenue loss through the end of September is approximately \$11.4 million, annualized to approximately \$15.3 million. President Eng and President Rinaldi both commented that MTA Audit has been assisting both railroads to improve their fare collection programs. Board Member Law emphasized the importance of addressing the issue of uncollected fares and Board Member Linn commented on the need to allocate resources appropriately to address the issue.

The details of the Operations, Performance Metrics, Financial, Ridership, and Capital Program Reports are contained in reports filed with the records of the meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of comments made by Board Members and staff.

**ADJOURNMENT:**

Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Richard Gans', written in a cursive style.

Richard Gans  
Vice President, General Counsel and  
Secretary

October 2019 Committee Minutes – FINAL

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, October 21, 2019**

**Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004  
8:30 a.m.**

**The following Board Members were present:**

Hon. Kevin Law, Chair, Long Island Rail Road Committee  
Hon. Norman Brown  
Hon. David Mack, Vice Chair, Long Island Rail Road Committee  
Hon. Rhonda Herman, Vice Chair, Metro-North Committee  
Hon. Randolph Glucksman  
Hon. Robert W. Linn  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. Neal Zuckerman

**The following Board Member was absent:**

Hon. Susan G. Metzger, Chair, Metro-North Committee

**Representing Long Island Rail Road:** Phillip Eng, Rod Brooks, Chris Calvagna, Loretta Ebbighausen, Mark Young, Dennis Mahon, and Stephen N. Papandon

**Representing MTA Capital Construction Company:** Janno Lieber, Evan Eisland, David Cannon and Peter Kohner

**Representing MTA Police:** Chief Joseph McGrann

The members of the Long Island Committee met jointly with the members of the Metro-North Committee. In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of October 21, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

Long Island Committee Chair Kevin Law called the Joint Long Island and Metro-North Committee Meeting to order.

## **SAFETY PROCEDURES**

A pre-recorded safety public address announcement was used to review the emergency safety procedures.

## **PUBLIC COMMENT**

Stephen N. Papandon, LIRR Acting Vice President – General Counsel & Secretary introduced the four public speakers. He requested each speaker to limit comments to two minutes and to only address matters on the agenda for the meeting.

The following public speakers commented on matters related to LIRR:

John Michno commented on Main Line shut-downs and the need for shuttle buses as alternative transportation rather than having to rely on taxis, Uber, and Lyft. He expressed concern about the safety of Mineola, the lack of bus service after 10 pm, and the unavailability of reduced fare for the disabled on morning trains. He concluded by thanking railroad employees for their good service.

Jason Pineiro commented on the need for more transparency. He requested that LIRR address an unspecified event on October 13 near Jamaica which impacted him.

Murray Bodin commented that it is the Board's responsibility to review the information presented to it and act. He thanked all the staff at the MTA who have assisted him over the years.

## **APPROVAL OF MINUTES AND 2019 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the September 23, 2019 Joint Metro-North and Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

## **MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT**

President Philip Eng stated that we are accomplishing an unprecedented amount of work across the system, hitting major milestones weekly with our modernization and state of good repair projects. LIRR is working with our sister agencies to transform how we are organized and how we manage. President Eng reiterated that he is committed to management, which starts with him. He said that we need to ensure that our workforce has the necessary tools, direction and support as we seek to accomplish work in a more efficient and timely manner.

President Eng assured the Committee that he and the LIRR senior management team take the issues of time and attendance management very seriously, which he knows will be discussed fully at the Finance Committee.

President Eng reported that through September, overtime hours worked is 13% lower compared to the same point last year. Some of this decrease is due to the timing of capital work and

mild weather, but a sizable portion is attributable to increased management focus and attention. Major capital work, like our bridge and grade crossing eliminations and our aggressive maintenance work under LIRR Forward, are examples of better planning, oversight and direction from management, in partnership with our labor leaders to ensure the success of our workforce.

President Eng reported that a total of 498 biometric clocks have been installed and over 5,700 employees enrolled. Staff are using the clocks to punch in and out as we proceed through the testing phase. We will be issuing a new standardized overtime pre-approval form in the Engineering Department and strengthening administrative review of time and attendance records. In June, we instituted a new procedure at third-party work sites which requires employees to register their in and out times with an on-site manager. Beginning next month, the executive team will review reports by department heads and senior management regarding overtime results year-to-date (“YTD”) and the status of reform initiatives. LIRR staff is working closely with staff in other agencies to implement the 15 recommendations in the Morrison & Foerster report.

President Eng reported on the completion of the work last month throughout nine major construction zones: Sperry rail testing along the entire Port Washington Branch; replacing over 16,000 wooden ties along the Babylon and Montauk Branch; and completing signal testing at Harold Interlocking, getting us one step closer to bringing riders to and from Manhattan’s East Side.

Regarding Positive Train Control (“PTC”), President Eng reported that LIRR continues running Extended Revenue Service Demonstration (“ERSD”) along Port Washington and one non-Pilot line on the Hempstead Branch. This month we are scheduled to complete ERSD commitments on the Pilot Line segment, Babylon to Patchogue.

LIRR has received Federal Railroad Administration (“FRA”) approval to go into ERSD on all speed control segments. We plan to go into ERSD on an additional four segments at the end of this month.

President Eng said that as part of the LIRR Expansion Project, the LIRR workforce has been supporting our partners at MTA Capital Construction (“MTACC”) to ensure this critical project is completed. Last week, we announced that a second grade crossing project at Covert Avenue opened a new underpass to vehicles, pedestrians and bike users.

Two weekends ago, the new Nassau Boulevard Bridge was rolled out. This was our third most frequently hit bridge, with over 20 bridge strikes causing over 120 train delays in 2018 and 2019 alone. Since completion, we have experienced zero bridge strikes at this location.

President Eng stated that these bridge replacements and building these underpasses are part of the LIRR Expansion Project and a real success story. He thanked MTACC President Lieber and his team, 3TC, and our own LIRR workforce for all their help in completing critical parts of these projects.

President Eng stated that next month we will continue supporting our modernization projects on the Main Line and East Side Access. We are also replacing two vulnerable bridges in East Hampton and surfacing track in the Jamaica area to improve reliability in this heavily trafficked area.

President Eng stated that with new M9s and continued maintenance on the existing fleet, we are improving service with fewer cancellations and fewer short trains, and now have two protect trains at Jamaica to support service.

President Eng stated that the aggressive maintenance program under LIRR Forward continues. We have upgraded over 250 track circuits, increasing their performance by 34%. We have also upgraded 23 switches in critical locations, increasing their performance by over 20%.

President Eng reported that we completed replacing a complex switch at Nassau Interlocking, which experienced 57 incidents resulting in 338 delays, in 2018 and 2019 alone. Every day, more than 260 trains travel over this area. Given this heavy traffic and the age of the switches, we are vulnerable to component failures and service disruptions. Replacing this switch has been under consideration for a long time, but had not been done due to its difficult location. President Eng noted that as we replace and upgrade each of these components, we are seeing their availability and performance improve.

President Eng reported on LIRR's initiatives to tackle the fall leaf season and low adhesion, illustrated by a short video. He noted that the laser train we've been working on is an industry leader.

Due to low adhesion, we examined our train schedules compared to actual arrival times. In November, we will be modifying four AM peak trains (two in Ronkonkoma, one in Farmingdale and one Greenport train) to prepare riders for slightly slower speeds during the misty morning rush period. These modifications enable our train crews to operate more safely and protect our equipment by reducing the risk of flat wheels and short trains. These efforts stabilize our system and improve service for our riders.

President Eng reported that September's On-Time-Performance ("OTP") was 90.5%, surpassing last year by 2.4%. Train cancellations are down by almost 42% and short trains are down by over 24%.

President Eng reported that our ridership continues to grow. In September, we carried 149,000 more riders than last year, a 2.0% increase compared to September 2018. Our ridership has increased by over 1.5M riders YTD, an increase of 2.4% compared to last year.

President Eng concluded his remarks by recognizing the LIRR workforce for their hard work as we continue to transform. He reiterated his gratitude to our riders for their support and patience during this heavy construction season and as we progress through the next Capital Program.

During the Metro-North President's Report, following a discussion of the Metro-North lost and found, Chair Law asked President Eng about LIRR's lost and found operation. President Eng responded that LIRR's lost and found recently moved to a new location in Penn Station, which is larger and more accessible to customers. He said that the rate of return by LIRR's facility is approximately 55%, the same as Metro-North's.

Following President Eng's Report, Board Member Vincent Tessitore commented that we seem to be moving in the right direction, away from denigrating the workforce towards the bigger picture of management and labor working together on time and attendance issues, which also requires management improvement in keeping track. He commented that massive projects undertaken by LIRR have overtime requirements and that these projects are being completed on time. Board Member Tessitore also noted President Eng's recognition of the LIRR workforce.

Board Member Robert W. Linn reiterated Board Member Tessitore's comments and said that in his view based on the data, the workforce has been denigrated unnecessarily.

### **LIRR SAFETY REPORT**

Vice President - Corporate Safety Lori Ebbighausen stated that LIRR's Safety Report appears on Page 44 of the Committee Book, reporting through the end of August 2019.

For the reporting period ending August 2019, the average Reportable Customer Injury Rate per million customers decreased 14%, from 2.26 injuries per million customers, to 1.95 injuries per million customers. Slips, trips and falls generate most injury reports. During this reporting period, there was a 4% increase in the average FRA Reportable Rate. The rate increased from 3.03 injuries per 200,000 hours worked to 3.16 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injuries sustained.

Vice President Ebbighausen reported that on September 27<sup>th</sup>, LIRR held its Annual Employee Safety Incentive Award Ceremony. For over two decades, this program has enabled LIRR employees to nominate their fellow employees for performing extraordinary acts affecting the safety of their fellow employees, our customers, and the communities we serve. Fifty-one employees were recognized for their actions, which included extinguishing fires, performing the Heimlich Maneuver, rendering lifesaving medical assistance, reuniting runaways with their parents, reuniting individuals with dementia with their loved ones, reviving customers who overdosed, and intervening to persuade individuals contemplating suicide not to end their lives. At this ceremony, leadership from both management and labor gathered to recognize and express their appreciation to these employees.

In partnership with the MTA Police Department ("MTAPD"), the Together Railroads and Communities Keeping Safe ("TRACKS") program YTD reached 74,565 participants during this reporting period.

The details of the Safety Report are contained in the Safety Report filed with the records of this meeting, and in the video recording of the meeting produced by MTA and maintained in the MTA records, which recording includes discussion regarding the Safety Report.

## MTA CAPITAL CONSTRUCTION COMPANY

MTACC President Janno Lieber began by sharing that he provided the Federal Transit Administration (FTA) leadership a tour of Grand Central Terminal and of the subways below while they were in town during the American Public Transportation Association annual convention. Mr. Lieber held this tour during rush hour, demonstrating the volume of customers that use these facilities each day. This tour highlighted to the FTA leadership that this system is the centerpiece of the nation's mass transit system, with the largest volume of ridership in North America, and is essential to New York's business model and the future of mass transit.

Mr. Lieber next provided an update on the Long Island Railroad Expansion Project (the "Project"). The Project remains on-time and under budget and is about 1/3 completed. There are roughly twenty change orders, which will result in a net credit to the MTA. Construction continues on every component of the Project, using outages to accomplish State of Good Repair work alongside major expansion work. The Nassau Boulevard Bridge in Garden City was rolled into place on October 6<sup>th</sup>. The new bridge elevated the under-bridge clearance from just over 11 feet to 14 feet. This bridge had been hit 16 times in the past 21 months, now with the 14 foot clearance, the frequency of bridge strikes and associated train delays is greatly reduced.

This bridge installation required another double-track outage along the Main Line, which meant no Main Line weekend service. Mr. Lieber addressed a public comment from earlier in the meeting, explaining that the Project tries to serve customers better, and will be taking a hard look at each weekend outage to see if there are better options for customers. For this outage, the Project also increased rail service on the Hempstead Branch

On Saturday October 12<sup>th</sup>, the new Covert Avenue Underpass in New Hyde Park was opened to traffic. Mr. Lieber noted that many were initially resistant to the Third Track Project, but as the Project progresses people who were previously opposed have acknowledged the success of the Project.

The Project has started early work at three additional grade crossings at New Hyde Park Road, Willis Avenue, and School Street, which was the location of the fatal accident in February 2019. All this work is being performed under a single contract with one design-build team. This is a model for MTA projects going forward, bundling batches of projects together into one contract and improving efficiency. The Project has taken advantage of double-track outages by "piggybacking," having LIRR forces conduct necessary on-track improvements during periods of no-service. During the installation of the new Nassau Boulevard Bridge, the Project utilized the outage to raise and shift track and meet the new alignment.

The Project recently advanced the work on new elevators at Floral Park Station. This location allows for accessibility improvements in a relatively affordable manner, the total cost for all three elevators is about \$5.3M.

Installation of sound and retaining walls throughout the Project corridor remain on schedule, with 18,000 total linear feet anticipated by the end of 2019.

The Project is performing significant community outreach. On October 18th, the design-build team hosted the Moles Student Day, where hundreds of college students learned about the complexities of the Project and visited the construction site.

MTA continues to monitor Key Performance Indicators on the Project. 99% of all submittals are returned on time. Less than 3% of outages have been cancelled by LIRR, which Mr. Lieber credits LIRR for maintaining outages and the LIRR force account work force for facilitating this work.

### **MTA CAPITAL CONSTRUCTION COMPANY ACTION ITEMS**

There were no action items presented to the Joint Committee for approval.

### **MTA POLICE DEPARTMENT**

Chief McGrann reported that LIRR experienced a decrease in the amount of major felonies (9 vs. 12) for the month of September compared to the same period last year. LIRR is down 10 crimes YTD (66 v. 76).

Chief McGrann reported that although we were flat for crime in the month of September, we are down 10% YTD, system-wide, with a reduction of 13% for LIRR. He noted that grand larcenies are the bane of our existence, although they are down YTD. This is primarily due to people not being careful with their personal property when they are on the train. There were 15 grand larcenies in September, five on LIRR and 10 on Metro-North.

Chair Law asked Chief McGrann for an update regarding his request to Chief Monahan regarding Babylon Station and the aggressive panhandling and homelessness problem there which is disturbing commuters.

In response, Chief McGrann reported that Chief Monahan has met with the Department of Social Services Commissioner, the Chief of the Patrol for the Suffolk County Police Department and the District Commander for District One in Suffolk County, to set up a coordinated effort to address the situation at that location. Chief McGrann reported that the 5 crimes at this location through the month of September are down significantly from 2018, when there were 22 crimes. Summons activity has increased, with about 100 summonses issued for different minor violations, mainly for smoking on the platform and open alcohol containers inside the facility.

Chair Law asked whether Chief Monahan will join him and President Eng to meet with the elected officials and the community at the end of the month. Chief McGrann responded in the affirmative.

The details of Chief McGrann's report are contained in the MTAPD Report filed with the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion regarding the MTAPD Report.

**MTA LONG ISLAND RAILROAD**  
**ACTION ITEMS**

There were no action items presented to the Joint Committee for approval.

**JOINT INFORMATION ITEMS**

Two joint information items were presented to the Committee:

- **2020 Preliminary Budget**
  
- **LIRR/Metro-North Positive Train Control (“PTC”) Project Update**

Board Member Neal Zuckerman asked for more information about the ERSD schedule deadline having moved from July to November and expressed his concerns about meeting the deadline. LIRR Executive Director - PTC Deborah Chin explained that the schedule changes are primarily due to obtaining information from Amtrak and that we are working to mitigate the delay. MTA General Counsel Thomas Quigley confirmed that the current, adjusted schedule applies to the PTC Systems Integrator contract modification and that this agreement is in addition to their other contractual obligations. Nabil Ghaly, Senior Project Manager – System estimated a 60-65% percent chance that the December 2020 deadline will be achieved.

Board Member Zuckerman commented that the Systems Integrator’s new financial penalties associated with the contract modification cannot be an excuse not to perform their work on time. Mr. Quigley stated that Siemens and Bombardier executives will attend the November Board Meeting and address the Board.

Chair Law thanked Board Member Zuckerman for his leadership and emphasized the importance of timely PTC Project completion.

The details of the joint information items were presented to the Committee and are contained in reports filed with the records of this meeting, and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Members’ comments and discussion regarding the information items.

## **JOINT ACTION ITEM:**

One joint action item was presented to the Committee:

- PTC Systems Integrator contract modification

Mr. Quigley presented the action item to the Committee.

Upon motion duly made and seconded, the Committee approved the foregoing action item. The details of the action item are contained in documentation filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of Mr. Quigley's remarks and comments made by Board Members and staff.

## **MTA LONG ISLAND RAIL ROAD**

### **Procurements**

LIRR Chief Procurement & Logistics Officer Dennis Mahon presented two procurement items to the Committee for approval:

Non-Competitive:

- **Siemens Mobility, Inc.** - Long Island Rail Road (LIRR) requests MTA Board approval to award a contract to Siemens Mobility, Inc. (Siemens) in an aggregate amount not-to-exceed \$3.1M over a 36-month period to purchase the following: crossing gates, electronic module & various electronic components, signals, signal light lenses, circuit boards, relays, and other proprietary components for signal systems manufactured by Siemens.

Competitive:

- **TBD Competitive RFP** - LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Design-Build Request for Proposal (D/B RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Babylon and Hillside Motor Generators which are operating beyond their useful life.

Upon motion duly made and seconded, the procurement items described above were approved for recommendation to the Board.

## **MTA CAPITAL CONSTRUCTION**

There were no MTACC procurements presented to the Joint Committee for approval.

### **LIRR Reports on Operations, Finance, Ridership, and Capital Program**

President Eng reported that through the end of September, LIRR had generated \$952 million in revenue and spent \$1.47 billion, resulting in a net operating loss of \$517 million. Due to higher than expected revenues, and lower than expected expenses, net operating loss through September is lower than what was assumed in the August mid-year forecast.

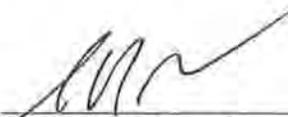
Chair Law asked both railroads about the amount of fares not collected. For LIRR, the fare not collected rate for the month of September was 3.6% which is a 2% decrease from the month of August, which was 5.6%. President Eng and President Rinaldi both commented that MTA Audit has been assisting the railroads to improve their fare collection programs. Board Member Law emphasized the importance of addressing this issue. Board Member Linn commented on the need to allocate resources appropriate to address this issue.

The details of the Operations, Finance, Ridership and Capital Program reports are contained in the reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **Adjournment**

Upon motion duly made and seconded, the Joint Committee voted to adjourn the meeting.

Respectfully submitted,



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Stephen N. Papandon,  
Acting Secretary

## 2019 Metro-North Railroad Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chairs & Members
2019 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

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<u>November 2019</u>	
Review of Committee Charter	Committee Chair & Members
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>December 2019</u>	
2020 Final Proposed Budget	Finance
2020 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 <sup>rd</sup> Quarter 2019	Diversity and EEO
LIRR/MNR PTC Project Update	President
<u>January 2020</u>	
Approval of 2020 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>February 2020</u>	
Adopted Budget/Financial Plan 2020	Finance
2019 Annual Operating Results	Operations
2019 Annual Fleet Maintenance Report	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4th Quarter 2019	Diversity and EEO
2020 Spring/Summer Schedule Change	Operations Planning & Analysis

March 2020

Annual Strategic Investments & Planning Studies	Capital Planning
Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
PTC Status Report	Engineering

April 2020

Final Review of 2019 Operating Budget Results	Finance
2019 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Track Program Quarterly Update	Engineering
LIRR/MNR PTC Project Update	President

May 2020

PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives

June 2020

LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2020	Diversity and EEO

July 2020

Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering

September 2020

2021 Preliminary Budget (Public Comment)	Finance
2020 Mid-Year Forecast	Finance
2020 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2020	Diversity and EEO

October 2020

2021 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
Holiday Schedule	Operations Planning & Analysis

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

#### **2019 Work Plan**

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

#### **President's Report**

A monthly report will be provided highlighting major accomplishments and progress on key initiatives and performance indicators.

#### **Safety**

A monthly report will be provided highlighting key safety performance statistics and indicators.

#### **Police Activity Report**

MTA Police will highlight the significant police activities incurred during the month reported.

#### **Information Items (if any)**

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

#### **Action Items (if any)**

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

#### **Procurements**

List of procurement action items requiring Board approval. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

#### **Operations**

A monthly report will be provided highlighting key operating and performance statistics and indicators.

#### **Finance**

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis.

#### **Ridership**

A monthly report will be provided that includes a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

#### **Capital Program**

A monthly report will be provided highlighting significant capital program accomplishments in the month reported.

## II. SPECIFIC AGENDA ITEMS

### NOVEMBER 2019

#### Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

#### Progress on Way Ahead Strategic Plan

A biannual report to the Committee on Metro-North's progress in setting the standard for safety, reliability and innovation in the delivery of excellent customer service.

### DECEMBER 2019

#### 2020 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2020.

#### 2020 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2020 that will address initiatives to be reported throughout the year.

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2019

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

#### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

### JANUARY 2020

#### Approval of 2020 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2019 that will address initiatives to be reported on throughout the year.

#### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

## **FEBRUARY 2020**

### Adopted Budget/Financial Plan 2020

The Agency will present its revised 2020 Financial Plan. These plans will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget.

### 2019 Annual Operating Results

A review of the prior year's performance of railroad service will be provided to the Committee.

### 2019 Annual Fleet Maintenance Report

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

### Diversity & EEO Report– 4<sup>th</sup> Quarter 2019

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

### 2020 Spring/Summer Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines during the spring and summer of 2020.

## **MARCH 2020**

### Annual Strategic Investments & Planning Studies

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

### Annual Elevator/Escalator Report

Annual report to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

### Customer Satisfaction Survey Report

The committee will be informed on the results of the 2019 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

## **APRIL 2020**

### Final Review of 2019 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### 2019 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2019 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

### Annual Inventory Report

The Agency will present its annual report on Inventory.

### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

## **MAY 2020**

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

### Progress on Way Ahead Strategic Plan

A biannual report to the Committee on Metro-North's progress in setting the standard for safety, reliability and innovation in the delivery of excellent customer service.

## **JUNE 2020**

### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2020

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

## **JULY 2020**

### Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

#### Environmental Audit Report

The Committee will be briefed on the results of the 2020 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

#### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

### **SEPTEMBER 2020**

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### 2020 Mid-Year Forecast

The agency will provide the 2020 Mid-Year Forecast financial information for revenue and expense by month.

#### 2020 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2020.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2020

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

### **OCTOBER 2020**

#### 2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

#### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

#### Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

#### Holiday Schedule

The Committee will be informed of Metro-North's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

## Long Island Rail Road Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2019 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>November 2019</u>	
East Side Access Support Projects Update	President/Sr. Staff
Holiday Service & Trackwork Programs	Service Planning
PTC Status Report	Engineering
Review of Committee Charter	Committee Chair & Members
<u>December 2019</u>	
2020 Final Proposed Budget	Management & Budget
2020 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 <sup>rd</sup> Q 2019	Administration/Diversity
LIRR/MNR PTC Project Update	President
Winter Trackwork Program	Service Planning
<u>January 2020</u>	
Approval of 2020 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning
<u>February 2020</u>	
Adopted Budget/Financial Plan 2020	Management & Budget
2018 Annual Operating Results	Operations
2018 Annual RCM Fleet Maintenance Report	Operations
Diversity/EEO Report – 4 <sup>th</sup> Q 2019	Administration/Diversity
2020 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President

March 2020

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Customer Satisfaction Survey Report	Public Affairs
PTC Status Report	Engineering

April 2020

Final Review of 2019 Operating Budget Results	Management & Budget
2019 Annual Ridership Report	Finance/Marketing
Annual Inventory Report	Procurement
May Timetable Change & Spring Trackwork Programs	Service Planning
LIRR/MNR PTC Project Update	President

May 2020

Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering

June 2020

Diversity/EEO Report – 1 <sup>st</sup> Q 2020	Administration/Diversity
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President

July 2020

Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
September Timetable Change & Trackwork Programs	Service Planning
PTC Status Report	Engineering

September 2020

2021 Preliminary Budget (Public Comment)	
2020 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
PTC Status Report	Engineering
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2020	Administration/Diversity

October 2020

2021 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

#### **2019 Work Plan**

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

#### **President's Report**

A Monthly report will be provided highlighting major accomplishments and progress on key initiatives and performance indicators.

#### **Safety Report**

A monthly report will be given highlighting key safety performance statistics and indicators

#### **Capital Construction Report**

A monthly project update report will be provided for the month reported.

#### **Police Report**

MTA Police will highlight the significant police activities incurred during the month reported.

#### **Action Items (if any)**

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

#### **Information Items (if any)**

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

#### **Procurements**

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

#### **Police Activity Report**

MTA Police will highlight the significant police activities incurred during the month reported.

### **PERFORMANCE SUMMARIES**

#### **Operations Report**

A monthly report will be given highlighting key operating performance statistics and indicators.

#### **Financial Report**

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

#### **Ridership Report**

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against prior year results.

### Capital Program Report

A report will be provided highlighting significant capital program accomplishment in the month reported.

## **II. SPECIFIC AGENDA ITEMS**

### **NOVEMBER 2019**

#### Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

#### East Side Access Support Projects Update

The Committee will be briefed on the status of the East Side Access Support Projects.

#### Holiday Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **DECEMBER 2019**

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2019

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as

composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

#### 2020 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2020.

#### Proposed 2020 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

#### Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

### **JANUARY 2020**

#### Approval of 2020 Committee Work Plan

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2020 that will address initiatives to be reported on throughout the year.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **FEBRUARY 2020**

#### Adopted Budget/Financial Plan 2020

The Agency will present its revised 2020 Financial Plan. These plans will reflect the 2020 Adopted Budget and an updated Financial Plan for 2019 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget.

#### 2019 Annual Operating Results

A review of the prior year's performance of railroad service will be provided to the Committee.

#### 2019 Annual Fleet Maintenance Report

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

#### Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2019

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

#### 2020 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2020.

### **MARCH 2020**

#### Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

#### Annual Elevator/Escalator Report

Annual report to the Committee on system-wide availability for elevators and escalators throughout the system.

#### Spring Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the Spring of 2019.

#### Customer Satisfaction Survey Report

The committee will be informed on the results of the 2018 survey distributed to LIRR customers.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **APRIL 2019**

#### Final Review of 2019 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### Annual Inventory Report

The Agency will present its annual report on Inventory.

### 2019 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2019 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

### 2020 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2019.

### Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

## **MAY 2020**

### 2020 Summer Service and Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2020.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

## **JUNE 2020**

### Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

### Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects

### Diversity & EEO Report– 1<sup>st</sup> Quarter 2020

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

## **JULY 2020**

### Penn Station Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Penn Station.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### Environmental Audit Report

The Committee will be briefed on the results of the 2017 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

September Timetable & Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2020.

**SEPTEMBER 2020**

2021 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2020 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2<sup>nd</sup> Quarter 2019

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

**OCTOBER 2020**

2021 Preliminary Budget

Public comment will be accepted on the 2021 Budget.

Project Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.



# Metro-North Railroad

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## Brewster Yard Improvement



BEFORE



AFTER

**Justin R. Vonashek**  
Vice President  
Office of System Safety



# Metro-North Railroad

## **Safety Highlights:**

As part of Metro-North's (MNR) Way Ahead Plan, investing in "Our Infrastructure" and supporting "Our People", MNR departments from Operating Capital, Procurement, Finance, Structures, and the Office of System Safety (OSS) worked collaboratively to resolve a recurring drainage issue at MNR's Brewster yard. Since the Brewster yard is located within the New York City Watershed, the OSS Environmental Compliance group was instrumental in the design and construction process to address environmental concerns related to water quality and to review potential habitat issues. Additionally, the project addressed potential slip, trip and fall hazards. The efforts of all involved remedied both the flooding and broken pavement conditions at this location. The work included surveying, grading, paving and stripping the affected area. In total, approximately 200 employee parking spaces were revitalized, making it safer for our employees at the Brewster yard.

During the week of October 8, 2019, MNR participated in Fire Prevention Week, a nationwide awareness campaign concerning fire safety, organized by the National Fire Protection Association. During the week's events, MNR OSS staff provided information on fire safety and emergency evacuation procedures for both MNR buildings and train equipment. Our Fire Prevention Week outreach was highlighted by our participation in the MNR Customer Service Day at Grand Central Terminal, where we interfaced with customers and employees to provide information on home and work fire safety, including the proper use of fire extinguishers.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (October 2018 – September 2019) versus the previous 12-month period (October 2017 – September 2018), lost time injuries per 200,000 working hours were reduced by 10.0%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (October 2018 – September 2019) the customer reportable injury rate per one million customer rates decreased by 10.6% versus the previous 12-month period (October 2017 – September 2018). The FRA reportable accident rate continues to remain below one reportable injury per million customers (0.93).

**Justin R. Vonashek**  
Vice President  
Office of System Safety

## September 2019 Safety Report

Performance				
Performance Indicator	12-Month Average			
	October 2016 - September 2017	October 2017 - September 2018	October 2018 - September 2019	
FRA Reportable Customer Accident Rate per Million Customers	1.02	1.04	0.93	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.14	2.40	2.16	
	2018		2019	
	September	Year to Date	September	Year to Date
Grade Crossing Incidents <sup>1</sup>	0	1	0	2
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Safety Training	2018		2019	
	September	Year to Date	September	Year to Date
First Responders Trained	104	1,705	12	1,470
Employee Safety Training Courses	132	339	123	305
Employees Trained	1,250	5,892	1,671	5,849
Employee Safety Training Hours	15,702	218,875	19,603	217,422
Customer and Community: Focus on Grade Crossings	2018		2019	
	September	Year to Date	September	Year to Date
Broken Gates	2	23	2	25
MTA Police Details	94	1,030	69	561
Summons	75	531	85	463
Warnings	7	62	17	103
Community Education and Outreach	9,505	91,665	11,991	98,531
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,085	1,054	97.14%	

**Definitions:**

**First Responders Trained** - The number of first responders trained by MNR's Emergency Management to assist in crisis events, such as train evacuation.

**Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

**Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.

**Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.

**Broken Gates** - The number of events at grade crossing locations where a vehicle struck a crossing gate.

**MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

**Summons** - The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of individuals reached at a TRACKS event.

**Cars Equipped with Cameras** - Number of complete inward/outward and passenger compartment camera installations on rolling stock.



## Safety Report Highlights



U.S. Department of Transportation  
Federal Railroad Administration



**RESEARCH RESULTS**  
FRA OFFICE OF RESEARCH, DEVELOPMENT & TECHNOLOGY

RR 19-20 | October 2019

### SYSTEM-WIDE IMPLEMENTATION OF RAIL RIGHT-OF-WAY INCURSION TREATMENTS

National Escalator and Elevator Safety Week  
November 10<sup>th</sup> through November 16<sup>th</sup>

When riding on escalators don't take more than you can handle, and don't block others.



Let's travel together safely.



Customer Safety Awareness Day  
Penn Station  
Thursday December 5<sup>th</sup>





On October 17, 2019, the Volpe Center published the results of their research for the Federal Railroad Administration into grade crossing right-of-way incursion treatments. The research featured Long Island Rail Road's implementation of delineators, road striping, and reflective markings at our 296 grade crossings. Volpe compared delays, reports of cars on tracks entering through the grade crossing due to mistakenly turning onto the tracks, and actual collisions with trains for a period one year before and one year after the installations. The study concluded that there was an eighty-six percent reduction in the number of trains delayed due to reports of vehicles on tracks and an eighty-five percent reduction in vehicles mistakenly turning onto the track at our grade crossings. In addition, the number of instances involving trains striking vehicles on the tracks was reduced from two in the year prior to the implementation to zero for the one year period since. It is important to note that during this same period, LIRR joined Waze's Connected Citizen Program enabling us to post hazard alerts at all our crossings cautioning drivers not to turn onto railroad tracks. Implementation of both a low tech and high tech solution at LIRR grade crossings has significantly enhanced safety in the communities we serve and improved our customer experience.

From November 10<sup>th</sup> through November 16<sup>th</sup> LIRR Corporate Safety and Stations personnel will be engaging with customers at our stations to promote the importance of safety on elevators and escalators. National Elevator Escalator Safety Awareness Week started in 1994 to promote public safety awareness for elevators, escalators and moving walks. Staff will be at the following stations distributing brochures and engaging in conversations with our customers: Babylon, Bellmore, Rockville Centre, Valley Stream, Freeport, Hicksville, Merrick, and Amityville.

Thursday December 5th, we will once again be teaming with Amtrak, NJ Transit, and New York City Transit to promote safety awareness at Penn Station. We will be located in the new West End Concourse. To foster customer engagement, using our Safety Wheel, customers who correctly answer a safety question will be entered into a raffle to win one grand prize of a monthly ticket. The intent of Customer Safety Awareness Day is to highlight for all Penn Station customers the importance of remaining focused and helping each other reach our destinations safely.

For the reporting period ending September 2019, the average Reportable Customer Injury Rate was 2.09 injuries per million customers as compared to 2.10 injuries per million customers over the same period last year. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS) reached 84,862 participants through the end of September 2019.

During this reporting period, there was a seven percent increase in the average Reportable Employee Lost Time Injury Rate. The rate increased from 3.02 injuries per 200,000 hours worked to 3.23 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

**Lori Ebbighausen**  
**Vice President**  
**Corporate Safety**

# September Safety Report

Statistical results for the 12-Month period are shown below.

<b>Performance</b>				
<b>Performance Indicator</b>	<b>12-Month Average</b>			
	October 2016 - September 2017	October 2017 - September 2018	October 2018 - September 2019	
FRA Reportable Customer Accident Rate per Million Customers	4.64	2.10	2.09	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.66	3.02	3.23	
	<b>2018</b>		<b>2109</b>	
	September	Year to Date	September	Year to Date
Grade Crossing Incidents <sup>1</sup>	2	6	0	9*
Mainline FRA Reportable Train Derailments	0	1	0	0
Mainline FRA Reportable Train Collisions	0	3	0	1**

<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

<b>Leading Indicators</b>				
<b>Focus on Safety Training</b>	<b>2018</b>		<b>2019</b>	
	September	Year to Date	September	Year to Date
First Responders Trained	116	1,834	139	1,253
Employee Safety Training Courses	100	782	86	835
Employees Trained	1,205	9,892	1,210	9,808
Employee Safety Training Hours	25,975	212,950	24,748	193,832
<b>Customer and Community:</b>	September	Year to Date	September	Year to Date
Broken Gates	8	82	15	96
MTA Police Details	75	902	72	964
Summons	73	939	234	1381
Warnings	25	406	96	579
Arrests	0	2	0	5
Community Education and Outreach	16,743	84,459	10,297	84,862
	<b>Completed</b>		<b>Total</b>	<b>% Complete</b>
Cameras on Rolling Stock	M7 (Cars)		682	82
	C3 Cab		23	100
	C3 Trailer		84	75
	DE/DM		25	56

**First Responders Trained** - The number of first responders trained to assist in crisis events.

**Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

**Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.

**Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.

**Broken Gates** - The number of events at grade crossing locations where a vehicle broke a crossing gate.

**MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

**Cameras on Rolling Stock** - Number of complete inward/outward camera installations on rolling stock.

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR THE MONTH OF OCTOBER 2019**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
No Elevator incidents reported in the month of October 2019			

Escalators	Mechanical Injury	Human Factor Injury
Baldwin	0	1

**Definitions:**

**Mechanical** includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined as when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.



# Police Report



# Metro-North Railroad

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## October 2019 Highlights: MTA Police Report

- Metro-North Railroad experienced an increase in the amount of major felonies (10 vs 8) for the month of October compared to the same period last year.
- Year to date Metro-North Railroad is down 12 crimes (101 vs 113).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of October.

**Owen Monaghan**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Metro North Railroad

#### October 2019 vs. 2018

	2019	2018	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	2	1	50%
<b>Felony Assault</b>	0	1	-1	-100%
<b>Burglary</b>	0	1	-1	-100%
<b>Grand Larceny</b>	7	4	3	75%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	10	8	2	25%

#### Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	14	14	0	0%
<b>Felony Assault</b>	14	17	-3	-18%
<b>Burglary</b>	7	16	-9	-56%
<b>Grand Larceny</b>	61	65	-4	-6%
<b>Grand Larceny Auto</b>	5	1	4	400%
<b>Total Major Felonies</b>	101	113	-12	-11%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**October 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Burglary</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>10%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>15</b>	<b>16</b>	<b>-1</b>	<b>-6%</b>

**Year to Date 2019 vs. 2018**

	<b>2019</b>	<b>2018</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>29</b>	<b>25</b>	<b>4</b>	<b>16%</b>
<b>Felony Assault</b>	<b>28</b>	<b>36</b>	<b>-8</b>	<b>-22%</b>
<b>Burglary</b>	<b>15</b>	<b>18</b>	<b>-3</b>	<b>-17%</b>
<b>Grand Larceny</b>	<b>105</b>	<b>124</b>	<b>-19</b>	<b>-15%</b>
<b>Grand Larceny Auto</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>200%</b>
<b>Total Major Felonies</b>	<b>183</b>	<b>205</b>	<b>-22</b>	<b>-11%</b>



# Long Island Rail Road

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## October 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (5 vs 6) for the month of October compared to the same period last year.
- Year to date Long Island Rail Road is down 11 crimes (71 vs 82).
- There were two (2) Hate Crimes on Long Island Rail Road for the month of October.

**Owen Monaghan**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### October 2019 vs. 2018

	2019	2018	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	0	1	100%
<b>Felony Assault</b>	0	2	-2	-100%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	4	4	0	0%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	5	6	-1	-17%

### Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	10	8	2	25%
<b>Felony Assault</b>	12	17	-5	-29%
<b>Burglary</b>	5	2	3	150%
<b>Grand Larceny</b>	43	54	-11	-20%
<b>Grand Larceny Auto</b>	1	1	0	0%
<b>Total Major Felonies</b>	71	82	-11	-13%

**INDEX CRIME REPORT**  
**Per Day Average**  
**October 2019**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	4	1	3	0
<b>Fel. Assault</b>	0	0	0	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	11	4	7	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.48</b>	<b>0.16</b>	<b>0.32</b>	<b>0.00</b>



# Metropolitan Transportation Authority Police Department

## Hate Crimes Report (January - October 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	7	6	1	16 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	2	-2	-100 %
Muslim	0	0	0	0 %
Other	1	1	0	0 %
Anti-Semitic	13	13	0	0 %
Sexual Orientation	1	1	0	0 %
White	1	0	1	0 %
<b>Motivation Total</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0 %</b>

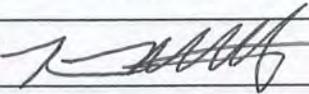
Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	2	0	0 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	1	-1	-100 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	19	20	-1	-5 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
<b>Crime Total</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0 %</b>

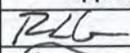
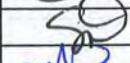
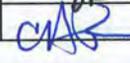


**Metro-North Railroad**

# **Action Item**

# Staff Summary

<b>Subject:</b> Parking Fee Modifications for MTA Metro North Railroad  <b>Department MNR:</b> Customer Service & Stations  <b>Department Head Name:</b> Thomas Mitchell, Vice President  <b>Department Head Signature:</b>   <b>Project Manager Name:</b> Philip Petillo, Assistant Director	<b>Date:</b> November 14, 2019  <b>Vendor Name:</b>  <b>Contract Number:</b>  <b>Contract Manager Name:</b>  <b>Table of Contents Ref#:</b>
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Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
x	MNR Comm. Mtg.	11/12					General Counsel	1	
x	MNR Finance	11/12					Executive Director Management & Budget	2	
x	MTA Board Mtg.	11/14					Executive VP	3	
							President	4	

**Narrative**

**I. Purpose**

To seek MTA Board approval to modify or increase parking fees at station parking facilities that are owned or controlled by MTA Metro-North Railroad (MNR) to take effect on January 1, 2020. In September 2008 the MTA Board authorized the commuter railroads to increase parking fees up to the rate of consumer price index (CPI) growth without MTA Board approval. Any increase over the CPI would require Board approval.

**II. Discussion**

MNR is requesting Board approval to modify current parking fees at 25 MNR-owned/controlled East of Hudson parking facilities operated by its system-wide private parking operator, LAZ. The parking fee increases proposed in this staff summary, which exceed the rate of CPI growth, are intended to: (1) raise revenue; (2) cover the rising operating and maintenance costs experienced at these facilities; (3) continue the process of establishing standardized parking rates and remain competitive with neighboring facilities; (4) maximize parking availability by maintaining a fee structure that provides an incentive for customers to park in certain facilities and during under-utilized times and (5) maintain a high quality of customer service. Metro-North has not increased parking fees since 2013.

The overall 13.82% East of Hudson fee modification will increase annual permits by an average of \$42.75 and increase daily meters by 50 to 75 cents (16 hrs.). The overall action will increase MNR non-fare revenues by approximately \$715,000 /yr.

In addition, MNR proposes to modify its current Free Weekend and Holiday Parking policy at locations operated by LAZ. Saturdays will no longer be a free parking day. Regular daily parking fees charged would be applied to Saturday parking at all LAZ operated parking facilities. Sundays and certain Holidays will remain free. This new policy would apply to stations located on both the East and West of Hudson. This will also bring us more in line with the LIRR parking fee structure as they currently charge for both weekend days and holidays.

Approximate revenue for this action \$250,000.

# Staff Summary

These actions will increase MNR's non-fare revenues by approximately \$965,000 annually.

For MNR customers, the overall impact on customers of these increases will be as follows:

1) The 66% of customers who are permit holders (16 hr.) will pay an average of \$42.75 more annually (or .12 per day). Permit increases range from \$.86 - \$9.50 per month.

2) The 34% of customers who currently use daily meters will pay an average of \$14.17 more monthly.

MNR owns/controls approximately 40% of system parking and the proposed fee levels will keep rates at MNR owned facilities generally consistent with fees at proximate stations with municipal-controlled parking. The proposed MNR rates will generally be competitive with resident parking fees charged by localities and lower than those charged to non-residents by localities and some privately-operated facilities, who set higher differentials.

In conjunction with the fee modification, it is proposed that MNR also increase the fees charged for customer elected upgrade options. The cost per month for the option of having a second vehicle on a parking permit will increase \$2 per month (to \$9), the 24-hour option for parking permits (where available) will increase by \$2 per month (to \$24) at applicable stations. The meter upgrade option to 24-hour parking will increase by \$.25 per 24-hour period (to \$3.00 per 24 hr period).

## East and West of Hudson Parking Fee Modification for Saturdays

In addition, MNR proposes to modify its current Free Weekend and Holiday Parking policy at locations operated by LAZ. Saturdays will no longer be a free parking day. Regular daily parking fees charged would be applied to Saturday parking at all LAZ operated parking facilities. Sundays and certain Holidays will remain free. This new policy would apply to stations located on both the East and West of Hudson. This will also bring us more in line with the LIRR parking fee structure as they currently charge for both weekend days and holidays.

Approximate revenue for this action \$250,000.

Attachment I. shows proposed sample fees at the affected MNR station parking facilities.

## II. Alternatives

There are no alternatives that meet the objectives of this action.

## IV. Budget Impact

This action will increase MNR's non-fare revenues by approximately \$965,000 annually.

## V. Recommendation

That the MTA Board approves the above actions to modify/increase parking fees at MNR East of Hudson parking station parking facilities owned/controlled by MNR, in addition to modifying the Free Weekend Parking Policy at all station parking facilities managed by LAZ.

## PARKING FEE LEVELS - EAST OF HUDSON

Station Name	Daily Meter Rates		12 Month Permit Rates (Annual)	
	Current	Proposed	Current	Proposed
Port Chester (Station lot)	\$4.75	\$5.50	\$583	\$641
Port Chester (Garage)	\$4.50	\$5.00	\$546	\$600
Harrison	\$4.75	\$5.50	n/a	n/a
Mamaroneck	\$4.25	\$5.00	\$583	\$641
Pelham	\$4.25	\$4.75	\$583	\$641
Mt. Vernon East	\$4.25	\$4.75	\$583	\$641
Wassaic	\$3.75	\$4.50	\$269	\$296
Tenmile River	\$3.75	\$4.50	\$269	\$296
Dover Plains	\$3.25	\$3.75	\$258	\$284
Harlem Valley-Wingdale	\$3.25	\$3.75	\$258	\$284
Patterson (Station lot)	\$3.25	\$3.75	\$258	\$284
Patterson (South lot)	\$3.00	\$3.50	\$241	\$265
Southeast	\$4.00	\$4.75	n/a	n/a
Brewster	\$5.75	\$6.50	\$466	\$512
Purdy's (resident)	\$4.00	\$4.75	\$267	\$294
Purdy's (non-resident)	\$4.00	\$4.75	\$429	\$472
Goldens Bridge	\$4.00	\$4.75	\$429	\$472
North White Plains	\$7.25	\$8.00	\$1,136	\$1,250
Woodlawn	\$4.00	\$4.50	\$342	\$376
Poughkeepsie	\$3.75	\$4.50	\$358	\$394
New Hamburg	\$3.50	\$4.25	\$358	\$394
Beacon (resident)	\$3.50	\$4.25	\$298	\$328
Beacon (non-resident)	\$3.50	\$4.25	\$358	\$394
Cold Spring	\$3.50	\$4.00	\$358	\$394
Garrison (resident)	\$3.50	\$4.00	\$358	\$394
Garrison (non-resident)	\$3.50	\$4.00	\$487	\$535
Cortlandt	\$4.00	\$4.50	\$383	\$421
Ossining	\$4.75	\$5.50	n/a	n/a
Irvington	\$4.75	\$5.50	\$531	\$584
Riverdale	\$4.00	\$4.50	\$342	\$376

Additional Product Fee Changes:

- 1) 24 hr meter addition to base fee (\$.25 increase)
- 2) 24 hour permit upgrade - \$24 per month (\$2 increase)
- 3) \$9 additional per month for 2nd vehicle added to permit (\$2 increase)

\*\*\*Addition permit products (1 month, 3 month, 6 month & Long term permit) to increase proportionately\*\*\*

Note: Sale tax not included on permits

**METRO-NORTH/LONG ISLAND  
RAILROAD  
JOINT  
INFORMATION  
ITEM**

**November 12, 2019**

# November 2019 Joint MNR/LIRR Committee PTC Project Update

*November 12, 2019*



# LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="489 440 1835 480">❑ MNR in Extended RSD (ERSD) on the Hudson Line and the Danbury Branch.</li> <li data-bbox="489 540 1835 581">❑ MNR received FRA approval to go into ERSD on all its respective territories.</li> <li data-bbox="489 641 1887 735">❑ LIRR in RSD/ERSD on Port Washington, Babylon to Patchogue, Hempstead, Far Rockaway, West Hempstead, Oyster Bay and Long Beach segments.</li> <li data-bbox="489 795 1824 889">❑ LIRR completed the required FRA runs on pilot line L1 between Babylon to Patchogue on October 31<sup>st</sup>.</li> <li data-bbox="489 950 1824 990">❑ LIRR received FRA approval to go into ERSD on all its respective territories.</li> <li data-bbox="489 1050 1898 1144">❑ Both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020.</li> </ul>
Budget	<p data-bbox="489 1248 1866 1390">\$1.086B which includes the previously approved sums of \$30.4M for LIRR and \$18.8M (\$6.8M CDOT) covering the 2-year extension to December 2020 is being closely monitored.</p>



# Key Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<p style="text-align: center;"><b>Delivery and implementation of System Software Release 3.7 for b2b interlockings (Valley and Harold) (LIRR only)</b></p>	<p style="text-align: center;"><b>Feb 2020</b></p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>Timely delivery of System Software Release 3.7 which Includes b2b interlockings for Harold and Valley is critical to meeting the PTC deadline.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Integrated System 3.7 FAT scheduled in mid-December, and is still on target to support ERSD in February 2020.</li> <li>SI's current commitment is to go into ERSD for Harold (LIRR's last ERSD segment) no later than September 2020, but a mitigation plan to improve this date is in development.</li> <li>Unavailability of Amtrak software to test the safety server interface will defer the testing of this functionality to Release 3.8; No impact to schedule since this only affects a single boundary between LIRR and Amtrak at Gate which has an FRA compliant operational workaround.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>The design for Harold needs to support the shared PSCC operations for LIRR and Amtrak.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>Monthly high-level meetings with agency executives held with Amtrak/LIRR/FRA to ensure interoperability through Harold.</li> <li>Valley interlocking will be segregated into its own ERSD segment.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Late software delivery will risk full PTC deployment by the PTC deadline.</li> <li>The test data for Harold and Valley is necessary to support the full FRA approval of the LIRR PTC safety plan.</li> </ul>



	Red	Significant impact to Project Schedule and ability to meet PTC deadline.
	Yellow	Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.
	Green	No Near Term Impact to Project Schedule and on target to meet PTC deadline.

# Key Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<b>Deployment of on-board software across the fleet multiple times 3.7, 3.8 (LIRR only)</b>	<b>May 2020 (Baseline 3.8) On-going</b>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>The SI's software release plan requires the deployment of multiple iterations of on-board software across the entire fleet. Any further schedule slips in the delivery of releases 3.7 and 3.8 may impact LIRR's ability to meet the PTC deadline.</li> </ul> <p><b>Monthly Updates:</b></p> <ul style="list-style-type: none"> <li>New procedure release and demonstration successfully completed on Oct. 31 which streamlines the software upload process.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>LIRR requires on-board software with PTC functionality required for compliance delivered no later than May 2020 with System Baseline 3.8.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>In addition to the routine 92-day periodic inspection cycle, software uploads will be performed as necessary to accelerate the deployment process. Cars and resources will be made available to meet the December 2020 deadline.</li> <li>LIRR/SI have established a mitigation plan to ready a sufficient number of cars on the train's head-ends to support the ERSD schedule.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>If the SI has unexpected technical issues (system performance or equipment reliability) and on-board software deliveries are pushed beyond mid-2020, this has potential to impact the PTC deadline.</li> </ul>

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# Key Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<b>Change in Leadership and Additional Resources</b>  <b>(LIRR only)</b>	<b>On-going</b>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>The SI has had difficulty obtaining the necessary skilled resources, and retaining key staff on the LIRR project to meet their schedule commitments and keep the project on track to meet the PTC deadline.</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Key leadership changes were implemented improving working relationship within Consortium.</li> <li>SI added technical expertise from other areas of their companies.</li> <li>The SI's Lead Systems Integrator for LIRR resigned effective October 31st and is being backfilled by multiple individuals from within the existing SI project team to ensure continuity.</li> <li>System Software deliveries and transponder designs are still areas of concern.</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>SI has limited number of Subject Matter Experts to focus on Harold, transponder designs, interoperability, and the b2b implementation.</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>LIRR is filling in gaps in expertise in areas of Signaling, Equipment Engineering and Railroad operations to support factory and field testing.</li> <li>Higher level vacated positions will be filled with existing project team members with new hires placed at lower levels to minimize potential learning curve.</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Without appropriate leadership and proper management of project priorities the SI will fail to meet their schedule commitments and impact PTC deadline.</li> </ul>

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# Key Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Green</b>	<p style="text-align: center;"><b>Complete Design for Interoperability and Delivery of System Software 3.6 (MNR only)</b></p>	<p style="text-align: center;"><b>2<sup>nd</sup> Quarter 2020</b></p>	<p><b><u>Issues:</u></b></p> <ul style="list-style-type: none"> <li>This software release includes the design for a safety server interface for interoperability with Amtrak for New Haven, New Rochelle, Spuyten Duyvil, and Poughkeepsie for MNR.</li> </ul> <p><b><u>Monthly Update:</u></b></p> <ul style="list-style-type: none"> <li>All activities to support this work remain on schedule.</li> </ul> <p><b><u>Drivers:</u></b></p> <ul style="list-style-type: none"> <li>3<sup>rd</sup> party design</li> </ul> <p><b><u>Mitigations:</u></b></p> <ul style="list-style-type: none"> <li>Modified STS-STX safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design.</li> </ul> <p><b><u>Potential Impacts:</u></b></p> <ul style="list-style-type: none"> <li>Risk to full PTC deployment by the PTC deadline on December 31, 2020.</li> </ul>



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	Yellow	Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.
	Green	No Near Term Impact to Project Schedule and on target to meet PTC deadline.

# Key Milestones and Issues

Status	Activity	Date Needed	Issues
 <b>Yellow</b>	<p style="text-align: center;"><b>Complete Design for the M8 (MNR only)</b></p>	<p style="text-align: center;"><b>June 2020</b></p>	<p><b>Issues:</b></p> <ul style="list-style-type: none"> <li>M-8s equipped with Alstom OBC that will utilize Amtrak rev. 11 D Software and associated functionality</li> <li>Qualification of Alstom M8 OBC to MNR / BT Wayside which has known functional differences in relation to the Siemens OBC</li> </ul> <p><b>Monthly Update:</b></p> <ul style="list-style-type: none"> <li>Weekly Executive-level meetings held between MNR/Kawasaki/Alstom between 10/4 through 10/25</li> <li>5 Party Meeting between MNR, Kawasaki, Alstom, Bombardier and Siemens at Bombardier's – Pittsburgh facility from 10/28 through 10/30.</li> <li>Project execution plan and timeline being finalized between Alstom and Bombardier activities</li> </ul> <p><b>Drivers:</b></p> <ul style="list-style-type: none"> <li>Exchange of design information between Kawasaki/Alstom and Bombardier/ Siemens</li> <li>Define and mitigate the functional differences between the Alstom and Siemens OBCs</li> </ul> <p><b>Mitigations:</b></p> <ul style="list-style-type: none"> <li>Research alternate sources for on-board PTC equipment</li> <li>Test and certify Alstom's software with Metro-North wayside</li> </ul> <p><b>Potential Impacts:</b></p> <ul style="list-style-type: none"> <li>Risk to place M-8s into full PTC deployment by the PTC deadline of December 31, 2020</li> </ul>



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## LIRR Monthly Project Update (thru October 2019)

- Continued to operate in RSD on both pilot lines (Port Washington and Babylon to Patchogue).
- Completed the required FRA runs on Pilot Line L1 (Babylon to Patchogue) on October 31<sup>st</sup>.
- Entered ERSD on Far Rockaway, West Hempstead, Long Beach and Oyster Bay in October.
- Completed Site Update Period (SUP) and Safety Reviews for System Baseline 3.6.3 for ERSD on selected segments (first phase of b2b).
- M7 trains with PTC operating over Amtrak tracks from Harold to Penn targeted in November.
- Progressing subsystem level designs (both wayside and OBC updates) with Amtrak per agreed upon action items and timeline to achieve interoperability by PTC deadline.
- Undercar scanner retrofits scheduled to be complete in December.
- Developed a new deployment schedule and sequence with revised segment limits around challenging areas (Jamaica, Valley, Harold) to support ERSD plan.

# New LIRR PTC Test Schedule & Sequence for ERSD

LIRR Branches	PTC Testing Miles	PTC Testing Miles in ERSD	ERSD Start Forecast
Pilot L2 (Port Washington Branch)	15.6	15.60	Dec-2018
Pilot L1 (Montauk ABS Terri.- Babylon to Patchogue)	21.5	21.50	Dec-2018
Hempstead	3.3	3.30	Aug-2019
Far Rockaway	3.5	3.50	Oct-2019
Oyster Bay	12.4	12.40	Oct-2019
Long Beach	5.0	5.00	Oct-2019
West Hempstead	2.6	2.60	Oct-2019
Port Jefferson	30.5		Nov-2019
Main Line - Mile Post 49-74 & 74-94 (Ronkonkoma to Riverhead and Riverhead to Greenport)	44.8		Dec-2019
Central	7.1		Dec-2019
Montauk - 1BW - ASC Territory (West of Babylon)	13.8		Feb-2020
Montauk - 1BE - Patchogue to Montauk	65.1		Feb-2020
Main Line - Mile Post 3-10 (Harold to Hollis)	3.0		Mar-2020
Main Line - Mile Post 10 to 15 (Hollis to Floral Park)	7.5		Mar-2020
Valley	10.5		Apr-2020
Atlantic	11.3		May-2020
Main Line- Mile Post 25-49 (Hicksville to Ronkonkoma)	25.8		May-2020
Jamaica	4.9		Jun-2020
Main Line - Mile Post 15-25 (Floral Park to Hicksville)	11.9		Jul-2020
Main Line - Mile Post 0-3 (GCT to Harold)	5.2		Sep-2020
<b>Total (Miles)</b>	<b>305.0</b>	<b>63.9</b>	

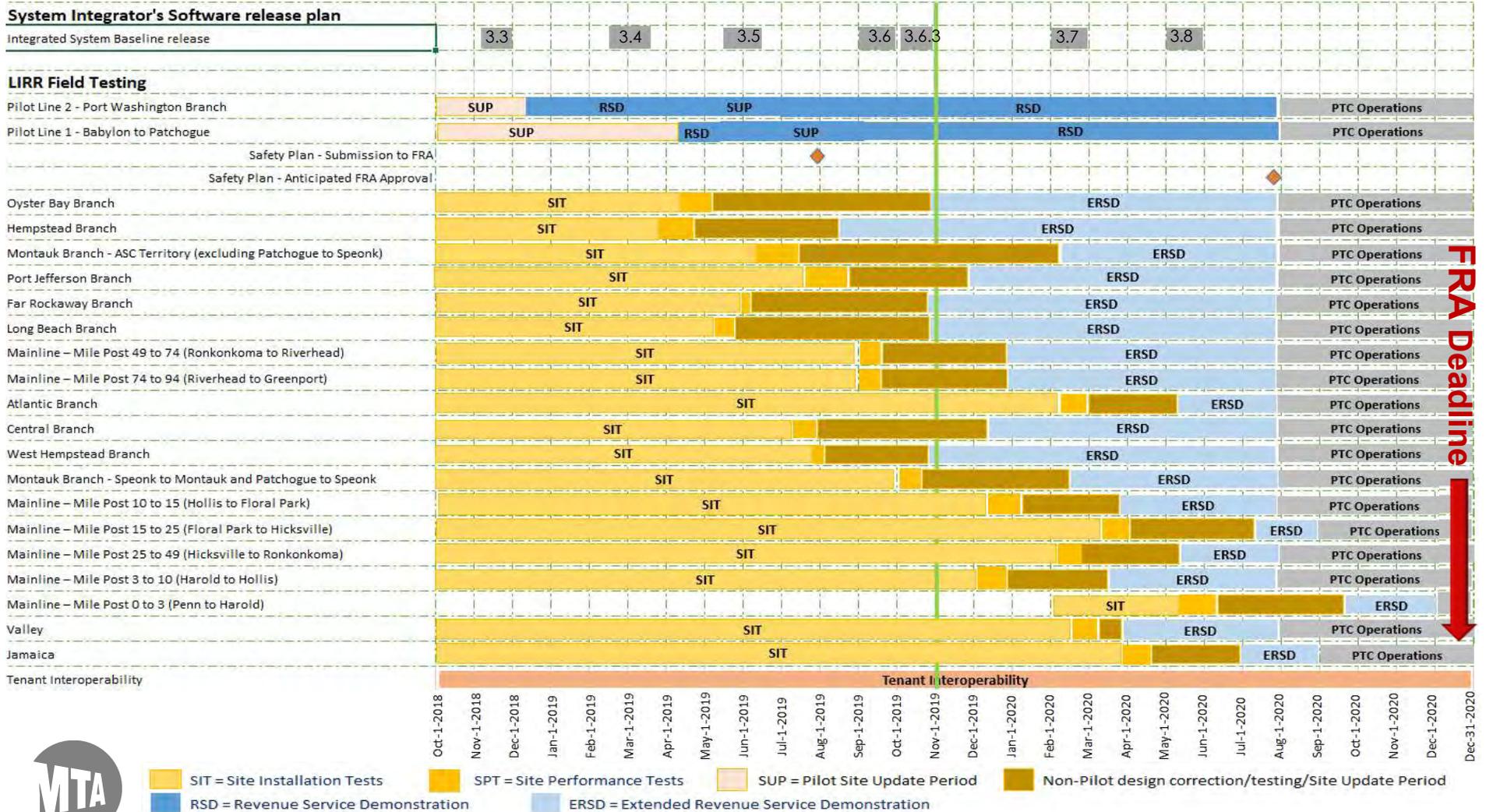


# LIRR Working Schedule and Sequence

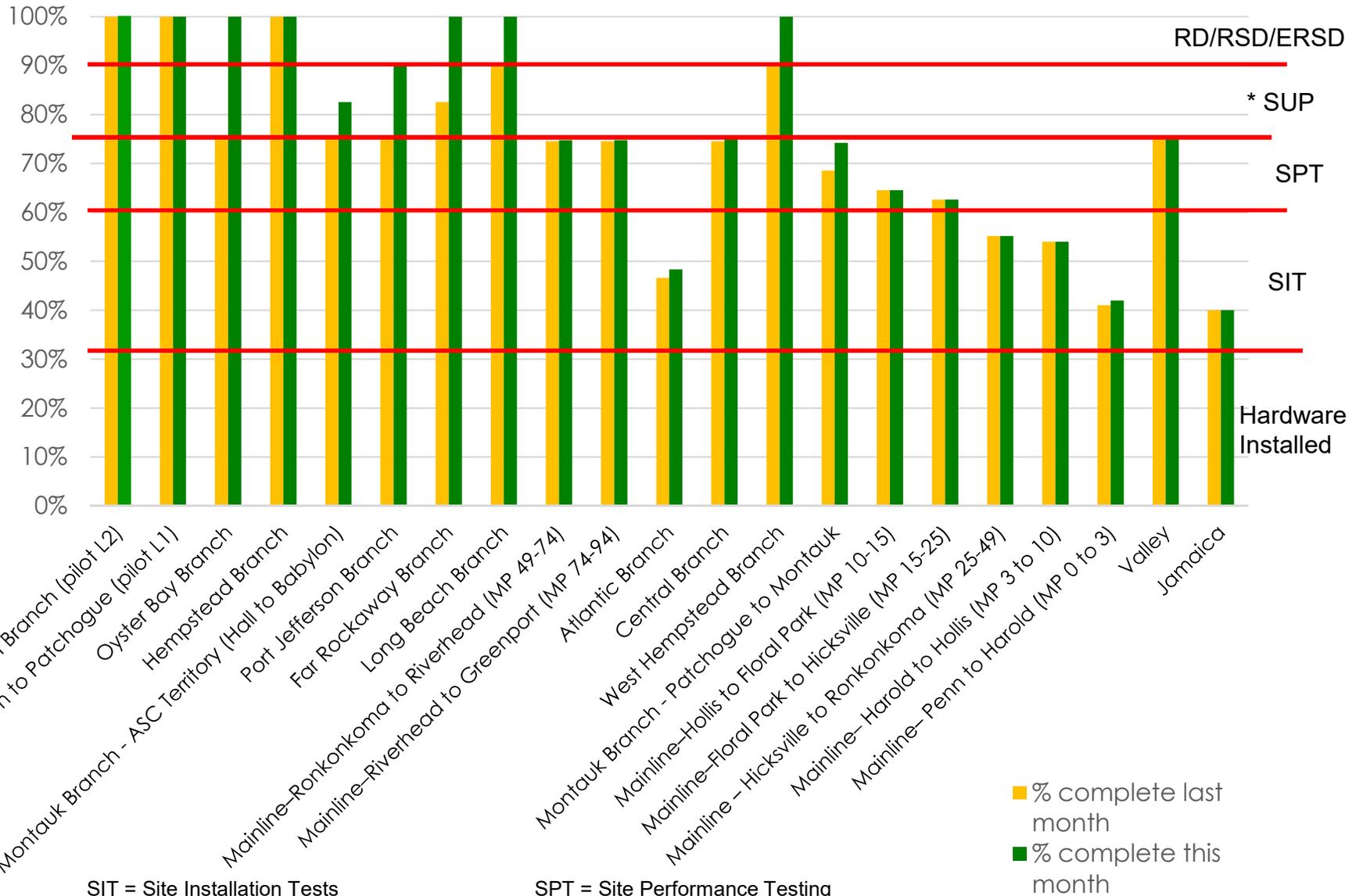
Started RSD on Babylon to Patchogue pilot segment in Sep 2019

Started first Non-Pilot ERSD in August 2019

Last non-pilot segment in ERSD in Sep 2020



# LIRR Segment RSD Readiness (Previous vs Current Month)



SIT = Site Installation Tests

SPT = Site Performance Testing

\*SUP = Site Update Period includes design corrections and testing

RD/RSD/ERSD = Repeatability Demonstration/Revenue Service Demonstration/Extended RSD



# LIRR PTC ERSD Timeline and Look-ahead

## **October 2019**

- ✓ West Hempstead Branch
- ✓ Long Beach Branch
- ✓ Far Rockaway
- ✓ Oyster Bay

## **November 2019**

Port Jefferson

## **December 2019**

Mainline – Mile Post 49 to 74 (Ronkonkoma to Riverhead)

Mainline – Mile Post 74 to 94 (Riverhead to Greenport)

Central Branch

## **February 2020**

Montauk – 1BE (East of Patchogue)

Montauk – 1BW (West of Babylon to Jamaica)

Delivery of System Software Baseline 3.7



# LIRR PTC ERSD Timeline and Look-ahead

## **March 2020**

Mainline – Mile Post 10 to 15 (Hollis to Floral Park)

Mainline – Mile Post 3 to 10 (Harold to Hollis)

## **Apr 2020**

Valley

## **May 2020**

Atlantic Branch

Mainline – Mile Post 25 to 49 (Hicksville to Ronkonkoma)

## **June 2020**

Jamaica

## **July 2020**

Mainline – Mile Post 15 to 25 (Floral Park to Hicksville)

## **September 2020**

Mainline – Mile Post 0 to 3 (Grand Central Tunnels to Harold)



# MNR Project Update

## ➤ ERSD Segment Status

- As of November 2, 2019 Extended Positive Train Control on the Hudson Line so that all Hudson Line trains including Amtrak and CSX are now operating in Positive Train Control between Marble Hill and Poughkeepsie, a distance of 67 miles that covers 88% of the Hudson Line's mileage (Including the Spuyten Duyvil curve).
- All Danbury trains including P&W are also operating in Positive Train Control on the Danbury Branch in Connecticut a distance of 23 miles.
- Presently MNR has 90 miles in full PTC (23% of MNR route miles) and is operating approximately 268 trains/day in full PTC mode (37%).
- Metro-North will have Positive Train Control operational across its entire territory by the end of 2020.

## ➤ Fleet Software Status:

- Entire fleet completed uploading Radio Control File (RCF) Rev 11.
- Remote MCM/RCF software update capability completed, speeds up future updates.



## MNR Project Update (cont'd.)

- Field Installation & Testing Activity
  - Upper and Lower Harlem transponder migration completed (treating Harlem as single segment).
  - Presently performing Transponder SIT from Mount Vernon West (CP113) to Wassaic (CP182).
  - Harlem Segment targeted for ERSD by mid-Dec. 2019 (target completion 2 – 3 months ahead of plan)
  
- Completed NJT Communication/Transponder/WIU training for MNR C&S employees to perform installation and maintenance on the Port Jervis Line.
  
- Amtrak Boundary design/Commissioning Schedule
  - Poughkeepsie - Commissioning target date – 4<sup>th</sup> quarter 2019
  - Spuyten Duyvil - Commissioning target – 4<sup>th</sup> quarter 2019
  - New Haven - Design completion target – 1<sup>st</sup> quarter 2020
  - New Rochelle - Design completion target – 1<sup>st</sup> quarter 2020
  - STS-STC interface – 2nd quarter of 2020



# MNR M8 Project Update

## ➤ **Current Project Status**

- Alstom on target to begin production of M8 OBC hardware upgrade components in March 2020
- Current target to start M8 OBC SW (Amtrak Rev. 11 – Release D) testing on MNR wayside in March 2020
- Continue bi-weekly 5 Party meetings between MNR, Kawasaki, Alstom, Bombardier, and Siemens to establish and execute plan to bring M8 OBC into revenue service operation in June 2020

## ➤ **Completed Activities**

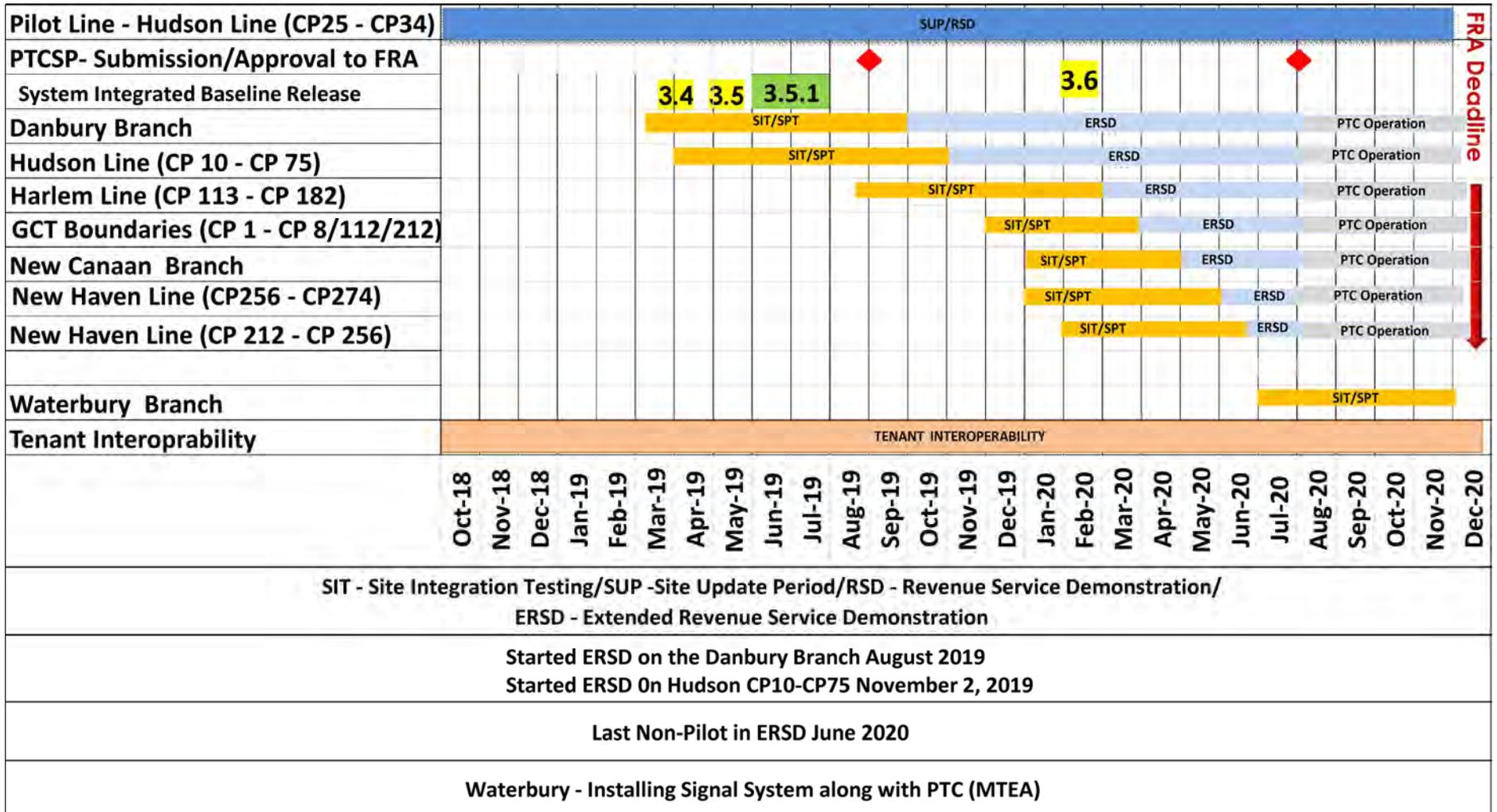
- Established road map / plan to utilize MNR – Bombardier Wayside to qualify Alstom M8 OBC for revenue service operation
- Identified testing locations in the MNR PTC-Commissioned territory for field testing
- 5 Party Meeting held at Bombardier’s – Pittsburgh Facility(10/28 -10/30) reviewing Bombardier Qualification test procedures, System Level Requirements, all of which providing input to the Gap Analysis.
- Review and present the Bombardier Wayside PTC Simulation equipment in its Pittsburgh laboratory and establish timeline, January 2020, for delivery of hardware and software for Alstom’s developmental usage

## ➤ **Upcoming Milestones**

- Complete Gap Analysis between M8 OBC Functionality and Bombardier Wayside/Siemens OBC – January 2020
- Deliver and Set-up Bombardier Wayside Simulation Environment at Alstom’s Rochester Facility – January 2020
- M8 OBC Hardware commercialization in February 2020 and First Article Inspection March 2020
- Establish plan to commence M8 OBC hardware upgrade in advance of final OBC software validation



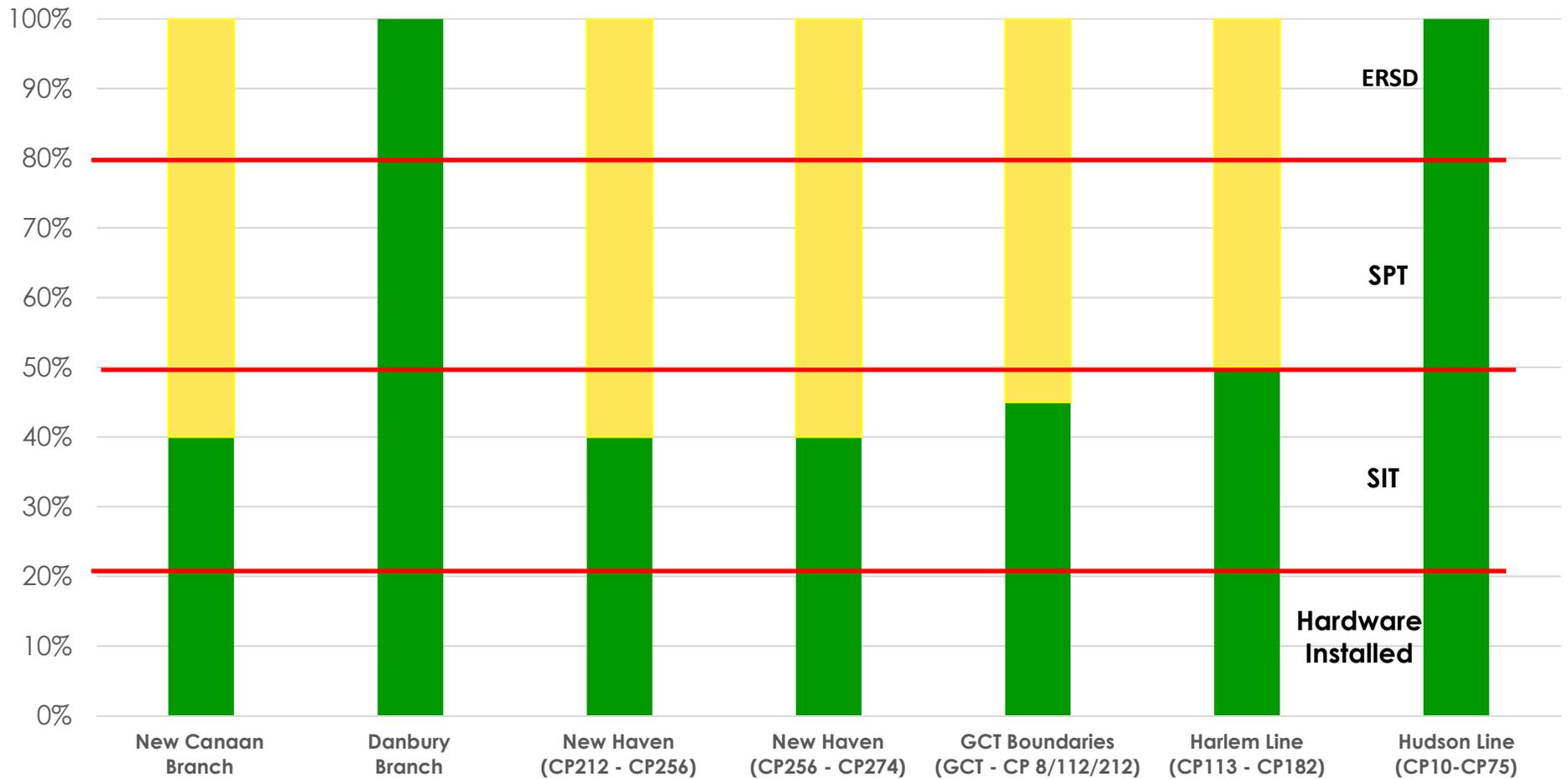
# MNR Working Schedule and Sequence



FRA Deadline



# MNR Segment RSD Readiness



SIT = Site Integration Testing, SPT = Site Performance Testing, ERSD = Extended Revenue Service Demonstration.



■ % complete    ■ Remaining

# MNR PTC Timeline and Look-ahead

## **October – December 2019**

- Commence ERSD from Croton Harmon – Marble Hill on the Hudson Line.
- Complete software upload to the equipment
- Commence ERSD from Mount Vernon West – Wassaic on the Harlem line.
- Install, test and commission Amtrak boundary at Poughkeepsie.

## **January 2020 – December 2020**

- Test MNR Safety Server-to-Amtrak Safety Server Interface in Bombardier Test Lab.
- Continue placing segments into ERSD
- Address Safety Plan Comments
- Continue meeting with Alstom/BT/Siemens/Kawasaki to complete M8' system level requirements.





**Metro-North Railroad**

# **Information Items**

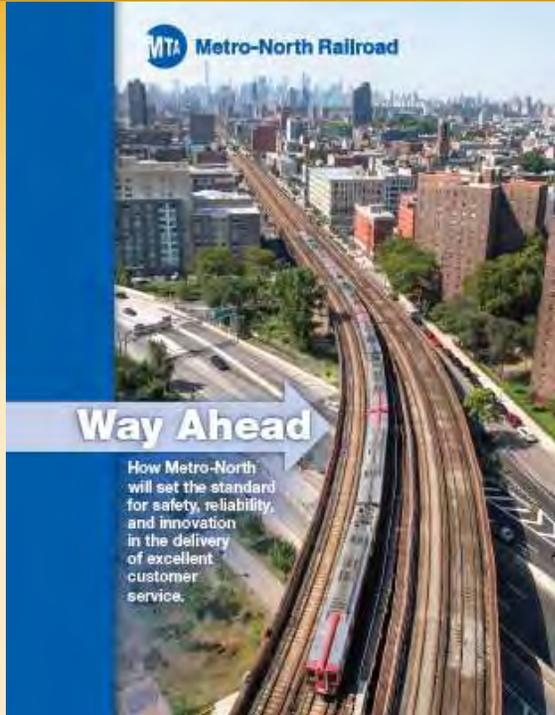
MNR & LIRR Committee Meeting  
November 12, 2019

# *Way Ahead* **MOVING FORWARD TOGETHER**

*1<sup>st</sup> Year Accomplishments*



**Our Vision through *Way Ahead* is to set the standard for safety, reliability and innovation in the delivery of excellent customer service.**



We are realizing this vision through the following strategies:

- ✓ Putting customer and employee safety first
- ✓ Improving our customers' day-to-day experience
- ✓ Improving customer communications
- ✓ Investing in our infrastructure
- ✓ Supporting our people
- ✓ Focusing on the future

See the plan at [mta.info/mnr](http://mta.info/mnr)

**Way Ahead**

## Putting Customer & Employee Safety First

**WARNING:**  
PLEASE DO NOT STAND OR WAIT  
ON THE BRIDGE PLATES



For your safety, please wait for the train to **stop** and doors to **open** before boarding bridge plates.

- ✓ Continued PTC Roll-out & Progress
- ✓ TRACKS Program & Grade Crossing Outreach
- ✓ Decreasing Customer & Employee Injury Rates
- ✓ Park Avenue Tunnel Emergency Exit & Sign Improvements
- ✓ Question, Persuade, Refer (QPR) Training
- ✓ Expanded Safety Training
- ✓ Safety Focus Week Each Quarter
- ✓ Safety Excellence Awards

Way Ahead

# Positive Train Control (PTC) Progress

Configuring various internal devices inside the Radio Case



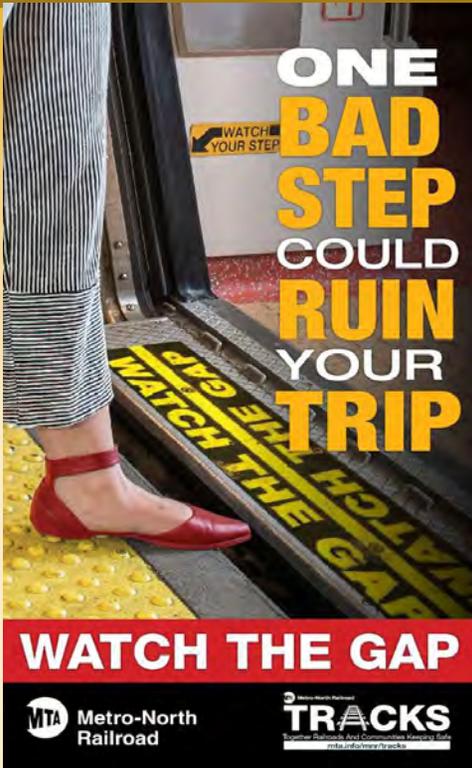
Transponder testing with Portable Testing Equipment (PTE)



Primary Control Center Desk observing the Office Subsystem

Way Ahead

# TRACKS Program & Grade Crossing Outreach



Reached 105,000 individuals YTD meeting our 2019 goal

Way Ahead

## ***Park Avenue Tunnel Emergency Exit and Sign Improvements***



***Way Ahead***

# New Question, Persuade, Refer ("QPR") Training

**Offer Help,  
Save a Life**

- 1 ASK
- 2 KEEP THEM SAFE
- 3 BE THERE
- 4 HELP THEM CONNECT
- 5 FOLLOW UP

Text **NEXT2U** to 741741  
or call **1-800-273-TALK** (8255)  
[www.suicidepreventionlifeline.org](http://www.suicidepreventionlifeline.org)

**SUICIDE PREVENTION** 1-800-273-TALK

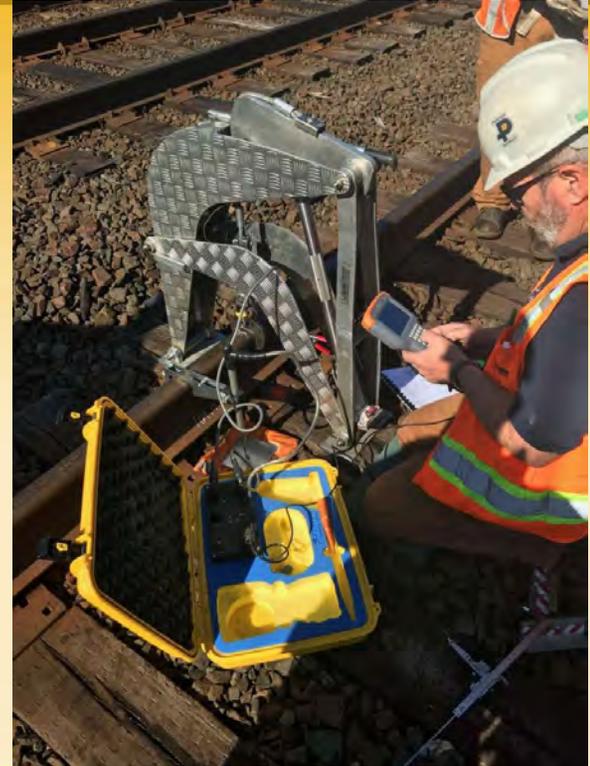
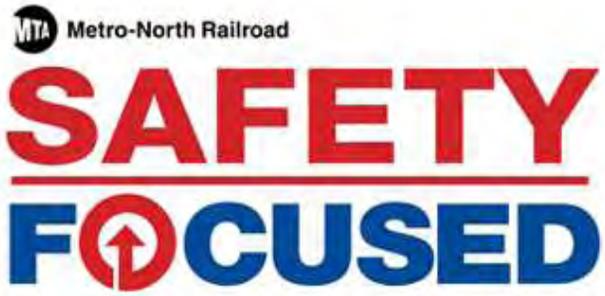
**TRACKS** Metropolitan North Hous

**CRISIS TEXT LINE**



**Way Ahead**

# *Expanded Employee Safety Training*



*Way Ahead*

# 2019 Safety Excellence Award Winners



Way Ahead

## *Improving Our Customers' Day-to-Day Experience*

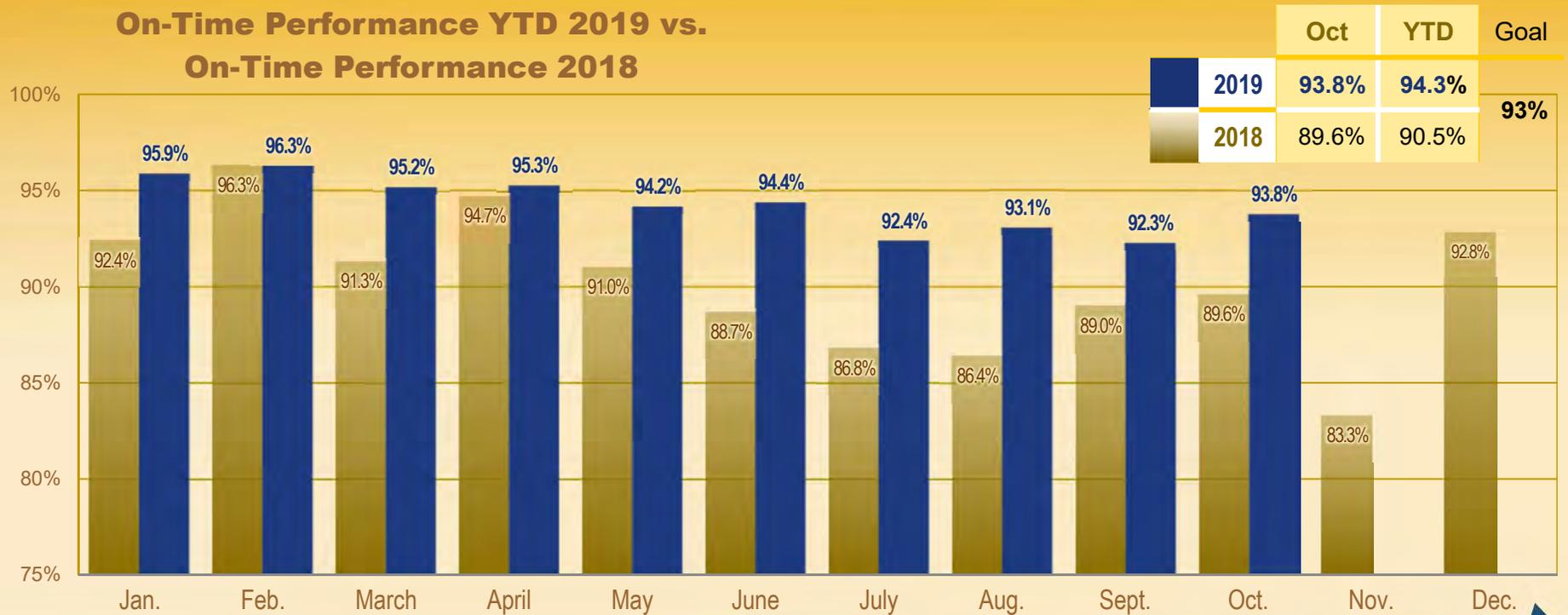
- ✓ **Customer Service Ambassadors at Six Busiest Stations**
- ✓ **94.3% On-Time Performance YTD**
- ✓ **MTA eTix®**
- ✓ **Accessibility Improvements**
- ✓ **Enhanced Station Initiative (ESI)**
- ✓ **Cleaner Stations**
- ✓ **Right-of-Way Clean-up**
- ✓ **New Rail Reward\$ Program**
- ✓ **New Retail Tenants at Stations**
- ✓ **Customer Lactation Room in GCT**



*Way Ahead*

# On-Time Performance is Improving

**On-Time Performance YTD 2019 vs.  
On-Time Performance 2018**



**Way Ahead**

# MTA eTix® - Increasing Sales & Customer Use

**MTA eTix®**

**GOOD NEWS FOR MONTHLY & WEEKLY MTA eTIX CUSTOMERS**



Now, you only have to activate your monthly or weekly ticket once - the first time you use it. After that, simply click on the ticket in your wallet whenever you ride.

To enjoy this new convenience, be sure you download the latest MTA eTix update.

Download on the App Store | GET IT ON Google play

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**Way Ahead**

# White Plains Station Improvements



Way Ahead

# Connecticut Improvements



**Atlantic Street Bridge Work in Stamford**

**Way Ahead**

## *Cleaner Stations – Increased focus on the AM rush*



**Way Ahead**

## *Right-of-Way Clean-Up - Melrose*



*Way Ahead*

# Introducing Metro-North's Rail Reward\$ Program



Your ticket to ride  
is your ticket to  
**SHOP  
& DINE**

Introducing Rail Rewards, now  
Metro-North customers can show their  
train ticket to get exclusive offers at  
Grand Central shops and restaurants.

[grandcentralterminal.com/railrewards](http://grandcentralterminal.com/railrewards)

*Way Ahead*

## *Customer Lactation Room in GCT*



*Way Ahead*

# Improving Customer Communications

- ✓ Grand Central Terminal “Big Board”
- ✓ Departure Boards
- ✓ New Public Address System
- ✓ More Real-time Monitors
- ✓ More Digital Screens
  - GCT Platforms
  - Onboard Trains
- ✓ Monthly *Connect with Us!* Events
- ✓ Ticket Issuing Machines (TIMs) Enhancements



Way Ahead

# New, State-of-the-Art GCT Big Board & Departure Boards



TRACK 103A

### TRAIN DEPARTURES

HARLEM LINE DEPARTURES			
TIME	TRK	DESTINATION	REMARKS
4:35	16	Wassela	On Time
4:41	102A	Southeast	On Time
4:44	18	North White Plains	On Time
4:48	19	Crestwood	On Time
4:54	24	North White Plains	On Time
4:57		Southeast	On Time
NEW HAVEN LINE DEPARTURES			
TIME	TRK	DESTINATION	REMARKS
4:33	17	New Haven	On Time
4:42	13	New Haven	On Time
4:45	110	New Canaan	On Time
4:51	107	Harrison	On Time
5:00	111	New Haven	On Time
HUDSON LINE DEPARTURES			
TIME	TRK	DESTINATION	REMARKS
4:36	29	Croton-Harmon	On Time
4:47	32	Poughkeepsie	On Time
4:52	33	Croton-Harmon	On Time
4:54	41	Croton-Harmon	On Time
5:08		Poughkeepsie	On Time

4:33 PM

TRACK 102A

### 4:41 PEAK SOUTHEAST

- White Plains
- North White Plains
- Valhalla
- Hawthorne
- Pleasantville
- Chappaqua
- Mount Kisco
- Bedford Hills
- Katonah
- Goldens Bridge
- Purdy's
- Croton Falls
- Brewster
- Southeast

4:32 PM

Way Ahead

# Digital Screens Onboard Rail Cars



Way Ahead

## Ongoing "Connect with Us!" Customer Forums



- ✓ Monthly outreach events began in 2014
- ✓ 15 *Connect with Us!* events since launching *Way Ahead*
- ✓ Upcoming:
  - South Norwalk  
November 19
  - Grand Central  
December 17

**Way Ahead**

# Ticket Issuing Machines (TIMs) Enhancements



Verizon LTE 11:26 AM

Train Feedback

Train Car

- Door Trouble
- HVAC Issues
- Toilet Issues
- Car Cleaning Needed

Other Comments:

Verizon LTE 11:26 AM

Train Feedback

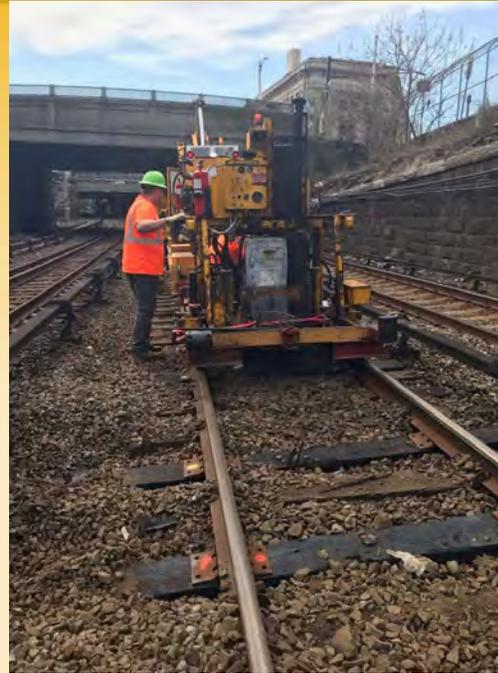
Car Cleaning Needed

Other Comments:

Send

Way Ahead

## *Investing in Our Infrastructure*



- ✓ **SMARTRACK Program**
- ✓ **Tree Trimming Program**
- ✓ **Heat Reflective Paint Program**
- ✓ **Bridge Replacements**
- ✓ **GCT Track Replacements**
- ✓ **Sandy Hudson Line Work**
- ✓ **Croton Harmon Consist Shop**
- ✓ **Stamford Car Wash**
- ✓ **West of Hudson - Port Jervis Line Work**
- ✓ **JPMorgan Chase – GCT P3 Project**

*Way Ahead*

# *SMARTRACK Program in the Bronx*



*Way Ahead*

# Tree Trimming Program



Way Ahead

# *Innovation - Heat Reflective Paint Program*



*Way Ahead*

# *Bridge Replacements – Mt. Vernon*



*Way Ahead*

# Opening New Harmon Maintenance Facilities



EMU Annex



Way Ahead

# *Opening New Harmon Maintenance Facilities*



**Consist Shop Facility**



**Way Ahead**

# *Stamford Car Wash*



*Way Ahead*

# *West of Hudson - Port Jervis Line Work*



*Way Ahead*

## Supporting Our People

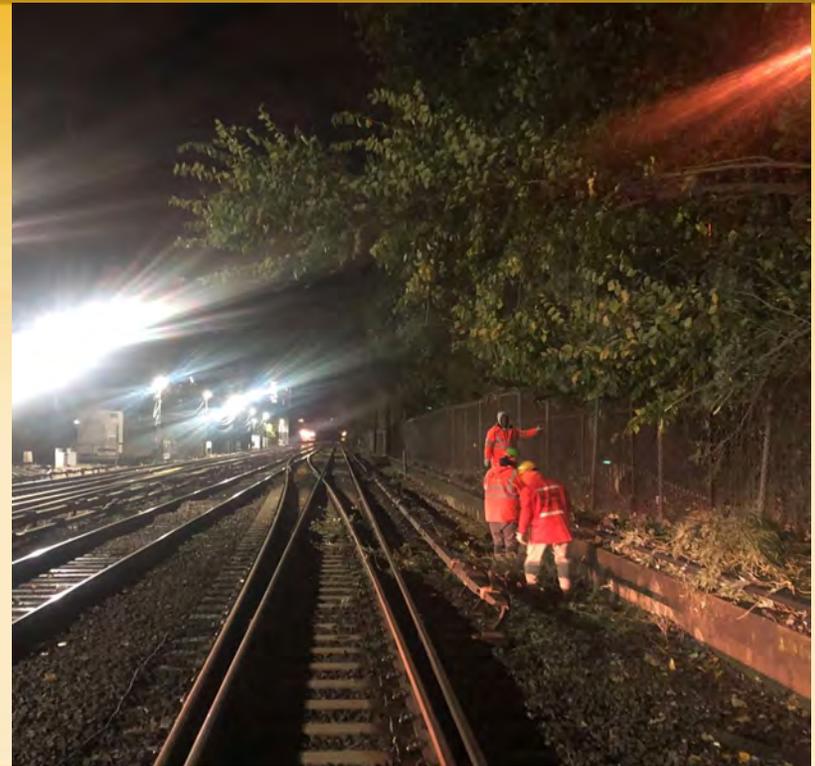


- ✓ 2019 President's Award Winners
- ✓ Customer Service Week
- ✓ Employee Training Programs



Way Ahead

# *Incident Response*



*Way Ahead*

# Customer Service Day



Way Ahead

# *Operations Manager Development Program & New Foremen Training Program*



*Way Ahead*



## ***Focusing on the Future***

- ▶ **Completing Installation of PTC in 2020**
- ▶ **Arrival of More M-8s**
- ▶ **Delivering 2020-2024 Capital Program**
- ▶ **Completion of White Plains Station**
- ▶ **Continuing Tree Trimming and Right-of-Way Clean-up Effort**
- ▶ **Continuing SMARTRACK Work**
- ▶ **Installing Help Points/Security Cameras**

[mta.info/mnr](http://mta.info/mnr) [WayAhead@mnr.org](mailto:WayAhead@mnr.org)

**Way Ahead**



## **THE METROPOLITAN TRANSPORTATION AUTHORITY**

### **COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD**

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

#### **I. PURPOSE**

The Committee on the Operations of the Metro-North Commuter Railroad (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company (“Metro-North”).

#### **II. COMMITTEE AUTHORITY**

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

#### **III. COMMITTEE MEMBERSHIP**

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

#### **IV. COMMITTEE MEETINGS**

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

## **V. COMMITTEE REPORTS**

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

## **VI. KEY RESPONSIBILITIES**

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
2. monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of Metro-North that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed capital projects of Metro-North and monitor the status of such projects;

7. review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Metro-North:

1. Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
2. Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
3. Monitor the progress of the capital projects undertaken by the MTACC;
4. Monitor the budget and the schedule of capital projects undertaken by the MTACC;
5. Monitor the progress of contract commitments and completions with respect to capital projects; and
6. Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Staff Summary



<b>Subject</b> HOLIDAY SERVICE & TRACKWORK PROGRAMS						<b>Date</b> October 24, 2019			
<b>Departments</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Names</b> R. BROOKS						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM		11/12/2019			4	Sr VP – Eng. 	1	President 
						3	VP – Corp Comm 		
						2	CTO 		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to provide added service during the 2019-2020 Holiday Season. During the last quarter of the year, the LIRR provides added service for each of the major holidays. Each program fulfills a different function and provides a different pattern of extra service to support increased demand during the Holiday Season. The programs for each of these days are detailed below. Also included here are details on the seasonal cessation of some East End weekend service. Additionally, a track work program during November will support the Main Line Third Track Project.

**HOLIDAY SERVICE**

**Thanksgiving Eve Program (Wednesday, November 27, 2019)**

The LIRR will operate a regular weekday schedule with additional service added. The Thanksgiving Eve program includes the standard 10 early release afternoon eastbound trains for people leaving the City early, plus an additional Ronkonkoma Branch train and an additional Montauk Branch service opportunity from Penn Station. The extra trains will operate as follows: four will go to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck, Far Rockaway and Montauk.

**Thanksgiving Day Program (Thursday, November 28, 2019)**

The Thanksgiving Day program includes six extra westbound trains on Thanksgiving morning for those attending the parade in NYC, and 11 early afternoon eastbound extra trains for those returning home from the parade or heading to Long Island for Thanksgiving gatherings.

The westbound Thanksgiving morning extras operate as follows: two from Babylon, two from Ronkonkoma and one each from Speonk and Port Jefferson.

The eastbound Thanksgiving afternoon extras will operate as follows: four to Babylon, three to Ronkonkoma, and one each to Speonk, Farmingdale, Huntington and Port Jefferson.

### **Christmas Eve Program** (*Tuesday, December 24, 2019*)

On Tuesday, December 24, 2019, the LIRR will operate on a regular weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

### **Christmas Day** (*Wednesday, December 25, 2019*)

The LIRR will be operating on a regular weekend/holiday schedule.

### **New Year's Holiday Early Getaway Program** (*Tuesday, December 31, 2019*)

On Monday, December 31, 2019, the LIRR will be on a regular, weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

### **New Year's Eve Program** (*Tuesday, December 31, 2019*)

On New Year's Eve, the LIRR will be on a weekday schedule with the addition of extra evening westbound trains. For westbound customers attending events in New York City, we will operate 21 additional evening westbound trains, 18 to Penn Station and three to Atlantic Terminal. The added service will operate as follows: four from Huntington, four from Babylon, three from Ronkonkoma, two Long Beach, two from Hicksville and one each from Speonk, Port Jefferson, Freeport, Hempstead, Port Washington and Great Neck.

### **New Year's Day Program** (*Wednesday, January 1, 2019*)

The LIRR will operate on a regular weekend/holiday schedule on New Year's Day, with extra trains for those heading home after New Year's Eve events. Nineteen early morning extra eastbound trains will operate to Long Island, 15 from Penn Station and four from Atlantic Terminal. Trains will operate as follows: six to Babylon, four to Ronkonkoma, three to Port Washington, three to Huntington, and one each to Speonk, Port Jefferson and Long Beach.

### **LIRR HOLIDAY EXPRESS TRAIN**

As the LIRR Holiday Express Train celebrates its fourth year of operation, the Long Island Rail Road is offering two Holiday Express trains this year. The LIRR Holiday Express will be operating non-stop between Ronkonkoma and Penn Station on Saturday, December 7<sup>th</sup> and Babylon and Penn Station on Sunday, December 8<sup>th</sup>. The LIRR Holiday Express will feature reserve-style seating, holiday decorations, on-board festivities, and giveaways for children. On Saturday, December 7<sup>th</sup>, the Holiday Express will operate non-stop between Ronkonkoma and Penn Station, departing at 10:07 AM and arriving at 11:24 AM. On Sunday, December 8<sup>th</sup>, the Holiday Express will operate non-stop between Babylon and Penn Station, departing at 10:05 AM and arriving at 11:10 AM.

### **SEASONAL EAST END SERVICE**

The Thanksgiving holiday weekend marks the end of seasonal service on two East End routes:

- One Jamaica-Montauk added weekend roundtrip on the Montauk Branch. This seasonal trip operates from the first weekend in May through the weekend after Thanksgiving.

- Greenport weekend service reverts to two daily roundtrips for the off-season. This year, service was expanded to four daily roundtrips for the Summer & Fall seasons, from the first weekend of May through the weekend after Thanksgiving.

## **TRACK WORK PROGRAMS**

*Construction Activities* (Short-term trackwork items requiring a special program)

- **Main Line Expansion Nassau Switch Installation** – As previously reported, as part of the ongoing Main Line Expansion Program, both main tracks of the Main Line will be out of service between New Hyde Park and Hicksville for the installation of new switches at Nassau Interlocking west of Mineola Station on the weekend of November 16-17.
  - **Temporary Service Adjustments:**
    - Eastbound, no MU service will operate between Penn Station and Hicksville, and two-hourly Oyster Bay Branch diesel service will operate between East Williston and Oyster Bay. For Eastbound customers from western terminals traveling to Ronkonkoma Branch stations Farmingdale through Ronkonkoma, and to Port Jefferson Branch stations Hicksville through Huntington/Port Jefferson, customers will board electric MU express service to Babylon, where they will transfer to diesel shuttle trains operating between Babylon and Hicksville via the Central Branch, then transfer at Hicksville to trains operating to either Ronkonkoma or Huntington/Port Jefferson. Eastbound Bethpage customers will board the electric MU express service to Babylon, then transfer to the diesel shuttle train, which will stop at Bethpage on its way to Hicksville.
    - Westbound, no electric MU service will operate between Hicksville and Penn Station, and two-hourly Oyster Bay Branch diesel service will operate between Oyster Bay and East Williston. For Westbound customers on the Ronkonkoma Branch travelling from stations Ronkonkoma through Farmingdale, and on the Port Jefferson Branch for stations Port Jefferson/Huntington through Hicksville, customers will board trains at their station to Hicksville, where they will transfer to diesel shuttle trains operating between Hicksville and Babylon via the Central Branch, then transfer at Babylon to express trains for western terminals. Westbound Bethpage customers will board the diesel shuttle train to Babylon, then transfer at Babylon to express trains for western terminals.
    - *Extra trains will be added between New York and Babylon to connect with shuttle trains between Babylon and Hicksville.*
    - *Extra trains will be added between Hempstead and Penn Station to serve as an alternative service option for customers traveling to/from New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury.*
    - *Bus service will be provided for Mineola customers between Mineola and Hempstead for connections to and from points west.*
    - *Bus service will also be provided between Mineola and Hicksville.*
    - *Oyster Bay Branch trains will operate between Oyster Bay and East Williston, with bus service provided between East Williston and Hempstead for connections to and from points west.*

- *There will be normal weekend service intervals on the Montauk, Long Beach, Far Rockaway, Port Washington, and West Hempstead Greenport Branches, but on adjusted schedules. Train service will operate between Ronkonkoma and Greenport, but on adjusted schedules.*

As part of our communication campaign for these service changes, public timetables will be issued, and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on [www.mta.info](http://www.mta.info), by signing up for E-Alerts at [www.MyMTAAlerts.com](http://www.MyMTAAlerts.com), or call the LIRR's Customer Service Center at 511 or 718-217-LIRR (718-217-5477).

### **IMPACT ON FUNDING**

Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.

# EAST SIDE ACCESS

## SUPPORT PROJECTS

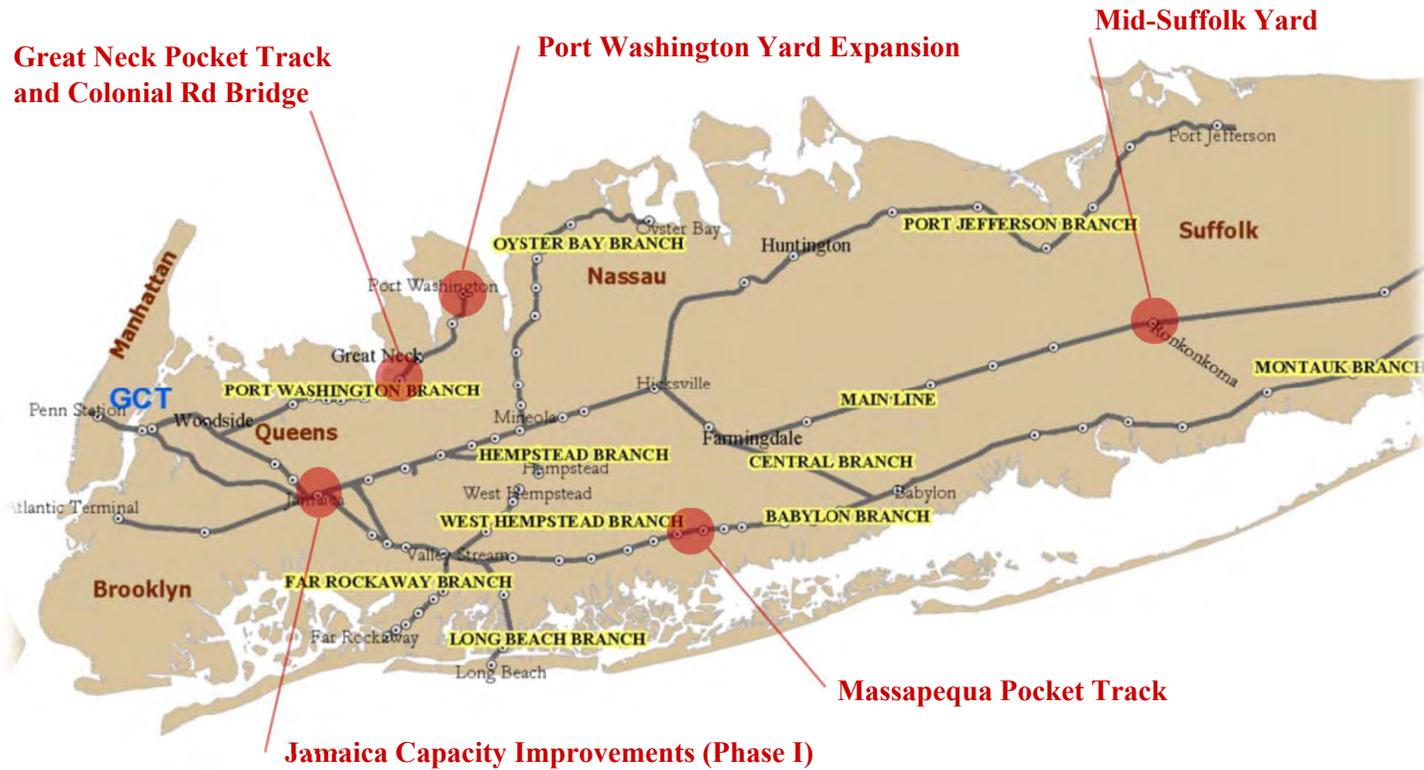
Long Island Rail Road

Long Island Committee

November 2019



# PROJECT LOCATIONS



# LIRR ESA SUPPORT PROJECTS

PROJECT	CURRENT PHASE	PROJECT BUDGET
▪ Jamaica Capacity Improvements – Phase 1	CONSTRUCTION	\$ 301.7M
▪ Massapequa Pocket Track	CONSTRUCTION	\$ 19.6M
▪ Great Neck Pocket Track & Colonial Road Bridge	CONSTRUCTION	\$ 45.0M
▪ Port Washington Yard Track Extensions	PLANNING	\$ 1.2M
▪ Mid-Suffolk Yard	CONSTRUCTION	\$ 136.0M
Total:		\$ 503.5M



# Jamaica Capacity Improvements - Phase I

## □ Schedule

- Percent Complete: 65%

## □ 3<sup>rd</sup> Party Construction Platform F

- Award: September 2016 (A)
- Completion: 4<sup>th</sup> Q 2019 (F)

## □ Force Account Construction

- Dunton Track A5 Reconfiguration  
Completion: September 2019 (A)
- Track & Signal Infrastructure for Platform F  
Completion: 3<sup>rd</sup> Q 2020 (F)
- Universals - Union, Metropolitan, and Beaver  
Completion: 3<sup>rd</sup> Q 2021 (F)

## □ Status (Ongoing Work)

### □ 3<sup>rd</sup> Party Construction Platform F

- Platform F Element Construction
- Track 11 & 12 Construction

### □ Force Account Construction

- Signal Stage 1.8 & 1.9 Field Installations and Pre-Testing



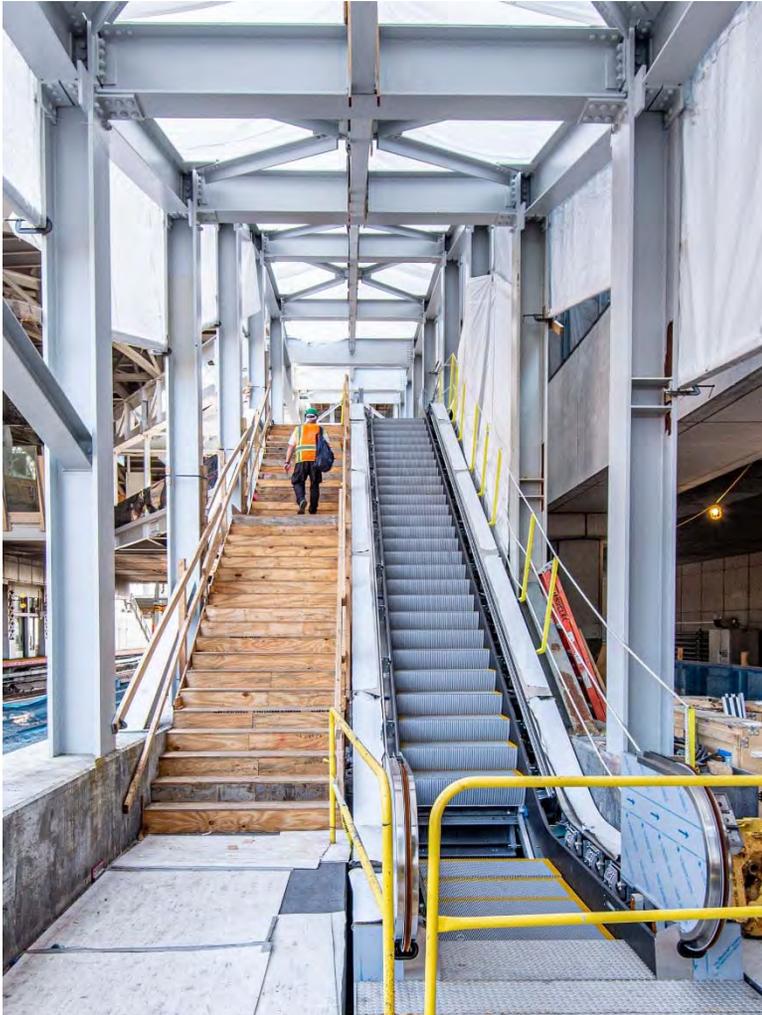
Install of New Station Track 12



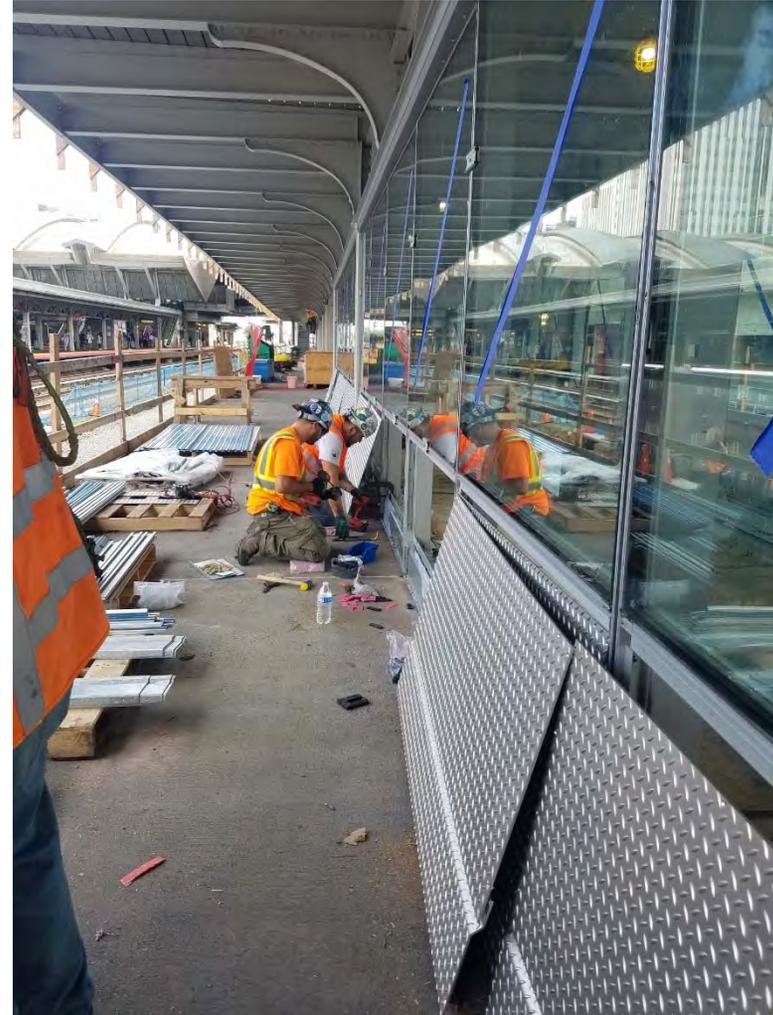
Install of New Art Glass on Westery Bridge Extension Stairway



# Jamaica Capacity Improvements - Phase I



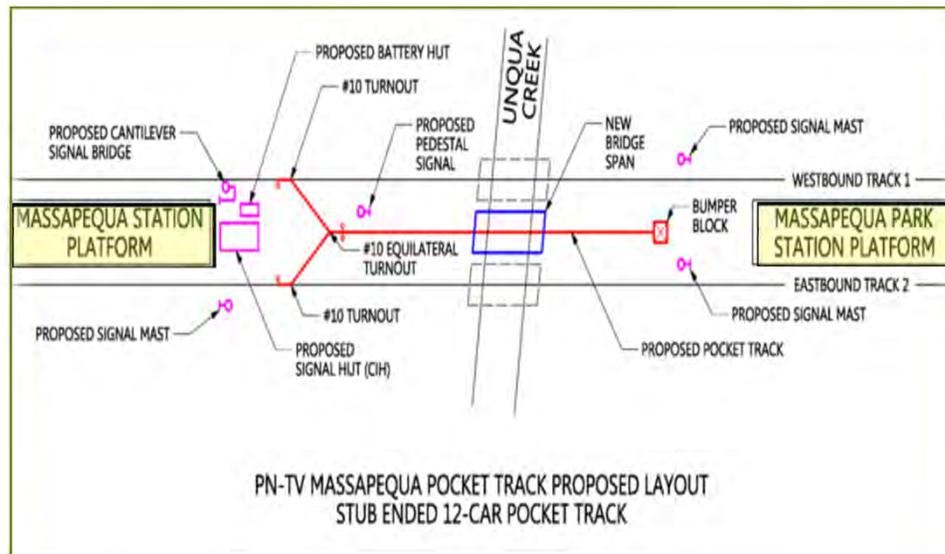
Platform Escalator/Stair to Mezzanine



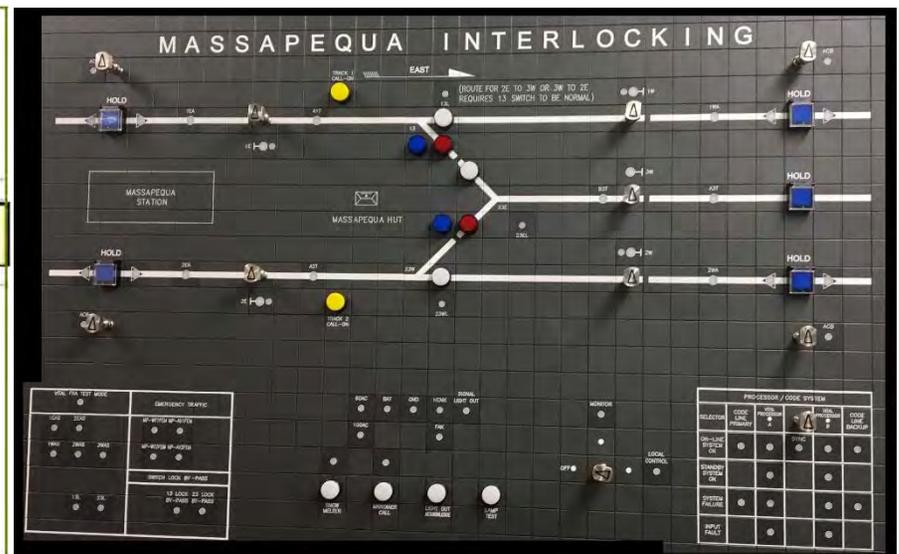
Platform Waiting Room



# Massapequa Pocket Track



Massapequa Pocket Track Configuration (Shown Red)



Massapequa Signal Hut Local Control Panel

## □ Schedule

- Percent Complete: 91%
- Force Account Construction
  - Final Track Alignment: 4<sup>th</sup> Q 2019 (F)
  - Signal Testing & Cut-Over: 1<sup>st</sup> Q 2020 (F)

## □ Status (Ongoing Work)

- Force Account Construction
  - Equilateral Switch Adjustments
  - Signal Pre-Testing



# Massapequa Pocket Track



New 2E signal, Montauk Track 2



Central Instrument Location



# Colonial Road Bridge and Great Neck Pocket Track



**Colonial Road Bridge**

- **Schedule**
  - Percent Complete: 100%
  - 3<sup>rd</sup> Party Design Build Completed: April 2016 (A).



**Great Neck Pocket Track**

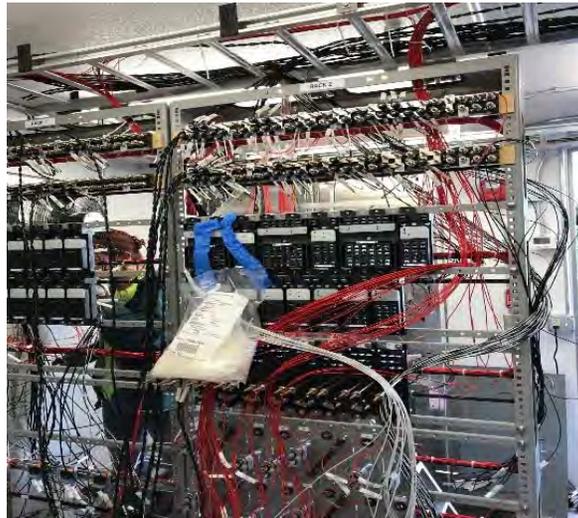
- **Schedule**
  - Percent Complete: 60%
  - Systems Completion and Cut Over Completion: 1<sup>st</sup> Q 2021 (F)
- **Status (Ongoing Work)**
  - 3<sup>rd</sup> Rail Feeders, Substation Modification, Impedance Bonds, and Overhead Systems are being installed.



# Colonial Road Bridge and Great Neck Pocket Track



New Neck 3A Signal Hut & Battery Case In Fabrication



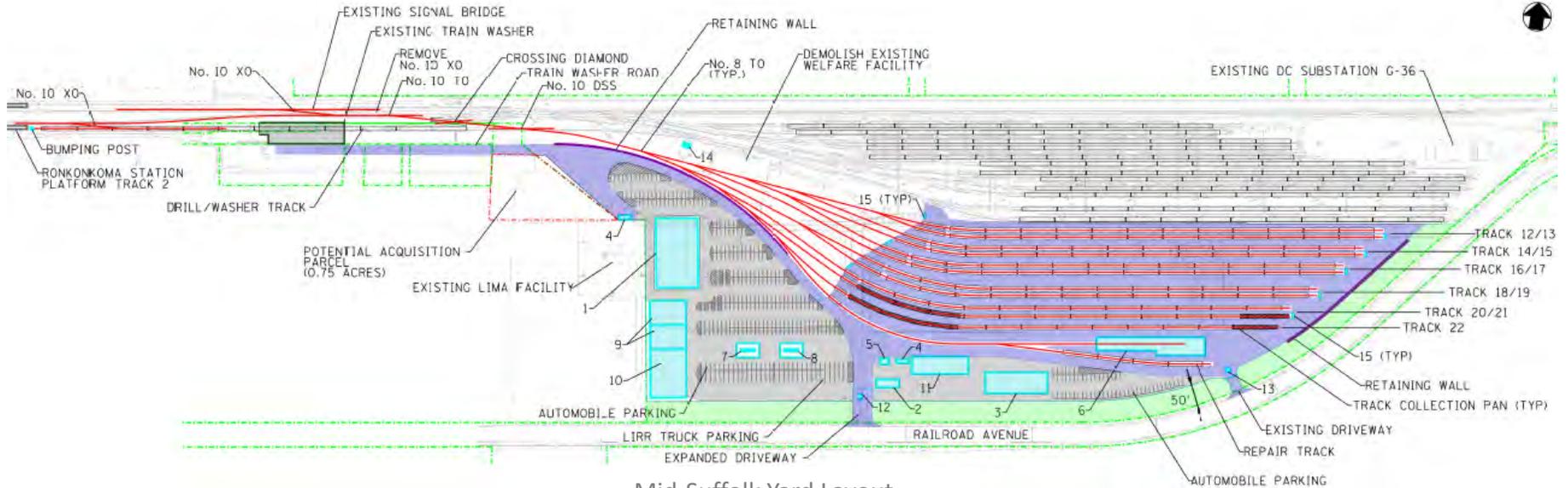
Signal Hut Wiring



Battery Case Wiring



# Mid-Suffolk Yard



Mid-Suffolk Yard Layout

## ■ Schedule

- **Percent Complete: 68%**
- Design/Build awarded Dec 2017 (A)
- Beneficial Use: 3Q 2020 (F)

## ■ Status (Ongoing Work)

- Yard facility interior build-out (move in forecast December 2019)
- DC Substation foundation and fabrication
- Yard site work and utility installations
- New track construction



New Yard Facility



# Mid-Suffolk Yard



New AC Substation



New Track Bed Construction



# Port Washington Yard Track Extensions



## ■ Status (Ongoing Work)

- Planning Phase - We are working with the Town of North Hempstead on the best design approach for extending the yard tracks so as to minimize impact to what is already limited customer parking.

## ■ Scope

- Extend 2 tracks in Port Washington Yard to accommodate 18 additional cars, which will allow for increased peak service in support of ESA, primarily benefitting Port Washington, Plandome, and Manhasset.
- Tracks can be extended using existing LIRR or Town property.

## ■ Schedule

- 3<sup>rd</sup> Party Design & Construction: TBD

Questions ?





## **THE METROPOLITAN TRANSPORTATION AUTHORITY**

### **COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY**

This Charter for the Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), as amended on March 21, 2018.

#### **I. PURPOSE**

The Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Rail Road Company ("LIRR") and the Metropolitan Suburban Bus Authority ("LIB").

#### **II. COMMITTEE AUTHORITY**

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

#### **III. COMMITTEE MEMBERSHIP**

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause by the Board Chair.

#### **IV. COMMITTEE MEETINGS**

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR, the President of LIB and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

## **V. COMMITTEE REPORTS**

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

## **VI. KEY RESPONSIBILITIES**

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
2. monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of the LIRR/LIB that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed capital projects of the LIRR/LIB and monitor the status of such projects;

7. review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of LIRR or LIB:

1. Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
2. Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
3. Monitor the progress of the capital projects undertaken by the MTACC;
4. Monitor the budget and the schedule of capital projects undertaken by the MTACC;
5. Monitor the progress of contract commitments and completions with respect to capital projects; and
6. Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**November 14, 2019**

## METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

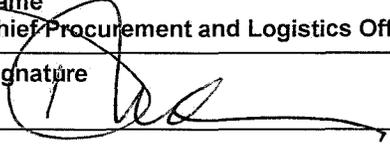
WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.



# Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date November 14, 2019			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	11.12.19				X	President 		
2	MTA Board	11.14.19							

**PURPOSE:**

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Long Island Rail Road Committee of these procurement actions.

**DISCUSSION:**

<b>LIRR proposes to award Non-Competitive Procurements in the following</b>	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Non-Competitive Miscellaneous Service Contracts	1	\$ 246,207
SUBTOTAL:	1	\$ 246,207

<b>LIRR proposes to award Competitive Procurements in the following</b>	<u># of Actions</u>	<u>\$ Amount</u>
	None	

<b>LIRR proposes to award Ratifications in the following categories:</b>	<u># of Actions</u>	<u>\$ Amount</u>
	None	
<b>TOTAL:</b>	<u>1</u>	<u>\$ 246,207</u>

**BUDGET IMPACT:**

The purchases/contracts will result in obligating LIRR operating and capital funds in the amounts listed. Funds are available in the current operating budget for this purpose.

**RECOMMENDATION:**

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

NOVEMBER 2019

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

*Procurements Requiring Majority Vote*

**Schedule G: Miscellaneous Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP;  
No Staff Summary required if Sealed Bid Procurement)

1. **Basin Haulage, Inc.**                      **\$246,207**                      *Staff Summary Attached*

**Sole Source**

**Contract No. 40000000002091**

Long Island Rail Road (“LIRR”) requests Metropolitan Transportation Authority (“MTA”) Board approval to award a thirty-six (36) month miscellaneous service contract - with an option to renew for two additional one-year terms - to Basin Haulage, Inc. in the not-to-exceed amount of \$246,207 for the provision of rubbish removal services at LIRR’s leased Bethpage, NY employee facility. LIRR’s Structures Department occupies a facility located at 610 Hicksville Road, Bethpage, NY pursuant to an ongoing lease agreement with the building’s owner, Steel B, LLC (the “landlord”), set to expire on 12/1/2024. Under the terms of the lease, the “Tenant agrees to utilize the services of the garbage collector designated by Landlord, provided the garbage collector’s rates are competitive”. In accordance with this provision, Basin Haulage, Inc., which continues to be the Landlord’s designated garbage collector, is to provide these services under this successor contract for a thirty-six (36) month period from December 1, 2019 through November 30, 2022, with LIRR retaining the option to renew for two additional one-year terms, with no changes in services.

## Schedule G: Miscellaneous Service Contracts

### Staff Summary



Item Number: 2

<b>Vendor Name (&amp; Location)</b> Basin Haulage, Inc. (Maspeth, NY)
<b>Description</b> Rubbish Removal Services at LIRR's Bethpage Facility
<b>Contract Term (including Options, if any)</b> December 1, 2019 – November 30, 2024
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contact Number</b> 40000000002091	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$246,207 NTE
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> LIRR Engineering, Glenn Greenberg	
<b>Contract Manager:</b> Kevin Humphrey	

#### Discussion:

Long Island Rail Road (“LIRR”) requests Metropolitan Transportation Authority (“MTA”) Board approval to award a thirty-six (36) month miscellaneous service contract - with an option to renew for two additional one-year terms - to Basin Haulage, Inc. in the not-to-exceed amount of \$246,207 for the provision of rubbish removal services at LIRR’s Bethpage, NY employee facility.

LIRR’s Structures Department occupies a facility located at 610 Hicksville Road, Bethpage, NY pursuant to an ongoing lease agreement with the building’s owner, Steel B, LLC (the “landlord”), set to expire on 12/1/2024. Under the terms of the lease, the “Tenant agrees to utilize the services of the garbage collector designated by Landlord, provided the garbage collector’s rates are competitive”. In accordance with this provision, Basin Haulage, Inc., which continues to be the Landlord’s designated garbage collector, is to provide these services under this successor contract for a thirty-six (36) month period from December 1, 2019 through November 30, 2022, with LIRR retaining the option to renew for two additional one-year terms, with no changes in services.

Basin initially proposed a monthly cost of \$4,936.40 for these services. Through negotiation, LIRR and Basin Haulage agreed upon and finalized a revised fixed monthly cost of \$4,030.18 for the base contract, which breaks down as follows: \$126.50 per month for a 6 cubic yard container, picked up once per week; \$169.05 per month for a 8 cubic yard container, picked up once per week; and \$3,734.63 per month for a 20 cubic yard container, picked up twice per week. Basin’s revised monthly rate of \$4,030.18 is 18% lower than their original proposed cost. While the prior contract monthly rate of \$3504.50 remained unchanged over the past five years, it is important to note that the Bureau of Labor Statistics’ Producer Price Index (“PPI”) indicates a 14% cost increase from 2014 to present for these services; which aligns with Basin’s revised pricing. Should the LIRR elect to exercise the renewal option, a 3% escalation for each of the subsequent years would apply. LIRR also compared the proposed rates to existing rubbish removal contracts within the MTA and found the proposed rates to be approximately 9% less than the rates charges on those contracts. Based on the above, Basin Haulage’s revised and finalized rates are considered fair and reasonable.

LIRR conducted a responsibility review on Basin Haulage, Inc., which yielded no adverse findings. The MTA Department of Diversity and Civil Rights (“DDCR”) has established 0% goals for this procurement. Funding for the contract is included in LIRR’s Operating Budget.

## Operations Report

**John Kesich**

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

## **October 2019 Highlights: Operations Report**

October service delivery operated slightly above goal at 93.8% overall with 92.9% in peak periods. YTD OTP is 94.3% with 93.3% in peak periods. Service was impacted by several track failures in the vicinity of GCT and catenary damage on the New Haven line.

**Hudson Line – 94.9%** with 93.9% in peak

98.4% of trains arrived within 10” of schedule with 7 (0.14%) cancelled or terminated

**Harlem Line – 92.4%** with 91.5% in peak

97.5% of trains arrived within 10” of schedule with 4 (0.06%) cancelled or terminated

**New Haven Line – 94.2%** with 93.4% in peak

97.4% of trains arrived within 10” of schedule with 18 (0.21%) cancelled or terminated

In October 3.9% of trains arrived 6-10” late with 29 (0.14%) cancelled or terminated.

Overall, 97.7% of trains arrived within 10” of schedule.

Train delay minutes are reduced by 65% from last year.

**Consist Compliance:** 99.6% overall with 99.4% during Peak.

We continue to have additional M8 cars out of service due to on-going warranty modifications.

Due to significant ridership increases on the New Haven we have the minimum number cars to support the daily requirement. The additional 66 new M8 cars will start to be available for service early next year with delivery completion by the end of 2020.

**West of Hudson Service** operated below goal at 87.1% due to ongoing Port Jervis Line Infrastructure Work 67% and 33% due NJT service delivery failures. YTD is at 89.8%

**Pascack Valley – 95.3%**      **YTD: 94.5%**

**Port Jervis – 76.1%**      **YTD: 83.9%**

### **Cancelled Trains**

**13** (0.8%) PVL: 8, PJL: 5

5 – No NJT Crew

3 – Motor Vehicle Accident

3 – NJT Equipment Failure

2 – Trespasser Strike

### **Equipment Performance**

Fleet Availability was good during October.

Fleet MDBF in September operated above goal at 211,486 against the goal of 165,000 with YTD above goal at 240,083.

Our 31 Genesis locomotives are at the end of their useful life and we are proceeding with a RFP for their replacement.

Performance Summary			2019 Data			2018 Data		
			Annual Goal	October	YTD thru October	October	YTD thru October	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.8%</b>	<b>94.3%</b>	<b>89.6%</b>	<b>90.5%</b>	
		AM Peak	93.0%	92.6%	92.7%	80.4%	88.8%	
		AM Reverse Peak	93.0%	93.3%	95.4%	92.6%	93.8%	
		PM Peak	93.0%	93.0%	93.3%	92.1%	90.3%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>92.9%</b>	<b>93.3%</b>	<b>87.0%</b>	<b>90.2%</b>	
		Off Peak Weekday	93.0%	93.1%	93.7%	90.4%	88.6%	
		Weekend	93.0%	97.4%	97.1%	93.1%	94.8%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.9%</b>	<b>95.0%</b>	<b>92.1%</b>	<b>90.4%</b>
			AM Peak	93.0%	92.2%	92.6%	82.6%	87.2%
			AM Reverse Peak	93.0%	93.3%	94.9%	96.4%	95.7%
			PM Peak	93.0%	95.9%	96.1%	96.9%	92.7%
			<b>Total Peak</b>	<b>93.0%</b>	<b>93.9%</b>	<b>94.3%</b>	<b>90.3%</b>	<b>90.6%</b>
			Off Peak Weekday	93.0%	95.9%	94.9%	91.9%	87.7%
			Weekend	93.0%	95.1%	96.3%	96.0%	94.7%
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.4%</b>	<b>95.3%</b>	<b>89.6%</b>	<b>92.5%</b>
			AM Peak	93.0%	93.0%	93.6%	80.7%	90.8%
			AM Reverse Peak	93.0%	89.2%	94.9%	89.7%	93.6%
			PM Peak	93.0%	90.8%	93.1%	87.1%	89.8%
			<b>Total Peak</b>	<b>93.0%</b>	<b>91.5%</b>	<b>93.6%</b>	<b>84.8%</b>	<b>90.9%</b>
			Off Peak Weekday	93.0%	91.2%	95.4%	91.9%	92.5%
			Weekend	93.0%	97.7%	98.3%	95.3%	95.5%
		<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.2%</b>	<b>93.1%</b>	<b>88.1%</b>	<b>89.1%</b>
			AM Peak	93.0%	92.6%	91.9%	78.6%	88.3%
			AM Reverse Peak	93.0%	96.8%	96.1%	93.2%	92.9%
			PM Peak	93.0%	93.0%	91.7%	93.2%	89.2%
			<b>Total Peak</b>	<b>93.0%</b>	<b>93.4%</b>	<b>92.5%</b>	<b>86.8%</b>	<b>89.4%</b>
			Off Peak Weekday	93.0%	92.9%	91.8%	88.6%	86.3%
		Weekend	93.0%	98.7%	96.8%	89.7%	94.3%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,043</b>	<b>193,036</b>	<b>19,967</b>	<b>192,025</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		13.8	12.6	11.4	12.6		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	275	2,204	313		
	<b>Trains Canceled</b>		230	5	161	30		
	<b>Trains Terminated</b>		230	24	207	30		
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.8%	99.7%		
<b>Consist Compliance</b>	<b>System</b>	<b>Overall</b>	<b>98.5%</b>	<b>99.6%</b>	<b>99.5%</b>	<b>98.4%</b>	<b>98.7%</b>	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	97.0%	99.2%	98.7%	95.5%	96.8%	
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	99.9%	
		PM Peak	97.0%	99.4%	98.9%	96.7%	96.8%	
		<b>Total Peak</b>	<b>97.0%</b>	<b>99.4%</b>	<b>99.0%</b>	<b>96.6%</b>	<b>96.9%</b>	
		Off Peak Weekday	99.5%	99.6%	99.8%	99.4%	99.4%	
		Weekend	99.5%	99.9%	99.7%	99.7%	99.5%	
		<b>Hudson Line</b>	AM Peak	99.0%	99.9%	99.9%	99.8%	99.4%
			PM Peak	99.0%	99.9%	99.9%	99.9%	98.9%
		<b>Harlem Line</b>	AM Peak	97.0%	99.5%	99.2%	96.8%	96.3%
			PM Peak	97.0%	99.1%	99.1%	97.9%	97.3%
		<b>New Haven Line</b>	AM Peak	95.0%	98.5%	97.4%	91.4%	95.4%
			PM Peak	95.0%	99.4%	98.1%	93.3%	94.9%

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	October	2019 Data		2018 Data		YTD 2019 Vs 2018
			November	YTD thru November	November	YTD thru November	
<b>Engineering (Scheduled)</b>	4.2%	529	118	1,998	281	5,404	-3,405
<b>Engineering (Unscheduled)</b>	15.6%	1,062	442	6,125	900	10,329	-4,204
<b>Maintenance of Equipment</b>	11.0%	268	310	3,290	616	5,928	-2,637
<b>Transportation</b>	2.0%	53	56	601	214	1,146	-545
<b>Capital Projects</b>	2.9%	76	81	1,230	480	2,041	-810
<b>Weather and Environmental</b>	30.3%	24	856	2,821	746	5,679	-2,859
<b>Police</b>	25.9%	338	731	2,251	221	2,209	43
<b>Customers</b>	3.8%	154	106	1,104	269	1,521	-417
<b>Other</b>	4.3%	146	122	3,088	125	2,100	988
<b>3rd Party Operations</b>	0.1%	3	4	41	10	167	-126
<b>TOTAL</b>	100.0%	2,653	2,826	22,550	3,861	36,523	-13,973
<b>HUDSON LINE</b>	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2019 Vs 2018
Engineering (Scheduled)	7.0%	179	32	567	74	1,480	-913
Engineering (Unscheduled)	12.0%	140	55	914	136	2,609	-1,695
Maintenance of Equipment	20.3%	54	93	833	111	1,535	-702
Transportation	3.3%	7	15	86	53	284	-198
Capital Projects	8.9%	44	41	472	95	813	-341
Weather and Environmental	16.1%	1	74	439	19	880	-441
Police	23.3%	33	107	368	24	294	74
Customers	8.1%	37	37	297	61	549	-252
Other	0.7%	12	3	830	32	314	516
3rd Party Operations	0.4%	0	2	15	5	52	-37
<b>TOTAL</b>	100.0%	507	459	4,821	610	8,810	-3,989
<b>HARLEM LINE</b>	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2019 Vs 2018
Engineering (Scheduled)	7.0%	164	70	454	58	880	-426
Engineering (Unscheduled)	15.1%	251	151	1,518	289	3,024	-1,506
Maintenance of Equipment	8.8%	72	88	886	161	1,375	-489
Transportation	1.1%	5	11	136	64	305	-169
Capital Projects	0.8%	2	8	112	66	214	-102
Weather and Environmental	37.1%	14	371	784	623	2,315	-1,531
Police	23.8%	96	238	627	82	590	37
Customers	2.1%	53	21	261	98	393	-132
Other	4.2%	38	42	867	36	516	351
3rd Party Operations	0.0%	0	0	0	0	19	-19
<b>TOTAL</b>	100.0%	695	1,000	5,645	1,477	9,631	-3,986
<b>NEW HAVEN LINE</b>	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2019 Vs 2018
Engineering (Scheduled)	1.3%	186	17	968	149	3,043	-2,075
Engineering (Unscheduled)	16.9%	671	225	3,672	475	4,696	-1,024
Maintenance of Equipment	8.6%	142	115	1,553	344	3,017	-1,464
Transportation	2.3%	42	30	374	96	558	-184
Capital Projects	1.8%	30	24	637	319	1,014	-377
Weather and Environmental	30.9%	9	411	1,598	104	2,485	-887
Police	29.0%	210	386	1,257	115	1,325	-68
Customers	3.5%	64	47	525	110	579	-54
Other	5.6%	95	75	1,390	56	1,270	120
3rd Party Operations	0.2%	3	2	26	5	96	-70
<b>TOTAL</b>	100.0%	1,452	1,332	12,000	1,773	18,083	-6,083

**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
10/03	Thu	Slippery Rail Conditions impacting service.	14	0	0	5	0	0	0	0	0	0	0	0	0	0	0	19	0	0
10/07	Mon	Account shortage of diesel equipment, needed to turn 963's mini in Wassaic back to Southeast to operate for train 971 causing congestion.	0	0	0	0	0	0	3	0	0	12	0	0	0	0	0	15	0	0
10/07	Mon	A 10MPH Speed Restriction in effect over the 12A Switch at CP 136 account Chipped Frog.	3	0	0	6	0	0	0	0	0	14	0	0	0	0	0	23	0	0
10/09	Wed	Train 1379 reports a trespasser strike on Track 4 at Melrose Station.	0	0	0	0	0	0	28	1	0	39	2	1	0	0	0	67	3	1
10/14	Mon	Smoke condition coming from pair 8037/8036 on Train 446 just North of Glenwood Station on Track 2.	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	8	0	1
10/14	Mon	Engineer of Train 841 reports unable to take power in Electric Mode on Track 1 at 72nd.	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	19	0	0
10/15	Tue	Congestion due to switching move from Track 10 stopped at the MN1 Signal on the Upper Level.	0	0	0	0	0	0	1	0	0	11	0	0	0	0	0	12	0	0
10/16	Wed	Reports multiple trains are advising of slippery rail conditions and light rain.	4	0	0	6	0	0	0	0	0	7	0	0	0	0	0	17	0	0
10/16	Wed	Multiple trees down across tracks due to weather, necessary to single tracking between CP 12 - CP 19.	5	0	0	1	0	0	0	0	0	6	0	2	0	0	0	12	0	2
10/26	Sat	Deadhead Train 2851 struck a trespasser on Track 1 just North of Breakneck Ridge Station.	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	9	1	0
10/26	Sat	Unable to unlock the 2/4 span of 138th Street Bridge for a required opening.	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0
10/28	Mon	Stop and Warn is in effect account the crossing gates at Roaring Brook Road (MP 34.2) were down continuously.	8	0	0	4	0	0	0	0	0	1	0	0	0	0	0	13	0	0
10/28	Mon	3rd Rail failure on Track 2, South of Fordham Station.	10	0	0	5	0	0	0	0	0	1	0	0	0	0	0	16	0	0
10/28	Mon	Train 1583 struck a trespasser on Track 4 at CP 4.	0	0	0	0	0	0	11	0	0	45	0	1	0	0	0	56	0	1
10/29	Tue	Wheel flat spots on Train 1308 reported at 125th Street.	11	0	0	11	0	0	0	0	0	1	0	0	0	0	0	23	0	0
10/31	Thu	Loss of signal power on all tracks between CP 212 and CP 230 on the New Haven line due to weather.	0	0	0	0	0	0	31	0	1	35	0	0	0	0	0	66	0	1
10/31	Thu	Slippery Rail Conditions impacting service.	0	0	0	0	0	0	51	0	0	35	0	0	0	0	0	86	0	0

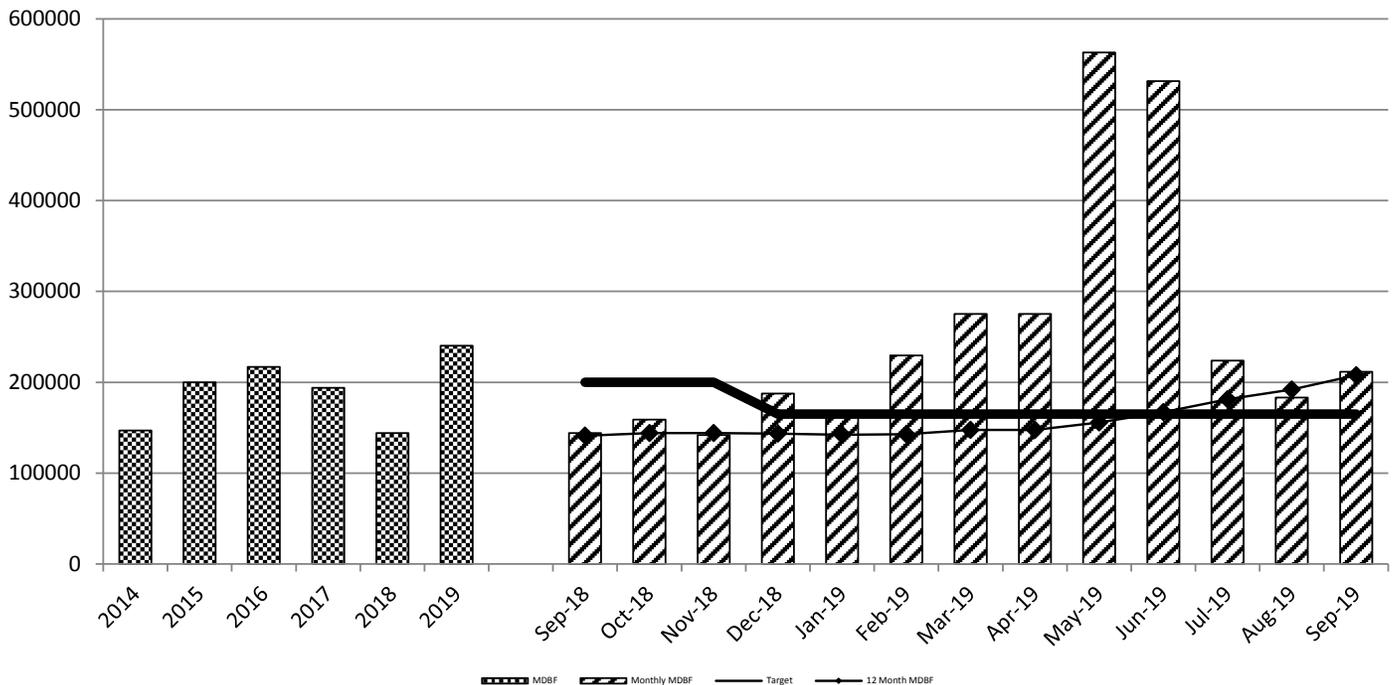
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
		TOTAL FOR MONTH	55	0	0	38	0	0	125	1	1	234	2	5	28	1	0	480	4	6
																	<b>490</b>			

	2019 Data								2018 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Sep MDBF (miles)	Primary Failure Goal	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)	12 month MDBF Rolling Avg (miles)	Sep MDBF (miles)	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)
<b>Mean Distance Between Failures</b>	M8	405	280,000	253,675	9	10	332,334	290,499	109,458	22	214,505
	M3	138	80,000	77,217	4	4	97,145	81,023	120,194	2	84,752
	M7	334	330,000	476,800	6	4	365,866	344,793	484,078	4	325,667
	Coach	209	200,000	274,937	8	5	302,722	267,617	77,983	18	151,514
	P-32	31	21,000	25,899	9	7	37,283	32,160	18,603	10	16,652
	BL-20	12	13,000	35,749	4	0	40,052	27,586	11,846	3	16,505
	<b>Fleet</b>	<b>1129</b>	<b>165,000</b>	<b>211,485</b>	<b>40</b>	<b>30</b>	<b>240,083</b>	<b>207,772</b>	<b>103,129</b>	<b>61</b>	<b>142,807</b>
	M8		280,000	253,675	9	10	332,334	281,177	103,705	24	199,164
M3/7		229,000	277,008	10	8	262,512	236,992	362,783	6	242,494	
Diesel/Coach		80,000	132,644	21	12	154,226	131,567	52,428	31	71,604	

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

### ALL FLEETS Mean Distance Between Failures 2014 - 2019



<b>West of Hudson Performance Summary</b>			<b>2019 Data</b>			<b>2018 Data</b>		
			Annual Goal	October	YTD thru October	October	YTD thru October	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>93.0%</b>	<b>87.1%</b>	<b>89.8%</b>	<b>92.9%</b>	<b>91.4%</b>	
		AM Peak	93.0%	83.6%	90.4%	91.0%	91.6%	
		PM Peak	93.0%	82.6%	91.2%	98.3%	91.9%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>83.1%</b>	<b>90.8%</b>	<b>94.6%</b>	<b>91.7%</b>	
		Off Peak Weekday	93.0%	89.3%	88.1%	91.0%	90.7%	
		Weekend	93.0%	89.0%	91.9%	94.8%	92.3%	
		<b>Pascack Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>95.3%</b>	<b>94.5%</b>	<b>95.8%</b>	<b>94.7%</b>
		AM Peak	93.0%	96.3%	96.0%	93.8%	94.7%	
		PM Peak	93.0%	95.7%	94.4%	99.4%	95.9%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>96.0%</b>	<b>95.2%</b>	<b>96.6%</b>	<b>95.3%</b>	
		Off Peak Weekday	93.0%	95.4%	94.2%	94.8%	94.3%	
		Weekend	93.0%	93.9%	94.2%	96.9%	94.5%	
		<b>Port Jervis Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>76.1%</b>	<b>83.9%</b>	<b>89.1%</b>	<b>86.9%</b>
		AM Peak	93.0%	68.8%	83.9%	87.7%	87.6%	
		PM Peak	93.0%	67.4%	87.5%	97.1%	87.1%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>68.1%</b>	<b>85.7%</b>	<b>92.4%</b>	<b>87.4%</b>	
		Off Peak Weekday	93.0%	81.2%	80.7%	85.8%	85.8%	
		Weekend	93.0%	80.4%	88.4%	91.1%	88.4%	
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,711</b>	<b>15,796</b>	<b>1,713</b>	<b>16,622</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		16.5	21.1	18.5	20.9		
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>	300	63	647	50	565		
	<b>Trains Canceled</b>	60	13	126	7	218		
	<b>Trains Terminated</b>	60	13	67	4	54		
	<b>Percent of Scheduled Trips Completed</b>	99.4%	98.5%	98.8%	99.4%	98.4%		
<b>Consist Compliance*</b> <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	<b>System - AM</b>		<b>99.0%</b>	<b>99.9%</b>	<b>99.0%</b>	<b>97.6%</b>	<b>97.7%</b>	
	Pascack Valley - AM		99.0%	99.9%	98.9%	96.3%	97.3%	
	Port Jervis - AM		99.0%	99.9%	99.1%	99.1%	98.1%	

\*Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.

**WEST OF HUDSON**
**EVENTS RESULTING IN 5 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
10/08	Tue	PJL: OPERATED PER CAB SPEED DUE TO NEW MN SIGNAL SYSTEM.	5	0	0	1	0	0	2	0	0	0	0	0	8	0	0
10/12	Sat	PJL: COMPLIED WITH 30MPH SPEED RESTRICTION ON RB FROM MP 58.6JS TO MP 60.3JS RESULTING FROM TRACK WORK.	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0
10/13	Sun	PVL: MOTOR VEHICLE ACCIDENT NEAR CROOKED HILL RD., MP 26.3.	0	0	0	0	0	0	0	0	0	0	3	8	0	3	8
10/14	Mon	PJL: OPERATED PER CAB SPEED ACCOUNT MN NEW SIGNAL SYSTEM.	3	0	0	2	0	0	0	0	0	0	0	0	5	0	0
10/15	Tue	PJL: OPERATED PER CAB SPEED ACCOUNT MN NEW SIGNAL SYSTEM.	3	0	0	2	0	0	0	0	0	0	0	0	5	0	0
10/16	Wed	PJL: COMPLIED WITH 30MPH SPEED RESTRICTION FROM MP 59.0JS TO MP 57.4JS RESULTING FROM TRACK WORK.	2	0	0	1	0	0	2	0	0	0	0	0	5	0	0
10/16	Wed	PJL: OPERATED PER CAB SPEED ACCOUNT MN NEW SIGNAL SYSTEM.	2	0	0	4	0	0	3	0	0	0	0	0	9	0	0
10/17	Thu	PJL: COMPLIED WITH 30MPH SPEED RESTRICTION FROM MP 59.0JS TO MP 57.4JS RESULTING FROM TRACK WORK.	5	0	0	0	0	0	2	0	0	0	0	0	7	0	0
10/17	Thu	PJL: DELAYS ACCOUNT TRACK CONDITION AT MILL INTERLOCKING.	5	0	0	3	0	0	1	0	0	0	0	0	9	0	0
10/17	Thu	PJL: OPERATED PER CAB SPEED ACCOUNT NEW MN SIGNAL SYSTEM.	5	0	0	3	0	0	1	0	0	0	0	0	9	0	0
10/31	Thu	SLIPPERY RAIL CONDITIONS CAUSING DELAYS.	0	0	0	8	0	0	1	0	0	0	0	0	9	0	0
<b>TOTAL FOR MONTH</b>			30	0	0	24	0	0	12	0	0	8	3	8	74	3	8
<b>85</b>																	

**OCTOBER 2019 STANDEE REPORT**
**East of Hudson**

			OCT 2018	YTD 2018	OCT 2019	YTD 2019
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	6	13	4	1
<b>Total Standees</b>			<b>6</b>	<b>13</b>	<b>4</b>	<b>1</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	31	3	31	3
		Add'l Standees	47	98	11	17
<b>Total Standees</b>			<b>78</b>	<b>101</b>	<b>42</b>	<b>20</b>
	<b>New Haven Line</b>	Program Standees	24	2	24	2
		Add'l Standees	221	96	25	57
<b>Total Standees</b>			<b>245</b>	<b>99</b>	<b>49</b>	<b>60</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>328</b>	<b>212</b>	<b>95</b>	<b>81</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	2	6	2	1
<b>Total Standees</b>			<b>2</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	21	28	11	7
<b>Total Standees</b>			<b>21</b>	<b>28</b>	<b>11</b>	<b>7</b>
	<b>New Haven Line</b>	Program Standees	140	14	140	14
		Add'l Standees	187	122	12	56
<b>Total Standees</b>			<b>327</b>	<b>136</b>	<b>152</b>	<b>70</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>350</b>	<b>171</b>	<b>166</b>	<b>78</b>

**West of Hudson**

			OCT 2018	YTD 2018	OCT 2019	YTD 2019
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
<b>Total Standees</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

\* Consist compliance and Standee Reporting for the West of Hudson PM Peak trains is currently unavailable .

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**Additional Standees**" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.

Operations Planning and Analysis/jc

## ELEVATOR AND ESCALATOR OPERATING REPORT

### FOR MONTH OF October 2019

Elevator Availability	2019		2018	
	October	Year to Date	October	Year to Date
Grand Central Terminal	86.87%	86.89%	87.00%	90.55%
Harlem	97.43%	99.57%	99.80%	99.84%
Hudson	98.69%	99.69%	100.00%	99.86%
New Haven	99.08%	99.83%	99.69%	99.78%
Overall Average	95.51%	96.49%	96.62%	97.51%

*The T-20 Elevator (leftmost B-Hall elevator) is Out of Service for conversion for Training Center Project. The T-9 Elevator is temporarily Out of Service for parts.*

*PLEASE NOTE: The NE-1 Elevator is Out of Service due to East Side Access construction. The NE-1 Elevator is excluded from this report.*

Escalator Availability	2019		2018	
	October	Year to Date	October	Year to Date
Grand Central Terminal	93.13%	85.52%	85.83%	96.35%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	96.56%	92.76%	92.92%	98.18%

*Escalator 11 (47th St Cross Passage to 47th and Madison) was Out of Service for repair to the Comb Plate assembly since September 28. Was returned to service on October 17th.*

*PLEASE NOTE: Escalators #3, #4, #5 and #6 (East Side near Market) are all Out of Service for scheduled service upgrade work and is excluded from this report through July of 2020.*



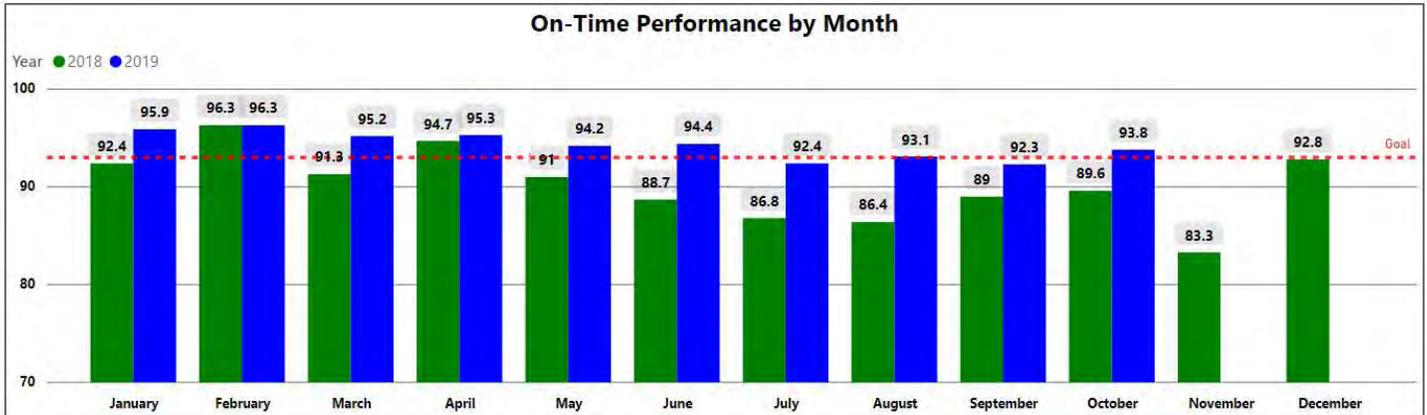
**Metro-North Railroad**

# **Performance Metrics Report**

## On-Time Performance

The percentage of trains that arrive at their final destination within 5'59" of schedule.

	2019		2018	
Goal	Oct	YTD	Oct	YTD
93.0%	93.8%	94.3%	89.6%	90.5%



## Short Trains

The number of AM trains that operate with fewer than the scheduled number of cars.

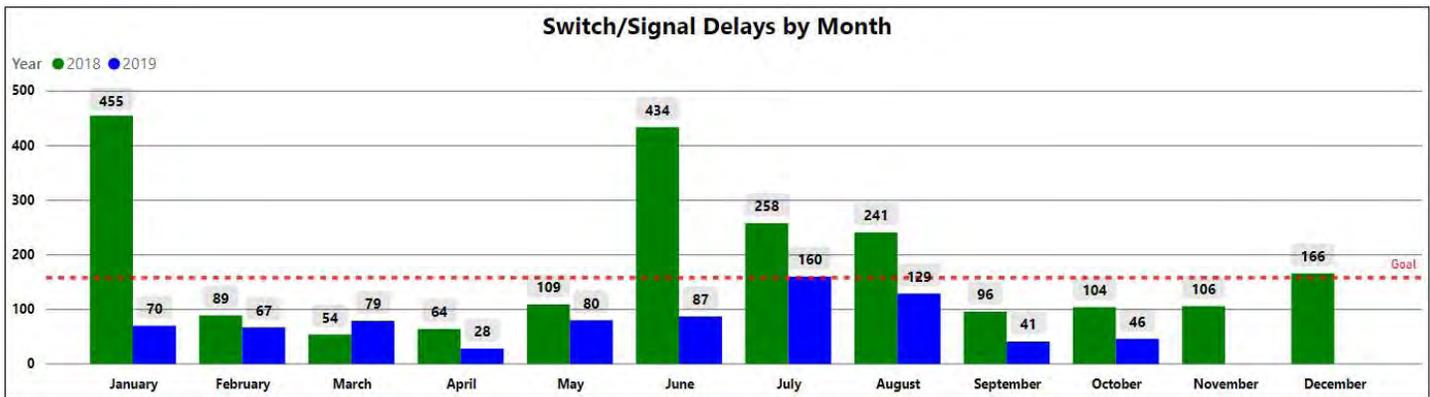
	2019		2018	
Goal	Oct	YTD	Oct	YTD
1138	25	388	145	936



### Switch/Signal Delays

The number of trains that arrive at their final destination later than 5'59" of schedule due to Switch/Signal causes.

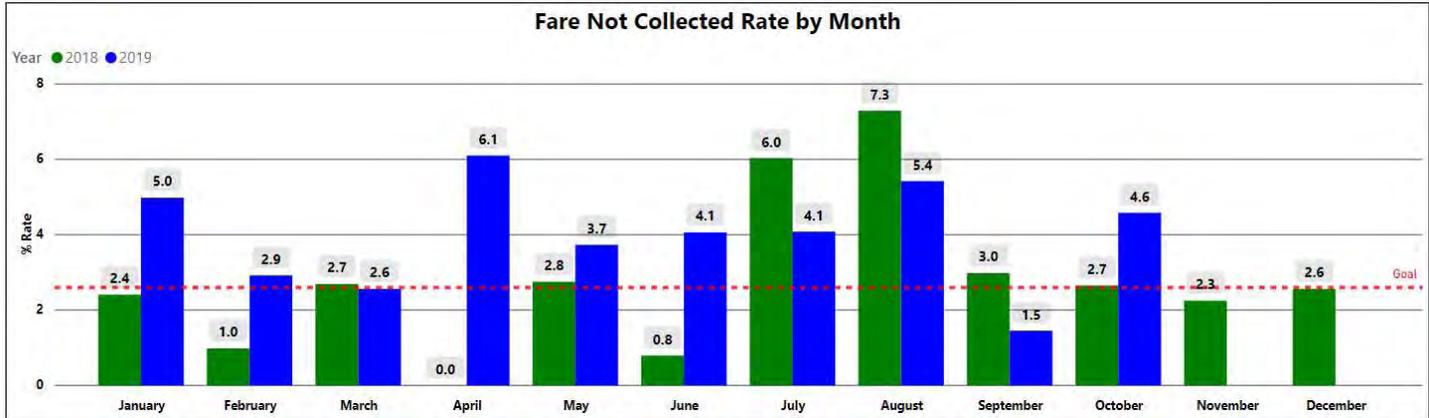
	2019		2018	
Goal	Oct	YTD	Oct	YTD
1896	46	787	104	1904



## Fare Not Collected Rate

The percentage of instances an MTA Audit Operative's fare is not collected.

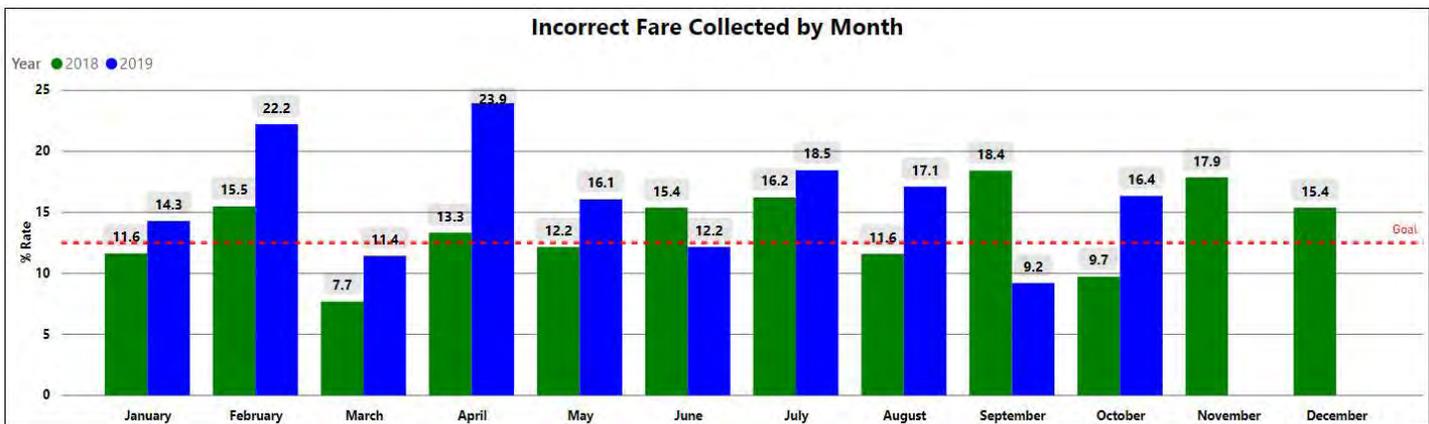
	2019		2018	
Goal	Oct	YTD	Oct	YTD
2.6%	4.6%	4.1%	2.7%	3.0%



## Incorrect Fare Collected Rate

The percentage of instances an incorrect fare is sold to or accepted from an MTA Audit Operative by a conductor.

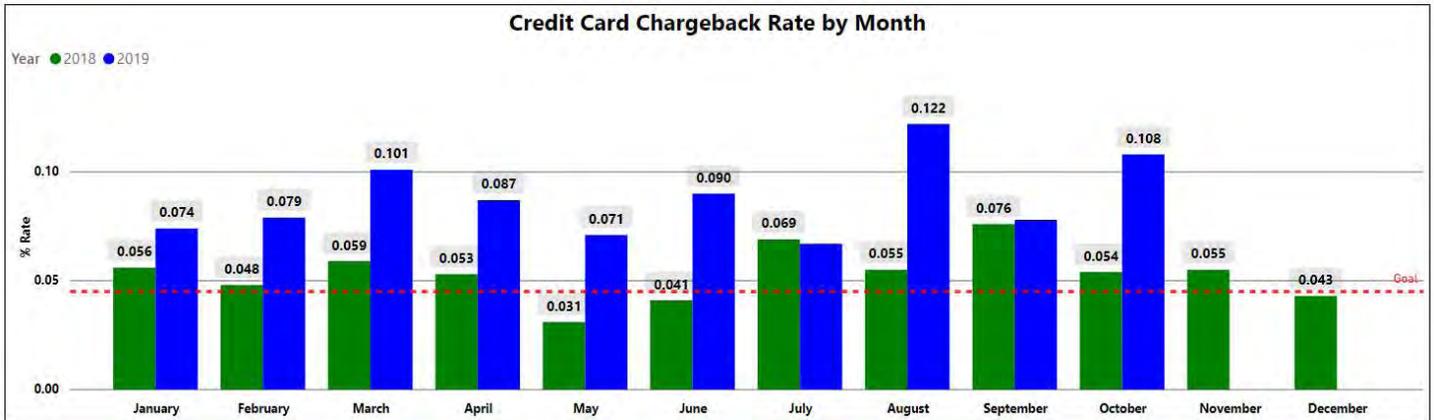
	2019		2018	
Goal	Oct	YTD	Oct	YTD
12.5%	16.4%	16.2%	9.7%	13.0%



## Credit Card Chargeback Rate

The percentage of credit card sales in dollars that are rejected due to fraud.

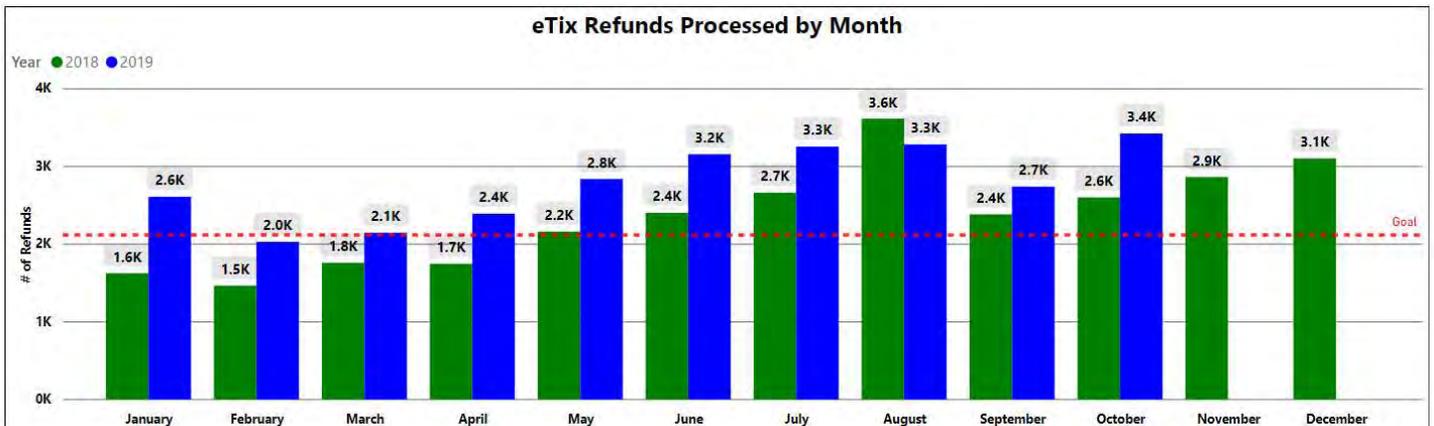
	2019		2018	
Goal	Oct	YTD	Oct	YTD
0.045%	0.108%	0.088%	0.054%	0.054%



## eTix Refunds Processed

The number of eTix refunds processed.

	2019		2018	
Goal	Oct	YTD	Oct	YTD
2118	3425	27879	2602	22424





# Metro-North Railroad

## Preliminary Ridership Report

**Michael Shiffer**

Vice President, Planning



Northbound MNR train at Cold Spring Station.

*Photo courtesy of Linda Morris*



# Metro-North Railroad

## **November 2019 Highlights: Ridership Report**

**(Note: October West of Hudson data is preliminary)**

### **Preliminary October 2019 vs. 2018**

- Rail Ridership decreased 0.8% vs. October 2018 and was 1.2% below Forecast
  - Commutation ridership was 2.4% below 2018
  - Non-Commutation ridership increased 1.4%
- Hudson Line Non-Commutation ridership increased 4.8% due to 23,000 customer arrivals for 5 Yankee play-off games and additional weekend discretionary ridership on the upper portion of the Hudson Line for fall foliage travel.
- East of Hudson ridership by line:
  - Hudson Line ridership increased 1.4%
  - Harlem Line ridership was unchanged
  - New Haven Line ridership decreased 1.1%

### **2019 vs. 2018 YTD**

- Total YTD rail ridership is 0.4% above 2018 and 0.7% below Forecast
  - YTD Commutation ridership is 0.7% below 2018
  - YTD Non-Commutation ridership is 1.9% above 2018

**Michael Shiffer**  
Vice President  
Planning

**PRELIMINARY OCTOBER 2019 RIDERSHIP & REVENUE REPORT  
MTA METRO-NORTH RAILROAD**

**RIDERSHIP SUMMARY  
Preliminary October Ridership and Revenue (millions)**

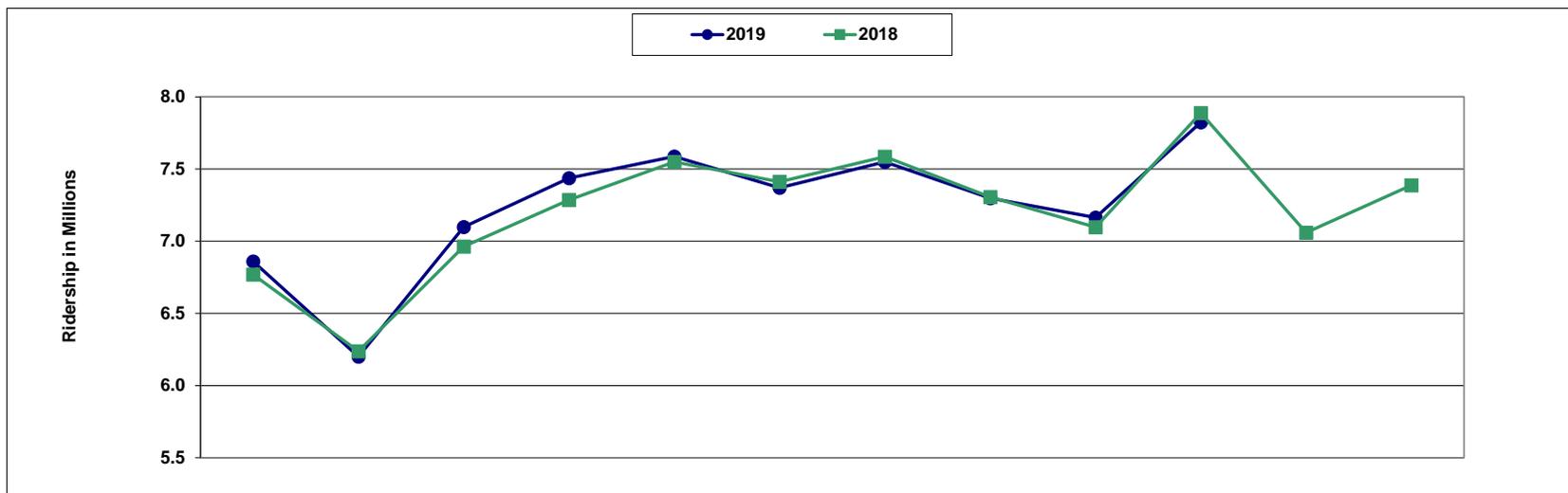
	October 2019	% Change vs. 2018
Total Rail Ridership	7.823	-0.8% ▼
Commutation Ridership	4.509	-2.4% ▼
Non-Commutation Ridership	3.314	+1.4% ▲
Connecting Service Ridership	0.053	-5.5% ▼
Total MNR System Ridership	7.876	-0.9% ▼
Rail Revenue	\$66.2	+3.2% ▲

**Year-to-Date to October Ridership and Revenue (millions)**

	YTD 2019	% Change vs. 2018	Comparison to Forecast
Total Rail Ridership	72.387	+0.4% ▲	-0.7% ▼
Commutation Ridership	41.033	-0.7% ▼	-1.1% ▼
Non-Commutation Ridership	31.354	+1.9% ▲	-0.1% ▼
Connecting Service Ridership	0.507	+3.6% ▲	+1.8% ▲
Total MNR System Ridership	72.894	+0.4% ▲	-0.6% ▼
Rail Revenue	\$627.4	+2.5% ▲	-0.7% ▼

PRELIMINARY OCTOBER RAIL RIDERSHIP (1)

• October's Total Rail Ridership was 0.8% below 2018 and 1.2% below forecast.

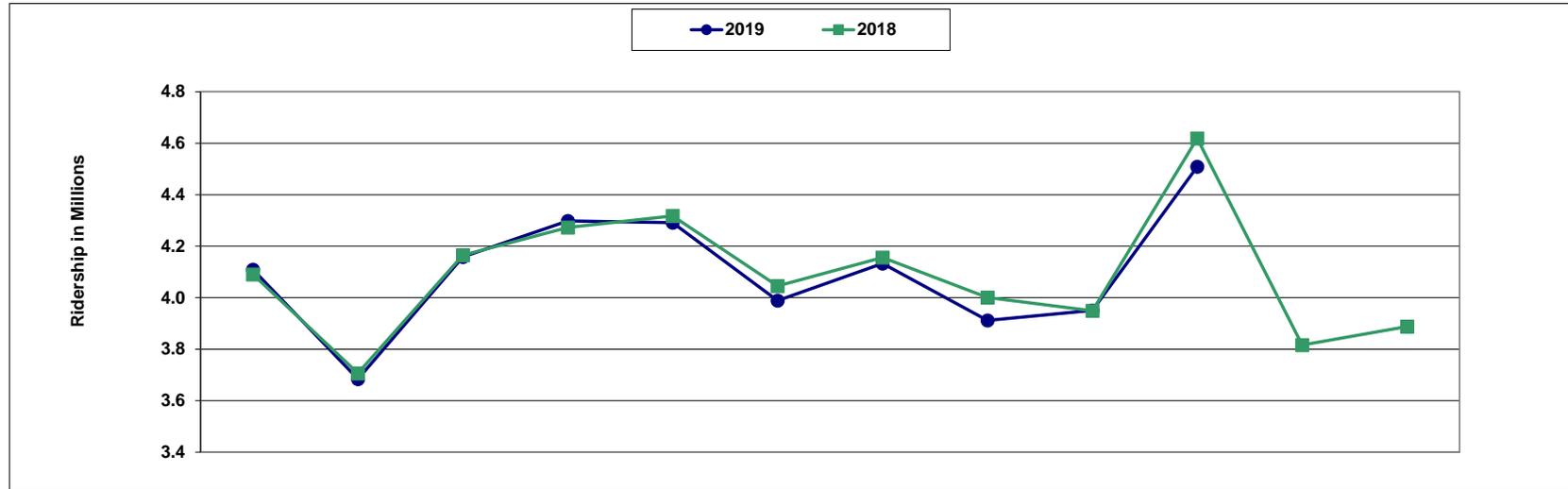


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	6.9	6.2	7.1	7.4	7.6	7.4	7.6	7.3	7.2	7.8			72.4
2018	6.8	6.2	7.0	7.3	7.5	7.4	7.6	7.3	7.1	7.9	7.1	7.4	72.1
PCT CHG.	1.4%	-0.6%	1.9%	2.1%	0.5%	-0.6%	-0.5%	-0.1%	1.0%	-0.8%			0.4%

1) Includes East and West of Hudson.

PRELIMINARY OCTOBER RAIL COMMUTATION RIDERSHIP (1)

● October's Rail Commutation Ridership was 2.4% below 2018 and 1.4% below forecast.

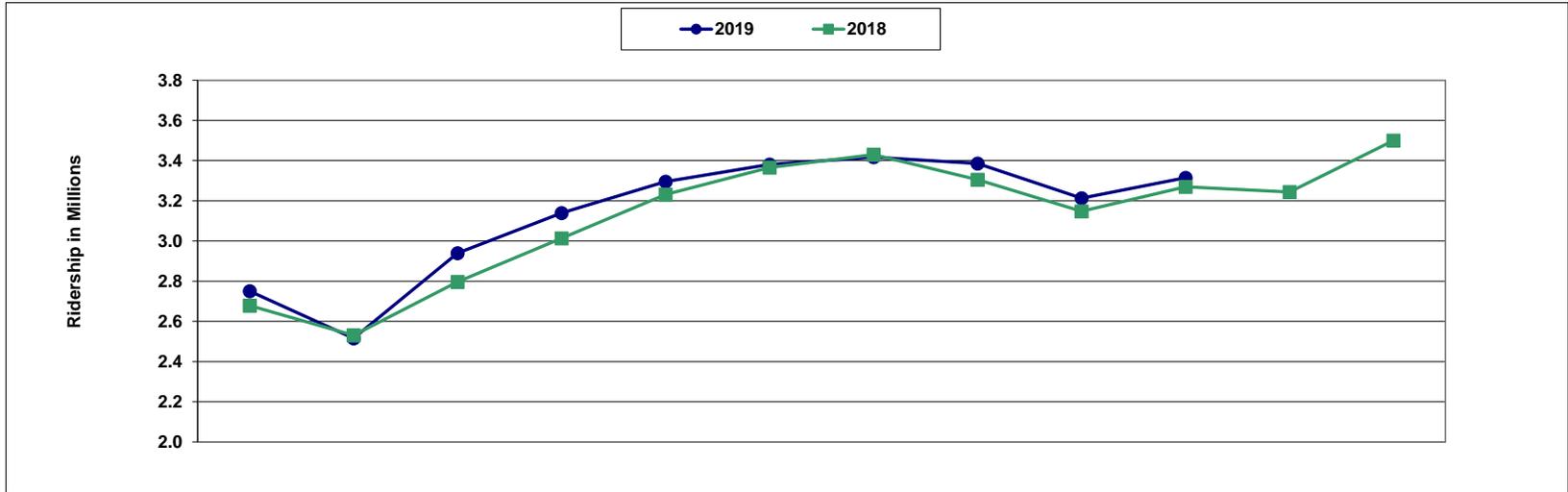


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2019</b>	4.1	3.7	4.2	4.3	4.3	4.0	4.1	3.9	4.0	4.5			41.0
<b>2018</b>	4.1	3.7	4.2	4.3	4.3	4.0	4.2	4.0	3.9	4.6	3.8	3.9	41.3
<b>PCT CHG.</b>	0.5%	-0.6%	-0.2%	0.6%	-0.6%	-1.4%	-0.6%	-2.2%	0.0%	-2.4%			-0.7%

1) Includes East and West of Hudson.

PRELIMINARY OCTOBER RAIL NON-COMMUTATION RIDERSHIP (1)

● October's Rail Non-Commutation Ridership was 1.4% above 2018 and 0.8% below forecast.

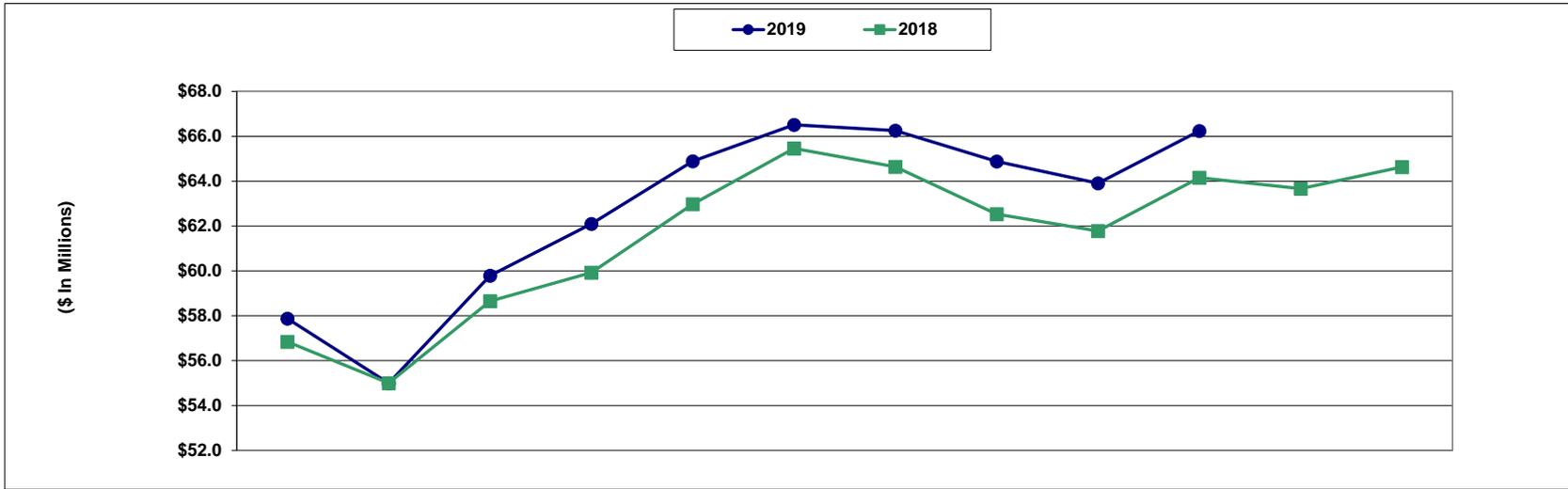


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2019</b>	2.8	2.5	2.9	3.1	3.3	3.4	3.4	3.4	3.2	3.3			31.4
<b>2018</b>	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3	3.1	3.3	3.2	3.5	30.8
<b>PCT CHG.</b>	2.7%	-0.6%	5.1%	4.2%	2.0%	0.4%	-0.4%	2.4%	2.1%	1.4%			1.9%

1) Includes East and West of Hudson.

PRELIMINARY OCTOBER RAIL REVENUE (1)

● October's Total Rail Revenue was 3.2% above 2018 and 1.2% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$57.9	\$55.0	\$59.8	\$62.1	\$64.9	\$66.5	\$66.3	\$64.9	\$63.9	\$66.2			\$627.4
2018	\$56.8	\$55.0	\$58.6	\$59.9	\$63.0	\$65.5	\$64.6	\$62.5	\$61.8	\$64.2	\$63.7	\$64.6	\$611.9
PCT CHG.	1.8%	0.0%	1.9%	3.6%	3.0%	1.6%	2.5%	3.8%	3.4%	3.2%			2.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
PRELIMINARY OCTOBER 2019

TICKET TYPE/SERVICE	OCTOBER	OCTOBER	VARIANCE VS.		OCTOBER	CHANGE FROM 2018	
	2019	2019	FORECAST		2018		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	4,445,104	4,501,705	(56,601)	-1.3%	4,533,480	(88,376)	-1.9%
West of Hudson	63,696	71,611	(7,915)	-11.1%	85,087	(21,391)	-25.1%
<b>Total Rail Commutation Ridership</b>	<b>4,508,800</b>	<b>4,573,316</b>	<b>(64,516)</b>	<b>-1.4%</b>	<b>4,618,567</b>	<b>(109,767)</b>	<b>-2.4%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,275,395	3,290,165	(14,770)	-0.4%	3,204,320	71,075	2.2%
West of Hudson	39,271	51,057	(11,786)	-23.1%	65,201	(25,930)	-39.8%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,314,666</b>	<b>3,341,222</b>	<b>(26,556)</b>	<b>-0.8%</b>	<b>3,269,521</b>	<b>45,145</b>	<b>1.4%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,720,499	7,791,870	(71,371)	-0.9%	7,737,800	(17,301)	-0.2%
West of Hudson (2)	102,967	122,668	(19,701)	-16.1%	150,288	(47,321)	-31.5%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,823,466</b>	<b>7,914,538</b>	<b>(91,072)</b>	<b>-1.2%</b>	<b>7,888,088</b>	<b>(64,622)</b>	<b>-0.8%</b>
<b>CONNECTING SERVICES RIDERSHIP (3)</b>	<b>52,559</b>	<b>55,962</b>	<b>(3,403)</b>	<b>-6.1%</b>	<b>55,608</b>	<b>(3,049)</b>	<b>-5.5%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,876,025</b>	<b>7,970,500</b>	<b>(94,475)</b>	<b>-1.2%</b>	<b>7,943,696</b>	<b>(67,671)</b>	<b>-0.9%</b>

Notes:

- 1) 2018 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019	2019	VARIANCE VS.		2018	CHANGE FROM 2018	
	YTD	YTD	FORECAST		YTD		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	40,286,099	40,745,304	(459,205)	-1.1%	40,564,890	(278,791)	-0.7%
West of Hudson	747,136	747,854	(718)	-0.1%	757,823	(10,687)	-1.4%
<b>Total Rail Commutation Ridership</b>	<b>41,033,235</b>	<b>41,493,158</b>	<b>(459,923)</b>	<b>-1.1%</b>	<b>41,322,713</b>	<b>(289,478)</b>	<b>-0.7%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	30,746,307	30,760,818	(14,511)	0.0%	30,150,521	595,786	2.0%
West of Hudson	607,700	616,334	(8,634)	-1.4%	619,699	(11,999)	-1.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>31,354,007</b>	<b>31,377,152</b>	<b>(23,145)</b>	<b>-0.1%</b>	<b>30,770,220</b>	<b>583,787</b>	<b>1.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	71,032,406	71,506,122	(473,716)	-0.7%	70,715,411	316,995	0.4%
West of Hudson	1,354,836	1,364,188	(9,352)	-0.7%	1,377,522	(22,686)	-1.6%
<b>TOTAL RAIL RIDERSHIP</b>	<b>72,387,242</b>	<b>72,870,310</b>	<b>(483,068)</b>	<b>-0.7%</b>	<b>72,092,933</b>	<b>294,309</b>	<b>0.4%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>507,041</b>	<b>498,266</b>	<b>8,775</b>	<b>1.8%</b>	<b>489,345</b>	<b>17,696</b>	<b>3.6%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>72,894,283</b>	<b>73,368,576</b>	<b>(474,293)</b>	<b>-0.6%</b>	<b>72,582,278</b>	<b>312,005</b>	<b>0.4%</b>

Notes:

- 1) 2018 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
PRELIMINARY OCTOBER 2019**

LINE	OCTOBER 2019	OCTOBER 2018	CHANGE FROM 2018	
	ACTUAL	RESTATED (1)	AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,498,505	2,499,505	(1,000)	0.0%
Hudson Line	1,619,100	1,596,154	22,946	1.4%
New Haven Line	3,602,894	3,642,141	(39,247)	-1.1%
<b>Total East of Hudson</b>	<b>7,720,499</b>	<b>7,737,800</b>	<b>(17,301)</b>	<b>-0.2%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	59,992	88,977	(28,985)	-32.6%
Pascack Valley Line	42,975	61,311	(18,336)	-29.9%
<b>Total West of Hudson (2)</b>	<b>102,967</b>	<b>150,288</b>	<b>(47,321)</b>	<b>-31.5%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,823,466</b>	<b>7,888,088</b>	<b>(64,622)</b>	<b>-0.8%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	35,164	37,850	(2,686)	-7.1%
Haverstraw-Ossining Ferry	11,405	12,181	(776)	-6.4%
Newburgh-Beacon Ferry	5,990	5,577	413	7.4%
<b>Total Connecting Services</b>	<b>52,559</b>	<b>55,608</b>	<b>(3,049)</b>	<b>-5.5%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,876,025</b>	<b>7,943,696</b>	<b>(67,671)</b>	<b>-0.9%</b>

Notes:

- 1) 2018 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE  
2019 YEAR-TO-DATE

TICKET TYPE/SERVICE	2019 YTD ACTUAL	2018 YTD RESTATED (1)	CHANGE FROM 2018	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	22,875,416	22,888,224	(12,808)	-0.1%
Hudson Line	14,563,015	14,295,552	267,463	1.9%
New Haven Line	33,593,975	33,531,635	62,340	0.2%
<b>Total East of Hudson</b>	<b>71,032,406</b>	<b>70,715,411</b>	<b>316,995</b>	<b>0.4%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	801,953	798,822	3,131	0.4%
Pascack Valley Line	552,883	578,700	(25,817)	-4.5%
<b>Total West of Hudson</b>	<b>1,354,836</b>	<b>1,377,522</b>	<b>(22,686)</b>	<b>-1.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>72,387,242</b>	<b>72,092,933</b>	<b>294,309</b>	<b>0.4%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	341,739	336,392	5,347	1.6%
Haverstraw-Ossining Ferry	112,163	104,821	7,342	7.0%
Newburgh-Beacon Ferry	53,139	48,132	5,007	10.4%
<b>Total Connecting Services</b>	<b>507,041</b>	<b>489,345</b>	<b>17,696</b>	<b>3.6%</b>
<b>TOTAL MNR SYSTEM</b>	<b>72,894,283</b>	<b>72,582,278</b>	<b>312,005</b>	<b>0.4%</b>

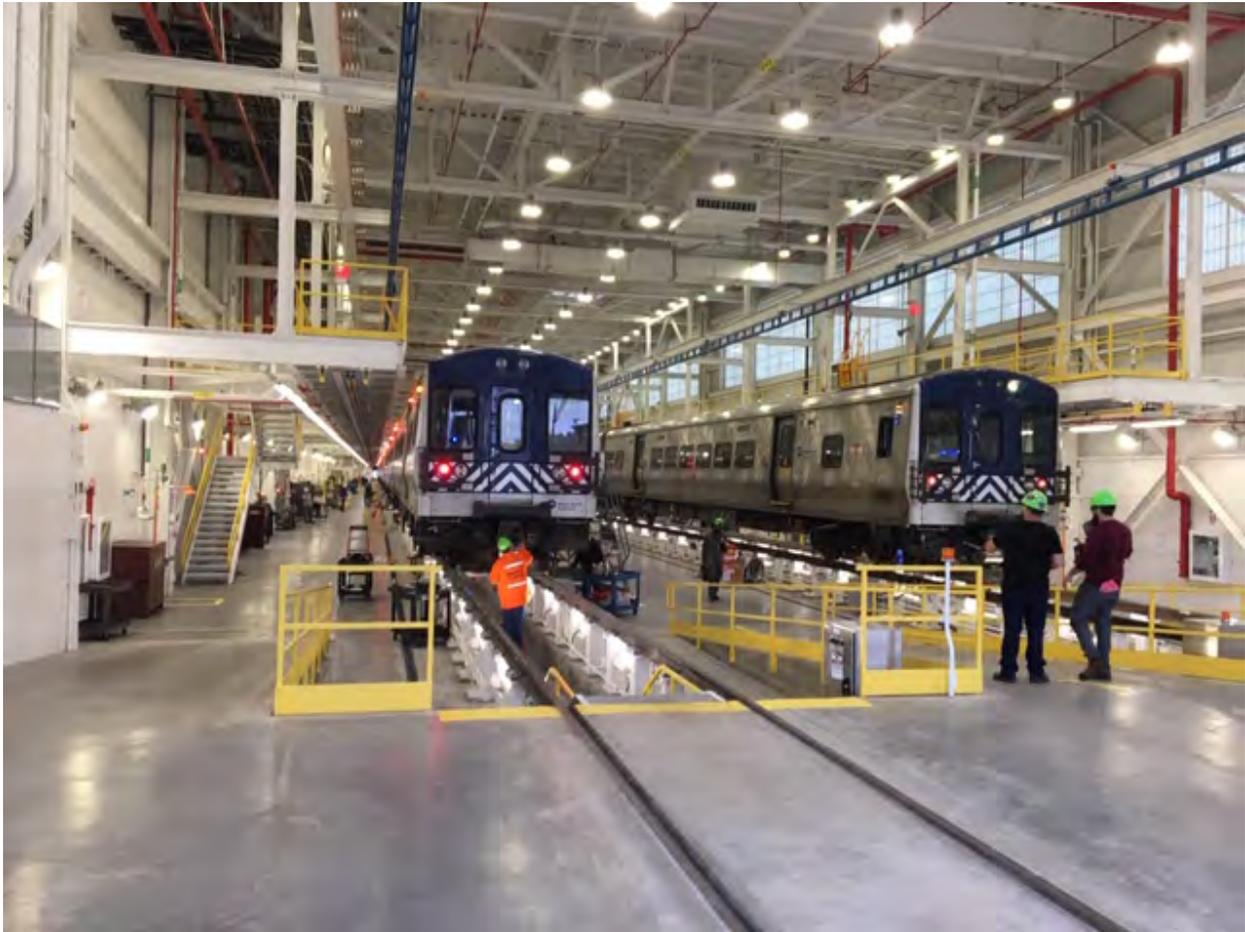
Notes:

1) 2018 ridership figures have been restated to eliminate calendar impacts on ridership.



# Metro-North Railroad

## October 2019 Highlights: Capital Program Status Report



### Harmon Shop Improvements project

CSF Facility

**John Kennard**  
Vice President  
Capital Programs



# Metro-North Railroad

## October 2019 Highlights: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of Metro-North’s Capital Program including a brief discussion of the current month’s project highlights. The report focuses primarily on providing a summary of achievements regarding design and construction awards, project completions and contract closeouts. The point of contact for the report is John Kennard, Vice President, Capital Program Management.

In the month of October, Metro-North awarded project tasks totaling \$23 million including the award of the Replace Motor Alternator project and Mentoring Tier 1 Larchmont Stairs Rehabilitation. Metro-North had no substantial completions for the month of October. Metro-North had no scheduled closeouts

Metro-North’s performance against its 2019 Capital Project Goal was:

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 10/31</u>	<u>Achieved thru 10/31</u>	<u>% thru 10/31</u>
Design Awards*	\$39.1	\$39.1	\$4.9	13%
Construction Awards*	\$228.2	\$170.5	\$54.1	32%
Substantial Completions	\$428.3	\$288.1	\$302.7	105%
Closeouts*	\$31.5	\$7.7	\$7.2	94%

\*Does not include support costs

**John Kennard**  
Vice President  
Capital Programs

**CAPITAL PROGRAM  
HIGHLIGHTS  
October 31, 2019**

**CONTRACT AWARDS:**

**M705-01-01 Replace MA's in Signal Substations**

**Milestone: Contract Award \$12,065,535**

This project will provide a new motor alternator set which will maintain 100HZ signal power to the railroad and remove the old motor alternator equipment and their control circuits. The new motor alternators along with the solid-state inverters and their new controls will result in minimal internal component failures that will allow for signal substation operation to continue without impact to train service.

**M702-02-09 East of Hudson Station Priority Repairs**

**Milestone: Contract Award \$597,000**

A Tier 1 Small Business Mentoring Program (SBMP) contract was awarded for the replacement of stair treads and stair landing for the stairs leading to and from Chatsworth Avenue to the inbound and outbound platforms at the Larchmont Station.

**PROJECT COMPLETIONS:**

**M6060101 Harmon Shop Improvements Phase V Stage 1, Design-Build**

**Milestone: Substantial Completion**

**Project Budget: \$315,513,156**

This project is part of a multi-phase program for capital improvements and upgrades at MNR's Croton-Harmon Shops and Yards. The work in this phase included the demolition and replacement of a portion of Building 6 with a two track, ten car double ended Consist Shop Facility (CSF) and Electrical Multiple Unit (EMU) facility.

## **MAJOR ON-GOING PROJECT STATUS:**

### **M7020107 Grand Central Terminal Public Address and Visual Information and Real Time Train Database System (RTTDS) Replacements**

The purpose of this project is to replace, update and consolidate the existing Public Address (PA) and Visual Information Systems (VIS) in order to provide improved information to Metro-North customers. The project is divided into three GCT contracts (PA/VIS & RTTDS, Cable Plant, and Big Boards & Gate Boards) which are critical to the implementation of the global Customer Service Initiative Project.

- PA/VIS system is operating and providing information to all Big Boards and new gate boards recently installed on the dining concourse. System monitoring is ongoing. Backup head end system testing and integration is ongoing.
- Construction of the Customer Service Equipment Room 7C and the GCT cable plant continues. Installation of conduit and cable to the gate boards in GCT lower level and 45<sup>th</sup> street passageway is ongoing. Contractor continues to install conduit to north end VIS cabinets and platform displays on the upper level.

### **M7020207 Customer Service Initiative (CSI) - Outlying Stations Public Announcement/ Visual Information and Surveillance/ Access Control Systems**

The CSI project will enhance the customers' experience and improve operations with a system-wide upgrade of the public address, visual information and video surveillance/access control systems at nineteen (19) Metro-North stations and facilities throughout New York. This project also includes upgrades to elevator monitoring, providing network connectivity for new and existing equipment and real-time data improvements.

The Design-Builder has completed 100% design drawings for four out of five groups of stations that include: first group (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room); second group (Harlem-125<sup>th</sup> St., Rye, Harrison and New Rochelle); third group (Mamaroneck, Port Chester, Melrose and Tremont); and fourth group (Ossining, Morris Heights, Spuyten Duyvil and Tarrytown. Design development continues for the fifth group of stations (Harriman, Nanuet, and Poughkeepsie).

Site work is substantially complete at the Wakefield, Pelham & Mount Vernon East stations and punch list work continues. Site work continues at Harlem-125<sup>th</sup>, Larchmont, New Rochelle, Rye and Port Chester Stations with Spuyten-Duyvil and Morris Heights stations planned to be completed by year-end. Design coordination at North White Plains IT room continues.

Design development for facility enhancements continue along with design development for: video, access control, elevator & escalator management and security systems.

## **M7020210 Station Improvement Initiatives at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester**

The purpose of this project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives.

A key focus will be to transform and elevate the customer experience at the White Plains Station, Metro-North's third busiest station. White Plains Station improvements will include: a renovated and expanded waiting room, new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance.

- Port Chester and Riverdale stations received a new canopy and waiting plaza. Riverdale also received improvements in the station overpass. Harlem-125th Street received station building and platform improvements as well as an enhanced lighting installation under the viaduct. Work at Riverdale was completed in September 2018. Work at Port Chester and Harlem-125<sup>th</sup> Street was completed in January 2019.
- Crestwood Station – On-going installation of the overpass dashboard, shelter and the new canopy. This station is scheduled for completion in December 2019.
- White Plains Station - Renovation of the new Tim Horton's retail area is complete. Ongoing installation of electrical conduit and new lighting on the center island continues. All station improvements are scheduled for completion in December 2020.

## **EM050206/EM040205 Power, C&S Infrastructure Restoration – Sandy**

The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (C&S) equipment and infrastructure that were destroyed, damaged and/or compromised by Super Storm Sandy on over 30 miles of railroad along the Hudson Line from CP 5 (Bronx) to CP 35 (Croton-Harmon).

- *CP19 to CP35* (Phase 1) - The Design-Build Improvements for Power/C&S Infrastructure Improvements is substantially complete as of May 2019.
- *CP5 to CP19 (Phase 2)* - Continued installation of conduits for signal power and sectionalizing switches; track crossing conduits and jumper work; removal of existing sectionalizing switches and platform steel and concrete work. Continued installation of trough; brackets, trays and pedestals for exposed raceway; test pit excavation and site survey. 100% design is under review by key stakeholders and forecasted to be completed by November 2019.

Phase I is complete. Overall project completion is anticipated in the second quarter 2021.

## **EM050208 Power Infrastructure Restoration – Substations – Sandy**

- *Tarrytown* – Continued finalizing Supervisory Control and Data Acquisition (SCADA) with new fiber as part of Sandy Hudson Line restoration connecting communication lines from the demarcation box to the remote terminal units and performing Supervisory Control and Data Acquisition (SCADA) testing. Con Edison feeder release for Metro-North cut-over process and energization of the substation Power Control Room (PCR) is anticipated for the month of November 2019. This substation is scheduled for completion in January 2020.
- *Croton-Harmon* – Cutover process, commissioning/testing and energization of substation PCR are pending lead times for splice kit deliverables for Metro-North Power Department to commence required splicing at various manholes. Coordination with Metro-North stakeholders (Shops & Yards) at Croton-Harmon is underway. This substation is scheduled for completion in March 2020.
- *Riverdale* – Continued installation of bathroom doors' hardware; testing of HVAC system; inspection of electrical system and commissioning of vault equipment for the Crew Quarters building. Substation short circuit testing is anticipated in November 2019. This substation is scheduled for completion in November 2019.
- *The Brewster Substation (under Project M6050103)* – Continued installation of temporary guardrails around the platform of the pad mounted switchgear (PMH-3), cable pulling and splicing of 15kV feeders inside the manholes. Cutover process, commissioning/testing and energization of substation PCR are pending the installation and splicing of 15Kv feeder. Supervisory Control and Data Acquisition testing is underway. This substation is scheduled for completion in March 2020.

## **M6040101 Positive Train Control (PTC)**

Subsystem designs are being finalized. Software enhancements continue. Factory Acceptance Testing (FAT) for sub-system level software for On-Board version S5 and Office version 3.5 have been completed. Completed site update and regression testing using System Baseline 3.5. All communication site locations have been approved by the Federal Communications Commission (FCC). Civil Speed Enforcement is available on all lines for use by Amtrak, freight and Metro-North Advanced Civil Speed Enforcement System equipped rolling stock for revenue service. All wayside and on-board PTC equipment installations to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete. Successfully completed FRA required 110 RSD runs on Pilot Line and received approval to move extended RSD testing to the non-pilot segments. Commenced extended RSD in August 2019 on Danbury branch line and in September 2019 on the upper Hudson line (Croton-Harmon to Poughkeepsie, NY). Ongoing site installation and performance testing on the lower Hudson Line segment (Marble Hill, NY to Croton-Harmon, NY) with anticipated extended RSD in October 2019. Completed submission of safety plan to the FRA in August 2019. Training of employees continues. Interoperability discussions with Amtrak and freight carriers continue. Interoperability testing of Amtrak on Pilot Line was completed. Alternative

schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration.

### **M6060101/M7060101 Harmon Shop Improvements**

#### *Phase V, Stage I Design-Build*

- *Consist Shop Facility (CSF)* – Integration testing and training on the bug & stinger, pendant system trolley and de-rail systems is complete. User departments move in to the facility is also complete.
- *EMU (Electric Multiple Unit) Annex Building* – The Maintenance of Equipment Department's personnel completed the planned move into this new shop.

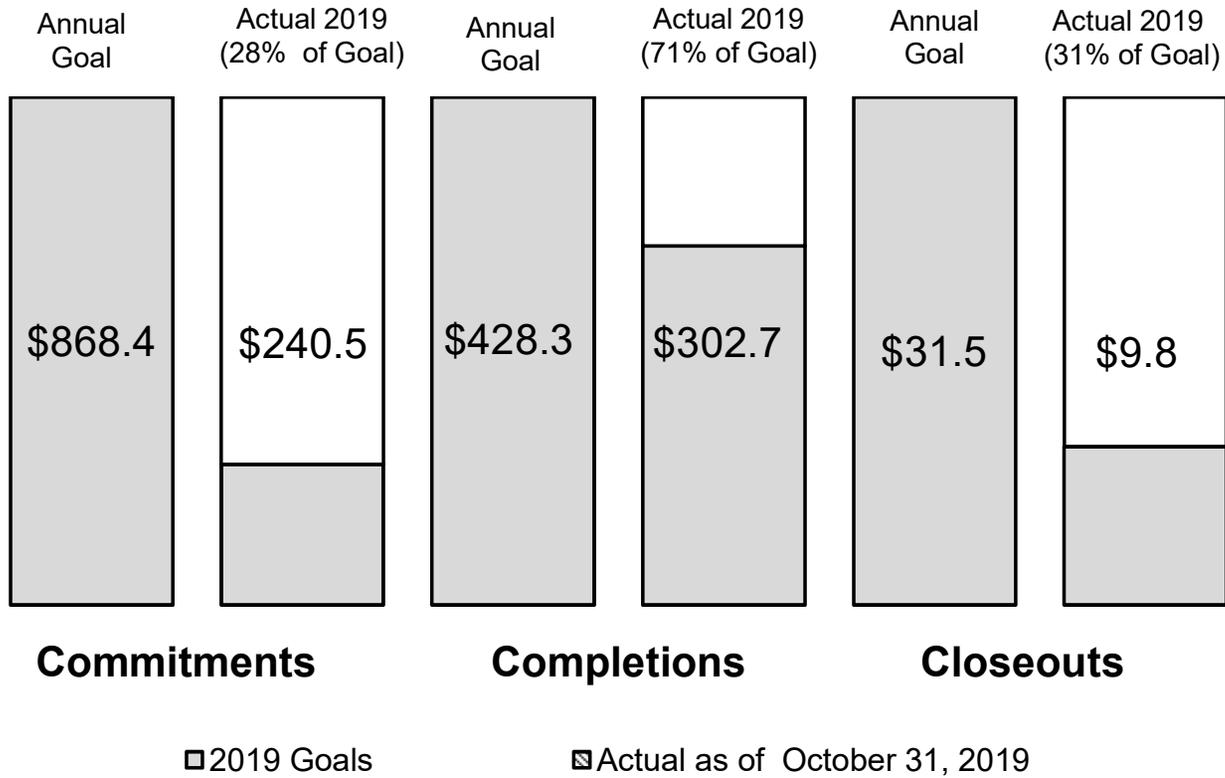
*Yard Utilities and Miscellaneous* – DC substation component functional testing is complete. Coordination and planning among Metro-North Track, Communications & Signals, Transportation and Power Departments for final inspections for the application of third rail power at the new yard tracks at the CSF is complete and the new tracks are active.

Overall, Phase V, Stage I substantial completion was achieved in October 2019.

*Phase V, Stage II Design-Build* - The scope of this work includes the demolition of the remainder of Building 6 Maintenance Shop as well as the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

- 60% design of the Building 6 Maintenance Shop is complete. 90% design development is progressing.
- Completed the following activities: installation of sprinkler, fire alarm, and electric service inside the temporary electronic shop of the EMU.

# 2019 MNR Capital Program Goals As of October 31, 2019 In Millions





# Long Island Rail Road

## October 2019 Performance Summary

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Rod Brooks, Senior Vice President – Operations



**Accabonac Road Bridge Replacement:** An alternative service plan went into effect in October to support the replacement of two (2) LIRR Bridges over North Main Street and Accabonac Road in East Hampton. The replacement bridges will increase the elevation of the tracks to lower the chance of bridge strikes in the future. Service restoration is planned for November 10, 2019.



# Long Island Rail Road

## October 2019 Performance Summary

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### Highlights

On-Time Performance (OTP) was at **91.8%** in October, which is below the monthly goal of 94%. The AM Peak period OTP registered at **91.9%**, with the PM Peak closing at **91.3%**. Year to Date OTP is **92.5%**, which is a **2.0%** increase compared to same period last year.

### Branch Performances

Throughout the month of October **5.1%** of all scheduled trains arrived between 6 and 10 minutes late at their final terminal. The average delay per late train was **11.3** minutes for the month. There were **91** cancelled or terminated trains in October, which accounts for **0.4%** of all scheduled trains for the month.

Both the Far Rockaway and West Hempstead branches operated above goal for the month of October, and are also above goal year to date.

### Consist Compliance

**99.3%** of our trains met established consist requirements during the Peak periods for the month of October.

### Equipment Performance

MDBF continued to perform above expectations YTD through September, and exceeded the yearly targets. The year-to-date MDBF also exceeded the same period last year by 7.1%.

Performance Summary			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Oct	Oct	Oct	Oct
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.8%</b>	<b>92.5%</b>	<b>93.2%</b>	<b>90.5%</b>
		AM Peak		91.9%	91.4%	90.9%	88.5%
		PM Peak		91.3%	90.8%	91.0%	86.9%
		<b>Total Peak</b>		<b>91.6%</b>	<b>91.1%</b>	<b>90.9%</b>	<b>87.8%</b>
		Off Peak Weekday		91.7%	92.4%	93.2%	90.7%
		Weekend		92.3%	94.4%	96.7%	93.4%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.6%</b>	<b>93.0%</b>	<b>93.6%</b>	<b>90.3%</b>
		AM Peak		93.7%	92.7%	93.6%	89.0%
		PM Peak		93.2%	90.8%	91.8%	86.6%
		<b>Total Peak</b>		<b>93.4%</b>	<b>91.8%</b>	<b>92.8%</b>	<b>87.9%</b>
	Off Peak Weekday		92.9%	93.3%	92.9%	90.7%	
	Weekend		90.1%	94.3%	97.6%	93.4%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.2%</b>	<b>96.7%</b>	<b>95.8%</b>	<b>94.9%</b>	
	AM Peak		93.7%	92.1%	90.9%	88.9%	
	PM Peak		98.1%	97.3%	93.7%	94.3%	
	<b>Total Peak</b>		<b>95.7%</b>	<b>94.5%</b>	<b>92.2%</b>	<b>91.3%</b>	
	Off Peak Weekday		97.6%	96.9%	96.5%	95.6%	
	Weekend		98.3%	98.7%	98.9%	97.3%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>88.6%</b>	<b>90.1%</b>	<b>92.3%</b>	<b>89.1%</b>	
	AM Peak		90.4%	90.8%	91.6%	88.0%	
	PM Peak		85.7%	85.5%	87.9%	84.9%	
	<b>Total Peak</b>		<b>88.2%</b>	<b>88.3%</b>	<b>89.8%</b>	<b>86.6%</b>	
	Off Peak Weekday		87.4%	88.7%	91.2%	88.1%	
	Weekend		91.6%	93.9%	96.6%	92.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.3%</b>	<b>93.3%</b>	<b>95.8%</b>	<b>92.6%</b>	
	AM Peak		92.6%	93.3%	94.3%	90.0%	
	PM Peak		90.8%	89.7%	91.8%	89.1%	
	<b>Total Peak</b>		<b>91.8%</b>	<b>91.6%</b>	<b>93.1%</b>	<b>89.6%</b>	
	Off Peak Weekday		90.7%	93.2%	95.4%	92.9%	
	Weekend		96.1%	94.9%	100.0%	94.9%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>95.5%</b>	<b>94.9%</b>	<b>94.3%</b>	<b>92.6%</b>	
	AM Peak		94.9%	93.4%	94.6%	90.4%	
	PM Peak		97.6%	95.3%	91.3%	90.2%	
	<b>Total Peak</b>		<b>96.2%</b>	<b>94.3%</b>	<b>93.0%</b>	<b>90.3%</b>	
	Off Peak Weekday		94.7%	95.3%	94.8%	93.4%	
	Weekend		96.4%	94.9%	94.9%	93.8%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>85.1%</b>	<b>87.7%</b>	<b>92.4%</b>	<b>88.7%</b>	
	AM Peak		90.2%	88.6%	87.5%	87.3%	
	PM Peak		82.0%	86.7%	87.3%	83.6%	
	<b>Total Peak</b>		<b>86.3%</b>	<b>87.7%</b>	<b>87.4%</b>	<b>85.6%</b>	
	Off Peak Weekday		88.8%	88.9%	93.3%	90.0%	
	Weekend		77.6%	85.7%	95.4%	89.0%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>90.9%</b>	<b>92.9%</b>	<b>92.2%</b>	<b>90.4%</b>	
	AM Peak		96.9%	92.1%	88.8%	90.5%	
	PM Peak		89.1%	88.4%	80.4%	79.6%	
	<b>Total Peak</b>		<b>93.3%</b>	<b>90.4%</b>	<b>84.9%</b>	<b>85.5%</b>	
	Off Peak Weekday		89.7%	92.9%	94.8%	91.7%	
	Weekend		90.0%	96.3%	97.9%	94.3%	

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	Oct	Oct	Oct	Oct
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>84.6%</b>	<b>88.0%</b>	<b>88.5%</b>	<b>88.5%</b>
	AM Peak		83.7%	87.6%	87.0%	87.7%
	PM Peak		84.5%	86.3%	86.3%	83.9%
	<b>Total Peak</b>		<b>84.1%</b>	<b>87.0%</b>	<b>86.7%</b>	<b>85.9%</b>
	Off Peak Weekday		80.2%	86.2%	88.4%	86.9%
	Weekend		97.5%	93.4%	94.8%	95.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.9%</b>	<b>93.9%</b>	<b>93.3%</b>	<b>90.6%</b>
	AM Peak		93.0%	94.0%	87.4%	90.8%
	PM Peak		93.4%	92.1%	96.6%	86.6%
	<b>Total Peak</b>		<b>93.2%</b>	<b>93.1%</b>	<b>92.1%</b>	<b>88.7%</b>
	Off Peak Weekday		93.9%	93.0%	93.3%	90.5%
	Weekend		95.0%	96.9%	94.7%	92.9%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.2%</b>	<b>90.4%</b>	<b>90.4%</b>	<b>86.1%</b>
	AM Peak		87.6%	87.5%	87.2%	83.9%
	PM Peak		88.7%	91.0%	90.7%	86.9%
	<b>Total Peak</b>		<b>88.1%</b>	<b>89.0%</b>	<b>88.8%</b>	<b>85.2%</b>
	Off Peak Weekday		90.5%	89.7%	89.5%	84.8%
	Weekend		93.0%	93.9%	96.0%	91.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.6%</b>	<b>96.5%</b>	<b>96.0%</b>	<b>94.2%</b>
	AM Peak		93.0%	90.8%	96.5%	88.8%
	PM Peak		95.7%	94.9%	91.3%	89.0%
	<b>Total Peak</b>		<b>94.5%</b>	<b>93.0%</b>	<b>93.7%</b>	<b>88.9%</b>
	Off Peak Weekday		97.3%	97.7%	96.8%	96.6%
	Weekend		98.6%	98.6%	97.9%	95.8%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>21,454</b>	<b>207,919</b>	<b>21,189</b>	<b>205,277</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-11.3	-11.9	-12.4	-12.9
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		250	2,424	247	3,414
	<b>Trains Canceled</b>		47	682	59	1,210
	<b>Trains Terminated</b>		44	474	61	741
	<b>Percent of Scheduled Trips Completed</b>		99.6%	99.4%	99.4%	99.0%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.6%			
	PM Peak		99.0%			
	<b>Total Peak</b>		99.3%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		Sept	Oct	YTD Thru Oct	Oct	YTD Thru Oct	
Engineering (Scheduled)	4.2%	102	74	496	92	367	129
Engineering (Unscheduled)	16.1%	201	282	2,271	300	2,437	(166)
Maintenance of Equipment	12.9%	193	226	1,484	172	1,973	(489)
Transportation	0.9%	72	16	410	61	422	(12)
Capital Projects	5.8%	163	102	1,041	75	1,656	(615)
Weather and Environmental	11.7%	26	206	1,057	105	3,102	(2,045)
Police	10.9%	188	192	1,963	76	1,790	173
Customers	25.6%	498	450	3,665	339	3,622	43
Special Events	0.8%	79	14	897	7	956	(59)
Other	8.8%	209	155	1,178	76	1,704	(526)
3rd Party Operations	2.3%	216	40	1,098	139	1,501	(403)
<b>Total</b>	<b>100.0%</b>	<b>1,947</b>	<b>1,757</b>	<b>15,560</b>	<b>1,442</b>	<b>19,530</b>	<b>(3,970)</b>

**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS**

Date	Day	Code	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL			
				L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
3-Oct	Thu	E110	Signal trouble east of Woodside Station	20						10			30			30
4-Oct	Fri	E130	Signal trouble in Brook Interlocking				7	5		4	1	1	11	6	1	18
4-Oct	Fri	W107	Track work program between Queens and Nassau interlockings							17			17			17
5-Oct	Sat	C122	Main Line Expansion Project							13			13			13
5-Oct	Sat	P230	Heavy loading system wide							12			12			12
6-Oct	Sun	M356	Train 8701 with equipment trouble at Massapequa Park Station							11			11			11
6-Oct	Sun	C122	Main Line Expansion Project							11			11			11
7-Oct	Mon	P112	Broken crossing gate protection east of Mineola Station	51						3			54			54
9-Oct	Wed	P258	Trespasser strike west of Woodside Station							28	5	2	28	5	2	35
9-Oct	Wed	M373	Train 2778 with equipment trouble east of Jamaica Station				6		1	3	1		9	1	1	11
11-Oct	Fri	E120	Switch trouble west of Merillon Avenue Station				10	1		10			20	1		21
13-Oct	Sun	O920	Work train derailment east of Jamaica Station									10	10			10
13-Oct	Sun	C102	Harold Interlocking improvements							11			11			11
13-Oct	Sun	P232	Slow loading system wide							10			10			10
14-Oct	Mon	E425	Track condition between Plandome and Manhasset				5			5			10			10
15-Oct	Tue	E422	Track condition at Great Neck Station	3						9			12			12
16-Oct	Wed	O925	Weather loading system wide				8			7			15			15
16-Oct	Wed	O081	Low adhesion system wide				2			8			10			10
18-Oct	Fri	E110	Signal trouble east of New Hyde Park Station				12	1		10			22	1		23
19-Oct	Sat	M152	Train 6752 with equipment trouble in Atlantic Ave. Station							11			11			11
22-Oct	Tue	O081	Low adhesion system wide	1			4			5		1	10		1	11
22-Oct	Tue	O925	Weather loading system wide							11			11			11
23-Oct	Wed	E450	Late return of scheduled track work on Montauk branch				8	1	1	3	4	1	11	5	2	18
24-Oct	Thu	M751	Train 1617 with equipment trouble in Jamaica Station	10						2			12			12
28-Oct	Mon	O081	Low adhesion system wide	3						14			17			17
30-Oct	Wed	P232	Slow loading system wide	1						9			10			10
31-Oct	Thu	O050	Bridge strike at just west of Forest Hills Station				45	3		27	1		72	4		76
31-Oct	Thu	O081	Low adhesion system wide				8			26			34			34
<b>TOTAL FOR MONTH</b>				<b>89</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>11</b>	<b>2</b>	<b>290</b>	<b>12</b>	<b>15</b>	<b>504</b>	<b>23</b>	<b>7</b>	<b>534</b>
													<b>534</b>			

# Long Island Rail Road

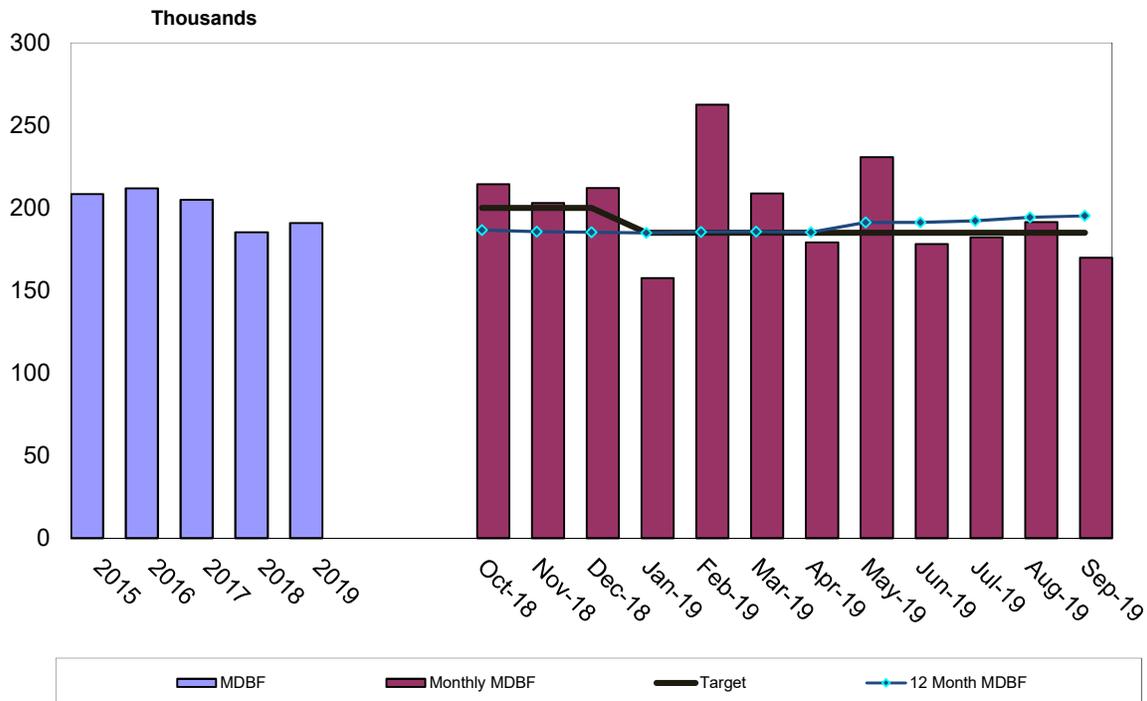
## MEAN DISTANCE BETWEEN FAILURES - SEPTEMBER 2019

			2019 Data					2018 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	September	YTD	12 month	September MDBF (miles)	September No. of Primary Failures	MDBF thru September (miles)	
				MDBF (miles)	September MDBF (miles)	Rolling Avg (miles)				
<b>Mean Distance Between Failures</b>	M-3	142	60,000	61,174	9	62,139	66,764	70,604	7	71,451
	M-7	836	378,000	331,227	15	411,360	441,144	246,543	20	461,271
	M-9	14	135,000	31,080	0	31,080	31,080	-	-	-
	C-3	134	103,000	184,418	4	125,264	115,818	240,270	3	113,004
	DE	24	19,000	18,858	5	25,183	21,447	28,222	3	17,725
	DM	21	19,000	14,751	5	21,259	22,734	13,241	6	12,707
	Diesel	179	51,000	64,694	14	69,604	65,057	73,744	12	51,081
	<b>Fleet</b>	<b>1,157</b>	<b>185,000</b>	<b>169,889</b>	<b>38</b>	<b>190,790</b>	<b>195,195</b>	<b>161,795</b>	<b>39</b>	<b>178,109</b>

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

**Note: Since M-9 fleet had no primary failures in September 2019, actual miles are shown on the chart above.**

### ALL FLEETS Mean Distance Between Failure 2015 - 2019





Standee Report

East Of Jamaica

			2019 Data	
			October	
			AM Peak	PM Peak
<b>Daily</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	16
			<b>0</b>	<b>16</b>
Average	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	7
			<b>0</b>	<b>7</b>
	<b>Huntington Branch</b>	Program Standees	60	0
		Add'l Standees	3	3
			<b>63</b>	<b>3</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
			<b>1</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	1	1
			<b>1</b>	<b>1</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	4	0
			<b>4</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	9	49
			<b>9</b>	<b>49</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	13	10
			<b>13</b>	<b>10</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>91</b>	<b>86</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.



Standee Report

West Of Jamaica		2019 Data		
		October		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		0	25
	<b>Total Standees</b>		<b>0</b>	<b>25</b>
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		0	7
	<b>Total Standees</b>		<b>0</b>	<b>7</b>
Huntington Branch	Program Standees		30	0
	Add'l Standees		8	10
	<b>Total Standees</b>		<b>38</b>	<b>10</b>
Hempstead Branch	Program Standees		0	0
	Add'l Standees		1	12
	<b>Total Standees</b>		<b>1</b>	<b>12</b>
Long Beach Branch	Program Standees		28	0
	Add'l Standees		3	0
	<b>Total Standees</b>		<b>31</b>	<b>0</b>
Montauk Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Oyster Bay Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Port Jefferson Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
Port Washington Branch	Program Standees		0	0
	Add'l Standees		9	49
	<b>Total Standees</b>		<b>9</b>	<b>49</b>
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		0	17
	<b>Total Standees</b>		<b>0</b>	<b>17</b>
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>79</b>	<b>119</b>

**Definitions**

Weekday standees are calculated based on the most recent average weekday customer counts

"Program Standees" is the average number of customers in excess of programmed seating capacity.

"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

Holidays and Special Events for which there are special equipment programs are not included.

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR THE MONTH OF OCTOBER 2019**

<b>Elevator Availability</b>		<b>2019</b>		<b>2018</b>	
		<b>October</b>	<b>Year to Date</b>	<b>October</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.4%</b>	<b>99.2%</b>	<b>99.2%</b>	<b>98.4%</b>
	<b>Far Rockaway Branch</b>	<b>98.6%</b>	<b>98.8%</b>	<b>99.6%</b>	<b>99.5%</b>
	<b>Hempstead Branch</b>	<b>99.2%</b>	<b>99.4%</b>	<b>99.7%</b>	<b>99.5%</b>
	<b>Long Beach Branch</b>	<b>99.4%</b>	<b>99.5%</b>	<b>99.6%</b>	<b>99.5%</b>
	<b>Port Jefferson Branch</b>	<b>99.3%</b>	<b>98.8%</b>	<b>96.9%</b>	<b>98.5%</b>
	<b>Port Washington Branch</b>	<b>99.2%</b>	<b>99.0%</b>	<b>98.7%</b>	<b>99.2%</b>
	<b>Ronkonkoma Branch</b>	<b>99.5%</b>	<b>99.2%</b>	<b>99.1%</b>	<b>99.2%</b>
	<b>City Terminal Branch</b>	<b>99.2%</b>	<b>97.3%</b>	<b>99.6%</b>	<b>99.5%</b>
	<b>Overall Average</b>	<b>99.3%</b>	<b>98.7%</b>	<b>99.1%</b>	<b>99.1%</b>

<b>Escalator Availability</b>		<b>2019</b>		<b>2018</b>	
		<b>October</b>	<b>Year to Date</b>	<b>October</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>97.5%</b>	<b>97.3%</b>	<b>96.7%</b>	<b>96.7%</b>
	<b>Far Rockaway Branch</b>	<b>98.5%</b>	<b>98.6%</b>	<b>98.9%</b>	<b>97.0%</b>
	<b>Hempstead Branch</b>	<b>92.3%</b>	<b>98.4%</b>	<b>98.9%</b>	<b>97.7%</b>
	<b>Long Beach Branch</b>	<b>85.1%</b>	<b>96.3%</b>	<b>97.6%</b>	<b>97.7%</b>
	<b>Port Jefferson Branch</b>	<b>96.9%</b>	<b>97.6%</b>	<b>99.8%</b>	<b>99.2%</b>
	<b>City Terminal Branch</b>	<b>95.7%</b>	<b>96.5%</b>	<b>94.5%</b>	<b>96.4%</b>
	<b>Overall Average</b>	<b>96.2%</b>	<b>97.0%</b>	<b>96.2%</b>	<b>96.7%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
OCTOBER 2019**

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**L70604YZ: MORRIS PARK COMMUNICATION BUILDING**

**Milestone: Beneficial Use**

Project Budget: \$1.30M

Rehabilitation of the Morris Park Communications Building is complete. The Communications building houses staff work spaces and material storage for the Communications Department. Mentor project work addressed building leaks, restoration and rehabilitation needs, and an accessible entrance ramp. This project is part of the LIRR's efforts to maintain railroad buildings in a state of good repair and improve the overall work environment for employees.

**SMALL BUSINESS DEVELOPMENT PROGRAM**

No New contract/s awarded this month:

Contract/s completed this month:

- Morris Park Comm Building Rehabilitation [see above].

# 2019 LIRR Capital Program Goals

