



Metropolitan Transportation Authority

Joint Long Island and Metro-North Committees Meeting

April 2020

Members

K. Law

S. Metzger

D. Mack

R. Herman

N. Brown

R. Glucksman

R. Linn

V. Tessitore

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

Wednesday, 4/22/2020

8:30 - 10:00 AM ET

2 Broadway
20th Floor Board Room
New York, NY

1. Public Comments Period

2. Summary of Actions

LIRR Summary of Actions

LIRR Summary of Actions - Page 5

MNR Summary of Actions

MNR Summary of Actions - Page 6

3. Approval of Minutes - March 25, 2020

Approval of Minutes - March 25, 2020 - Page 7

4. 2020 Work Plans

LIRR 2020 Work Plan

LIRR 2020 Work Plan - Page 25

MNR 2020 Work Plan

MNR Work Plan - Page 32

5. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR Report

- **LIRR Safety Report**

LIRR Safety Report - Page 39

MNR Report

- **MNR Safety Report**

MNR Safety Report - Page 42

MTA C&D Report (None)

MTA Police Report

MTA Police Report - Page 46

6. AGENCY INFORMATION ITEMS

Joint Information Item

- **LIRR/MNR PTC Project Update**

LIRR/MNR PTC Project Update - Page 54

LIRR Information Items - No Items

MNR Information Items - No Items

7. PROCUREMENTS

LIRR Procurements

LIRR Procurements - Page 77

- **LIRR Non-Competitive**
LIRR Non-Competitive - Page 81
- **LIRR Competitive (None)**
- **LIRR Ratifications (None)**

MNR Procurements

MNR Procurements - Page 84

- **MNR Non-Competitive**
MNR Non-Competitive - Page 88
- **MNR Competitive- NONE**
- **MNR Ratifications-NONE**

MTA C&D Procurements (None)

8. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

LIRR Reports

- **LIRR Operations Report**
LIRR Operations Report - Page 90
- **LIRR Performance Metrics Report**
LIRR Performance Metrics Report - Page 100
- **LIRR Finance Report**
LIRR Finance Report - Page 105
- **LIRR Ridership Report**
LIRR Ridership Report - Page 126
- **LIRR Capital Program Report**
LIRR Capital Program Report - Page 134

MNR Performance Summaries

- **MNR Operations Report**
MNR Operations Report - Page 137
- **MNR Performance Metrics Report**
MNR Performance Metrics Report - Page 147
- **MNR Finance Report**
MNR Finance Report - Page 152
- **MNR Ridership Report**

MNR Ridership Report - Page 173

- **MNR Capital Program Report**

MNR Capital Program Report - Page 184

Long Island Railroad
Committee Actions and Presentations
Summary for April 2020

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement – LIRR	Bombardier, Progress Rail Locomotive	Bombardier: \$220,000,000 Progress Rail: \$30,000,000 Total: \$250,000,000	LIRR on behalf of itself and MNR (the "Railroads") requests Board approval to exercise two (2) individual contract options with Bombardier Transportation NA and Progress Rail Locomotive in a total not to exceed amount of \$250,000,000 (Bombardier \$220,000,000 + Progress Rail \$30,000,000.) Combined, these two agreements will provide for the timely acquisition of various OEM spare parts for continued maintenance and technical support services for the LIRR's M-3, M-7, and M-9 electric railcars and its DE/DM locomotive fleets as well as MNR's M-3, M-4, M-6, M-7 electric railcars.

**METRO-NORTH RAILROAD
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for April 2020**

Responsible Department	Vendor Name	Total Amount	Summary of action
Communication & Signal	Dayton T. Brown	\$1,600,000	Engineering Support Services for Positive Train Control

**Joint Committee and Board Meeting of the Metropolitan Transportation Authority,
the New York City Transit Authority, the Manhattan and Bronx Surface Transit
Operating Authority, the Staten Island Rapid Transit Operating Authority, the
Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority,
the Long Island Rail Road, the Metro-North Commuter Railroad Company, MTA
Construction & Development, the MTA Bus Company and
the First Mutual Transportation Assurance Company
Minutes
2 Broadway
New York, NY 10004
Wednesday, March 25, 2020
10:00 a.m.**

The following Board Members were present in person or by videoconference:

**Hon. Patrick Foye, Chairman & CEO
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. David Jones
Hon. Linda Lacewell
Hon. Kevin Law
Hon. Robert W. Linn
Hon. David Mack
Hon. Susan Metzger
Hon. Haeda B. Mihaltzes
Hon. Robert F. Mujica*
Hon. Lawrence Schwartz
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman**

*Mr. Mujica joined the meeting but was not present for any votes.

The following alternate non-voting members were present by videoconference:

**Hon. Andrew Albert
Hon. Norman Brown
Hon. John Samuelsen**

The following staff members attended in person or by videoconference:

Anthony McCord, Chief Transformation Officer, Mario Péloquin, Chief Operating Officer, Thomas J. Quigley, General Counsel, Robert Foran, MTA Chief Financial Officer, Patrick Warrant, MTA Chief Safety Officer, David Ross, Chief Procurement Officer, Abby Collins, Chief Communications Officer, Sarah E. Feinberg, Interim President, NYCT, Craig Cipriano, Acting President, MTA Bus/Senior Vice President, NYCT Department of Buses, Michele Woods, Deputy Auditor General, Sally Librera, Sr. V.P. Department of Subways, and Monica Murray, Deputy General Counsel, Governance and Special Projects.

Janno Lieber, MTA Chief Development Officer, MTA Construction & Development, Phillip Eng, President, Long Island Rail Road, Catherine Rinaldi, President, Metro-North Railroad, Daniel DeCrescenzo, Acting President, TBTA, Margaret Terry, General Counsel, TBTA, Josiane Codio, Director, MTA Treasury, Patrick McCoy, Director, MTA Finance, David Florio, Director, R.E. Operations, Leasing & Acquisitions.

The Board of the Metropolitan Transportation Authority also met as the Boards of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road, the Metro-North Commuter Railroad Company, MTA Construction & Development, the MTA Bus Company, and the First Mutual Transportation Assurance Company.

Votes reflected in these minutes are those of each Committee and that of the MTA Board.

1. CHAIRMAN FOYE'S OPENING REMARKS.

Chairman Foye called the meeting to order and he thanked Board members, staff and the public for being part of the MTA's Board meeting by videoconference.

The Chairman announced that in light of the current health crisis, there were no meetings of the Joint Metro North Railroad and Long Island Committee, New York City Transit Committee, Bridges and Tunnels Committee, Finance Committee and Audit Committee in March.

Suspension of law allowing the attendance of meetings telephonically or other similar service:

The meeting is being conducting remotely via videoconference. Chairman Foye stated that Governor Cuomo's Executive Order 202.1 suspends the Open Meetings Law requirements and accordingly any requirements in the MTA By-Laws that meetings are open to in-person attendance by the public and that Board members may only participate in person are also suspended.

Monica Murray confirmed for the Chairman the presence of a quorum.

Chairman Foye stated that later in the meeting, Agency Presidents and staff will submit their agency's report, procurements and actions for a vote, and the Board members' participation in the meeting but silence at the time of a vote will be considered an affirmative vote for the record. The Chairman advised Board members that if any member would like to vote in opposition or abstain from any action, that Board member should state their name and indicate that.

Chairman Foye noted that speakers for the public comment period were able to register on Monday, March 23, 2020 and send in their video or voice comments. He stated that this approach goes above and beyond what is required for public comment according to the suspension of Open Meetings Law by Executive Order 2.01.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Chairman Foye's opening remarks.

2. PUBLIC SPEAKERS SESSION.

Public Speakers' Moderator reminded speakers of the two (2) minute speaking limit, and that speakers will be alerted when thirty (30) seconds remain to conclude their remarks.

The following twelve (12) speakers commented by videoconference during the public speakers' session. Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers' statements.

Brian Thomas Burke, NYCT/TWU Local 100

Theo Allen, private citizen

Rachael Fauss, Reinvent Albany

Christopher Greif, NYCTRC

Debra Greif, BFSSAC

Jason Anthony, Passengers United

Lisa Daglian, PCAC

Andrew Pollack, Passengers United

Finnley Staub, private citizen

Omar Vera, private citizen

Kimberly Pereira, NYC

Murray Bodin, private citizen

3. CHAIRMAN FOYE'S REMARKS.

The Chairman stated that this is an extraordinary time, and the MTA and agencies are doing some extraordinary things. First, by remaining laser-focused on the safety of the employees and customers, the MTA continues to keep the most essential of employees safely moving through New York. Chairman Foye stated that the 75,000 dedicated women and men of the MTA have been working around the clock to keep the system safe for the heroic health care professionals, childcare, utility and transportation workers, police officers, firefighters and other first responders who still need to get around, and he stated that we owe them and the MTA employees a great debt of gratitude.

The Chairman also thanked Sarah Feinberg, Interim President, NYCT, who he stated has had an eventful first two weeks on the job; Craig Cipriano, Acting President, MTA Bus/Senior Vice President, NYCT Department of Buses; Catherine Rinaldi, President, Metro-North Commuter Railroad; Phil Eng, President, LIRR and Daniel DeCrescenzo, Acting President, TBTA, for their leadership during this time, as well as the rest of the senior leadership team.

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

The Chairman stated that he also appreciates everyone joining the meeting by videoconference today, which allows the MTA to heed the recommended public health guidelines and maintain social distancing for the good of everyone's health and safety.

Providing an update on novel coronavirus (COVID-19), Chairman Foye stated that the situation is rapidly changing, with new information and guidance being issued regularly. MTA is working closely with its partners at the state, city and federal levels to keep on top of all the events. The Chairman stated that every decision the MTA makes to manage the crisis has been driven by the advice of the CDC, New York State Department of Health Commissioner Dr. Zucker, and his New York City Department of Health counterpart, Dr. Barbot.

Chairman Foye, discussing the actions taken by MTA to protect the customers and employees, stated that all MTA stations and frequent touchpoints continue to be disinfected twice daily, with the full fleet of rolling stock being sanitized on a 72-hour cycle – except for Access-A-Ride vehicles, which are disinfected daily.

The Agencies are also disinfecting offices, stations, crew quarters and other employee locations at least once a day and making hand sanitizer available and reminding everyone of good hygiene habits. In addition, other steps have also been taken to minimize contact and cash collections for the frontline employees – from implementing rear door boarding on buses to minimizing the collection of cash on railroads and in stations.

Chairman Foye stated that in order to protect vital, one-of-a-kind operations centers, MTA has deployed medical personnel to monitor the temperatures of the staff members in efforts to prevent symptomatic individuals from possibly contaminating others within these centers. MTA has also initiated a quick-reaction-team that will be sent to a location within the system where multiple employees are displaying symptoms – a “hot spots” so-to-speak.

Chairman Foye stated that in the last few weeks MTA has seen dramatic drops in ridership, as New Yorkers heed the advice of medical experts and stay home. On the subways, there has been an 87% decline compared to the same time last year, with ridership falling by more than 60% on buses, 94% on Metro-North and 90% on the Long Island Rail Road. The Chairman stated that the decline in ridership has an impact on both service and the MTA's financial position.

Chairman Foye stated that, as announced yesterday, MTA is moving to implement the Essential Service Plan, which was developed in close consultation with groups representing the heroic workers on the front lines of the pandemic, including hospitals, utility workers, and the City and State of New York.

MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020

The Chairman stated that the Essential Service Plan went into effect on the subway today, and will be rolling out on buses, Metro-North and Long Island Railroad in the coming days. Across all of MTA services, Chairman Foye noted that ridership is being monitored constantly and adjustments will be made as needed. The complete MTA Essential Service Plan is available on the MTA website, the MYmta app and on countdown clocks in stations and on platforms. The Chairman stated that reducing service is not ideal but it is the right thing to do right now. It will protect the workers on the front lines by allowing for more flexibility in scheduling. Safety for the employees and customers remains, as ever, MTA's number one priority.

With respect to the financial impact, Chairman Foye stated that it is clear that this pandemic is a national and international crisis, causing American industries to come to a dead stop. Every company and agency is currently suffering from a lack of liquidity. In the case of the MTA, this is driven by the fact that farebox and toll revenue is about \$8.5 billion dollars in a normal year, which is about half of the operating budget needed to run the MTA. The Chairman noted that an unsold seat on a flight to Miami is revenue that is lost forever, and the same is true of an unused seat on MTA subways, buses or commuter rails.

Chairman Foye stated that MTA expects the full impact of this crisis from the plummeting fare and toll revenues to be over \$4 billion by the end of the year. The Chairman reported that the MTA is seeing dramatic drops in transit ridership, and significant declines in vehicle crossings at bridges and tunnels, where toll revenue has traditionally served as a boost to MTA finances. This drop is on top of sizable losses on more than \$6 billion in state and local taxes dedicated to the MTA that is likely to evaporate in the inevitable downturn. Additionally, the MTA expects the aggressive disinfecting efforts, undertaken to protect customers and employees, to total over \$300 million on an annualized basis.

Chairman Foye noted that the MTA is taking immediate actions to mitigate this situation. In addition to drawing down \$1 billion on the existing line of credit, the agency has implemented tight cost controls on capital and operating spending, and is laser focused on only essential activities. This includes an immediate, temporary stop to any new capital commitments until the MTA has a more permanent solution to the liquidity issues precipitated by this pandemic. The MTA is also taking a close and focused look at what is coming to the Board each month for approval, starting with this month, shortening the list of action items to only what is essential.

Chairman Foye reported that the MTA is also working with State partners for legislative changes to preserve flexibility and help manage operating cash flow. Thanks to these immediate steps, Chief Financial Officer Robert Foran estimates the agency's liquidity to be \$3.5 billion by the end of March. Chairman Foye stated that this may sound like a large amount, but he noted that it costs more than \$300 million each week to operate the MTA. Considering the dramatic drop in ridership and revenue, and the fact that this health crisis means ridership will continue to be depressed in the months to come, Chairman Foye stated that the only realistic solution is a substantial federal funding commitment.

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

Chairman Foye stated that the scale of the operating budget deficits the MTA and other agencies face is unprecedented and this is an extraordinary time calling for extraordinary measures. The MTA has called on Congress for a national solution to a national crisis, together with a coalition of transit agencies across the nation. In New York, without at least \$4 billion of federal grant funding, the MTA will be unable to pay its obligations, including making payroll for a critical workforce of approximately 75,000 employees working hard on the front lines of this crisis, a workforce that has already kept New York moving after 9/11, Superstorm Sandy, and countless other disasters. Scaling back service will not be enough and the \$2.8 billion in savings the MTA is already committed to achieving through budget reductions and Transformation efficiencies will not be enough. Allowing critical state-of-good repair investments the MTA has fought long and hard for to be gutted in favor of operational costs is a non-starter. Such a huge blow would come at a time when the MTA has achieved tremendous progress across the system. On-time performance has achieved sustained improvement and ridership was steadily growing, defying national trends.

Chairman Foye stated that the New York Congressional delegation has been fighting hard in Washington, as they did after Superstorm Sandy and 9/11, and the MTA thanks them. The Chairman reported that early this morning, the Administration and Congress reached a deal on a \$2 trillion relief package. In addition, Senator Schumer confirmed that the relief package includes the \$25 billion requested by public transit agencies across the nation, including \$4 billion dedicated to the MTA. The MTA applauds Speaker Pelosi, Senator Schumer, and Representatives Nita Lowey, Peter King, Lee Zeldin, Carolyn Maloney, Sean Patrick Maloney, and Jerry Nadler for their tireless support and efforts to reach this deal. Chairman Foye also thanked the MTA's labor partners for standing with the MTA in advocacy, including John Samuelson and Tony Utano of the TWU, Anthony Simon and the other Long Island Rail Road labor leaders, and Matt Mitchell, Ed Valente, and Bill DeCarlo at Metro-North.

Chairman Foye stated that this funding is critical, not only to ensure that the MTA can continue to operate through the crisis, but also to serve as the catalyst for economic growth once the pandemic subsides and the country's pulse begins beating again. Chairman Foye emphasized that the full impact of this pandemic is still unknown. The MTA has planned for disruptions, but never of this scale. The MTA needs \$4 billion now and will need substantially more than that to survive the crisis.

Chairman Foye stated that the MTA is the lifeblood of the New York economy, and the State cannot recover without a strong public transportation system. It is imperative that the MTA pick up where it left off in improving the system and resuming growth once the crisis is past.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Chairman Foye's remarks.

4. APPROVAL OF MINUTES.

Upon motion duly made and seconded, the Board approved the MTA Agencies' Committee Meeting Minutes of February 24, 2020 and the MTA and MTA Agencies' Minutes of the Regular Board meeting held on February 26, 2020.

MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020

5. CHIEF FINANCIAL OFFICER'S PRESENTATION.

Robert Foran, MTA Chief Financial Officer, provided an update on the MTA Financials.

Refer to video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Mr. Foran's presentation.

6. METRO-NORTH RAILROAD ("MNR") PRESIDENT CATHERINE RINALDI'S PRESENTATION.

A. MNR Report

President Rinaldi began her report by thanking the entire Metro-North workforce for their efforts over the last few weeks during the COVID-19 crisis.

President Rinaldi reported that Metro-North has been taking all measures possible to prevent the spread of COVID-19, and during this difficult and unprecedented time, Metro-North's top priority is keeping customers and employees safe. Metro-North continues to disinfect stations two-times a day, sanitize trains daily, and perform a complete cleaning of trains every 72 hours. Metro-North is also cleaning and disinfecting employee facilities and remains focused on making working conditions as safe as possible.

President Rinaldi stated that as Metro-North continues to provide train service to health care workers and first responders, she appreciates the close coordination and collaboration exhibited across the MTA family, Metro-North's labor leaders, and the communities that Metro-North serves.

President Rinaldi reported that ridership has dropped precipitously on Metro-North from March 4, 2020 through today. As of last Friday, Metro-North was down over 90% overall compared to the weeks before the pandemic. The declines were led by the New Haven Line (given the high percentage of customers in the finance industry who had the ability to work from home earlier than others). This was followed by the Harlem Line and lastly the Hudson Line (which has a higher percentage of service workers and people in healthcare than the other lines). West of Hudson Service is also showing an approximately 90% drop in ridership. At this point, with only about 10% of Metro-North's customers remaining, those continuing to ride trains are essential workers.

Providing an update on Positive Train Control ("PTC"), President Rinaldi stated that there is some good news to report. As of Saturday, March 14, 2020, Metro-North extended PTC to Grand Central Terminal completing the installation of PTC on the Harlem and Hudson Lines. The coverage includes all trains along the Hudson Line's 74 miles from Grand Central Terminal to Poughkeepsie, including Amtrak and CSX freight trains, and the Harlem Line's 82 miles from Grand Central Terminal to Wassaucott. Crews simultaneously completed activating PTC wayside equipment on the eight miles of the New Canaan Branch in Connecticut. The activation of PTC along the entire Harlem and Hudson Lines as well as the New Canaan Branch demonstrates Metro-North's swift and steady progress to meet the

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

goal of full PTC implementation by the end of 2020. President Rinaldi stated that thanks to everyone's commitment on implementing PTC, Metro-North now has 68% (189) route miles in full PTC mode. The Metro-North team is focused on completing PTC installation on the remaining 62 miles of the New Haven Main Line to ensure system safety.

President Rinaldi also reported that February's on-time performance ("OTP") climbed to 97.2% which makes it Metro-North's best February in 7 years. By line, the Hudson Line operated at 98.2% with 98.1% in peak periods, the Harlem Line operated at 96.7%, with 95.1% in peak periods, and the New Haven Line operated at 97.1% with 97.2% in peak periods. Year-to-date through February, Metro-North is operating 1.2 percent above last year's performance. President Rinaldi stated that Metro-North could not perform at this level without the dedication and commitment of its workforce, who rise to the challenge every single day.

In closing, President Rinaldi thanked all Metro-North employees for their efforts during these very challenging and frightening times. Public transportation is the lifeblood of the region in good times and is absolutely indispensable in times like these. She stated that she was proud to lead the organization and is so proud of her colleagues.

Metro-North Safety Report:

The full safety report is filed with the records of this meeting.

MTAPD Report:

The full MTAPD report is filed with the records of this meeting.

Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports.

The details of the Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports are contained in reports filed with the records of the meeting.

Joint Information Item:

The details of the following joint information item are contained in reports filed with the records of this meeting:

- Long Island Rail Road/Metro-North PTC Status Report

Metro-North Information Items:

The details of the following information items are contained in reports filed with the records of this meeting:

- Annual Elevator & Escalator Report
- Customer Satisfaction Survey Report

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

- 2019 Annual Ridership Report

B. Metro-North Committee Items:

The Committee was presented with the following competitive procurement:

- Approval for a contract modification in the not-to-exceed amount of \$2,000,000 to the existing miscellaneous service contract with the firm Clearway Industries, LLC (Clearway). The contract modification is for on-going scheduled brush and tree cutting including debris removal services for Metro-North's Harlem and Hudson Lines as well as emergency services to remove tree and brush that are deemed dangerous, damaged, or has fallen throughout Metro-North's entire territory. The additional funding requested will be required for continuation of these services for the remaining contract term through August 2020.

Upon motion duly made and seconded, the Committee approved the foregoing procurement. The details of the procurement are contained in documentation filed with the records of this meeting.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of President Rinaldi's report, and to the staff summaries for details relating to the action items, copies of which are on file with the records of the Board meeting minutes for MTA and MNR.

7. LIRR PRESIDENT PHILLIP ENG'S PRESENTATION.

A) LIRR Report

President Eng stated that these are unprecedented times, but, working together, we will get through this. Addressing the public and all the first responders, health care workers, food service workers, transportation workers, including many of our own, that are out helping to battle this pandemic and saving lives, President Eng stated that the Long Island Rail Road workforce is taking extraordinary measures to do our part to flatten the curve and combat the spread of COVID-19.

President Eng reported that our Essential Service Plan starting Friday, March 27, has been developed based on our field observations of travel patterns over the last few weeks, to accommodate our current ridership levels. The schedule will be available shortly, and will protect the ability to practice social distancing throughout the day on the railroad. We will be monitoring ridership during the initial phases of the new service plan and be prepared to modify on the fly with additional trains pre-positioned in our yards.

President Eng stated that this is only possible due to the dedication and courage of our employees, both front line and those behind the scenes, as well as the cooperation and support from our labor partners whose contributions have been instrumental. He stated that together, with our sister agencies, we are rising to this challenge as we battle this

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

pandemic, ensuring that essential employees can continue to depend on us, and doing our part to provide essential services and protect New Yorkers.

Reporting on Positive Train Control, President Eng stated that while our system integrator and their vendors are facing the same challenges as all of us, we all remain committed and on target to hit the December 2020 deadline. He noted that LIRR recently hit a significant milestone, running another 108 miles from Ronkonkoma to Greenport and from Patchogue to Montauk, placing these sections into Extended Revenue Service Demonstration, bringing us to 72% of our 305 total route miles.

President Eng reported that we are also making progress working with Amtrak and the FRA regarding Amtrak's proposed alternative solution in Harold Interlocking, and their back-to-back software for their trains to be inter-operable as they operate through Harold, with more information provided in the Committee Book.

President Eng also reported that LIRR's On-Time-Performance ("OTP") for February was 94.3%, the best February since 2012, and 2.2% better than last year. Additionally, our ridership trend prior to COVID19 continued in February with an increase of 1.1% over last year, representing an additional 75,000 riders.

President Eng referred to the Committee Book for detailed information regarding LIRR's 2019 Annual Satisfaction Survey; he noted that overall, our customers are acknowledging and experiencing positive changes to our service.

President Eng stated that he wants the public to know that with each of us doing our parts, we will get through this together. He thanked the public who can stay home and are doing so, and thanked all the essential workers across Long Island and New York, including our own represented labor workforce and management. Not only are they dealing with the pressures of the job, but with immense uncertainty at home and in the world, their professionalism never ceases to amaze me. Their safety and that of our customers will always be our preeminent concern. To our labor partners, the communication and support has been key in our ability to keep the LIRR running. President Eng wished a speedy recovery to all of our employees at LIRR and MTA being treated for Covid 19. Addressing the Board and the public, President Eng gave his assurances that LIRR is here for you.

B) LIRR Committee Items:

The Committee Book for the Joint Metro-North and Long Island Committee meeting of this day filed with the records of this joint meeting with the Regular Board, contains the details of the following items:

- LIRR Minutes of the Joint Metro-North and Long Island Rail Road Committee meeting of February 24, 2020
- LIRR 2020 Work Plan
- LIRR Safety Report

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

- MTA Police Report
- Joint Information Item - Long Island Rail Road/Metro-North PTC Status Report
- LIRR Information Items
 - Annual Elevator & Escalator Report
 - Spring Trackwork Programs
 - Customer Satisfaction Survey Report
 - 2019 Annual Ridership Report
- Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of President Eng's report, and to the staff summaries for details relating to the action items, copies of which are on file with the records of the Board meeting minutes for MTA and LIRR.

8. NYCT INTERIM PRESIDENT SARAH FEINBERG'S PRESENTATION.

A. NYCT Report

Interim President Feinberg discussed the crisis facing the agency and stated that there were 52 employees who tested positive for COVID-19 at NYCT thus far. She noted that these are colleagues and that our thoughts are with them and their families and we wish them well. Interim President Feinberg indicated that while some of these employees present with mild symptoms, other employees are extremely ill and that we are thinking about all of them all of the time and praying for them and sending them good wishes.

Interim President Feinberg also emphasized that 72,000 workers were showing up to work every day including those employees teleworking. She stated that she was incredibly grateful for these employees to show up every day and continue to operate a safe and efficient system, getting essential workers where they need to go to serve those of us who are trying to get through the daily lives, including healthcare workers, grocery store and delivery workers among many others. She expressed that it has been an honor to be a part of a workforce full of heroes and that from the moment she started as Interim President, the workforce has been working on the response to this crisis 24/7 and she has been utterly impressed by all. She noted that NYCT went from disinfecting stations once to twice a day and that NYCT also enabled thousands of people to telework in a matter of hours. She commended the subway team for doing an unbelievable job planning for all kinds of variations and scenarios that may arise in the weeks and months ahead. She noted that they have been engaging in a tremendous amount of work and resources to plan for the kind of expected ridership decline and to account for the many variables along the way.

Interim President Feinberg also commended the quick turn by Buses to rear door boarding, noting that it took massive cooperation from our team and our union partners. She emphasized the priority and need to protect our bus operators.

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

Interim President Feinberg stated that we are hitting a turning point in this crisis – not in terms of the virus itself but with respect to making changes to service. She stated that NYCT will continue to right-size service and that the efforts being made are not focused on decreasing service, saving money or maximizing efficiency but instead to make sure we can move the essential workers that need to be moved in a safe and efficient way while doing right by our workforce. She indicated that she believes we have so far executed it well but are taking a close look at crowding issues and will be addressing those as close to real time as possible. The priority has to be to move people who need to be moved.

Interim President Feinberg expressed that she is determined to send people home and to keep as many people healthy as possible along the way. She commented on the great job being done by the Chairman and the MTA leadership and in keeping everyone updated.

Interim President Feinberg closed her report by once again thanking the workforce and emphasizing that it has been an honor to work with this workforce.

B. NYCTA Committee Items:

Upon motion duly made and seconded, the Board approved non-competitive procurements requiring a majority vote (Schedule J in the Agenda).

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Interim President Feinberg’s report, and to the staff summaries, copies of which are on file with the records of the meeting of the Board of the MTA NYC Transit /Staten Island Rapid Transit Operating Authority /MTA Bus Company.

9. MTA CONSTRUCTION & DEVELOPMENT – CHIEF DEVELOPMENT OFFICER JANNO LIEBER’S PRESENTATION.

A. Report

Chief Development Officer (“CDO”) Janno Lieber reported that MTA Construction & Development (“C&D”) continues to move forward on a number of important active transit infrastructure projects that can be safely advanced. He noted that the first thing C&D did was to take a wide range of precautionary measures to make sure all of its employees, consultants, and contractors are safe.

CDO Lieber went on to mention several of the measures that C&D put in place. He stated that approximately 90% of C&D’s staff of 2,000 are presently telecommuting. In addition, C&D has instituted a 24-hour 7 day a week hotline where its contractors and consultants can provide information on COVID-19 issues. With the use of flow charts and medically approved information, C&D is advising its contractors and consultants on how to react to public health issues and reports that they are receiving.

CDO Lieber further reported that while C&D has scaled down some of its projects, many of its projects have continued under the Governor’s Executive Order stating that transportation infrastructure projects are essential. CDO Lieber emphasized that these projects are, however, being done in a different manner than in the past. C&D has re-examined and evaluated site logistics, construction sequences and deployment to maximize social distancing for all work activities. In addition, work tools also are not being shared.

**MTA and Agencies’ Joint Committee and Regular Board Meeting
March 25, 2020**

CDO Lieber reported that C&D has also created an app that allows projects to report their COVID related health information, impacts and status. CDO Lieber noted that C&D is currently receiving roughly 225 reports daily through this app.

CDO Lieber further reported that C&D is managing a range of supply chain issues with elevators and escalators, and deliveries not being able to be made due to the public health crisis. CDO Lieber stated that C&D is managing these issues reasonably well.

CDO Lieber also reported that at this time approximately six projects have been closed down due to health reasons due to COVID-19 positive tests. He noted that site cleanings have been performed at ten project sites where public health information dictated that cleanings should be performed, and that C&D was able to deploy the resources needed for the cleaning quickly.

CDO Lieber reported that C&D originally had one procurement item on today's agenda, a retroactive modification to accelerate work on an elevator project; however, after consultation with Chairman Foye and Chief Financial Officer Foran, that procurement was withdrawn due to a need to re-examine the MTA's financial condition.

CDO Lieber also acknowledged the extraordinary efforts of the MTA staff and consultants during this pandemic, along with the collaboration that the MTA has had with the trade associations and labor. CDO Lieber has spoken to each of the major trade associations and collaborated well with them to ensure work is done in the most safe manner.

Board Member Albert inquired if the completion of the Canarsie Tube work is being impacted, and if work on the tunnel portion will be completed in April as planned or some time close to that. CDO Lieber responded that, although there was a major logistical reorganization for the planned work this past weekend for safety purposes, C&D did have a successful weekend of work with the double track outages and anticipates completion of the tunnel portion of the Project will be in April.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of Mr. Lieber's report.

10. TBTA ACTING PRESIDENT DANIEL DeCRESCENZO'S PRESENTATION.

A. TBTA Report

Mr. DeCrescenzo thanked all TBTA employees for their excellent performance in a very challenging environment and keeping our bridges and tunnels open and safe during the COVID-19 crisis.

B. TBTA Committee Items:

TBTA Procurements

Mr. DeCrescenzo stated that there are two (2) procurements totaling \$40.7 million.

Non-Competitive Procurements

Mr. DeCrescenzo stated that there are no non-competitive procurements.

Competitive Procurements

Mr. DeCrescenzo stated that there are two (2) competitive procurements totaling \$40.7 million.

Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Various Contractors	Contract No. GFM-534 TBTA is seeking Board approval under the All-Agency General Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Electrical Construction on an As-Needed Basis.	\$30,000,000.00
---------------------	--	-----------------

Personal Service Contracts

WSP USA, Inc.	Contract No. (s): PSC-19-3035A	\$3,283,140.00
Hardesty & Hanover, LLC	PSC-19-3035B	\$2,681,161.00
HNTB New York Engineering and Architecture, P.C.	PSC-19-3035C	\$3,164,330.00
KB Group of NY, Inc.	PSC-19-3035D	<u>\$1,611,132.00</u>
	TBTA is seeking Board approval under the All-Agency Service Procurement Guidelines to award four personal service contracts for the 2020 Biennial Bridge Inspections at the: (i) Robert F. Kennedy Bridge: Main Line (ii) Robert F. Kennedy Bridge Approach Ramps and Lift Span, (iii) Verrazzano-Narrows Bridge Main Spans and (iv) Verrazzano-Narrows Bridge Approach Ramps.	\$10,739,763.00

Upon a motion duly made and seconded, the Board approved these procurements.

TBTA Action Items:

M. Margaret Terry, Senior Vice President and General Counsel, introduced the action items. Ms. Terry presented two TBTA action items for Board approval for TBTA to implement split tolling at the Verrazzano-Narrows Bridge (VNB) in accordance with the recent federal law which eliminated one-way tolling and directed that tolls be collected in the Staten Island-bound and Brooklyn-bound directions. It is expected that split tolling will be implemented by the end of 2020. TBTA asked the Board to approve and adopt the Type II Determination/Determination of No Significance for split tolling. Upon a motion duly made and seconded, the Board approved this action item. TBTA asked the Board to approve and adopt the change in TBTA’s method of toll collection at the VNB to split tolling and the corresponding changes in the toll schedule regulation. Upon a motion duly made and seconded, the Board approved this action item.

Ms. Terry then presented two MTA action items for Board approval to change the MTA's VNB Rebate Programs to accommodate split tolling. The Board was asked to approve and adopt the Negative Declaration for the changes to the rebate programs. Upon a motion duly made and seconded, the Board approved this action item. The Board was asked to approve and adopt changes to the MTA's VNB Rebate Programs that will go into effect with the expected implementation of split tolling by the end of 2020. Upon a motion duly made and seconded, the Board approved this action item.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Acting President DeCrescenzo's report, and to the staff summaries for the details relating to the action items, copies of which are on file with the records of the Board meeting minutes for MTA and TBTA.

11. MTA COMMITTEE ON FINANCE.

A. Action Items.

Patrick McCoy, MTA Director of Finance, presented a summary of the item #1 below and Josiane Codio, Director of Treasury, presented a summary of item # 2 below.

Upon motion duly made and seconded the Board approved the action items listed below. The specifics are set forth in the staff summaries and documentation filed with the meeting materials. Board Member Linda Lacewell recused herself from the vote on item # 2 below.

1. Transportation Revenue Anticipation Notes. Approved a resolution and necessary documentation and activities to issue revenue anticipation notes under the Transportation Revenue General Resolution ("RANs") to provide for short-term liquidity.
2. Increase of MTA All Agency Investment Limit. Approved the increase of the MTA All Agency investment limit.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Board Members' discussion relating to the action items.

B. Procurement Item.

Chairman Foye, commenting on the Transformation RFP being presented for Board approval today, stated that he would like to clarify a few points relating to the Transformation.

Chairman Foye stated that Anthony McCord, Chief Transformation Officer, and his team continue to work on Transformation, but on a different timeline. The situation is dynamic and the agency is solely focused on employee and customer health, and having sufficient numbers of employees to run the system. Chairman Foye stated that the Transformation

will proceed on a timeline that prioritizes getting through the pandemic and the liquidity crisis that it has started. Nothing will be implemented until the crisis has past. Chairman Foye noted that the agency has no plans to lay off any employee as a result of the pandemic, and that everyone's help is needed to keep the system moving forward.

Chairman Foye further stated that approval of the RFP today does not mean that Transformation begins tomorrow, and he stated that Anthony McCord and David Ross, Chief Procurement Officer, will discuss the RFP in a moment. Chairman Foye noted that the agency will not move forward on implementing the contract until the public health crisis is over.

Anthony McCord, Chief Transformation Officer, presented a summary of the Transformation procurement items, and David Ross, Chief Procurement Officer, provided a summary of all other procurement items. In addition, Mr. Ross announced that the All-Agency Procurement Report and the Prompt Payment Report are also being presented to the Board for approval and information, respectively.

Upon motion duly made and seconded the Board approved the following procurement items listed below. The specifics are set forth in the staff summaries and documentation filed with the meeting materials. Board Member Neal Zuckerman recused himself from the vote on items #2, 3, and 4 below.

1. New York State Industries for the Disabled – Janitorial and Window Cleaning Services – Nos. 0600000000006413 (NYCT) and 0400000000001062 (LIRR). Approval to extend and increase the contract values for two non-competitive miscellaneous service contracts with New York State Industry for Disabled (NYSID) for janitorial and window cleaning services an additional six months ending June 30, 2020 with an option to extend for an additional six months ending December 31, 2020.
2. TruView BSI, LLC – Background Verification and Investigation Services – No. 201882. Approved the award of a competitively negotiated, all-agency personal service contract for background verification and related investigative services for five years.
3. Ernst & Young US, LLP) – MTA Transformation Implementation, Category 1 – No. 0009000015-10. Approved the award of one competitively negotiated contract to Ernst & Young US LLP.
4. Various Contractors – MTA Transformation Implementation, Category 2 – Nos. 0009000015-21, 22, 23,24. Approved the award of competitively negotiated, as needed, consulting contracts to Argo, Inc., The Boston Consulting Group, Ernst & Young US, LLP, and HNTB New York Engineering and Architecture, PC. Each base contract will be awarded for zero dollars and individual work assignments awarded pursuant to a competitive mini-RFP process wherein the awardees will submit technical and cost proposals that will be evaluated by a selection committee prior to the award of any tasks.

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

5. Alexander Proudfoot Company – MTA Transformation Implementation, Category 3 – No. 00090000015-30. Approved the award of a competitively negotiated contract to Alexander Proudfoot company.
6. CorVel Healthcare Corporation – All-Agency Medical Bill Review and Payment Services – No. C908341-0100, Modification No. 14. Approved a competitively negotiated, all-agency, personal service contract for an additional 9 months ending December 31, 2020.
7. 2019 Annual Procurement Report. Authorized the filing with the State of New York of the annual MTA All Agency Procurement Report for the period January 1, 2019 - December 31, 2019, as required under Section 2879 of the Public Authorities Law.
8. Information Item - MTA Prompt Payment Annual Report 2019. The Board received the MTA Prompt Payment Annual Report that is required to be submitted to the State Comptroller, the State Director of the Budget, the Chairman of the Senate Finance Committee, and the Chairman of the Assembly Ways and Means Committee.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Chairman Foye's and Board Members' comments.

- C. **Real Estate Items.** David Florio, Director, R.E. Operations, Leasing & Acquisitions, presented a summary of the real estate items.

Upon motion duly made and seconded the Board approved the real estate items listed below.

New York City Transit Authority

1. Lease agreement with Raffie Hadi Bhai nd Aziz Mavani for the operation of four travel convenience stores located at 34th Street, Penn Station (8th Avenue), New York, N.Y.
2. Lease agreement with Sudhir Patel for the operation of three travel convenience stores located at 34th Street, Penn Station (7th Avenue), New York, N.Y.

Metropolitan Transportation Authority

3. Approved the revised and updated MTA Real Estate Department's Real Property Disposition Guidelines and the appointment of the Chief Development Officer of MTA as the Real Property Disposition Contracting Officer responsible for compliance with and enforcement of such Guidelines, and the updated MTA's All-Agency Guidelines for the Disposal of Agency Personal Property, and the appointment of the MTA staff persons designated as the Personal Property Disposition Contracting Officers listed in Attachment C of the staff summary,

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

each promulgated in accordance with Section 2895-2897 of the Public Authorities Law.

12. **AUDIT COMMITTEE.** Michele Woods, Deputy Auditor General, presented the Audit Report and a summary of the Audit action items.

Refer to the Audit Committee's minutes of this date, for the details of the reports and the items approved by the Board, and to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the further details.

13. **ADJOURNMENT.**

Following questions and remarks from Board members' and staff, and upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:42 a.m.

Respectfully submitted,

Richard Gans
Vice President, General Counsel and Secretary
Metro-North Railroad

Paige Graves
Secretary
LIRR

s/Mariel A. Thompson
Assistant Secretary
NYCTA

David K. Cannon
Assistant Secretary
MTA C&D

Adana Savary
Assistant Secretary
TBTA

Victoria clement
Assistant Secretary
MTAHQ

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2020 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
Performance Metrics Report	President/Senior Staff
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>April 2020</u>	
LIRR/MNR PTC Project Update	President
<u>May 2020</u>	
Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering
Final Review of 2019 Operating Budget Results	Management & Budget
<u>June 2020</u>	
Diversity/EEO Report – 1 st Q 2020	Administration/Diversity
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President
<u>July 2020</u>	
Penn Station Retail Development	MTA Real Estate
September Timetable Change & Trackwork Programs	Service Planning
PTC Status Report	Engineering
<u>September 2020</u>	
2021 Preliminary Budget (Public Comment)	
2020 Mid-Year Forecast	Management & Budget
Fall Trackwork Programs	Service Planning
PTC Status Report	Engineering
Diversity/EEO Report – 2 nd Quarter 2020	Administration/Diversity
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	
LIRR/MNR PTC Project Update	President

November Timetable Change & Trackwork Programs Service Planning

November 2020

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

December 2020

2021 Final Proposed Budget	Management & Budget
2021 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2020	Administration/Diversity
LIRR/MNR PTC Project Update	President
Winter Trackwork Program	Service Planning

January 2021

Approval of 2021 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning

February 2021

Adopted Budget/Financial Plan 2021	Management & Budget
2020 Annual Operating Results	Operations
Diversity/EEO Report – 4 th Q 2020	Administration/Diversity
March Timetable/Spring Trackwork Programs	Service Planning
LIRR/MNR PTC Project Update	President

March 2021

Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Customer Satisfaction Survey Report	Public Affairs
PTC Status Report	Engineering
2020 Annual Ridership Report	Finance/Marketing

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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.

2020 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

APRIL 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.

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.

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.

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– 1st 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– 2nd 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.

NOVEMBER 2020

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 2020

Diversity & EEO Report– 3rd 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.

2021 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2021.

Proposed 2021 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 2021

Approval of 2021 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 2021

Adopted Budget/Financial Plan 2021

The Agency will present its revised 2021 Financial Plan. These plans will reflect the 2021 Adopted Budget and an updated Financial Plan for 2020 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget.

2020 Annual Operating Results

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

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– 4th 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.

March Timetable/Spring Trackwork Programs

The Committee will be advised of plans to adjust schedules.

MARCH 2021

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 2020.

Customer Satisfaction Survey Report

The committee will be informed on the results of the 2019 survey distributed to LIRR customers.

2020 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.

PTC Status Report

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

2020 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chairs & Members
2020 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. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>April 2020</u>	
LIRR/MNR PTC Project Update	President
<u>May 2020</u>	
Final Review of 2019 Operating Budget Results	Finance
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
Progress on Way Ahead Strategic Plan	Strategic Initiatives
<u>June 2020</u>	
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 1 st Quarter 2020	Diversity and EEO
<u>July 2020</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>September 2020</u>	
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 nd Quarter 2020	Diversity and EEO
<u>October 2020</u>	
2021 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President

Track Program Quarterly Update
Holiday Schedule

Engineering
Operations Planning & Analysis

November 2020

Review of Committee Charter
PTC Status Report
Progress on Way Ahead Strategic Plan

Committee Chair & Members
Engineering
Strategic Initiatives

December 2020

2021 Final Proposed Budget
2021 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2020
LIRR/MNR PTC Project Update

Finance
Committee Chairs & Members
Diversity and EEO
President

January 2021

Approval of 2021 Committee Work Plan
Track Program Quarterly Update
PTC Status Report

Committee Chairs & Members
Engineering
Engineering

February 2021

Adopted Budget/Financial Plan 2021
2020 Annual Operating Results
LIRR/MNR PTC Project Update
Diversity/EEO Report – 4th Quarter 2020
2021 Spring/Summer Schedule Change

Finance
Operations
President
Diversity and EEO
Operations Planning & Analysis

March 2021

Annual Elevator & Escalator Report
Customer Satisfaction Survey Report
2020 Annual Ridership Report
PTC Status Report

Engineering
Operations Planning & Analysis
Operations Planning & Analysis
Engineering

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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

APRIL 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.

MAY 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.

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.

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– 1st 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.

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– 2nd 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.

NOVEMBER 2020

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 2020

2021 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2021.

2021 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2021 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd 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.

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 2021

Approval of 2021 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2021 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 2021

Adopted Budget/Financial Plan 2021

The Agency will present its revised 2021 Financial Plan. These plans will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget.

2020 Annual Operating Results

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

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– 4th 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.

2021 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 2021.

MARCH 2021

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 2020 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

2020 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2020 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

PTC Status Report

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



Safety Report Highlights

As we provide Essential Service during this pandemic, the Long Island Rail Road is focused on the safety and well-being of our employees, customers, contractors, and communities we serve. This effort includes sanitizing employee and customer spaces; providing temperature checks at mission critical locations; engaging employees in the field; inspecting facilities; exploring creative solutions to address personal protective equipment and sanitizing supplies; and collaborating with labor leaders to share concerns and develop solutions.



Maintenance of Equipment
Sanitizing



Stations
Go Team



Corporate Safety
Office of Fire Marshal
Temperature Check



Stations
Sanitizing

Lori Ebbighausen
Vice President
Corporate Safety

February Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	March 2017- February 2018	March 2018 - February 2019	March 2019 - February 2020		
FRA Reportable Customer Accident Rate per Million Customers	2.86	2.04	2.32		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.64	2.76	3.30		
		2019		2020	
		February	Year to Date	February	Year to Date
Grade Crossing Incidents ¹	1*	3*	0	1	
Mainline FRA Reportable Train Derailments	0	0	0	0	
Mainline FRA Reportable Train Collisions	0	0	0	0	

¹ 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.

* One event resulted in 2 FRA required reports.

Leading Indicators				
Focus on Safety Training	2019		2020	
	February	Year to Date	February	Year to Date
First Responders Trained	43	122	50	99
Employee Safety Training Courses	76	177	88	174
Employees Trained	1,058	2,195	1,127	2,215
Employee Safety Training Hours	20,938	45,524	20,298	42,007
Customer and Community:	February	Year to Date	February	Year to Date
Broken Gates	9	16	10	17
MTA Police Details	70	135	46	91
Summons	162	288	213	429
Warnings	40	92	55	124
Arrests	0	1	0	1
Community Education and Outreach	10,089	18,513	11,386	18,455
		Completed	Total	% Complete
Cameras on Rolling Stock		M7	764	91
		C3 Cab	23	100
		C3 Trailer	103	92
		DE/DM	38	84

Definitions:

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.

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 MARCH 2020**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Atlantic Terminal Elevator 2	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Lindenhurst	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.



Metro-North Railroad

Safety Report



Metro-North Railroad

Anxious about the coronavirus?

We're here to help you cope.

Text NEXT2U to 741741.
or call **1-800-273-TALK** (8255)
www.suicidepreventionlifeline.org

 **CRISIS TEXT LINE |**

 Metro-North Railroad
TRACKS

Customer COVID-19 Suicide Prevention Poster

Justin R. Vonashek
Vice President
Office of System Safety



Safety Highlights:

As Metro-North Railroad (MNR) continues to provide essential train service during the ongoing COVID-19 pandemic, the safety of our employees, customers, contractors and the communities we serve, remains our top priority. We continue to promote and enforce social distancing, good hygiene and staying at home if you are sick, as recommended by the Centers for Disease Control and Prevention (CDC), to minimize the transmission of COVID-19. Additionally, daily MNR personnel have been aggressively cleaning and disinfecting train equipment, customer touch points and employee facilities and work locations. MNR's Office of System Safety Fire Brigade personnel have implemented dedicated Temperature Check Centers at key locations throughout the system. At the beginning of each shift, employees have their body temperature checked to ensure that they do not have a fever. Anyone with a temperature of 100.4 or greater is sent home and instructed to seek medical guidance and report back to the MTA. MNR continues to implement various mitigations to help prevent the spread of the virus.

Additionally, MNR's safety education community outreach program, TRACKS (Together Railroads and Communities Keeping Safe) has revised its Suicide Prevention and Mental Health Awareness campaign for those who feel anxious or worried about the current COVID-19 pandemic.

MNR continues to see positive trends in reducing employee lost time injuries. For the current 12-month period (March 2019 – February 2020) versus the previous 12-month period (March 2018 – February 2019), lost time injuries per 200,000 working hours were reduced by 14.7%.

MNR also continues to see positive trends in reducing customer reportable injuries. For the current 12-month period (March 2019 – February 2020) the customer reportable injury rate per one million customer rates decreased by 2.9% versus the previous 12-month period (March 2018 – February 2019).

Justin R. Vonashek
Vice President
Office of System Safety

February 2020 Safety Report

Performance				
Performance Indicator	12-Month Average			
	March 2017 - February 2018	March 2018 - February 2019	March 2019 - February 2020	
FRA Reportable Customer Accident Rate per Million Customers	1.04	1.02	0.99	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.00	2.45	2.09	
	2019		2020	
	February	Year to Date	February	Year to Date
Grade Crossing Incidents ¹	0	0	0	1
Mainline FRA Reportable Train Derailments	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

¹ 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	2019		2020	
	February	Year to Date	February	Year to Date
First Responders Trained	56	153	450	569
Employee Safety Training Courses	132	172	125	175
Employees Trained	1,447	2,391	1,518	2,312
Employee Safety Training Hours	30,469	54,373	26,559	60,361
Customer and Community: Focus on Grade Crossings	2019		2020	
	February	Year to Date	February	Year to Date
Broken Gates	1	2	1	4
MTA Police Details	74	139	43	82
Summons	79	121	79	144
Warnings	17	20	8	31
Community Education and Outreach	15,485	20,280	16,590	20,370
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	956	100.00%	
Passenger Compartment Cameras	1,084	1,084	100.00%	

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.



POLICE REPORT



Long Island Rail Road

March 2020 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (5 vs 3) for the month of March compared to the same period last year.
- Year to date Long Island Rail Road is up 1 crime (19 vs 18).
- There was two (2) Hate Crime on Long Island Rail Road for the month of March.

Joseph P. McGrann
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road**

March 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	1	0	0%
Burglary	1	0	1	100%
Grand Larceny	3	2	1	50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	3	2	67%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	4	3	1	33%
Burglary	3	1	2	200%
Grand Larceny	9	12	-3	-25%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	19	18	1	6%



Metro-North Railroad

March 2020 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in the amount of major felonies (3 vs 7) for the month of March compared to the same period last year.
- Year to date Metro-North Railroad is down 10 crimes (16 vs 26).
- There were zero (0) Hate Crimes on Metro-North Railroad for the month of March.

Joseph P. McGrann
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

March 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	1	-1	-100%
Burglary	0	1	-1	-100%
Grand Larceny	3	5	-2	-40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	7	-4	-57%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	5	-3	-60%
Burglary	1	4	-3	-75%
Grand Larceny	9	14	-5	-36%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	16	26	-10	-38%



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - March 2020)

Motivation	2020	2019	Diff	% Change
Asian	0	0	0	0 %
Black	1	2	-1	-50 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	0	0	0	0 %
Anti-Semitic	4	3	1	33 %
Sexual Orientation	0	0	0	0 %
White	1	0	1	0 %
Motivation Total	6	5	1	20 %

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	0	1	-1	-100 %
Felony Assault	1	0	1	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	0	1	-1	-100 %
Criminal Mischief #4	5	3	2	66 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	6	5	1	20 %

INDEX CRIME REPORT
Per Day Average
March 2020

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	0	0	0	0
Fel. Assault	1	1	0	0
Burglary	1	1	0	0
Grand Larceny	6	3	3	0
GLA	0	0	0	0
Total	8	5	3	0
Crimes Per Day	0.26	0.16	0.10	0.00



MTA Police Department Arrest Summary: Department Totals

3/1/2020 to 3/31/2020

Arrest Classification	Total Arrests	
	2020	2019
Robbery	2	2
Felony Assault	1	3
Burglary	1	2
Grand Larceny	1	4
Grand Larceny Auto	0	1
Aggravated Unlicensed Operator	0	3
Assault-Misdemeanor	1	12
Breach of Peace	1	0
Criminal Contempt	1	1
Criminal Impersonation	0	1
Criminal Mischief	1	9
Criminal Possession Stolen Property	1	1
Criminal Tampering	0	1
Criminal Trespass	4	13
Drug Offenses	4	24
DUI Offenses	0	2
Falsely Reporting an Incident	0	2
Forgery	2	4
Fraudulent Accosting	0	1
Graffiti	3	7
Issue a Bad Check	0	1
Menacing	2	4
Obstruct Government	0	2
Petit Larceny	2	20
Public Lewdness	1	3
Reckless Endangerment	2	0
Resisting Arrest	2	5
Sex Offenses	2	2
Theft of Services	18	28
Warrant Arrest	6	7
Total Arrests	58	165



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

Joint MNR/LIRR Committee Meeting PTC Project Update

April 20, 2020



LIRR/MNR Overall PTC Project Status

Schedule

Both LIRR and MNR remain on target to implement PTC across their respective territories by December 31, 2020.

MNR has 182.2 route miles in full PTC functionality (74.5%)

LIRR has 73.2% of its 305 route miles, with 385 M7, DE/DM, C3 trains running in full PTC operations.

Budget

\$1.086B Current Budget
LIRR and MNR will require additional funding to complete their PTC projects. The new needs are being finalized.



LIRR Monthly Project Update

Segments in RSD/ERSD: 223.3 miles

- Babylon to Patchogue (Pilot Line 1) - 21.5 miles
- Port Washington (Pilot line 2) – 15.6 miles
- Hempstead – 3.3 miles
- Far Rockaway – 3.25 miles
- West Hempstead – 2.6 miles
- Oyster Bay – 12.4 miles
- Long Beach – 4.5 miles
- Port Jefferson – 29 miles
- Central – 7.05 miles
- Montauk 1BW (west of Babylon to Jamaica) – 12.75 miles
- Mainline – Ronkonkoma to Greenport – 44.8 miles
- Montauk 1BE (East of Patchogue) – 63.55 miles
- ML 5-8 (West of Forest Hills to Metropolitan interlocking) – 3 miles



LIRR Monthly Project Update (continued)

Field Installation & Testing

- LIRR modified the schedule, sequence and segment limits to fine-tune operations (accurate stop) at selected station areas before placing segments into ERSD.
- Changed strategy to deploy the Main Line MP 11-49 as a whole, rather than in separate segments to facilitate testing across segment boundaries before going into ERSD in July.
 - ML 11-15 (West of Hillside to Floral Park) – ERSD ready pending accurate stop improvement at Queens Village.
 - ML 15-25 (Floral Park to Hicksville) – Transponder (TP) installations in progress; closely coordinating with Third Track project work.
 - ML 25-49 (Hicksville to Ronkonkoma) – SPT to be completed in April.
- Valley – all testing completed; RSD targeted in May pending accurate stop improvements.
- Atlantic – SPT Completed ; TP design revisions are in progress; SUP in May; ERSD in June.
- Jamaica - MP 8-11 (Metropolitan interlocking to West of Hillside)– Transponders being installed at west & east ends. Holding ERSD date in August but at risk due to potential transponder delivery delays.
- Harold - MP 0-5 (West of Harold to West of Forest Hills) – Transponders installed; TP SIT and WIU installations in progress ; ERSD in Sept.
- OBC S7D (System Baseline 3.7) being deployed across the fleet.



LIRR Monthly Project Update (continued)

Software Testing

- In preparation for System Baseline 3.8 FAT planned in May, remote witnessing of factory tests are in progress for :
 - regression testing of Roadway Worker Protection System (RWPS) and,
 - interoperability testing of the LIRR/Amtrak STS-STS interface.
- System Baseline 3.9 will be released in September for operational improvements and outstanding variances required by the PTC deadline.

Safety Plan

- LIRR resubmitted PTC Safety Plan on March 31st for FRA approval.

Status of Siemens scanner antenna recall

- Retrofits for the recall to be completed in June.
- After recalled units were placed into revenue operations, LIRR had an increase in departure test failures.
 - Recalled (blue dot) equipment have an issue with the T2 transformer on the antenna
 - Retrofits will be performed as part of the 92 day period inspection (PI) period. As trains are brought into the shop, units will be tested and replaced as required.
 - Costs for retrofit work will be paid by Siemens.



LIRR Monthly Project Update (continued)

LIRR interoperability with Amtrak

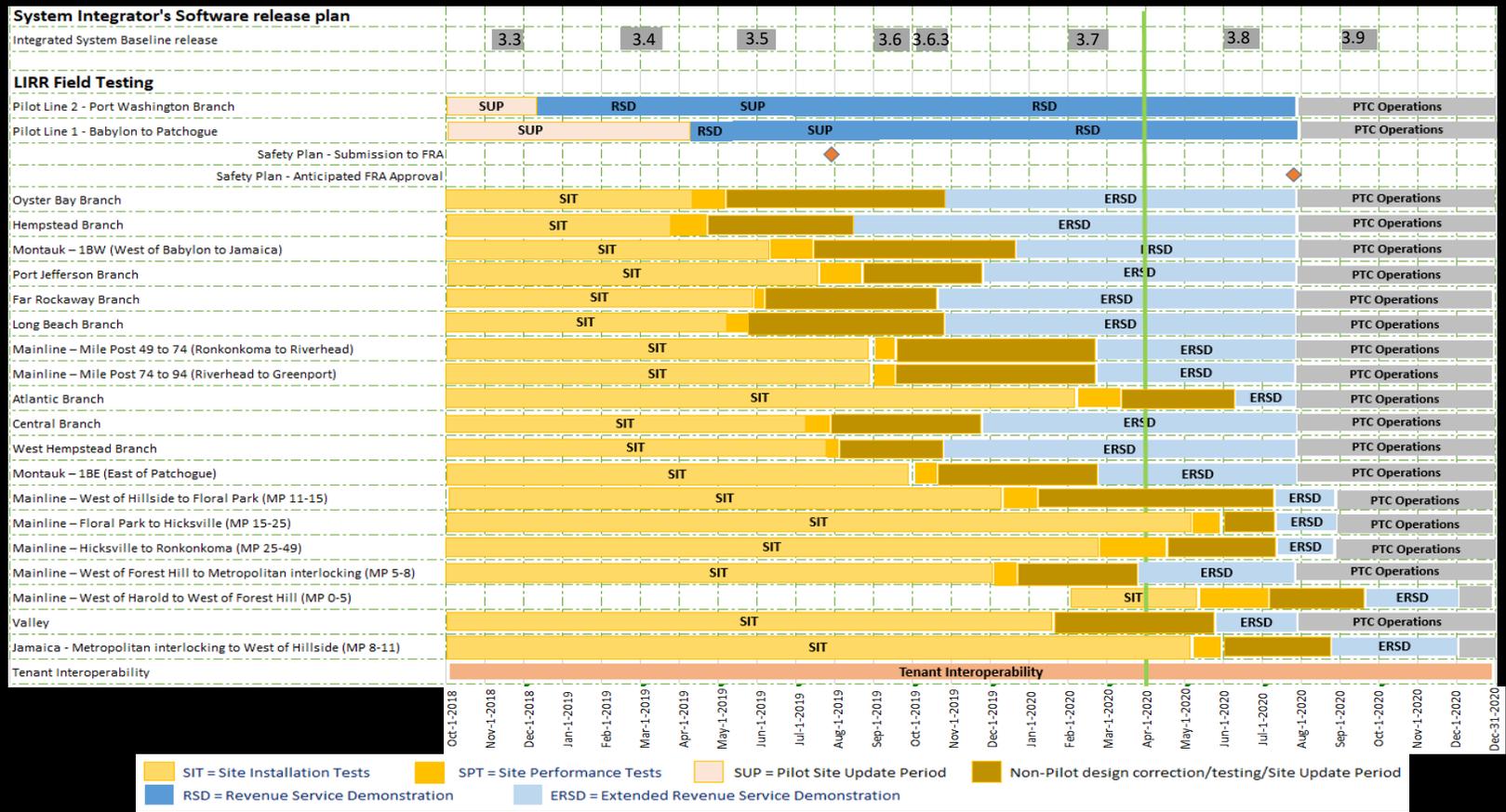
- Preliminary testing with Amtrak STS Software Release 1 completed in March as per schedule with positive results.
- Factory Acceptance testing (FAT) of the STS-STIS interface is in progress.
- Wayside designs & installations and the PSCC database work are progressing per project schedule.
- Line boundary information from Amtrak has been received.
- Inspection/pre-testing for the qualification of M3 fleet to operate in PTC on Amtrak wayside in progress and targeted for the end of April.

Amtrak interoperability with LIRR

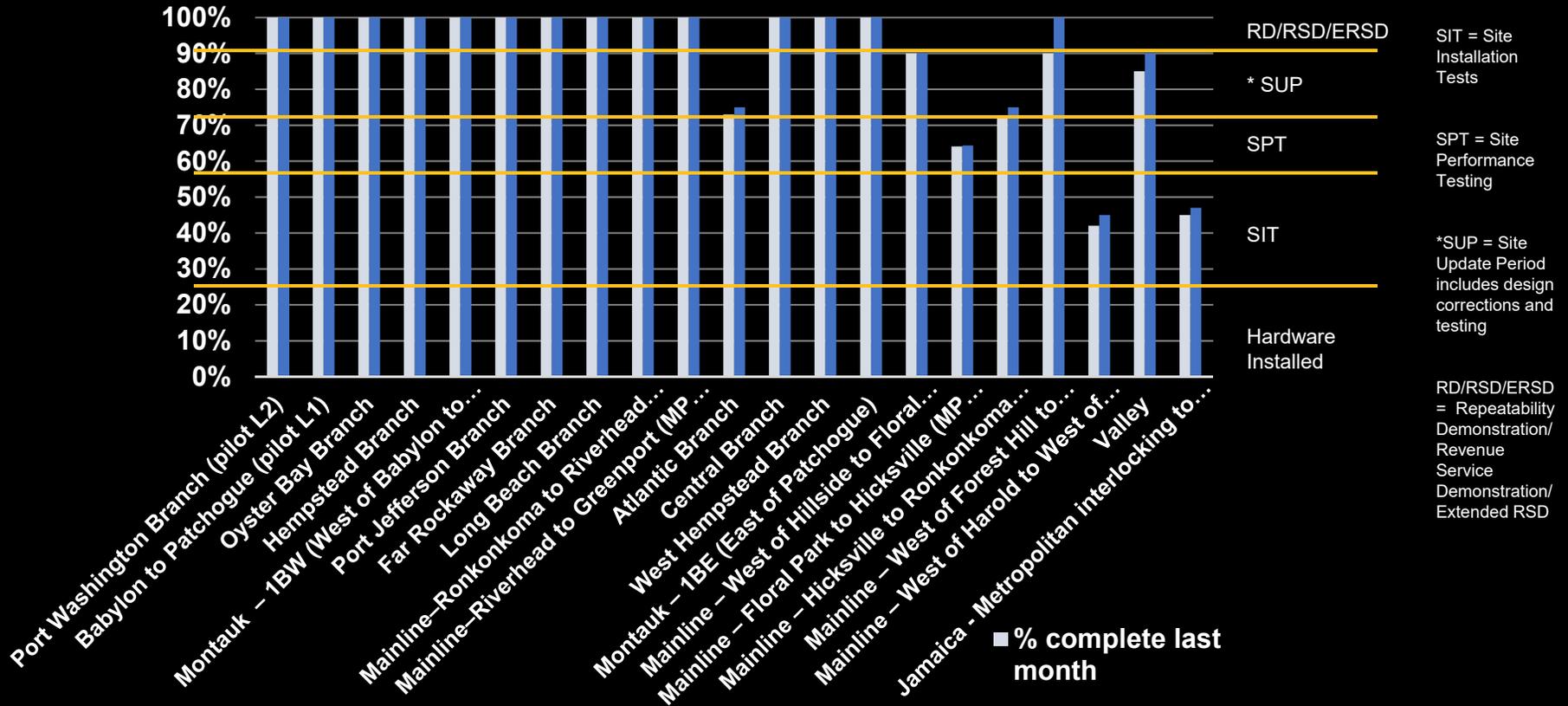
- Amtrak's PTC SI (Burns/Siemens) progressing the design for Amtrak's b2b design.
- LIRR proceeding with its interim b2b solution (for deadline) as proposed by Amtrak.
- LIRR/Amtrak still awaiting a formal response from FRA.
- LIRR design changes will be reimbursed by Amtrak.



LIRR Working Schedule and Sequence



LIRR Segment RSD Readiness (Previous vs Current Month)



Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
<p> Green</p> <p> Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p> Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p> No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p>Deployment of on-board software across the fleet multiple times</p> <p>Baseline 3.7</p>	<p>Issues:</p> <ul style="list-style-type: none"> The SI's software release plan requires the deployment of multiple iterations of on-board software across the entire fleet. <p>Monthly Update:</p> <ul style="list-style-type: none"> LIRR and the PTC SI have are deploying 3.7 to all trains to support ERSD for the rest of the LIRR territory. <p>Drivers:</p> <ul style="list-style-type: none"> LIRR requires System Baseline 3.7 on-board software for deployment across the fleet no later than May 2020 to support ERSD schedule. <p>Mitigations:</p> <ul style="list-style-type: none"> In addition to the routine 92-day periodic inspection cycle, LIRR will make trains and resources available to accelerate the software upload process as necessary. <p>Potential Impacts:</p> <ul style="list-style-type: none"> If the SI has unexpected technical issues (system performance or equipment reliability) and on-board software deliveries are pushed beyond mid-2020, this has a potential impact to the PTC deadline.
	<p>Date Needed</p> <p>May 2020</p>	



Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
<p>Yellow</p> <p>●</p> <p>Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>Red</p> <p>●</p> <p>Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>Yellow</p> <p>●</p> <p>No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p> <p>Green</p>	<p>Amtrak development of plans and schedules for their b2b alternative and permanent solutions for interoperability with LIRR</p>	<p>Issues:</p> <ul style="list-style-type: none"> To operate on LIRR territory Amtrak needs to develop plans/schedules for both the interim (for deadline) and permanent (post 2020) b2b solutions which are approved by LIRR and FRA. <p>Monthly Update:</p> <ul style="list-style-type: none"> LIRR still awaiting approval from FRA that Amtrak’s proposed interim b2b solution is acceptable for compliance in December 2020. Amtrak/Burns/Siemens developing the requirements for Amtrak’s permanent b2b solution. Burns/Siemens will provide a detailed CPM schedule identifying tasks/milestones. <p>Drivers:</p> <ul style="list-style-type: none"> An acceptable solution for b2b routes through Harold must be safe, FRA compliant and not impact LIRR operations. <p>Mitigations:</p> <ul style="list-style-type: none"> LIRR has shared their b2b technical requirements/design with Amtrak to help expedite the development of Amtrak’s b2b solution. LIRR has offered technical support to Amtrak for b2b requirements development. Frequent project steering committee meetings will be held to track progress. A risk register is developed and being monitored by Burns (Amtrak’s PTC SI) <p>Potential Impacts:</p> <ul style="list-style-type: none"> If Amtrak does not develop acceptable plans/schedules to LIRR and FRA, Amtrak service on LIRR may be impacted.
	<p>Date Needed</p>	
	<p>May 2020</p>	



Key Milestones and Issues (LIRR Only)

Status	Activity	Issues
 Green	Delivery and implementation of System Software for PTC Security & STS-STIS interface for Interoperability Baseline 3.8	<p>Issues:</p> <ul style="list-style-type: none"> Timely delivery of System Software Release 3.8 is required for implementation of PTC security requirements and the STS-STIS safety server interface for FRA compliance and interoperability with Amtrak. <p>Monthly Update:</p> <ul style="list-style-type: none"> Preliminary testing with Amtrak STS Software Release 1 completed as per schedule with positive results. <p>Drivers:</p> <ul style="list-style-type: none"> Changes to LIRR's design for PTC security was required to meet Amtrak's standard for interoperability on NEC. Deployment is dependent upon installation of SIM card installations for remote deployment of the security keys to all trains. <p>Mitigations:</p> <ul style="list-style-type: none"> More extensive testing of HMAC prior to system integration. LIRR developed an operational workaround for FRA review/approval should interface fail to be operational at end of 2020. SI to delay the delivery of System Baseline 3.8 from May to June to compress the schedule. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Without remote deployment will take more time to update trains. PSCC will need to implement an operational mitigation if interface not available.
	Date Needed	
	Jun 2020	
 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 (LIRR & MNR)

Status	Activity	Issues
<p style="text-align: center;">● Yellow</p> <p>● Significant impact to Project Schedule and ability to meet PTC deadline. Red</p> <p>● Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline. Yellow</p> <p>● No Near Term Impact to Project Schedule and on target to meet PTC deadline. Green</p>	<p>Delivery of material, installations, designs, testing activities are being impacted by COVID-19</p>	<p>Issues:</p> <ul style="list-style-type: none"> COVID-19 has had a negative impact on various project activities which jeopardizes LIRR's ability to meet interim project milestones. <p>Monthly Update:</p> <ul style="list-style-type: none"> PTC deemed "essential" work under the ' NYS on PAUSE' Executive Order. Both Railroad & SI engineering personnel are telecommuting BT FAT Lab testing being remotely witnessed by LIRR Social distancing, sanitization of test trains, and limiting personnel in locomotive cabs have been implemented to protect field personnel. Several SI suppliers have declared shutdowns or slowdowns, some supporting other COVID19 initiatives – impacts are being assessed Transponder deliveries are at risk of being delayed and alternate sources are being explored. To date, just-in-time deliveries are being met by SI. <p>Drivers:</p> <ul style="list-style-type: none"> The FRA has not given any indication that there will be an extension to the PTC deadline due to COVID-19. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Continued delays to interim milestones increases likelihood of missing PTC deadline.
	<p>Date Needed</p> <p>Per CPM Schedule</p>	



LIRR PTC ERSD Timeline and Look-ahead

October 2019

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

November 2019

- ✓ Port Jefferson
- ✓ Central Branch

December 2019

- ✓ Montauk – 1BW
(West of Babylon to Jamaica)

February 2020

- ✓ Mainline – Mile Post 49 to 74 (Ronkonkoma to Riverhead)
- ✓ Mainline – Mile Post 74 to 94 (Riverhead to Greenport)
- ✓ Montauk – 1BE (East of Patchogue)
- ✓ Delivery of System Software Baseline 3.7

March 2020

- ✓ Mainline – Mile Post 5 to 8 (West of Forest Hills to Metropolitan interlocking)
- ✓ Resubmit PTC Safety for FRA Approval

 Long Island
Rail Road

LIRR PTC ERSD Timeline and Look-ahead

May 2020

Valley

Jun 2020

Atlantic

Delivery of System Software Baseline 3.8

July 2020

Mainline – Mile Post 11 to 15 (West of Hillside to Floral Park)

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

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

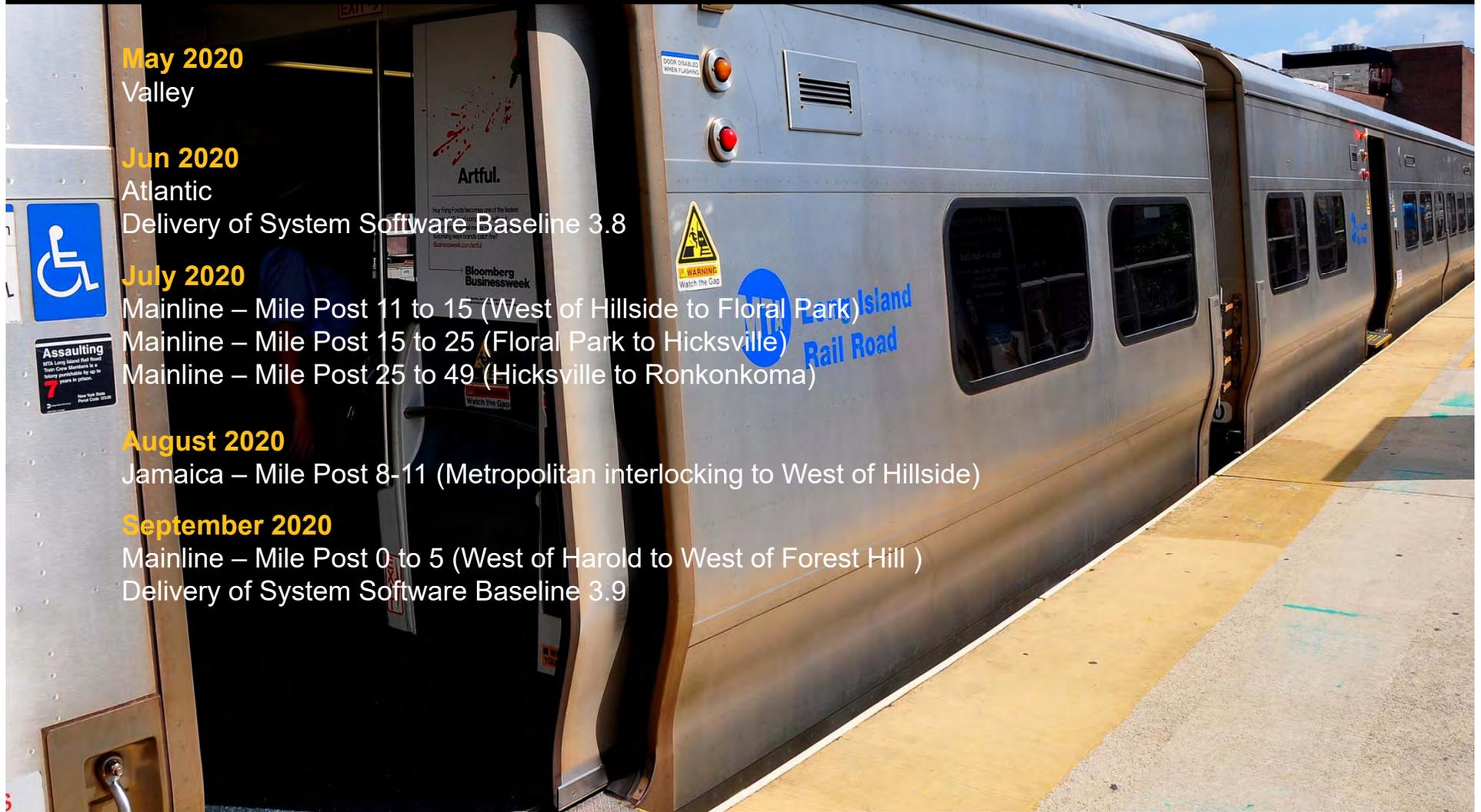
August 2020

Jamaica – Mile Post 8-11 (Metropolitan interlocking to West of Hillside)

September 2020

Mainline – Mile Post 0 to 5 (West of Harold to West of Forest Hill)

Delivery of System Software Baseline 3.9



MNR Project Update

Segment in full PTC Functionality:

- Danbury Branch – 24.2 miles
- New Canaan Branch – 6.3 miles
- Hudson Line (CP3 – CP75) – 71.8 miles
- Harlem Line (CP106 – CP182) – 76.9 miles
- Hudson Line (GCT – CP3) – 3 miles

Note:

MNR is now in full PTC functionality for the entire Hudson/Harlem Line...Every H&H train that leaves GCT and/or outlying territories will be operating under full PTC Functionality .

PTC implementation Summary:

- Total route miles in full PTC – 182.2/244.3 miles (74.5%)
- Approximately 480 Revenue trains/day, operating in full PTC operations (67%)
- 55,100 Revenue Trains ran in full PTC mode from August 2019 – March 2020
- Waterbury Branch is currently operating under PTC Main Line Track Exclusion Addendum
- Approximately 30 Amtrak passenger trains (Rev10) are interoperable on the Hudson Line/day
- CSX and P&W freights (Rev10) are interoperable on the Hudson Line and Danbury Branch



MNR Project Update (continued)

Field Installation & Testing Activity:

- Completed transponder migration from CSE to full PTC on the NHL (CP212 – CP230)
- Started transponder migration from CSE to full PTC on the NHL (CP255 – CP271)
 - Scheduled for completion week of April 27, 2020 (236 new, 111 reprogramming)
- Transponder migration from CSE to full PTC on the NHL CP 235 – CP 255
 - Schedule to start the week of May 16, 2020 (217 new, 244 reprogram)
- Continue commissioning Radio Cases on the NHL (CP212-CP274)
- Site Performance Testing (SPT) between (CP212 – CP230) Week of April 13, 2020
 - ERSD scheduled for May 9, 2020
- Continue to mitigate technical and operational issues

Amtrak Boundary design/Commissioning Schedule

- Poughkeepsie – Completed and commissioned December 5, 2019
- Spuyten Duyvil - Commissioning target – 2nd quarter 2020 (Slippage due to Covid 19)
- New Haven - Design completion target – 2nd quarter 2020
- New Rochelle - Design completion target – 2nd quarter 2020
- STS-STs interface – 3rd quarter of 2020
- Amtrak Rev 11.3 interoperability testing on MNR Hudson Line scheduled for April 8, 2020.



MNR M8 Project Update

Current Project Status

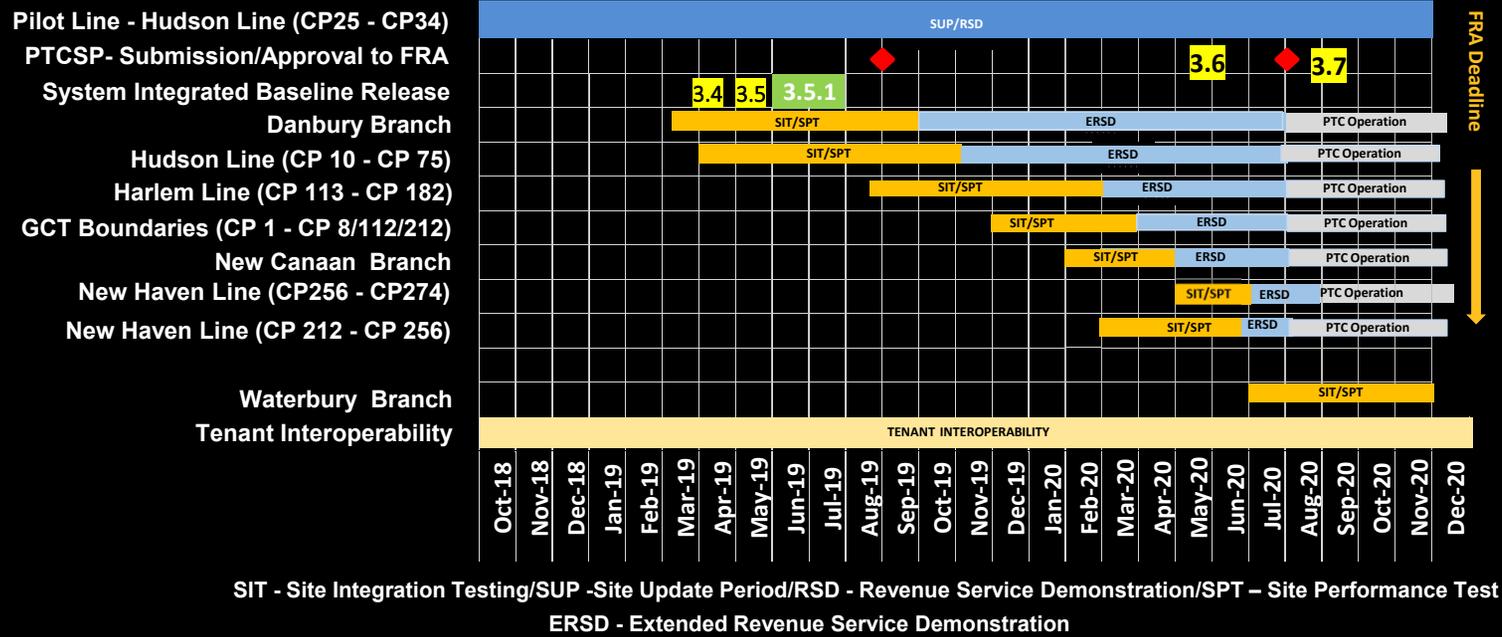
- Completed field engineering testing of first OBC software release (Alpha I) with good test results.
- Commenced commissioning of Mobile Communications Package (MCP) on M8 Fleet – 25% completed
- Gap Analysis – Mitigation and Interoperability efforts continue

Upcoming Milestones

- Alstom OBC software engineering release (Alpha II) scheduled for release at end of April 2020
- Field testing of OBC software -Alpha II May 2020
- Complete M8 Fleet MCP commissioning June 2020
- M8 Safety Cert expected Aug 2020



MNR Working Schedule and Sequence

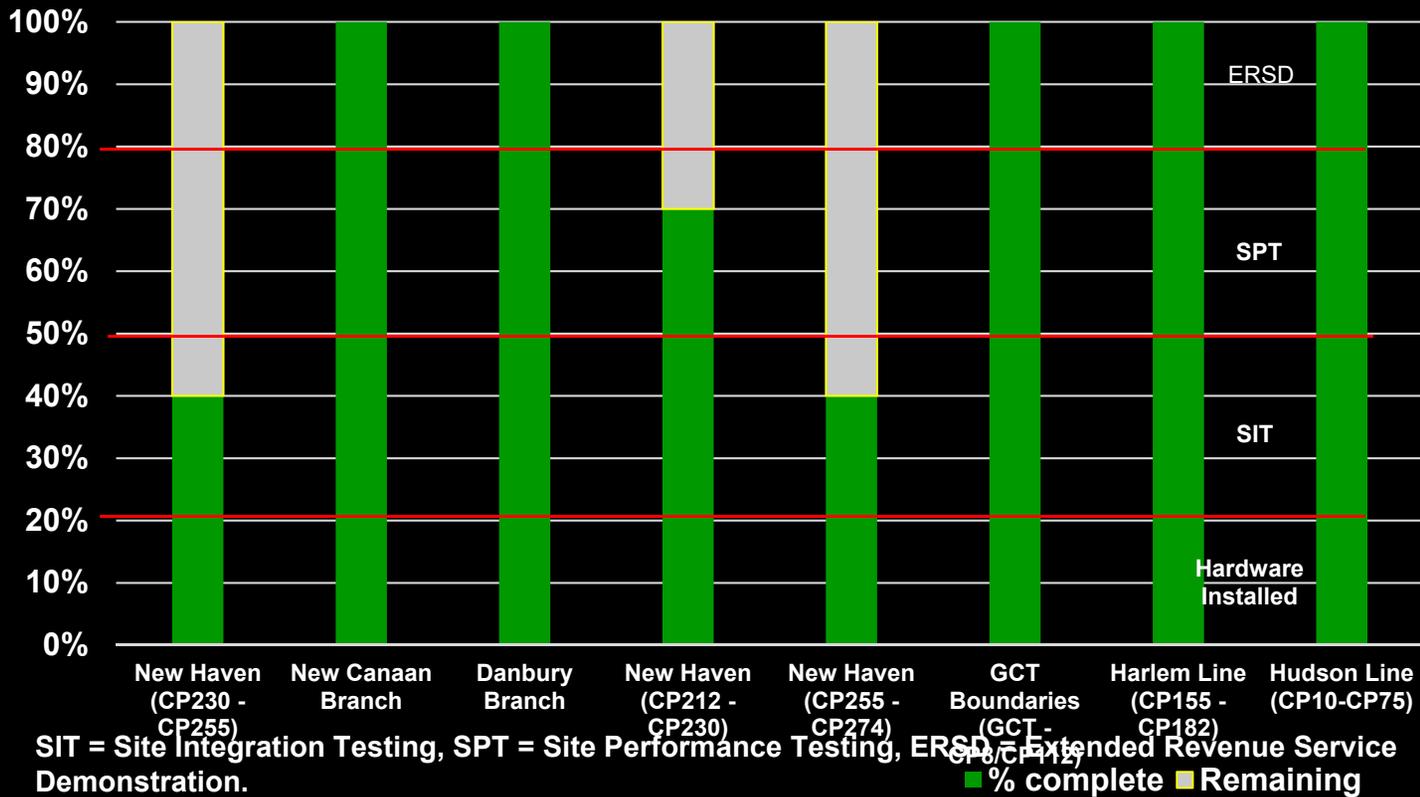


Slide 16, Gantt chart for New Haven ERSD CP 256-274 change to June 2020

Waterbury - Installing Signal System along with PTC (MTEA)



MNR Segment RSD Readiness



Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p> Green</p>	<p>Complete Design for Interoperability and Delivery of System Software 3.7</p>	<p>Issues:</p> <ul style="list-style-type: none"> 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. <p>Monthly Update:</p> <ul style="list-style-type: none"> All activities to support this work remain on schedule. <p>Drivers:</p> <ul style="list-style-type: none"> 3rd party design.
<p> Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p> Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p> No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p>Date Needed</p> <p>3rd Quarter 2020</p>	<p>Mitigations:</p> <ul style="list-style-type: none"> Modified STS-STs safety server interface design with Amtrak to align with the rest of the NEC Corridor so as not to have a one-off design. <p>Potential Impacts:</p> <ul style="list-style-type: none"> Risk to full PTC deployment by the PTC deadline on December 31, 2020.



Key Milestones and Issues (MNR Only)

Status	Activity	Issues
<p>● Green (Current)</p> <p>● Yellow (Previous)</p> <p>● Red Significant impact to Project Schedule and ability to meet PTC deadline.</p> <p>● Yellow Impact to Project Schedule or interim project milestone and may impact ability to meet PTC deadline.</p> <p>● Green No Near Term Impact to Project Schedule and on target to meet PTC deadline.</p>	<p>Integration for the M8 OBC into the MNR Wayside</p> <p>Date Needed</p> <p>June 2020</p>	<p>Issues:</p> <ul style="list-style-type: none"> • Commence M8 Fleet Hardware and Software Upgrade for full PTC Operability • Complete Gap analysis, design and implement mitigating measures • Complete M8 OBC Qualification and Integration Testing in MNR / BT Wayside Environment <p>Monthly Update:</p> <ul style="list-style-type: none"> • Weekly Progress Meetings between MNR/Kawasaki/Alstom • Completed Engineering Field testing for first OBC Software release • Continued OBC Software development and release for field engineering testing end of April 2020 <p>Drivers:</p> <ul style="list-style-type: none"> • Hardware Component production/availability for upgrade of OBC • Continued focus of Gap Mitigation resolution through 5 Party meetings every two weeks • Complete and provide MNR wayside PTC design information for use in definition of M8 OBC testing <p>Mitigations:</p> <ul style="list-style-type: none"> • Complete design for mitigations defined in the Gap analysis and implement into wayside environment • Define most effective means for PTC hardware and software upgrade of the 190 M8 pairs to include upgrade of the additional 33 M8 pairs being delivered in 2020 <p>Potential Impacts:</p> <ul style="list-style-type: none"> • Potential risk of not completing entire M8 fleet with both hardware and software PTC upgrades



MNR PTC ERSD Timeline

December 2019

- ✓ Harlem Line: Southeast (CP155) –
Wassaic (CP182) - 27 miles

January 2020

- ✓ Harlem Line: Mount Vernon (CP113) –
Southeast (CP155) – 69 miles

March 2020

- ✓ Hudson Line: Marble Hill (CP10) – GCT (CP1) – 10 miles
- ✓ Harlem Line: Mount Vernon West (CP113) – Melrose (CP106) – 7 miles
- ✓ New Canaan Branch – 6 miles

May 2020

- New Haven Line: (CP212) – (CP230) – 28 miles
- Re-submit PTC Safety Plan

June - August 2020

- New Haven Line: (CP255 - CP274) - 19 miles
- New Haven Line: (CP230 – CP255) – 25 miles



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

April 22, 2020



Staff Summary

Subject: Request for Authorization to Award Various Procurements						Date April 22, 2020			
Department Procurement and Logistics									
Department Head Name Richard A. Mack, Acting 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	4.22.20				X	President		
2	MTA Board	4.22.20							

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:

LIRR proposes to award Non-Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$250,000,000
SUBTOTAL:	1	\$250,000,000

LIRR proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
	None	

LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
	None	
TOTAL:	<i>1</i>	<u>\$250,000,000</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.)

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.

APRIL 2020

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$1,000,000 Sole Source; \$1,000,000 Other Non-Competitive)

- | | | | |
|----|---|---|-------------------------------|
| 1. | Bombardier Transportation NA
Progress Rail Locomotive
Non-Competitive
Sole Source (OEM)
Contract No. C4BP03629, 04...713 | \$220,000,000
+ 30,000,000
\$250,000,000 (Not-to-Exceed) | <i>Staff Summary Attached</i> |
|----|---|---|-------------------------------|

LIRR on behalf of itself and MNR (the “Railroads”) requests Board approval to exercise two (2) individual contract options with Bombardier Transportation NA and Progress Rail Locomotive in a total not to exceed amount of \$250,000,000 (Bombardier \$220,000,000 + Progress Rail \$30,000,000.) Combined, these two agreements will provide for the timely acquisition of various OEM spare parts for continued maintenance and technical support services for the LIRR’s M-3, M-7, and M-9 electric railcars and its DE/DM locomotive fleets as well as MNR’s M-3 and M-7 electric railcars.

In January 2009, the MTA Board approved the award of a contract to Bombardier for a five (5) year Material & Technical Support Agreement (MSA) in the amount of \$81,510,000 to enable the Railroads to repair and maintain its fleet of M-7 electric railcars. This agreement established fixed prices for the first year and subsequent price adjustments based on contracted producer price indices for each subsequent year. In addition, it included options for two – five-year extensions. In February 2015 the Railroads received MTA Board approval to exercise the first – five-year option for extension and increasing funding by \$140,000,000 (LIRR \$118,000,000 / MNR \$22,000,000). The approval of this request, which will exercise the second of these two options through April 2025 will increase the funding by \$220,000,000 (LIRR \$170,000,000 / MNR \$50,000,000) for a new total amount of \$441,510,000.

Staff Summary



Item Number: 1

Vendor Name (& Location) Bombardier, Progress Rail Locomotive
Description OEM Purchase Agreements for Spare Parts- LIRR/MNR
Contract Term (including Options, if any) 2 Years (April 2020 – April 2022) Progress Rail 5 Years (April 2020 – April 2025) Bombardier
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: OEM Sole Source

Contract Number C4BP03629, 04...713	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	Bombardier: \$220,000,000 Progress Rail: \$30,000,000 Total: \$250,000,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment – Craig Daly	
Contract Manager: Jim Lorig	

Discussion:

LIRR on behalf of itself and MNR (the “Railroads”) requests Board approval to exercise two (2) individual contract options with Bombardier Transportation NA and Progress Rail Locomotive in a total not to exceed amount of \$250,000,000 (Bombardier \$220,000,000 + Progress Rail \$30,000,000.) Combined, these two agreements will provide for the timely acquisition of various OEM spare parts for continued maintenance and technical support services for the LIRR’s M-3, M-7, and M-9 electric railcars and its DE/DM locomotive fleets as well as MNR’s M-3 and M-7 electric railcars.

In January 2009, the MTA Board approved the award of a contract to Bombardier for a five (5) year Material & Technical Support Agreement (MSA) in the amount of \$81,510,000 to enable the Railroads to repair and maintain its fleet of M-7 electric railcars. This agreement established fixed prices for the first year and subsequent price adjustments based on contracted producer price indices for each subsequent year. In addition, it included options for two – five-year extensions. In February 2015 the Railroads received MTA Board approval to exercise the first – five-year option for extension and increasing funding by \$140,000,000 (LIRR \$118,000,000 / MNR \$22,000,000). The approval of this request, which will exercise the second of these two options through April 2025 will increase the funding by \$220,000,000 (LIRR \$170,000,000 / MNR \$50,000,000) for a new total amount of \$441,510,000.

In December 2003, the MTA Board approved the award of a contract to Electro-Motive Diesel, Inc. for a ten (10) year Original Equipment Manufacturer (OEM) spare parts agreement in the amount of \$58,000,000 to enable the LIRR to repair and maintain its fleet of 45 DE/DM diesel locomotives. In August 2016, Electro-Motive Diesel, Inc. was sold to Progress Rail Services and changed its name to Progress Rail locomotive. This agreement established fixed prices for the first year and subsequent price adjustments based on contracted Producer Price Indices for each subsequent year. In addition, it included options for five (5) two (2) year extensions. In June 2013, The MTA approved exercise of the first of these five options, which increased the funding by \$24,000,000 for a new total amount of \$82,000,000. In June 2015 the MTA Board approved the exercise of the second of the five options, which increased the funding by \$38,000,000 for a new total amount of \$120,000,000. The MTA Board approved the exercise of the third of the five options in February 2018,

Staff Summary



which increased the funding by \$30,000,000, for a new total amount of \$150,000,000. The approval of this request, which will exercise the fourth of those five options and will increase the funding by \$30,000,000 a new total amount of \$180,000,000 through April 2022.

These agreements on parts permits the LIRR to add or delete parts from the original list as needed and as a result, the LIRR has increased the parts list to supply inventory for the Reliability Centered Maintenance (RCM) cycle to improve fleet performance. Bombardier and Progress Rail are the sole sources for the parts, repairs, and services in connection with major railcar systems and components such as cab components and locomotive spare parts that will be provided under these purchase agreements. Other vendors do not have access to the proprietary designs, specifications, and drawings for these systems or materials and therefore cannot readily provide these parts and repair services. Under these purchase agreements, the OEM’s will supply, on an as needed basis, complete systems, parts, other equipment, technical/field support and repair services as required. Purchase orders and payments will only be issued for parts that are ordered and delivered over the course of the five-year option period.

This joint approach utilizes the combined buying power of the two railroads to achieve most favorable uniform pricing and better supply chain management. Additional benefits are the process efficiencies that reduce the number and frequency of small purchase activities. These long-term contracts assure the Railroads that the OEM’s will continue to maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources.

<u>Supplier</u>	<u>System</u>	<u>LIRR</u>	<u>MNR</u>	<u>Totals</u>
Bombardier Transportation NA	Car body, Trucks, Toilets	\$170M	\$50M	\$220M
Progress Rail Locomotive	Locomotive Parts	\$30M	=	<u>\$30M</u>
Grand Total				\$250M

In order to be prepared for possible unscheduled events and occurrences, the Railroads further seek approval to reallocate funds between OEM’s with the following limitation; any reallocated amount may not exceed the grand total approved herein.

This purchase agreement will be funded by each Railroads’ Operating Budget.



Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements					
Department Procurement and Material Management					
Department Head Name Anthony Gardner, Sr Director					
Department Head Signature					
Project Manager Name					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	4-22-20	X		
2	MTA Board Mtg.	4-22-20	X		
Internal Approvals (cont.)					
Order	Approval		Order	Approval	

Date April 13, 2020					
Vendor Name Various					
Contract Number Various					
Contract Manager Name Various					
Table of Contents Ref #					
Internal Approvals					
	Approval		Approval		
X	President		X Executive Director Management & Budget		
X	Executive Vice President		X V.P. Capital Programs		
X	Sr. V.P. Operations				
X	V.P. & General Counsel				
Internal Approvals (cont.)					
Order	Approval		Order	Approval	

PURPOSE:

To obtain approval of the Board to award various contracts/contract modifications and purchase orders, and to inform the MTA Metro-North Railroad Committee of these procurement actions.

DISCUSSION:

MNR proposes to award non-competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$1,600,000
• Dayton T. Brown, Inc. \$1,600,000		
SUB TOTAL:	1	\$1,600,000

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	
	SUB TOTAL:	

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	
	SUB TOTAL:	
	TOTAL:	1 \$1,600,000

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

BUDGET IMPACT: The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets 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.)

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.

APRIL 2020

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**H. Modifications to Personal /Miscellaneous Service Contracts
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval)**

**1. Dayton T. Brown, Inc. \$1,600,000 (not-to-exceed) Staff Summary Attached
Engineering Support Services for Positive Train Control**

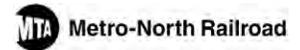
Approval is requested for additional funding to an existing miscellaneous service contract with the firm Dayton T. Brown, Inc. (DTB) in the not-to-exceed amount of \$1,600,000. The funding will allow DTB to provide additional staffing to support PTC fieldwork and perform additional site visits to meet the PTC program deadline of December 2020. This cost also includes the completion of the technical manuals, preparation of various reports, and the maintenance of the data repository.

In order to support Metro-North's PTC deadline, DTB will be taking a more in-depth approach by installing system software and hardware as well as installing additional radio assembly kits as required. DTB's involvement in the PTC communication infrastructure has also increased to include review and verification of the installation of the communication antennas throughout Metro-North's territory.

As indicated in the original non-competitive award to DTB approved by the Board in November 2017, DTB has the necessary experience in providing engineering support in both heavy rail and transit environments. They are the only qualified company in the North-East region with available resources to immediately support this vital effort. DTB's support to date has been a key factor in Metro-North adhering to its PTC implementation schedule, and their continuing support is essential to efforts to achieve full compliance by the December 2020 federal deadline.

MNR has received the benefit of DTB pricing established by the US Defense Contract Audit Agency (DCAA). This total not-to-exceed amount of \$1,600,000 is to be Federally funded through the MTA Capital Program.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) Dayton T. Brown, Inc. Bohemia, NY 11716-5014	Contract Number 88157	AWO/Modification # 04
Description Engineering Support Services for Positive Train Control	Original Amount:	\$ 500,000
Contract Term (including Options, if any) November 22, 2017 – May 21, 2021	Prior Modifications:	\$ 6,537,149
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Prior Budgetary Increases:	\$
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Current Amount:	\$ 7,312,149
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	This Request:	\$ 1,600,000 (not-to-exceed)
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	23%
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Anthony Gardner, Sr. Director	% of Modifications (including This Request) to Original Amount:	1,627%

Discussion:

Approval is requested for additional funding to an existing miscellaneous service contract with the firm Dayton T. Brown, Inc. (DTB) in the not-to-exceed amount of \$1,600,000. The funding will allow DTB to provide additional staffing to support PTC fieldwork and perform additional site visits to meet the PTC program deadline of December 2020. This cost also includes the completion of the technical manuals, preparation of various reports, and the maintenance of the data repository.

In order to support Metro-North's PTC deadline, DTB will be taking a more in-depth approach by Installing system software and hardware as well as installing additional radio assembly kits as required. DTB's involvement in the PTC communication infrastructure has also increased to include review and verification of the installation of the communication antennas throughout Metro-North's territory.

As indicated in the original non-competitive award to DTB approved by the Board in November 2017, DTB has the necessary experience in providing engineering support in both heavy rail and transit environments. They are the only qualified company in the North-East region with available resources to immediately support this vital effort. DTB's support to date has been a key factor in Metro-North adhering to its PTC implementation schedule, and their continuing support is essential to efforts to achieve full compliance by the December 2020 federal deadline.

Metro-North completed a responsibility review of Dayton T. Brown as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

MNR has received the benefit of DTB pricing established by the US Defense Contract Audit Agency (DCAA). This total not-to-exceed amount of \$1,600,000 is to be Federally funded through the MTA Capital Program.



Long Island Rail Road

March 2020 Performance Summary

Robert Free, Acting Senior Vice President – Operations



LIRR employees are keeping the trains clean and sanitized for the customers and fellow employees by fogging a botanical disinfectant onto all high-touch surfaces at least once every 72 hours.



Long Island Rail Road

March 2020 Performance Summary

Highlights

On-Time Performance (OTP) for the month of March closed at **95.3%**, which is above the monthly goal of 94%. The AM Peak period OTP registered at **92.3%**, with the PM Peak at **94.5%**.

2020 year-to-date OTP was **94.3%**, which is an increase of **1.1** percentage points as compared to last year.

In response to the COVID 19 pandemic, an Essential Service Plan was implemented on March 27, 2020.

Cancelled/Terminated trains are down 287 trains year to date compared to year to date 2019.

Branch Performances

Nine out of the eleven branches on the Long Island Rail Road operated at or above goal for the month of March.

Eight out of the eleven branches on the Long Island Rail Road operated at or above goal year to date.

Delays

Amtrak switch trouble and a trespasser in the East River Tunnels were the biggest events to negatively impact OTP for the month of March

Consist Compliance

99.2% of our trains met established consist requirements during the peak periods for the month of March.

Equipment Performance

The LIRR fleet MDBF operated at **200,197** miles in February and exceeded the goal. It also performed better, year to date, than the same period last year.

Performance Summary			2020 Data			2019 Data	
			Annual	YTD thru		YTD thru	
			Goal	March	March	March	March
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	95.3%	94.3%	94.6%	93.2%
		AM Peak		92.3%	92.2%	92.9%	88.8%
		PM Peak		94.5%	92.1%	93.2%	91.0%
		Total Peak		93.3%	92.2%	93.1%	89.8%
		Off Peak Weekday		95.6%	94.8%	94.7%	93.2%
		Weekend		96.9%	95.5%	96.2%	97.0%
	Babylon Branch	Overall	93.9%	95.6%	94.5%	94.7%	93.4%
		AM Peak		88.8%	92.5%	92.8%	90.8%
		PM Peak		96.3%	92.7%	93.0%	89.6%
		Total Peak		92.3%	92.6%	92.9%	90.3%
	Off Peak Weekday		97.1%	95.9%	94.8%	93.9%	
	Weekend		97.1%	94.0%	97.3%	97.5%	
Far Rockaway Branch	Overall	96.6%	98.2%	97.2%	97.6%	96.8%	
	AM Peak		96.1%	94.8%	94.3%	90.4%	
	PM Peak		98.8%	96.7%	98.4%	97.1%	
	Total Peak		97.3%	95.7%	96.2%	93.6%	
	Off Peak Weekday		98.3%	97.4%	97.7%	97.0%	
	Weekend		98.5%	98.2%	98.7%	99.4%	
Huntington Branch	Overall	92.5%	93.6%	92.5%	93.5%	90.5%	
	AM Peak		92.6%	92.1%	93.3%	86.0%	
	PM Peak		90.8%	84.8%	89.7%	85.5%	
	Total Peak		91.8%	88.7%	91.7%	85.8%	
	Off Peak Weekday		93.4%	93.2%	93.0%	88.4%	
	Weekend		95.4%	94.7%	95.5%	97.1%	
Hempstead Branch	Overall	96.5%	95.6%	94.2%	94.3%	94.1%	
	AM Peak		95.8%	94.7%	94.3%	92.4%	
	PM Peak		90.6%	85.6%	90.5%	87.5%	
	Total Peak		93.4%	90.4%	92.5%	90.1%	
	Off Peak Weekday		95.4%	94.4%	95.6%	94.8%	
	Weekend		98.2%	96.8%	93.6%	96.7%	
Long Beach Branch	Overall	95.9%	94.7%	93.9%	95.9%	95.3%	
	AM Peak		94.3%	93.6%	95.6%	92.2%	
	PM Peak		91.4%	92.0%	96.5%	95.3%	
	Total Peak		92.9%	92.8%	96.1%	93.7%	
	Off Peak Weekday		95.1%	93.8%	96.4%	96.1%	
	Weekend		95.5%	95.2%	94.8%	95.7%	
Montauk Branch	Overall	90.8%	95.9%	93.1%	91.8%	91.6%	
	AM Peak		90.8%	87.9%	87.5%	84.1%	
	PM Peak		97.1%	94.9%	93.4%	90.4%	
	Total Peak		93.8%	91.2%	90.3%	87.1%	
	Off Peak Weekday		96.0%	95.7%	91.5%	91.5%	
	Weekend		97.6%	89.9%	93.6%	95.5%	
Oyster Bay Branch	Overall	94.1%	96.4%	95.3%	96.1%	93.9%	
	AM Peak		96.2%	92.9%	93.9%	89.2%	
	PM Peak		95.6%	92.8%	93.7%	90.6%	
	Total Peak		96.0%	92.8%	93.8%	89.8%	
	Off Peak Weekday		96.0%	95.7%	96.1%	94.4%	
	Weekend		98.1%	97.8%	99.1%	98.4%	

Performance Summary		2020 Data			2019 Data	
		Annual	YTD thru		YTD thru	
		Goal	March	March	March	March
Port Jefferson Branch	Overall	90.9%	91.3%	89.6%	89.9%	88.8%
	AM Peak		92.8%	89.4%	89.3%	84.7%
	PM Peak		89.5%	87.1%	89.1%	86.6%
	Total Peak		91.2%	88.3%	89.2%	85.6%
	Off Peak Weekday		89.0%	87.1%	88.8%	88.2%
	Weekend		96.0%	96.3%	92.6%	93.7%
Port Washington Branch	Overall	95.3%	97.0%	96.9%	95.6%	94.1%
	AM Peak		95.0%	94.4%	97.6%	91.9%
	PM Peak		96.3%	95.8%	91.0%	92.1%
	Total Peak		95.7%	95.1%	94.3%	92.0%
	Off Peak Weekday		97.6%	97.0%	94.9%	93.1%
	Weekend		97.3%	98.6%	97.9%	98.1%
Ronkonkoma Branch	Overall	91.6%	92.5%	92.3%	93.7%	90.6%
	AM Peak		88.9%	89.1%	88.7%	82.8%
	PM Peak		94.0%	93.2%	95.6%	92.5%
	Total Peak		91.2%	90.9%	91.7%	87.1%
	Off Peak Weekday		92.2%	91.9%	94.0%	90.6%
	Weekend		95.1%	95.4%	95.7%	96.0%
West Hempstead Branch	Overall	95.8%	97.8%	96.9%	97.7%	96.7%
	AM Peak		93.7%	92.3%	92.4%	89.7%
	PM Peak		96.5%	95.6%	96.8%	95.7%
	Total Peak		95.2%	94.1%	94.8%	93.0%
	Off Peak Weekday		98.6%	98.2%	98.5%	98.0%
	Weekend		99.4%	97.7%	99.4%	98.6%
Operating Statistics	Trains Scheduled		20,316	61,115	20,818	60,624
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		-13.0	-11.0	-11.7	-11.9
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		208	458	151	618
	Trains Canceled		39	123	52	297
	Trains Terminated		25	81	47	194
	Percent of Scheduled Trips Completed		99.7%	99.7%	99.5%	99.2%
Consist Compliance <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		99.1%			
	PM Peak		99.3%			
	Total Peak		99.2%			

System Categories Of Delay	% Total	2020	2020 Data		2019 Data		YTD 2020 Vs 2019
		Feb	Mar	YTD Thru Mar	Mar	YTD Thru Mar	
Engineering (Scheduled)	3.9%	34	37	192	23	87	105
Engineering (Unscheduled)	17.3%	202	165	567	144	843	(276)
Maintenance of Equipment	7.6%	135	73	331	140	414	(83)
Transportation	4.6%	56	44	159	16	63	96
Capital Projects	7.3%	56	70	321	89	146	175
Weather and Environmental	1.3%	53	12	144	53	320	(176)
Police	15.2%	79	145	357	76	743	(386)
Customers	11.8%	290	113	784	330	802	(18)
Special Events	0.7%	12	7	30	26	46	(16)
Other	10.6%	115	101	285	57	209	76
3rd Party Operations	19.8%	76	189	330	165	468	(138)
Total	100.0%	1,108	956	3,500	1,119	4,141	(641)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
3-Mar	Tue	Signal trouble west of Long Beach Station				7	1	1	1	2		8	3	1
3-Mar	Tue	Train crew error in Babylon Yard	13						3			16		
4-Mar	Wed	Switch trouble in Queens Interlocking				1			15			16		
5-Mar	Thu	Trespasser strike west of Rockville Centre Station	16	13	1				2	1	3	18	14	4
5-Mar	Thu	Bridge strike east of Mastic Shirley Station	8						2			10		
6-Mar	Fri	Track condition east of Jamaica Station				12			2			14		
9-Mar	Mon	Amtrak switch trouble in JO Interlocking	12						1			13		
9-Mar	Mon	Amtrak switch trouble in F Interlocking				55	2		10			65	2	
10-Mar	Tue	Switch trouble in Queens Interlocking				13			19			32		
12-Mar	Thu	Trespasser strike at Lindenhurst Station	7	6					9	1	1	16	7	1
13-Mar	Fri	Trespasser on tracks in Penn Station	55						19			74		
17-Mar	Tue	Track condition west of New Hyde Park Station	15									15		
17-Mar	Tue	Amtrak signal trouble in F Interlocking							10			10		
22-Mar	Sun	Train 7706 with equipment trouble leaving Penn Station							28	4	4	28	4	4
TOTAL FOR MONTH			126	19	1	88	3	1	121	8	8	335	30	10
												375		

Long Island Rail Road

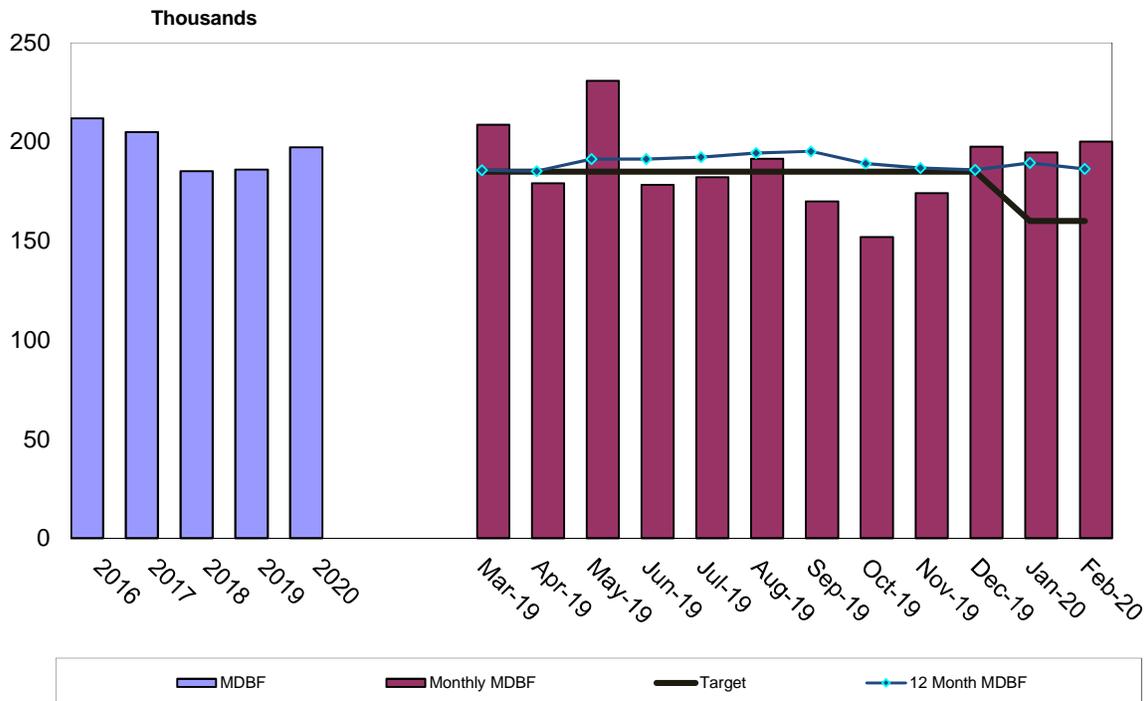
MEAN DISTANCE BETWEEN FAILURES - FEBRUARY 2020

			2020 Data					2019 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)	12 month MDBF Rolling Avg (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)
Mean Distance Between Failures	M-3	142	60,000	162,170	3	64,416	64,250	65,160	7	53,770
	M-7	836	360,000	315,246	15	368,714	380,694	681,228	7	462,483
	M-9	38	180,000	154,652	0	142,835	184,761	-	-	-
	C-3	134	103,000	339,248	2	237,874	137,048	165,939	4	108,296
	DE	24	19,000	10,122	9	18,122	18,975	80,266	1	42,511
	DM	21	19,000	33,325	2	27,491	27,002	17,025	4	14,544
	Diesel	179	51,000	64,327	13	83,139	69,653	90,236	9	63,827
	Fleet	1,195	160,000	200,197	31	197,235	186,307	262,471	23	194,122

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 M9 fleet had no primary failures in February 2020, actual miles are shown on the chart above.

ALL FLEETS Mean Distance Between Failure 2016 - 2020





Standee Report

East Of Jamaica

			2020 Data	
			March	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	4
			Total Standees	4
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	6	1
			Total Standees	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	4	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	11	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	22	23
			Total Standees	23
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	20	7
			Total Standees	7
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	36

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

		2020 Data		
		March		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	5
		Total Standees	5	5
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Huntington Branch	Program Standees	30	0
		Add'l Standees	5	20
		Total Standees	35	20
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	8
		Total Standees	0	8
	Long Beach Branch	Program Standees	38	0
		Add'l Standees	25	3
		Total Standees	63	3
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	22	23
		Total Standees	22	23
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	19	5
		Total Standees	19	5
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	0
		System Wide PEAK	156	64

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 FEBRUARY 2020**

Elevator Availability		2020		2019	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	99.4%	99.3%	99.5%	99.5%
	Far Rockaway Branch	99.5%	99.4%	98.7%	97.4%
	Hempstead Branch	99.7%	99.6%	99.4%	99.4%
	Long Beach Branch	99.5%	99.5%	99.2%	99.5%
	Port Jefferson Branch	98.9%	98.5%	99.2%	98.6%
	Port Washington Branch	99.3%	99.4%	99.1%	99.4%
	Ronkonkoma Branch	99.0%	99.3%	99.6%	99.3%
	City Terminal Branch	99.0%	98.4%	99.2%	97.3%
	Overall Average	99.2%	99.0%	99.3%	98.8%

Escalator Availability		2020		2019	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	98.4%	98.7%	98.7%	98.0%
	Far Rockaway Branch	99.2%	97.5%	99.0%	99.2%
	Hempstead Branch	99.3%	99.0%	98.9%	98.9%
	Long Beach Branch	97.7%	94.1%	98.3%	97.6%
	Port Jefferson Branch	98.3%	98.6%	97.2%	98.3%
	City Terminal Branch	93.4%	94.5%	96.3%	97.1%
	Overall Average	96.4%	96.8%	97.7%	97.7%

Long Island Rail Road Performance Metrics Report

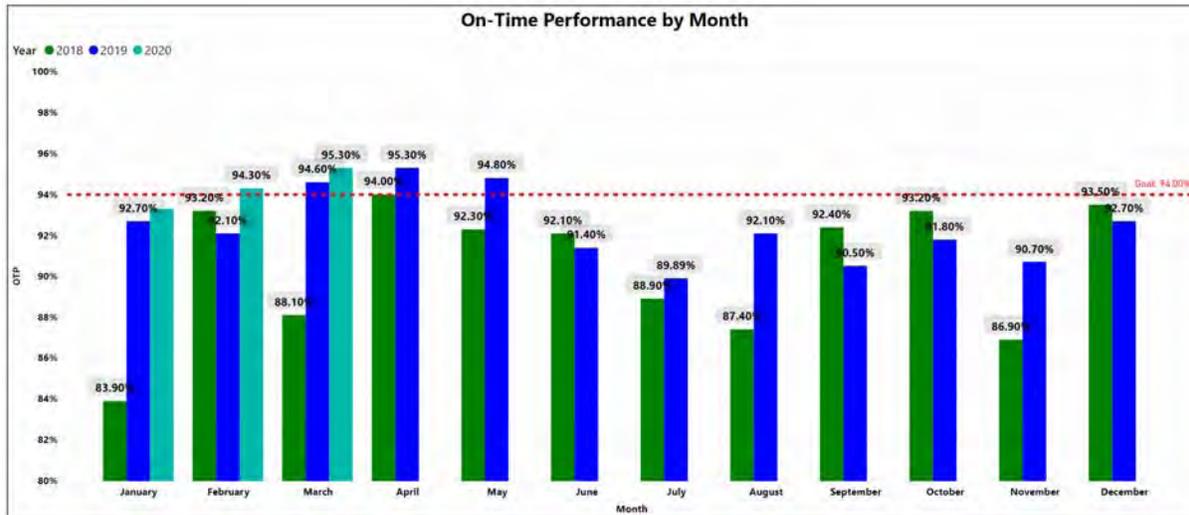


Through March, the LIRR has shown significant improvement in all three operational metrics. The Credit Card Chargeback Rate is down significantly since the deployment of chip readers at ticket selling machines.

On Time Performance

The percentage of trains that arrive at their final destination within 5 minutes and 59 seconds of their scheduled arrival time.

Goal	2020		2019	
	March	YTD	March	YTD
94.0%	95.3%	94.3%	94.6%	93.2%

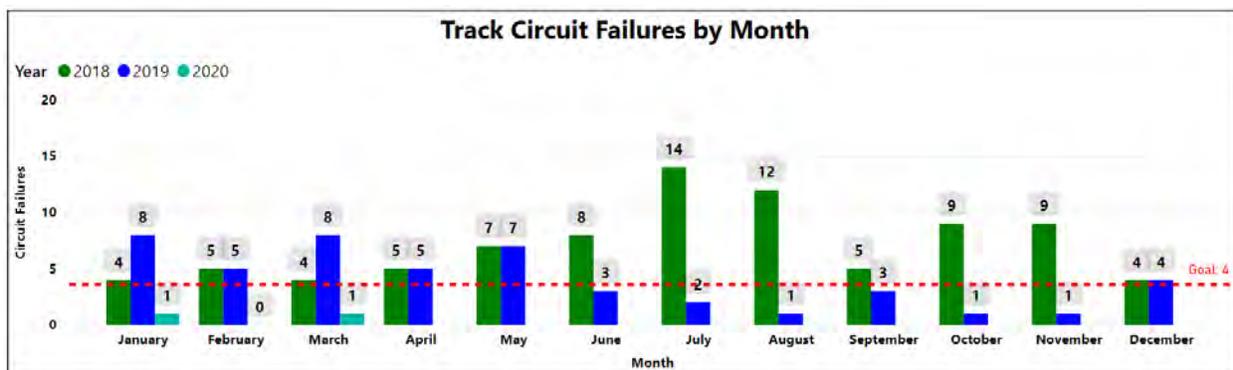


- OTP for March 2020 was 95.3%, which was an increase from March 2019’s OTP of 94.6%.

Number of Track Circuit Failures

The number of track circuit malfunctions that result in at least one train delay.

Goal	2020		2019	
	March	YTD	March	YTD
44	1	2	8	21

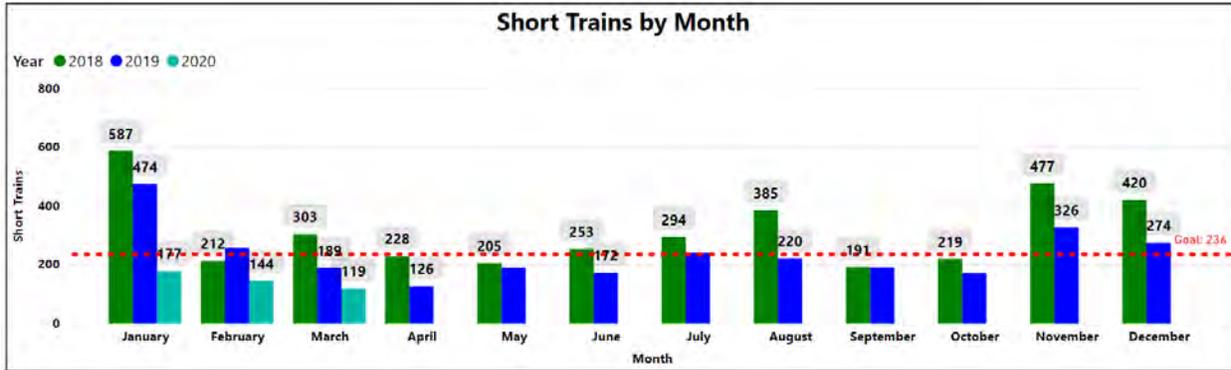


- In March 2020, the LIRR experienced 1 track circuit failure that caused at least 1 delay. In March 2019, the LIRR experienced 8 such failures. Year to date, the LIRR has reduced these failures by 19, from 21 in 2019 to 2 this year, which is a reduction of over 90%.

Number of Short Trains

The total number of AM and PM peak trains that operate with fewer cars than planned.

	2020		2019	
Goal	March*	YTD	March	YTD
2,828 annually	119	440	256	919



- In March 2020, the LIRR ran 119 short trains, compared with 189 short trains in March 2019. Year to date, there has been a reduction of 56%. It must be noted that on March 26th, with the adoption of the Essential Service Plan, there was a reduction in peak service, which is what short trains count. With fewer peak trains going forward, this will likely lend itself to a lower number of short trains and make for a poor comparison with previous years.

Fare Not Collected Rate

The percent of instances that an MTA Auditor's ticket was not collected.

	2020		2019	
Goal	March	YTD	March	YTD
5.0%	N/A	6.8%	5.8%	6.0%

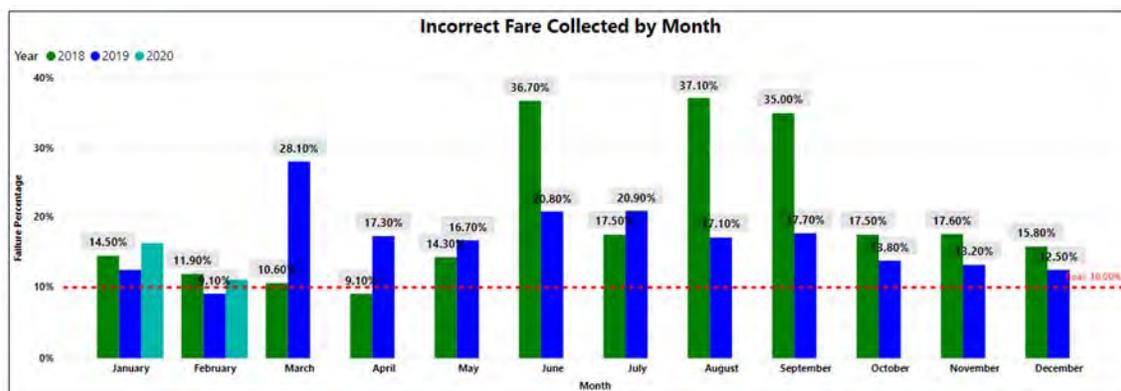


- Due to the coronavirus pandemic, MTA Audit suspended their onboard fare collection efforts in March and tracking of both Fare Not Collected and Incorrect Fare Collected has halted. Through February, the Fare Not Collected Rate stood at 6.8%.

Incorrect Fare Collected Rate

The percent of instances that an MTA Auditor was encountered by a conductor who either sold an incorrect type of ticket or accepted the incorrect type of ticket.

	2020		2019	
Goal	March	YTD	March	YTD
10.0%	N/A	13.7%	28.1%	16.2%

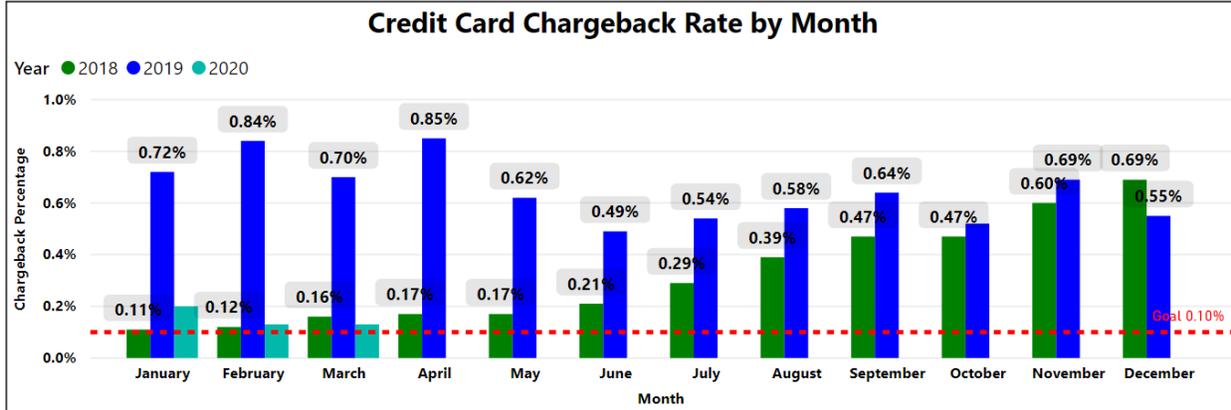


- Due to the coronavirus pandemic, MTA Audit suspended their onboard fare collection efforts in March and tracking of both Fare Not Collected and Incorrect Fare Collected has halted. Through February, the Incorrect Fare Collected Rate stood at 13.7%.

Credit Card Chargeback Rate

The percent of instances that a credit card transaction is disputed by the card holder including fraud.

	2020		2019	
Goal	March	YTD	March	YTD
0.10%	0.13%	0.16%	0.70%	0.75%



- The deployment of chip readers on ticket vending machines has begun to dramatically reduce the number of chargebacks, leading to a 0.13% rate in both February and March 2020. This was the lowest chargeback rate since February 2018.



Long Island Rail Road

Financial Report Highlights

March 2020



A new M9 train set stands adjacent to the LIRR's other three fleet types at West Side Yard.



Long Island Rail Road

Financial Report Highlights

The Long Island Rail Road's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget and key financial performance indicators.

March YTD 2020 Highlights

- Total revenue of \$265.6 million was \$(6.2) million lower than the budget. This was primarily due to lower farebox revenue as a result of Covid-19, partially offset by the timing of reimbursements for capital activity.
- Through March 2020 ridership was 17.1 million, which was (20.2)% below 2019 (adjusted for the same number of work days) and (19.5)% below the budget. Commutation ridership of 10.0 million was (21.1)% below 2019 and (20.8)% below the budget. Non-Commutation ridership of 7.1 million was (19.0)% below 2019 and (17.7)% below the budget. This reduced ridership was a direct result of the Covid-19 pandemic. Consequently, farebox revenue of \$162.3 million was \$(17.4) million lower than the budget.
- Total expenses before non-cash liability adjustments of \$479.3 million were \$39.6 million or 7.6% favorable to the budget. The primary drivers of this favorable variance are the timing of material usage and maintenance and other operating contracts, vacant positions and associated fringe costs and lower OPEB current expense, partially offset by higher FELA indemnity reserves, cleaning efforts for Covid-19 and capital project overtime.

Financial results for Year-to-Date (YTD) March 2020 are presented in the table below and compared to the budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$271.8	\$265.6	(\$6.2)
Total Expenses Before Non-Cash Liabilities	519.0	479.3	39.6
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$247.2)	(\$213.8)	\$33.4
Other Non-Cash Liabilities	99.6	103.6	(3.9)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$346.8)	(\$317.4)	\$29.5
Cash Adjustments	82.6	111.6	29.1
Net Cash Surplus/(Deficit)	(\$264.3)	(\$205.7)	\$58.5

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

March YTD operating results were favorable by \$29.5 or 8.5% lower than the budget.

Non-Reimbursable revenues through March were \$(18.2) unfavorable to the budget. Farebox Revenue was unfavorable as a result of lower ridership due to Covid-19. Other Operating Revenues were unfavorable to budget due to the timing of advertising revenues. Total Non-Reimbursable expenses were \$47.7 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, the timing of materials and maintenance and other operating contracts, and lower OPEB current and electric expenses, partially offset by higher FELA indemnity reserves and cleaning efforts for Covid-19.

YTD capital and other reimbursable expenditures (and reimbursements) were \$12.0 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date **Total Revenues** (including Capital and Other Reimbursements) of \$265.6 were \$(6.2) or (2.3)% unfavorable to the budget.

- **Y-T-D Farebox Revenues** were \$(17.4) unfavorable to the budget due to lower ridership as a result of Covid-19. Ridership through March was 17.1 million. This was (20.2)% lower than 2019 (adjusted for same number of calendar work days) and (19.5)% lower than the budget.
- **Y-T-D Other Operating Revenues** were \$(0.8) unfavorable to the budget due to the timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$12.0 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date **Total Expenses** (including depreciation and other) of \$582.9 were favorable to the budget by \$35.7 or 5.8%.

Labor Expenses, \$8.9 favorable Y-T-D.

- **Payroll**, \$12.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(3.8) unfavorable Y-T-D (primarily higher capital project activity, unscheduled maintenance overtime as a result of Covid-19 cleaning efforts, and vacancy/absentee coverage, partially offset by lower weather-related overtime).
- **Health & Welfare**, \$3.4 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.8 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(6.2) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).

Non-Labor Expenses, \$30.7 favorable Y-T-D.

- **Electric Power**, \$2.7 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.9 favorable Y-T-D (lower force account and liability insurance)



Long Island Rail Road

Financial Report Highlights

- **Claims**, \$(0.6) unfavorable Y-T-D (timing of claim payments).
- **Maintenance and Other Operating Contracts**, \$4.6 favorable Y-T-D (primarily the timing of invoices, delays in project activity and lower joint facility maintenance).
- **Professional Services**, \$(1.5) unfavorable Y-T-D (primarily the timing of consultant contracts for technical scope of work for future ESA maintenance contracts, partially offset by the timing of rolling stock decommissioning and communication contracts).
- **Materials and Supplies**, \$23.0 favorable Y-T-D (primarily timing of fleet maintenance and right of way initiatives and capital project material).
- **Other Business Expenses**, \$1.5 favorable Y-T-D (primarily timing of bad debt and lower credit/debit card fees).

Depreciation and Other, \$(3.9) unfavorable Y-T-D depreciation.

CASH DEFICIT SUMMARY

The Cash Deficit through March of \$205.7 was \$58.5 favorable to the budget due to lower expenditures and the timing of capital and other reimbursements, partially offset by lower farebox revenue and the timing of rental revenue.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 42.3%, 1.3 percentage points above the budget resulting from lower expenses.
- The March Adjusted Farebox Operating Ratio was 47.7%, which is above the budget due to lower expenses.
- The March Adjusted Cost per Passenger was \$20.77, which is higher than the budget due to lower ridership.
- The March Revenue per Passenger was \$9.50, which was above the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 2020
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$63.065	\$43.582	(\$19.483)	(30.9)	\$0.000	\$0.000	\$0.000	-	\$63.065	\$43.582	(\$19.483)	(30.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.764	3.045	0.282	10.2	0.000	0.000	0.000	-	2.764	3.045	0.282	10.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	34.215	36.633	2.418	7.1	34.215	36.633	2.418	7.1
Total Revenue	\$65.828	\$46.627	(\$19.201)	(29.2)	\$34.215	\$36.633	\$2.418	7.1	\$100.043	\$83.261	(\$16.783)	(16.8)
Expenses												
<i>Labor:</i>												
Payroll	\$45.795	\$40.760	\$5.034	11.0	\$12.992	\$12.408	\$0.585	4.5	\$58.787	\$53.168	\$5.619	9.6
Overtime	12.050	13.054	(1.004)	(8.3)	4.481	5.477	(0.996)	(22.2)	16.531	18.531	(2.000)	(12.1)
Health and Welfare	10.799	9.610	1.189	11.0	2.609	2.911	(0.302)	(11.6)	13.409	12.522	0.887	6.6
OPEB Current Payment	6.206	5.714	0.492	7.9	0.000	0.000	0.000	-	6.206	5.714	0.492	7.9
Pensions	11.403	12.359	(0.956)	(8.4)	4.239	3.283	0.956	22.6	15.643	15.643	0.000	0.0
Other Fringe Benefits	17.010	14.092	2.918	17.2	2.668	3.106	(0.438)	(16.4)	19.678	17.198	2.480	12.6
Reimbursable Overhead	(0.671)	(4.523)	3.852	*	0.671	4.523	(3.852)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$102.592	\$91.067	\$11.525	11.2	\$27.661	\$31.708	(\$4.047)	(14.6)	\$130.253	\$122.776	\$7.478	5.7
<i>Non-Labor:</i>												
Electric Power	\$7.861	\$6.044	\$1.817	23.1	\$0.020	\$0.019	\$0.000	2.2	\$7.881	\$6.063	\$1.818	23.1
Fuel	1.619	1.116	0.503	31.1	0.000	0.000	0.000	-	1.619	1.116	0.503	31.1
Insurance	1.897	1.758	0.139	7.3	0.933	0.613	0.320	34.3	2.830	2.372	0.458	16.2
Claims	0.419	0.432	(0.013)	(3.0)	0.000	0.000	0.000	-	0.419	0.432	(0.013)	(3.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.720	2.395	4.325	64.4	1.238	1.843	(0.605)	(48.8)	7.958	4.238	3.721	46.8
Professional Service Contracts	3.646	2.532	1.115	30.6	0.077	0.345	(0.268)	*	3.724	2.877	0.847	22.7
Materials & Supplies	14.465	9.242	5.223	36.1	4.249	2.025	2.225	52.4	18.715	11.267	7.448	39.8
Other Business Expenses	1.796	0.557	1.239	69.0	0.036	0.079	(0.043)	*	1.832	0.636	1.196	65.3
Total Non-Labor Expenses	\$38.424	\$24.076	\$14.348	37.3	\$6.554	\$4.925	\$1.629	24.9	\$44.978	\$29.001	\$15.977	35.5
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$141.016	\$115.143	\$25.873	18.3	\$34.215	\$36.633	(\$2.418)	(7.1)	\$175.231	\$151.776	\$23.455	13.4
Depreciation	\$33.088	\$37.455	(\$4.367)	(13.2)	\$0.000	\$0.000	\$0.000	-	\$33.088	\$37.455	(\$4.367)	(13.2)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.248	(0.081)	(48.6)	0.000	0.000	0.000	-	0.167	0.248	(0.081)	(48.6)
Total Expenses	\$174.271	\$152.846	\$21.425	12.3	\$34.215	\$36.633	(\$2.418)	(7.1)	\$208.486	\$189.479	\$19.007	9.1
Net Surplus/(Deficit)	(\$108.443)	(\$106.219)	\$2.224	2.1	\$0.000	\$0.000	\$0.000	-	(\$108.443)	(\$106.219)	\$2.224	2.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$33.088	\$37.455	\$4.367	13.2	\$0.000	\$0.000	\$0.000	-	33.088	\$37.455	\$4.367	13.2
Operating/Capital	(1.178)	(0.285)	0.893	75.8	0.000	0.000	0.000	-	(1.178)	(0.285)	0.893	75.8
Other Cash Adjustments	(4.923)	(1.296)	3.627	73.7	0.000	0.000	0.000	-	(4.923)	(1.296)	3.627	73.7
Total Cash Conversion Adjustments	\$26.987	\$35.874	\$8.887	32.9	0.000	\$0.000	\$0.000	-	\$26.987	\$35.874	\$8.887	32.9
Net Cash Surplus/(Deficit)	(\$81.456)	(\$70.345)	\$11.111	13.6	\$0.000	\$0.000	\$0.000	-	(\$81.456)	(\$70.345)	\$11.111	13.6

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$179.732	\$162.307	(\$17.425)	(9.7)	\$0.000	\$0.000	\$0.000	-	\$179.732	\$162.307	(\$17.425)	(9.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.777	6.975	(0.802)	(10.3)	0.000	0.000	0.000	-	7.777	6.975	(0.802)	(10.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	84.247	96.278	12.031	14.3	84.247	96.278	12.031	14.3
Total Revenue	\$187.509	\$169.282	(\$18.227)	(9.7)	\$84.247	\$96.278	\$12.031	14.3	\$271.756	\$265.560	(\$6.196)	(2.3)
Expenses												
<i>Labor:</i>												
Payroll	\$150.087	\$137.191	\$12.896	8.6	\$32.295	\$32.399	(\$0.105)	(0.3)	182.381977	\$169.591	\$12.791	7.0
Overtime	36.788	35.585	1.203	3.3	9.669	14.664	(4.996)	(51.7)	46.456417	50.249	(3.793)	(8.2)
Health and Welfare	34.127	29.436	4.691	13.7	6.336	7.654	(1.318)	(20.8)	40.462870	37.090	3.373	8.3
OPEB Current Payment	18.617	15.826	2.791	15.0	0.000	0.000	0.000	-	18.617088	15.826	2.791	15.0
Pensions	36.634	38.267	(1.632)	(4.5)	10.294	8.662	1.632	15.9	46.928721	46.929	0.000	0.0
Other Fringe Benefits	45.521	50.056	(4.535)	(10.0)	6.479	8.160	(1.681)	(25.9)	52.000220	58.216	(6.216)	(12.0)
Reimbursable Overhead	(1.900)	(11.965)	10.065	*	1.900	11.965	(10.065)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$319.875	\$294.396	\$25.479	8.0	\$66.973	\$83.505	(\$16.533)	(24.7)	\$386.847	\$377.901	\$8.946	2.3
<i>Non-Labor:</i>												
Electric Power	\$23.259	\$20.559	\$2.701	11.6	\$0.062	\$0.060	\$0.002	3.0	\$23.321	\$20.619	\$2.702	11.6
Fuel	5.474	5.384	0.090	1.6	0.000	0.000	0.000	-	5.474	\$5.384	0.090	1.6
Insurance	5.629	5.280	0.349	6.2	2.201	1.644	0.557	25.3	7.831	\$6.924	0.906	11.6
Claims	1.127	1.688	(0.560)	(49.7)	0.000	0.000	0.000	-	1.127	\$1.688	(0.560)	(49.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	20.108	15.034	5.074	25.2	3.413	3.864	(0.451)	(13.2)	23.522	\$18.898	4.623	19.7
Professional Service Contracts	10.618	11.967	(1.349)	(12.7)	0.206	0.381	(0.175)	(85.0)	10.824	\$12.348	(1.524)	(14.1)
Materials & Supplies	43.734	25.452	18.282	41.8	11.304	6.606	4.699	41.6	55.038	\$32.057	22.981	41.8
Other Business Expenses	4.890	3.308	1.582	32.3	0.088	0.218	(0.130)	*	4.978	\$3.526	1.452	29.2
Total Non-Labor Expenses	\$114.840	\$88.671	\$26.169	22.8	\$17.275	\$12.773	\$4.501	26.1	\$132.115	\$101.444	\$30.670	23.2
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$434.715	\$383.067	\$51.648	11.9	\$84.247	\$96.278	(\$12.031)	(14.3)	\$518.962	\$479.345	\$39.617	7.6
Depreciation	\$99.130	\$102.996	(3.866)	(3.9)	\$0.000	\$0.000	\$0.000	-	\$99.130	\$102.996	(\$3.866)	(3.9)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.500	0.581	(0.081)	(16.2)	0.000	0.000	0.000	-	0.500	0.581	(0.081)	(16.2)
Total Expenses	\$534.345	\$486.644	\$47.701	8.9	\$84.247	\$96.278	(\$12.031)	(14.3)	\$618.592	\$582.922	\$35.670	5.8
Net Surplus/(Deficit)	(\$346.836)	(\$317.362)	\$29.474	8.5	\$0.000	\$0.000	\$0.000	-	(\$346.836)	(\$317.362)	\$29.474	8.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$99.130	\$102.996	\$3.866	3.9	\$0.000	\$0.000	\$0.000	-	99.130	\$102.996	\$3.866	3.9
Operating/Capital	(3.535)	(0.385)	3.150	89.1	0.000	0.000	0.000	-	(3.535)	(0.385)	3.150	89.1
Other Cash Adjustments	(13.017)	9.025	22.042	*	0.000	0.000	0.000	-	(13.017)	9.025	22.042	*
Total Cash Conversion Adjustments	\$82.578	\$111.636	\$29.058	35.2	\$0.000	\$0.000	\$0.000	-	\$82.578	\$111.636	\$29.058	35.2
Net Cash Surplus/(Deficit)	(\$264.258)	(\$205.726)	\$58.532	22.1	\$0.000	\$0.000	\$0.000	-	(\$264.258)	(\$205.726)	\$58.532	22.1

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

March 2020				Year-to-Date March 2020			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(19.483)	(30.9)	Lower ridership \$(36.145), partially offset by higher yield per passenger \$16.662, these variances are driven by Covid-19.	(17.425)	(9.7)	Lower ridership \$(35.108), partially offset by lower yield per passenger \$17.683, these variances are driven by Covid-19.
Other Operating Revenue	Non Reimb.	0.282	10.2	Primarily due to the timing of rental revenue, partially offset by lower miscellaneous revenue.	(0.802)	(10.3)	Primarily due to lower advertising and miscellaneous revenue, partially offset by the timing of rental revenue.
Capital & Other Reimbursements	Reimb.	2.418	7.1	Timing of capital project activity and interagency reimbursements.	12.031	14.3	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	5.034	11.0	Primarily vacant positions.	12.896	8.6	Primarily vacant positions and higher sick pay law claim credits.
	Reimb.	0.585	4.5	Primarily due to timing of project activity.	(0.105)	(0.3)	Primarily due to timing of project activity.
Overtime	Non Reimb.	(1.004)	(8.3)	Primarily due to higher unscheduled maintenance due to Covid-19 cleaning efforts and vacancy/absentee coverage, partially offset by lower programmatic/routine maintenance and lower weather overtime.	1.203	3.3	Primarily due to lower weather-related overtime, partially offset by higher maintenance overtime driven by Covid-19 cleaning efforts and vacancy/absentee coverage.
	Reimb.	(0.996)	(22.2)	Over-run attributed to 3rd Track expansion, Jamaica Capacity Improvements, East Side Access and Annual Track Program.	(4.996)	(51.7)	Over-run attributed to 3rd Track expansion, Jamaica Capacity Improvements and Annual Track Program.
Health and Welfare	Non Reimb.	1.189	11.0	Vacant positions.	4.691	13.7	Vacant positions.
	Reimb.	(0.302)	(11.6)	Primarily due to timing of project activity.	(1.318)	(20.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.492	7.9	Fewer retirees/beneficiaries.	2.791	15.0	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	March 2020		Reason for Variance	Year-to-Date March 2020		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	(0.956)	(8.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(1.632)	(4.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.956	22.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	1.632	15.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	2.918	17.2	Lower FELA indemnity reserves and lower Railroad Retirement Taxes.	(4.535)	(10.0)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(0.438)	(16.4)	Primarily due to timing of project activity.	(1.681)	(25.9)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	3.852	*	Primarily due to timing of project activity.	10.065	*	Primarily due to timing of project activity.
	Reimb.	(3.852)	*	Primarily due to timing of project activity.	(10.065)	*	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.817	23.1	Primarily due to lower rates and consumption.	2.701	11.6	Primarily due to lower rates and consumption.
	Reimb.	0.000	2.2		0.002	3.0	
Fuel	Non Reimb.	0.503	31.1	Timing of invoices, partially offset by higher rates.	0.090	1.6	Timing of invoices, partially offset by higher rates.
Insurance	Non Reimb.	0.139	7.3	Lower liability insurance.	0.349	6.2	Lower liability insurance.
	Reimb.	0.320	34.3	Force Account Insurance associated with project activity.	0.557	25.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.013)	(3.0)		(0.560)	(49.7)	Timing of claim payments.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

March 2020				Year-to-Date March 2020			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	4.325	64.4	Primarily timing of prior year accrual reversals, delays in project activity, lower joint facility maintenance and the timing of maintenance invoices.	5.074	25.2	Primarily timing of invoices, delays in project activity and lower joint facility maintenance.
	Reimb.	(0.605)	(48.8)	Primarily due to timing of project activity.	(0.451)	(13.2)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.115	30.6	Primarily due to 2019 accrual reversals, delayed communication contracts and the timing of rolling stock decommissioning and other professional services.	(1.349)	(12.7)	Primarily due to the timing of consultant contracts for technical scope of work for future ESA maintenance contracts, partially offset by the timing of rolling stock decommissioning and communication contracts.
	Reimb.	(0.268)	*	Primarily due to timing of project activity.	(0.175)	(85.0)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	5.223	36.1	Primarily timing of modifications and RCM activity for revenue fleet.	18.282	41.8	Primarily timing of modifications and RCM activity for revenue fleet and right of way material.
	Reimb.	2.225	52.4	Primarily due to timing of project activity.	4.699	41.6	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	1.239	69.0	Primarily timing of bad debt and miscellaneous expenses, and lower credit/debit card fees.	1.582	32.3	Primarily timing of bad debt and miscellaneous expenses, and lower credit/debit card fees.
	Reimb.	(0.043)	*	Primarily due to timing of project activity.	(0.130)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(4.367)	(13.2)	Based on certain capital assets being fully depreciated.	(3.866)	(3.9)	Based on certain capital assets being fully depreciated.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
March 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
Receipts								
Farebox Revenue	\$64.398	\$44.117	(\$20.281)	(31.5)	\$183.731	\$163.598	(\$20.133)	(11.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.173	1.154	(0.019)	(1.6)	11.612	3.974	(7.638)	(65.8)
Capital & Other Reimbursements	20.925	28.059	7.134	34.1	65.135	93.045	27.910	42.8
Total Receipts	\$86.496	\$73.330	(\$13.166)	(15.2)	\$260.478	\$260.617	\$0.139	0.1
Expenditures								
<i>Labor:</i>								
Payroll	\$54.962	\$51.876	\$3.086	5.6	\$180.585	\$166.370	\$14.215	7.9
Overtime	12.815	14.719	(1.904)	(14.9)	46.266	47.511	(1.245)	(2.7)
Health and Welfare	13.409	11.531	1.878	14.0	40.463	34.837	5.626	13.9
OPEB Current Payment	6.206	4.926	1.280	20.6	18.618	15.252	3.366	18.1
Pensions	15.643	15.334	0.309	2.0	46.929	46.035	0.894	1.9
Other Fringe Benefits	15.740	13.861	1.879	11.9	51.754	47.151	4.603	8.9
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$118.775	\$112.248	\$6.527	5.5	\$384.615	\$357.156	\$27.459	7.1
<i>Non-Labor:</i>								
Electric Power	\$7.881	\$5.995	\$1.886	23.9	\$23.321	\$23.212	\$0.109	0.5
Fuel	1.619	2.133	(0.514)	(31.7)	5.474	5.702	(0.228)	(4.2)
Insurance	0.008	(1.451)	1.459	*	10.256	(1.451)	11.707	*
Claims	0.192	0.606	(0.414)	*	0.447	0.921	(0.474)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.958	6.842	1.116	14.0	23.521	21.185	2.336	9.9
Professional Service Contracts	4.620	1.425	3.195	69.2	8.200	7.942	0.258	3.1
Materials & Supplies	23.620	14.893	8.727	36.9	59.235	45.237	13.998	23.6
Other Business Expenses	1.946	1.373	0.573	29.4	5.668	4.739	0.929	16.4
Total Non-Labor Expenditures	\$47.844	\$31.817	\$16.027	33.5	\$136.122	\$107.486	\$28.636	21.0
<i>Other Expenditure Adjustments:</i>								
Other	\$1.333	\$1.111	\$0.222	16.7	\$3.999	\$3.671	\$0.328	8.2
Total Other Expenditure Adjustments	\$1.333	\$1.111	\$0.222	16.7	\$3.999	\$3.671	\$0.328	8.2
Total Expenditures	\$167.952	\$145.175	\$22.777	13.6	\$524.736	\$468.312	\$56.424	10.8
Cash Timing and Availability Adjustment	0.000	1.500	1.500	-	0.000	1.970	1.970	-
Net Cash Deficit (excludes opening balance)	(\$81.456)	(\$70.345)	\$11.111	13.6	(\$264.258)	(\$205.726)	\$58.532	22.1
Subsidies								
MTA	81.456	89.535	8.079	9.9	264.258	308.450	44.192	16.7

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	March 2020			Year-to-Date as of March 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(20.281)	(31.5)	Lower ridership \$(36.145), lower MetroCard/AirTrain sales \$(0.555), lower advance sales impact \$(0.243), partially offset by higher yields \$16.662.	(20.133)	(11.0)	Lower ridership \$(35.108), lower advance sales impact \$(1.783), lower MetroCard/AirTrain sales \$(0.925), partially offset by and higher yields \$17.683.
Other Operating Revenue	(0.019)	(1.6)		(7.638)	(65.8)	Primarily due to the timing of an annual rental revenue payment.
Capital and Other Reimbursements	7.134	34.1	Timing of activity and reimbursement for capital and other reimbursements.	27.910	42.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.086	5.6	Primarily due to vacant positions and rates.	14.215	7.9	Primarily due to vacant positions, rates and higher sick pay law claim credits.
Overtime	(1.904)	(14.9)	Primarily due to higher project overtime and vacancy/absentee coverage, partially offset by lower weather-related and maintenance overtime.	(1.245)	(2.7)	Primarily due to higher project, maintenance, and vacancy/absentee coverage overtime, partially offset by lower weather-related overtime.
Health and Welfare	1.878	14.0	Primarily due to vacant positions, and the timing of payments.	5.626	13.9	Primarily due to vacant positions, intercompany reimbursements and the timing of payments.
OPEB Current Payment	1.280	20.6	Primarily due to fewer retirees/beneficiaries and the timing of payments.	3.366	18.1	Primarily due to fewer retirees/beneficiaries and the timing of payments.
Pensions	0.309	2.0	Due to intercompany reimbursements.	0.894	1.9	Due to intercompany reimbursements.
Other Fringe Benefits	1.879	11.9	Primarily due to the timing of FELA payments.	4.603	8.9	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, and the timing of FELA payments, partially offset by higher meal payments.

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	March 2020			Year-to-Date as of March 2020		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	1.886	23.9	Primarily due to lower rates and consumption.	0.109	0.5	Primarily due to lower rates and consumption, partially offset by the timing of payments.
Fuel	(0.514)	(31.7)	Primarily due to the timing of payments and higher rates.	(0.228)	(4.2)	Primarily due to higher rates.
Insurance	1.459	*	Primarily due to a 2019 Force Account Insurance credit due upon audit.	11.707	*	Timing of insurance premium payments.
Claims	(0.414)	*	Timing of payments for claims.	(0.474)	*	Timing of payments for claims.
Maintenance and Other Operating Contracts	1.116	14.0	Timing of payments.	2.336	9.9	Timing of payments.
Professional Service Contracts	3.195	69.2	Primarily due to the timing of MTA Quarterly Chargeback Service payments.	0.258	3.1	Primarily due to timing of payments for consultant contracts for technical scope of work for future ESA maintenance contracts, partially offset by the timing of MTA Chargeback services.
Materials and Supplies	8.727	36.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.	13.998	23.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.573	29.4	Primarily lower credit/debit card fees and the timing of miscellaneous expenses.	0.929	16.4	Primarily the timing of miscellaneous expenses and lower credit/debit card fees.
Other Expenditure Adjustments	0.222	16.7	Lower MetroCard/AirTrain pass through payments.	0.328	8.2	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
March 2020								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
Receipts								
Farebox Revenue	\$1.333	\$0.535	(\$0.798)	(59.9)	\$3.999	\$1.291	(\$2.708)	(67.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.591)	(1.891)	(0.301)	(18.9)	3.835	(3.001)	(6.836)	*
Capital & Other Reimbursements	(13.290)	(8.574)	4.716	35.5	(19.112)	(3.234)	15.879	83.1
Total Receipts	(\$13.547)	(\$9.930)	\$3.617	26.7	(\$11.278)	(\$4.943)	\$6.334	56.2
Expenditures								
<i>Labor:</i>								
Payroll	\$3.825	\$1.292	(\$2.532)	(66.2)	\$1.797	\$3.220	\$1.423	79.2
Overtime	3.716	3.812	0.096	2.6	0.190	2.738	2.548	*
Health and Welfare	(0.000)	0.990	0.991	*	(0.000)	2.253	2.253	*
OPEB Current Payment	(0.000)	0.787	0.788	*	(0.001)	0.574	0.575	*
Pensions	(0.000)	0.309	0.309	*	(0.000)	0.894	0.894	*
Other Fringe Benefits	3.938	3.337	(0.601)	(15.3)	0.246	11.066	10.819	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$11.478	\$10.528	(\$0.950)	(8.3)	\$2.232	\$20.745	\$18.513	*
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	\$0.068	\$0.068	*	(\$0.000)	(\$2.594)	(\$2.594)	*
Fuel	0.000	(1.016)	(1.017)	*	0.000	(0.317)	(0.318)	*
Insurance	2.822	3.823	1.001	35.5	(2.425)	8.375	10.801	*
Claims	0.227	(0.175)	(0.401)	*	0.680	0.767	0.086	12.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(2.605)	(2.605)	*	0.001	(2.286)	(2.287)	*
Professional Service Contracts	(0.896)	1.452	2.348	*	2.624	4.406	1.782	67.9
Materials & Supplies	(4.905)	(3.626)	1.280	26.1	(4.197)	(13.179)	(8.983)	*
Other Business Expenses	(0.114)	(0.737)	(0.623)	*	(0.690)	(1.212)	(0.522)	(75.7)
Total Non-Labor Expenditures	(\$2.866)	(\$2.816)	\$0.051	1.8	(\$4.007)	(\$6.042)	(\$2.035)	(50.8)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.333)	(\$1.111)	\$0.222	16.7	(\$3.999)	(\$3.671)	\$0.328	8.2
Total Other Expenditure Adjustments	(\$1.333)	(\$1.111)	\$0.222	16.7	(\$3.999)	(\$3.671)	\$0.328	8.2
Total Expenditures before Depreciation	\$7.279	\$6.601	(\$0.678)	(9.3)	(\$5.774)	\$11.033	\$16.807	*
Depreciation Adjustment	\$33.088	\$37.455	\$4.367	13.2	\$99.130	\$102.996	\$3.866	3.9
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.248	0.081	48.6	0.500	0.581	0.081	16.2
Total Expenditures	\$40.534	\$44.304	\$3.770	9.3	\$93.856	\$114.610	\$20.754	22.1
Cash Timing and Availability Adjustment	0.000	1.500	1.500	-	0.000	1.970	1.970	-
Total Cash Conversion Adjustments	\$26.987	\$35.874	\$8.887	32.9	\$82.578	\$111.636	\$29.058	35.2

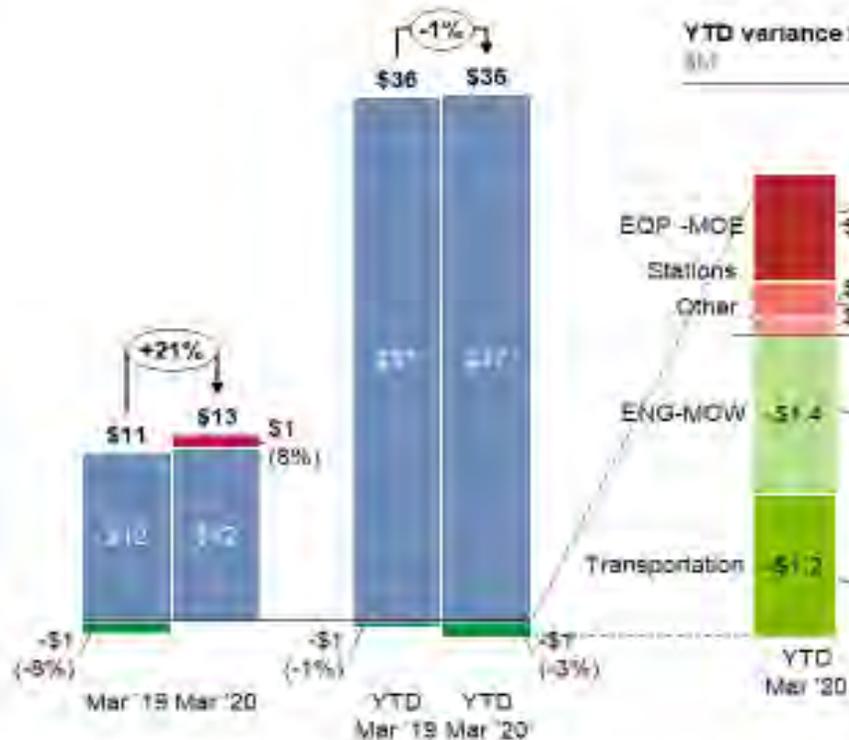
LIRR – Non-Reimbursable Overtime Variance

Mar 2020 and YTD budget vs. variance

(\$M)

- Favorable
- Unfavorable
- Budget

Annual budget: \$144M



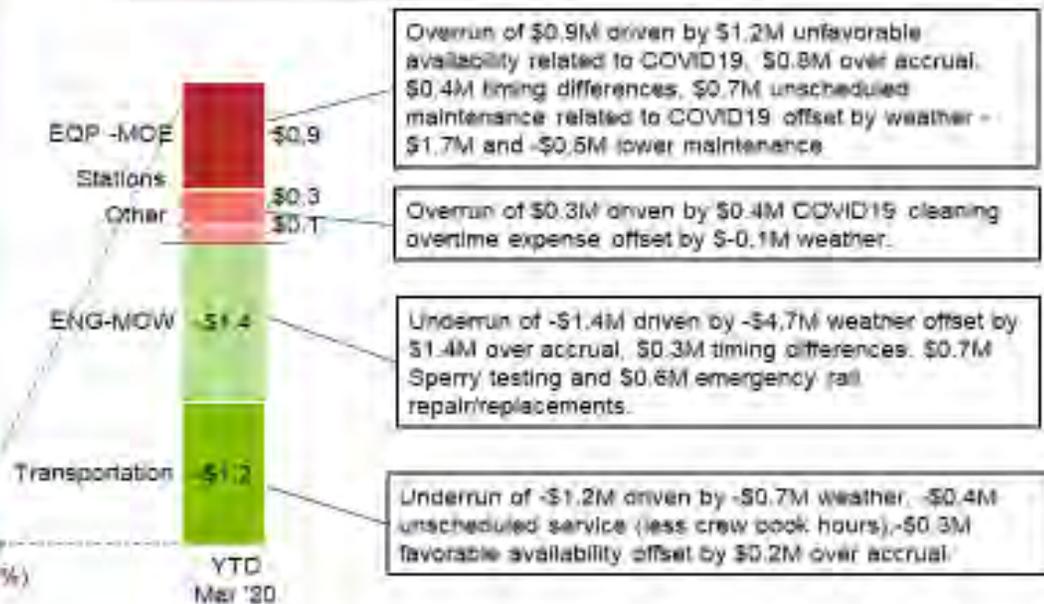
Source: Adapted (revised) budget; QL actuals for actual overtime spending

Overview

- Overall decrease of -\$0.5M or -1% compared to YTD March 2019
 - -\$1.2M or -3% below 2020 budget
 - March actuals include an over accrual of \$2.4M
-
- Eng - MOW underrun of -\$1.4M
 - Transportation underrun of -\$1.2M
 - EQP - MOW overrun of \$0.9M
 - Stations overrun of \$0.3M
 - Stations overrun of \$0.3M

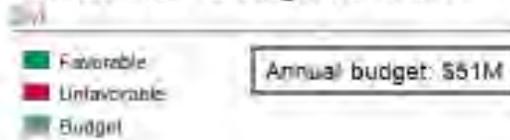
YTD variance by division

(\$M)



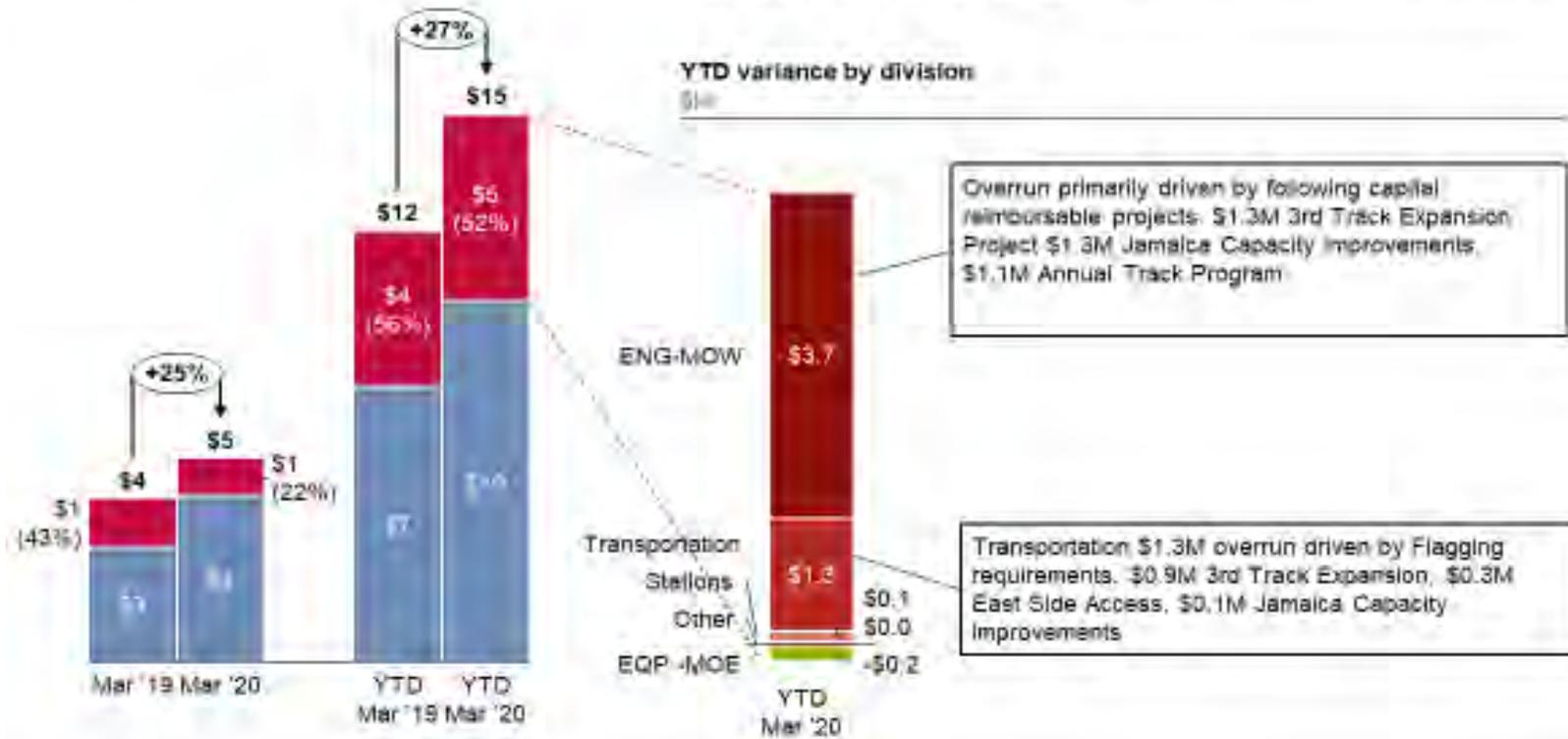
LIRR – Reimbursable Overtime Variance

Mar 2020 and YTD budget vs. variance



Overview

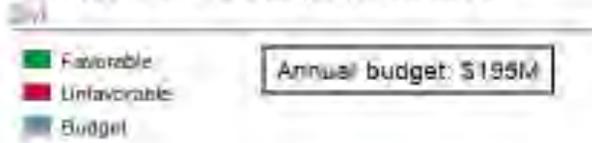
- Overall increase of \$3.1M or 27% compared to YTD March 2019
- \$5.0M or 52% above 2020 budget
- March actuals include an under accrual of -\$1.4M
- Favorable weather in YTD has enabled the LIRR to accelerate its capital work to earlier in the year than expected



*Source: Adopted (actual) budget. GI actuals for actual overtime spending.

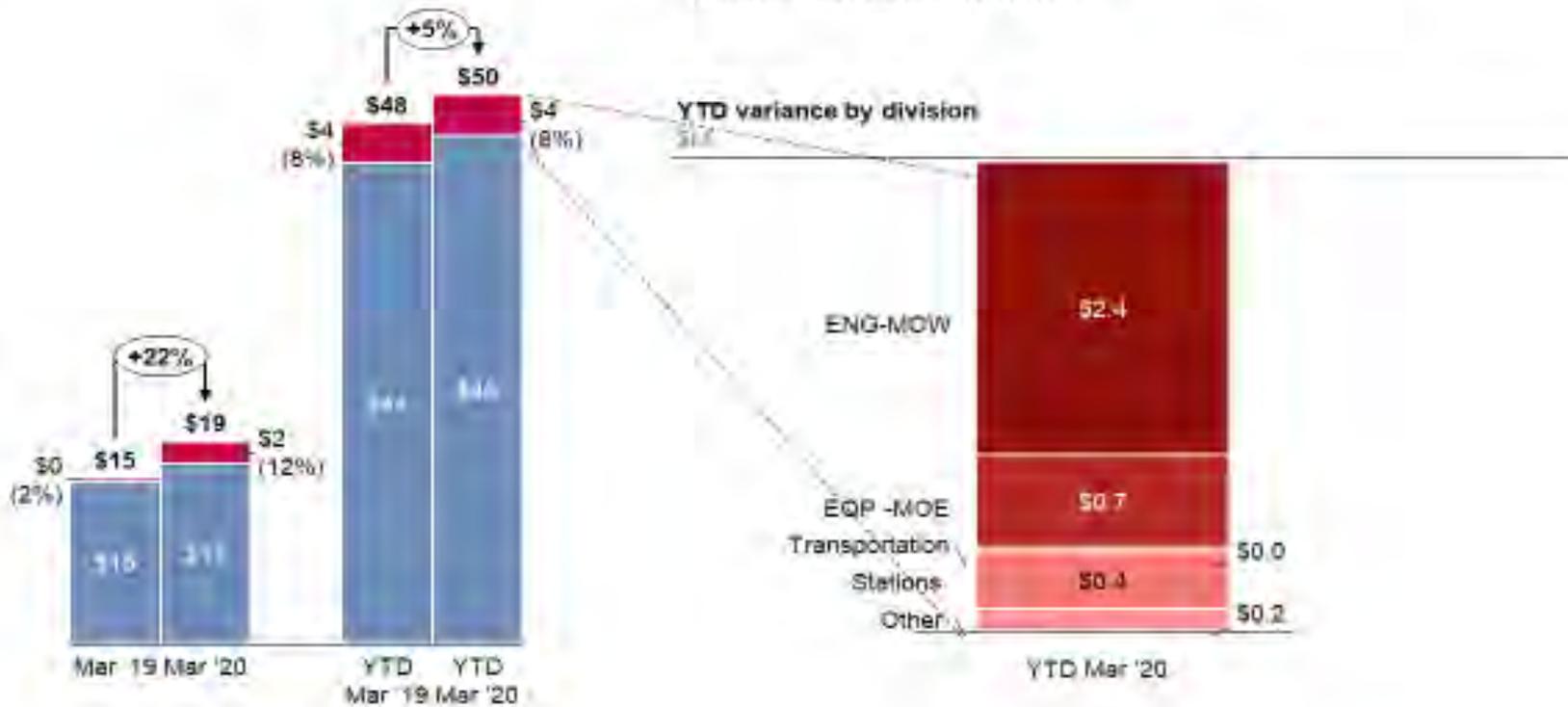
LIRR – Total Overtime Variance

Mar 2020 and YTD budget vs. variance



Overview

- Overall increased of \$2.6M or 5% compared to YTD March 2019
 - \$3.8M or 8% above 2020 budget
 - March actuals include an Non Reimbursable overtime over accrual of \$2.4M
 - March actuals include an Reimbursable overtime under accrual of -\$1.4M
-
- Non Reimbursable underrun of -\$1.2M
 - Reimbursable overrun of \$5.0M



Source: Adapted (revised) budget; GL actuals for actual overtime spending

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH MARCH 2020

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	1	1	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	17	16	1
Procurement & Logistics (excl. Stores)	71	61	10
Human Resources	37	33	4
Sr VP Administration	2	2	0
Strategic Investments	15	13	2
President	8	7	1
VP & CFO	2	2	0
Controller	44	43	1
Management & Budget	17	14	3
BPM, Controls & Compliance	4	4	0
Market Dev. & Public Affairs	70	66	4
Gen. Counsel & Secretary	30	29	1
Diversity Management	3	3	0
Security	15	11	4
System Safety	46	39	7
Training	69	66	3
Service Planning	30	28	2
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	509	455	54
Operations			
Transportation Services - Train Operations	2,399	2,353	46
Customer Services	319	309	10
Total Operations	2,718	2,662	56
Maintenance			
Engineering	2,070	1,998	72
Equipment	2,230	2,109	121
Procurement (Stores)	95	97	(2)
Total Maintenance	4,395	4,204	191
Engineering/Capital			
Department of Program Management	152	124	28
Special Projects	61	52	9
Positive Train Control	14	15	(1)
Total Engineering/Capital	227	191	36
Baseline Total Positions	7,849	7,512	337
<i>Non-Reimbursable</i>	6,563	6,280	283
<i>Reimbursable</i>	1,287	1,232	55
Total Full-Time	7,849	7,512	337
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH MARCH 2020**

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	271	248	23
Professional, Technical, Clerical	134	100	34
Operational Hourlies	104	107	(3)
Total Administration	509	455	54
Operations			
Managers/Supervisors	328	305	23
Professional, Technical, Clerical	107	102	5
Operational Hourlies	2,283	2,255	28
Total Operations	2,718	2,662	56
Maintenance			
Managers/Supervisors	901	777	124
Professional, Technical, Clerical	304	257	47
Operational Hourlies	3,190	3,170	20
Total Maintenance	4,395	4,204	191
Engineering/Capital			
Managers/Supervisors	157	146	11
Professional, Technical, Clerical	70	45	25
Operational Hourlies	0	0	0
Total Engineering/Capital	227	191	36
Total Positions			
Managers/Supervisors	1,657	1,476	181
Professional, Technical, Clerical	615	504	111
Operational Hourlies	5,577	5,532	45
Total Positions	7,849	7,512	337

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH MARCH 2020**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 283 positions due to the vacancies in Maintenance of Equipment, Train Operations, Stations Department and other administrative departments.
REIMBURSABLE POSITIONS - Favorable 55 positions primarily due to reduced project activity in Engineering and vacancies in Project Management, Special Projects and Procurement and Logistics, partially offset by increased project activity in Train Operations.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
RIDERSHIP
(In Millions)**

	MARCH 2020							MARCH YEAR TO DATE 2020						
	Month			Variance				YTD			Variance			
	Adopted	Actual	Adjusted*	Adopted		Adjusted*		Adopted	Actual	Adjusted*	Adopted		Adjusted*	
	Budget	2020	2019	Budget	2019	Budget	2019	Budget	2020	2019	Budget	2019	Budget	2019
RIDERSHIP				#	%	#	%				#	%	#	%
Monthly	4.358	1.876	4.316	(2.481)	-56.9%	(2.440)	-56.5%	12.099	9.511	12.095	(2.588)	-21.4%	(2.584)	-21.4%
Weekly	0.171	0.053	0.203	(0.118)	-69.2%	(0.150)	-74.1%	0.496	0.470	0.548	(0.026)	-5.3%	(0.078)	-14.2%
Total Commutation	4.528	1.929	4.519	(2.600)	-57.4%	(2.590)	-57.3%	12.595	9.981	12.643	(2.615)	-20.8%	(2.662)	-21.1%
One-Way Full Fare	0.783	0.373	0.790	(0.410)	-52.3%	(0.416)	-52.7%	2.080	1.884	2.212	(0.196)	-9.4%	(0.328)	-14.8%
One-Way Off-Peak	1.441	0.591	1.464	(0.850)	-59.0%	(0.873)	-59.6%	4.039	3.200	4.051	(0.839)	-20.8%	(0.852)	-21.0%
All Other	0.918	0.381	0.909	(0.537)	-58.5%	(0.529)	-58.1%	2.520	2.021	2.507	(0.498)	-19.8%	(0.486)	-19.4%
Total Non-Commutation	3.142	1.345	3.163	(1.797)	-57.2%	(1.818)	-57.5%	8.638	7.105	8.770	(1.533)	-17.7%	(1.665)	-19.0%
Total	7.670	3.274	7.682	(4.396)	-57.3%	(4.408)	-57.4%	21.233	17.086	21.413	(4.148)	-19.5%	(4.328)	-20.2%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
March 2020**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2020</u>	<u>Adopted Budget</u>	<u>Actual 2019</u>	<u>vs. Budget</u>	<u>vs. 2019</u>
Farebox Operating Ratio	Standard ⁽¹⁾	37.8%	44.4%	50.7%	-6.6%	-12.9%
	Adjusted ⁽²⁾	44.2%	49.8%	58.5%	-5.6%	-14.3%
Cost Per Passenger	Standard ⁽¹⁾	\$35.26	\$18.54	\$15.92	(\$16.72)	(\$19.34)
	Adjusted ⁽²⁾	\$32.25	\$17.23	\$14.75	(\$15.02)	(\$17.50)
Passenger Revenue/Passenger ⁽³⁾		\$13.31	\$8.22	\$8.07	\$5.09	\$5.24
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2020</u>	<u>Adopted Budget</u>	<u>Actual 2019</u>	<u>vs. Budget</u>	<u>vs. 2019</u>
Farebox Operating Ratio	Standard ⁽¹⁾	42.3%	41.0%	46.3%	1.3%	-4.0%
	Adjusted ⁽²⁾	47.7%	46.0%	53.3%	1.7%	-5.6%
Cost Per Passenger	Standard ⁽¹⁾	\$22.44	\$20.64	\$17.77	(\$1.80)	(\$4.67)
	Adjusted ⁽²⁾	\$20.77	\$19.19	\$16.54	(\$1.58)	(\$4.23)
Passenger Revenue/Passenger ⁽³⁾		\$9.50	\$8.46	\$8.22	\$1.04	\$1.28

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

(3) Passenger Revenue/Passenger includes Hampton Seat Reservations.



Long Island Rail Road

Ridership Report Highlights

March 2020 vs. 2019

- Total ridership decreased -57.4% compared to March 2019 (3,274,069 in March 2020 vs. 7,681,912 in March 2019).
- Commutation ridership decreased -57.3% compared to March 2019
- Non-Commutation ridership decreased -57.5% compared to March 2019
- The March 2020 ridership loss is attributed to the impact of COVID-19 travel restrictions

2020 vs. 2019 YTD

- Total YTD ridership is -20.2% below 2019 and -19.5% below Budget
- YTD Commutation ridership is -21.1% below 2019
- YTD Non-Commutation ridership is -19.0% below 2019

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

March 2020

**March 2020 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

March Ridership and Revenue (millions)

	March 2020	% Change vs. 2019
Total Rail Ridership	3.274	-57.4% ▼
Commutation Ridership	1.929	-57.3% ▼
Non-Commutation Ridership	1.345	-57.5% ▼
Rail Revenue	\$43.6	-28.2% ▼

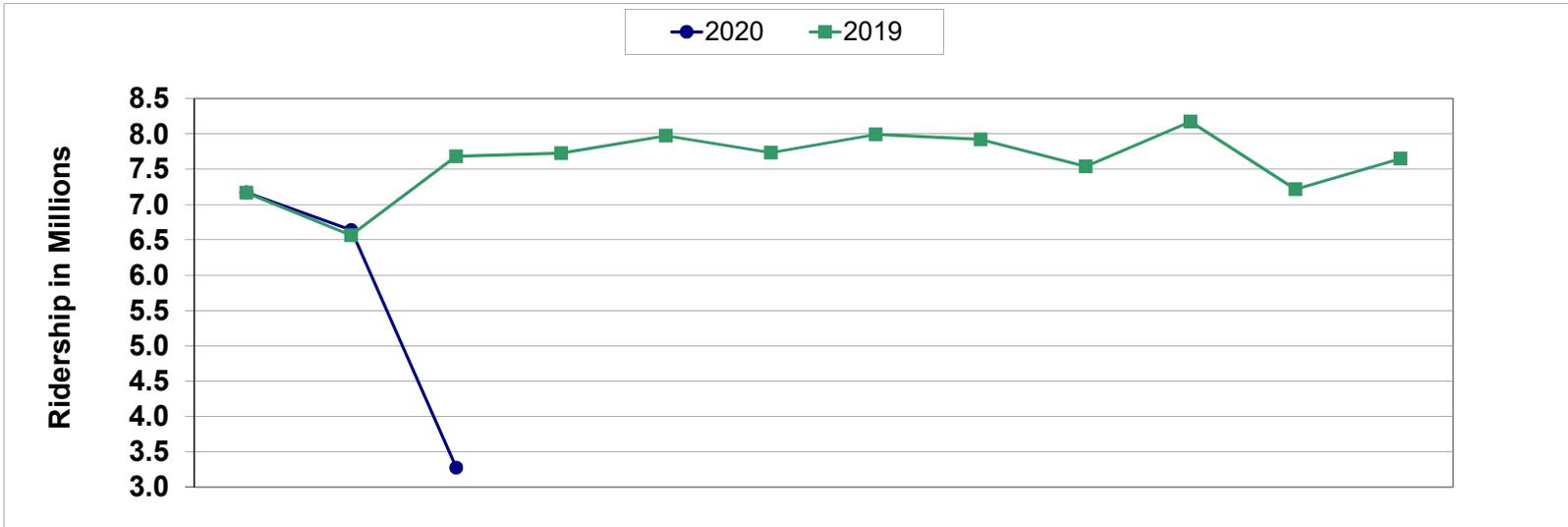
Year-to-Date through March Prelim. Ridership and Revenue (millions)

	March 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	17.086	-20.2% ▼	-19.5% ▼
Commutation Ridership	9.981	-21.1% ▼	-20.8% ▼
Non-Commutation Ridership	7.105	-19.0% ▼	-17.7% ▼
Rail Revenue	\$162.3	-7.0% ▼	-9.7% ▼

Please Note: Ridership is based on ticket sales data.

March RIDERSHIP

- March Total Ridership was -57.4% below '19 and -57.3% below 2020 Budget.

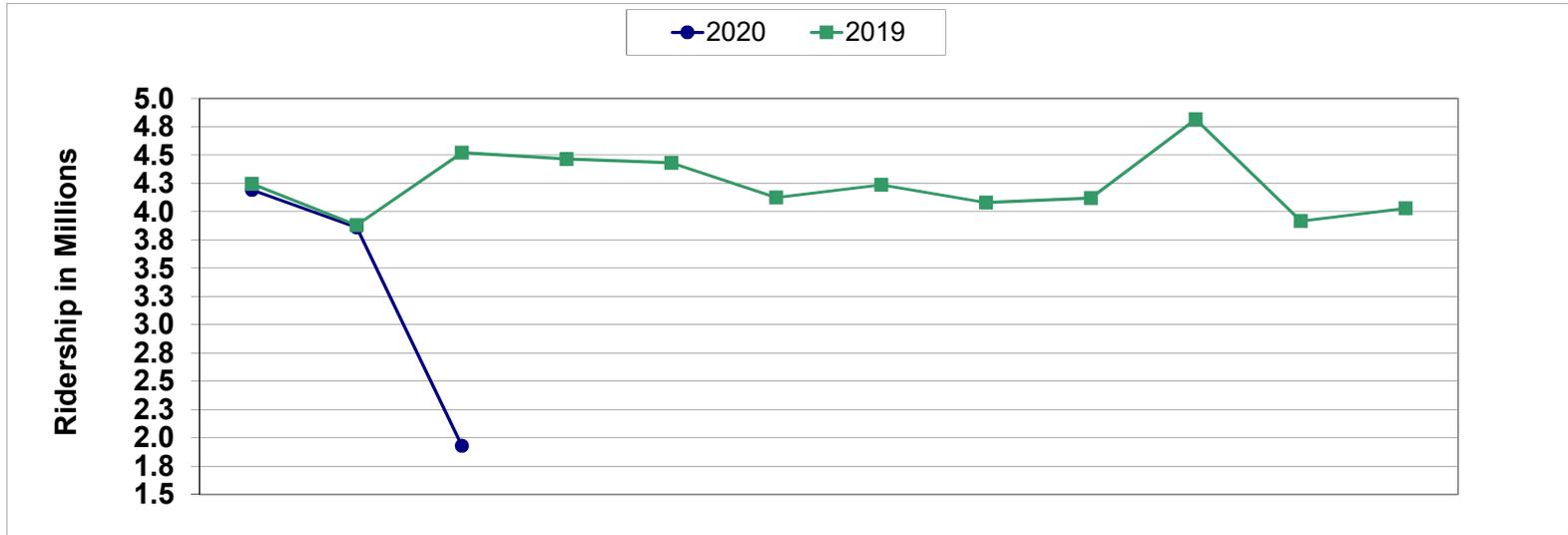


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	7.2	6.6	3.3										17.1
2019	7.2	6.6	7.7	7.7	8.0	7.7	8.0	7.9	7.5	8.2	7.2	7.6	21.4
PCT CHG.	0.1%	1.1%	-57.4%										-20.2%

Please Note: Ridership is based on ticket sales data.

March COMMUTATION RIDERSHIP

- March Commutation Ridership was -57.3% below '19 and -57.4 % below 2020 Budget.

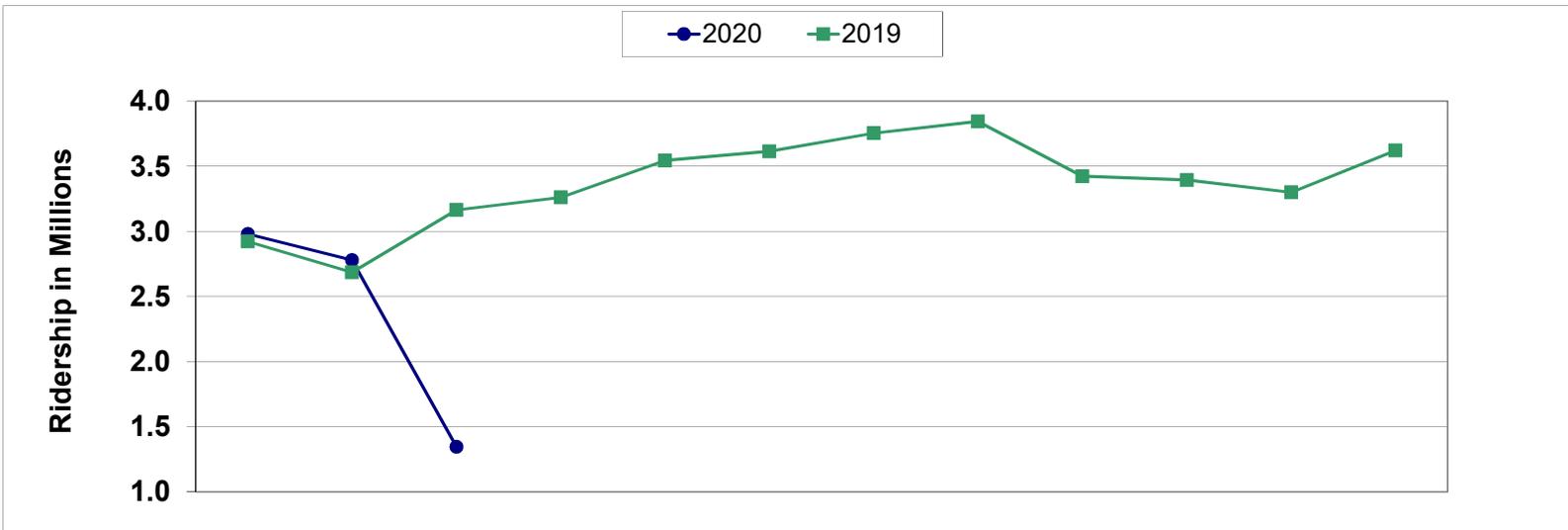


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.2	3.9	1.9										10.0
2019	4.2	3.9	4.5	4.5	4.4	4.1	4.2	4.1	4.1	4.8	3.9	4.0	12.6
PCT CHG.	-1.2%	-0.5%	-57.3%										-21.1%

Please Note: Ridership is based on ticket sales data.

March NON-COMMUTATION RIDERSHIP

- March Non-Commutation Ridership was -57.5% below '19 and -57.2% below 2020 Budget.

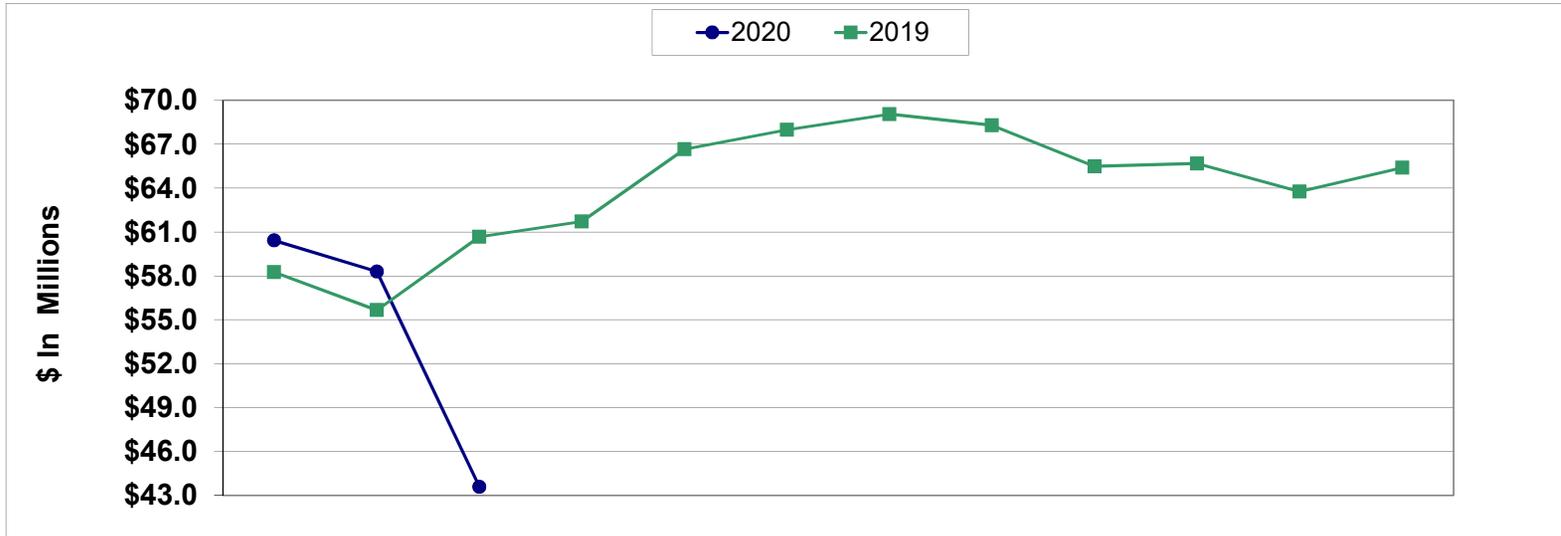


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	3.0	2.8	1.3										7.1
2019	2.9	2.7	3.2	3.3	3.5	3.6	3.8	3.8	3.4	3.4	3.3	3.6	8.8
PCT CHG.	2.0%	3.5%	-57.5%										-19.0%

Please Note: Ridership is based on ticket sales data.

March REVENUE

- March Total Revenue was -28.2% below '19 and -30.9% below 2020 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$60.4	\$58.3	\$43.6										\$162.3
2019	\$58.3	\$55.7	\$60.7	\$61.7	\$66.7	\$68.0	\$69.1	\$68.3	\$65.5	\$65.7	\$63.8	\$65.4	\$174.6
PCT CHG.	3.7%	4.8%	-28.2%										-7.0%

***Fare increase was implemented in April 2019.**

Please Note: Ridership is based on ticket sales data.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
March 2020**

TICKET TYPE/SERVICE	March 2020	*March 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	1,928,778	4,518,939	(2,590,161)	-57.3%
NON-COMMUTATION RIDERSHIP	1,345,291	3,162,973	(1,817,682)	-57.5%
TOTAL RIDERSHIP	3,274,069	7,681,912	(4,407,843)	-57.4%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2020 YEAR-TO-DATE**

TICKET TYPE/SERVICE	March 2020	*March 2019	CHANGE VS. 2019	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	9,980,631	12,643,092	(2,662,461)	-21.1%
NON-COMMUTATION RIDERSHIP	7,105,163	8,770,336	(1,665,173)	-19.0%
TOTAL RIDERSHIP	17,085,794	21,413,428	(4,327,634)	-20.2%

* 2018 ridership numbers were adjusted using 2019 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
March 2020**

REVENUE	March 2020	March 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,057,485	\$31,782,440	(\$724,955)	-2.3%
NON-COMMUTATION REVENUE	\$12,524,486	\$28,877,177	(\$16,352,691)	-56.6%
TOTAL REVENUE	\$43,581,971	\$60,659,617	(\$17,077,646)	-28.2%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2020 YEAR-TO-DATE**

REVENUE	March 2020	March 2019	CHANGE VS. 2019	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$94,919,418	\$94,061,577	\$857,841	0.9%
NON-COMMUTATION REVENUE	\$67,387,367	\$80,506,241	(\$13,118,875)	-16.3%
TOTAL REVENUE	\$162,306,785	\$174,567,819	(\$12,261,034)	-7.0%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD - CAPITAL PROGRAM HIGHLIGHTS
MARCH 2020**

L60304TU: JAMAICA CAPACITY IMPROVEMENTS – PHASE 1

Milestone: Platform F Third Party Substantial Completion [\$66M]

Project Budget: \$301.6M

Third Party Construction of the new Platform “F”, south of the existing Platforms A–E, achieved Substantial Completion. As a major part of Jamaica Capacity Improvements Phase 1 for East Side Access Readiness, this new platform will provide customers with frequent and direct service to Atlantic Terminal, Brooklyn, which will allow for more regular train service between these two major stations and mitigate the station dwell time associated with the Brooklyn connection.

L70204U9: JAMAICA STATION PLANNING & ENGINEERING

Milestone: Third Party Design Completion [\$1.9M]

Project Budget: \$10.0M

The Design of Signage, Wayfinding, and Lighting Improvements in Jamaica Station, including a Feasibility Analysis Study for Future Overhaul construction such as Vertical Transportation Improvements and reconfiguration of the Jamaica Station Portal Mezzanine Bridge, is complete. A construction contract was awarded last month for Signage, Wayfinding, and various passenger flow and aesthetic improvements that are key elements in improving the connections among the AirTrain, LIRR, and New York City Transit. Enhancing the static and digital signage, lighting, and implementing other improvements will facilitate customer access and pedestrian flow to/from the JFK AirTrain, and contribute to a more user-friendly experience.

L70204U9L60304TV: MASSAPEQUA POCKET TRACK

Milestone: Signal Hut Construction [\$2.3M]

Project Budget: \$20.40M

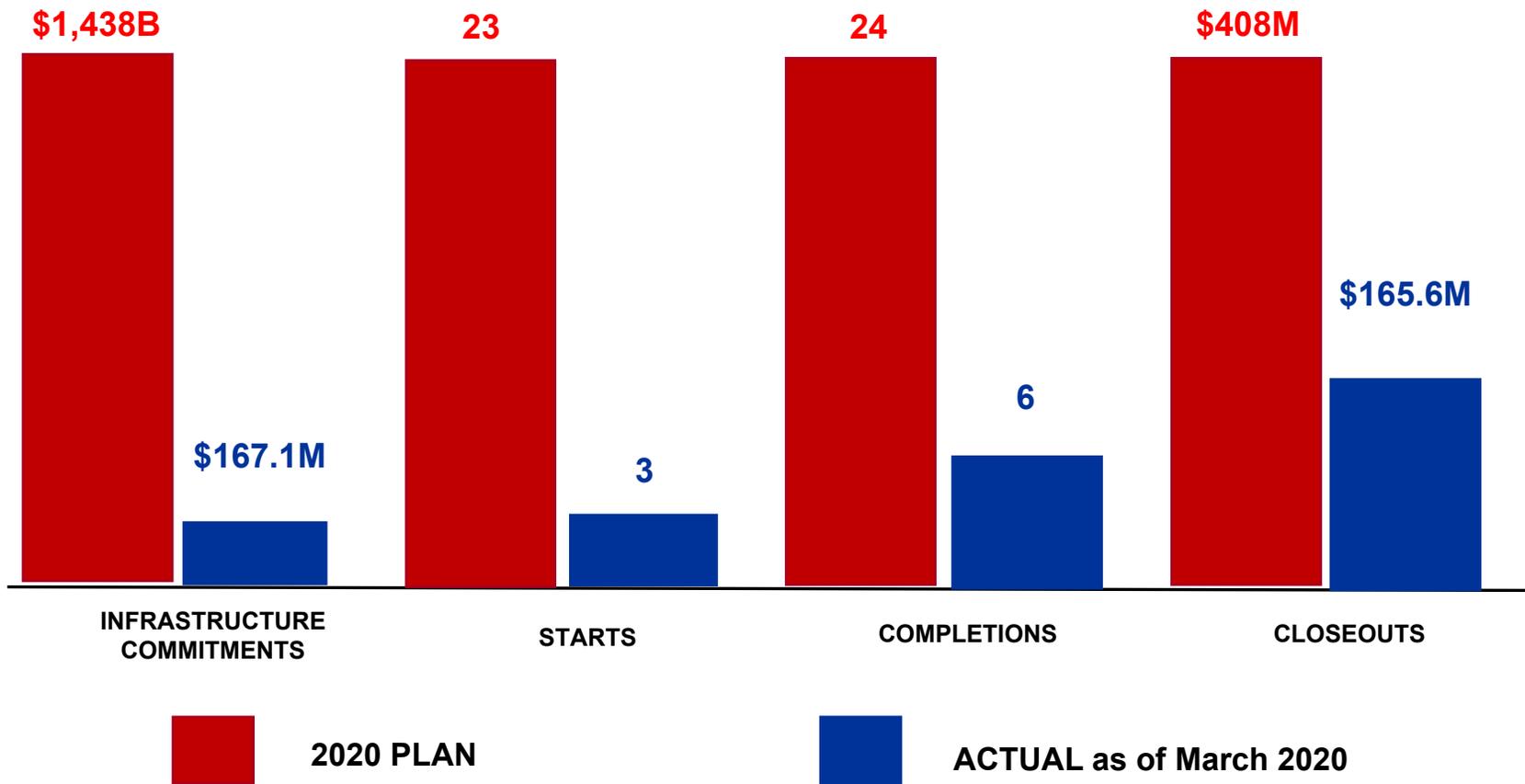
A critical part of the Massapequa Pocket Track project, the cut-over of the new signal system, has been achieved. The Massapequa Pocket Track project is in progress and will provide for construction of a new 13-car stub-ended electrified and interlocked pocket east of Massapequa Station. The new train turning capacity will accommodate mid-branch train starts, allowing for more westbound service on the Babylon Branch, and help prepare for future East Side Access service demands.

SMALL BUSINESS DEVELOPMENT PROGRAM

No new contract/s awarded this month.

No contract/s completed this month.

2020 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

March 2020 Highlights: Operations Report

March service delivery operated above goal at 98.5% overall with 98.4% in peak periods. All service periods operated above goal and YTD we operated 1.9% better than in 2019.

Hudson Line – 98.6% with 98.1% in peak

99.4% of trains arrived within 10” of schedule with 3 (0.06%) cancelled or terminated

Harlem Line – 98.7% with 99.0% in peak

99.6% of trains arrived within 10” of schedule with 5 (0.08%) cancelled or terminated

New Haven Line – 98.4% with 98.2% in peak

99.5% of trains arrived within 10” of schedule with 6 (0.07%) cancelled or terminated

In March 1.0% of trains arrived 6-10” late with 14 (0.07%) cancelled or terminated.

Overall, 99.5% of trains arrived within 10” of schedule.

Train delay minutes are reduced by 42% from last year.

Consist Compliance: 100% overall with 100% during Peak.

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

The additional 66 new M8 cars will start to be available for service Summer 2020 with delivery completion early 2021.

West of Hudson Service operated above goal at 97.5%.

Port Jervis Line performance improved 1.8% from February

Pascack Valley – 97.5% YTD: 97.0%

Port Jervis – 97.4% YTD: 94.6%

Cancelled Trains

2 (0.1%) PVL: 2, PVL: 0

2 – NJT Equipment Failures

Equipment Performance

Fleet Availability was good during March.

Fleet MDBF in February operated 66% above goal at 281,843 against the goal of 170,000.

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

Performance Summary			2020 Data			2019 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	98.5%	97.7%	95.2%	95.8%	
		AM Peak	93.0%	97.5%	96.6%	92.1%	92.4%	
		AM Reverse Peak	93.0%	98.7%	97.8%	95.3%	95.6%	
		PM Peak	93.0%	99.3%	98.2%	94.3%	96.3%	
		Total Peak	93.0%	98.4%	97.5%	93.5%	94.5%	
		Off Peak Weekday	93.0%	98.1%	97.1%	95.1%	95.6%	
		Weekend	93.0%	99.3%	99.1%	98.1%	98.2%	
		Hudson Line	Overall	93.0%	98.6%	98.1%	97.0%	96.6%
		AM Peak	93.0%	96.9%	96.2%	95.2%	92.7%	
		AM Reverse Peak	93.0%	98.6%	98.2%	96.1%	94.6%	
		PM Peak	93.0%	99.2%	98.8%	97.6%	98.3%	
		Total Peak	93.0%	98.1%	97.5%	96.3%	95.2%	
		Off Peak Weekday	93.0%	98.5%	97.8%	97.8%	96.7%	
		Weekend	93.0%	99.3%	99.4%	96.8%	98.4%	
		Harlem Line	Overall	93.0%	98.7%	97.7%	96.3%	96.9%
		AM Peak	93.0%	98.5%	96.9%	93.0%	93.3%	
		AM Reverse Peak	93.0%	98.3%	96.8%	96.2%	96.2%	
		PM Peak	93.0%	99.8%	97.9%	95.2%	96.9%	
		Total Peak	93.0%	99.0%	97.2%	94.4%	95.3%	
		Off Peak Weekday	93.0%	98.1%	97.2%	96.9%	97.4%	
		Weekend	93.0%	99.2%	99.4%	98.6%	98.7%	
	New Haven Line	Overall	93.0%	98.4%	97.5%	93.4%	94.6%	
	AM Peak	93.0%	97.2%	96.7%	89.4%	91.5%		
	AM Reverse Peak	93.0%	99.0%	98.6%	94.1%	95.5%		
	PM Peak	93.0%	99.0%	98.2%	91.5%	94.5%		
	Total Peak	93.0%	98.2%	97.6%	91.0%	93.3%		
	Off Peak Weekday	93.0%	97.9%	96.7%	92.4%	93.8%		
	Weekend	93.0%	99.3%	98.7%	98.4%	97.9%		
Operating Statistics	Trains Scheduled		18,678	56,085	19,485	56,461		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		12.3	12.3	11.0	11.4		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	42	252	168		
	Trains Canceled		230	2	23	8		
	Trains Terminated		230	12	44	12		
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.9%	99.9%		
Consist Compliance	System	Overall	99.0%	100.0%	99.8%	99.6%	99.1%	
<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	98.0%	100.0%	99.2%	99.0%	97.5%	
		AM Reverse Peak	99.5%	100.0%	99.9%	100.0%	100.0%	
		PM Peak	98.0%	100.0%	99.8%	99.0%	98.1%	
		Total Peak	98.0%	100.0%	99.5%	99.1%	98.3%	
		Off Peak Weekday	99.5%	100.0%	99.9%	99.8%	99.7%	
		Weekend	99.5%	100.0%	99.9%	99.7%	99.6%	
		Hudson Line	AM Peak	99.0%	100.0%	99.7%	99.9%	99.9%
		PM Peak	99.0%	100.0%	100.0%	100.0%	99.8%	
		Harlem Line	AM Peak	98.0%	100.0%	99.6%	98.9%	98.6%
		PM Peak	98.0%	100.0%	99.7%	98.7%	98.6%	
		New Haven Line	AM Peak	97.0%	100.0%	98.4%	98.4%	94.9%
		PM Peak	97.0%	100.0%	99.7%	98.7%	96.4%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	February	2020 Data		2019 Data		YTD 2020 Vs 2019
			March	YTD thru March	March	YTD thru March	
Engineering (Scheduled)	2.8%	26	16	93	108	363	-270
Engineering (Unscheduled)	17.0%	384	94	731	764	1,401	-670
Maintenance of Equipment	39.6%	180	220	643	315	978	-335
Transportation	5.3%	45	29	109	46	143	-34
Capital Projects	3.8%	14	21	54	129	298	-244
Weather and Environmental	0.5%	114	3	174	9	184	-10
Police	15.2%	93	84	350	139	434	-83
Customers	1.0%	36	6	84	97	208	-124
Other	14.8%	167	82	298	65	350	-52
3rd Party Operations	0.0%	3	0	4	3	4	-1
TOTAL	100.0%	1,061	556	2,540	1,675	4,363	-1,823
HUDSON LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2020 Vs 2019
Engineering (Scheduled)	1.3%	4	2	12	17	68	-56
Engineering (Unscheduled)	6.5%	31	10	89	115	218	-129
Maintenance of Equipment	31.6%	44	49	167	43	209	-42
Transportation	7.7%	4	12	28	4	21	7
Capital Projects	1.9%	4	3	20	41	116	-96
Weather and Environmental	0.0%	16	0	35	0	54	-19
Police	14.8%	16	23	62	13	76	-14
Customers	0.6%	11	1	27	6	36	-9
Other	35.5%	46	55	102	6	76	26
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	176	155	542	245	874	-332
HARLEM LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2020 Vs 2019
Engineering (Scheduled)	3.6%	6	4	28	10	24	4
Engineering (Unscheduled)	33.3%	184	37	292	180	374	-82
Maintenance of Equipment	32.4%	30	36	126	104	265	-139
Transportation	3.6%	24	4	47	24	45	2
Capital Projects	5.4%	5	6	12	2	37	-25
Weather and Environmental	2.7%	24	3	28	0	86	-58
Police	16.2%	28	18	108	42	117	-9
Customers	0.0%	10	0	26	28	55	-29
Other	2.7%	56	3	61	29	71	-10
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	367	111	728	419	1,074	-346
NEW HAVEN LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2020 Vs 2019
Engineering (Scheduled)	3.3%	16	9	54	81	270	-216
Engineering (Unscheduled)	16.3%	165	44	346	469	806	-460
Maintenance of Equipment	46.7%	56	126	329	148	412	-83
Transportation	4.8%	14	13	34	17	78	-44
Capital Projects	4.4%	5	12	22	86	146	-124
Weather and Environmental	0.0%	73	0	111	8	44	67
Police	15.6%	45	42	179	84	241	-62
Customers	1.9%	14	5	31	58	113	-82
Other	7.0%	58	19	130	30	201	-71
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	446	270	1,236	981	2,311	-1,075

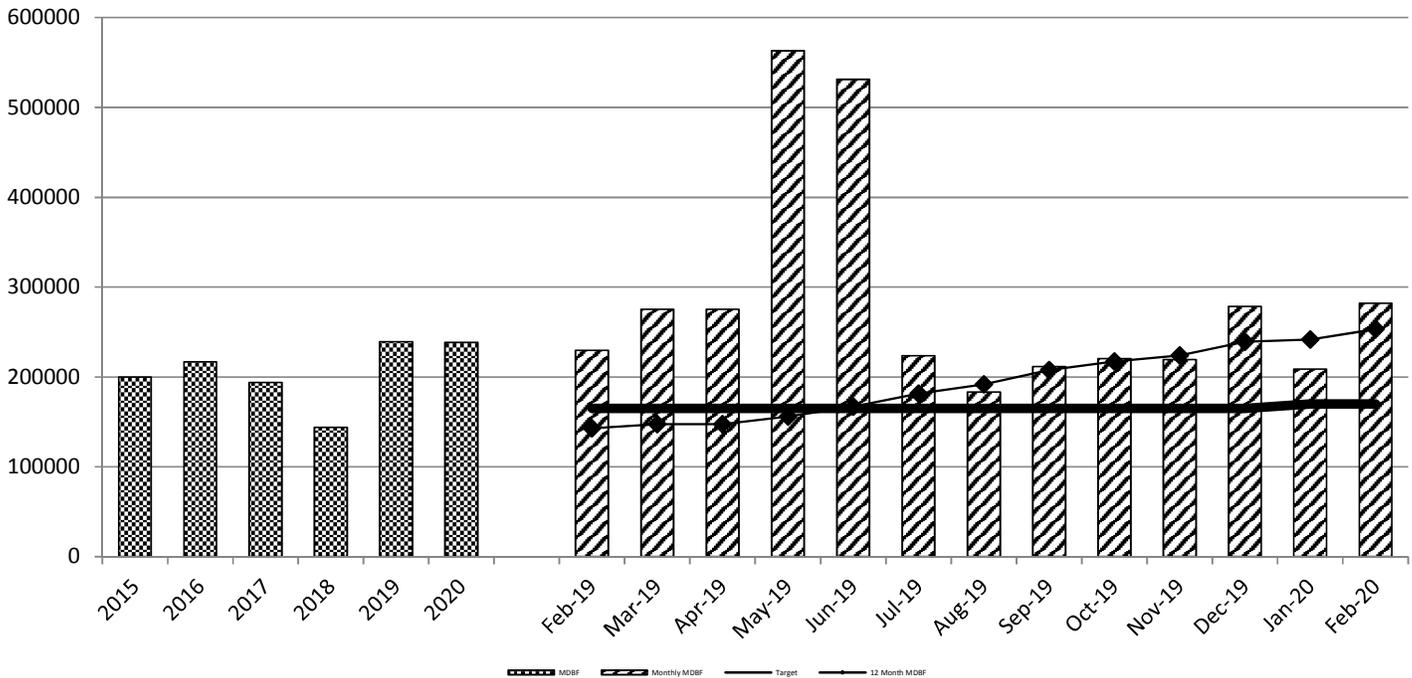
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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
03/03	Tue	Delays account a third rail failure on Track 4 at 59th Street.	12	0	0	3	0	0	0	0	0	0	0	0	0	0	0	15	0	0
03/07	Sat	Delays on the New Canaan Branch due to a brush fire at 535 Hope Street north of Glenbrook Station.	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	10	2	0
03/09	Mon	Brush fires along tracks at Breakneck Ridge.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0
03/17	Tue	Train 809 lost power departing Track 28 causing congestion in GCT.	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0
TOTAL FOR MONTH			25	0	0	4	0	0	1	0	0	12	0	0	10	2	0	52	2	0
															54					

	2020 Data								2019 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Feb MDBF (miles)	Primary Failure Goal	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)	12 month MDBF Rolling Avg (miles)	Feb MDBF (miles)	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)
Mean Distance Between Failures	M8	405	285,000	411,998	9	6	319,512	407,460	169,205	14	205,965
	M3	138	80,000	145,214	4	2	123,896	85,347	92,849	3	149,461
	M7	334	335,000	621,679	6	3	552,397	445,033	180,455	10	198,726
	Coach	207	205,000	270,792	8	5	217,505	275,490	438,979	3	253,546
	P-32	31	21,000	35,698	9	5	41,396	38,926	34,205	5	36,307
	BL-20	12	13,000	40,641	4	1	20,970	32,215	30,027	1	22,876
	Fleet	1127	170,000	281,843	40	22	238,564	253,238	166,598	36	176,973
	M8		285,000	411,998	9	6	319,512	407,460	169,205	14	205,965
M3/7		232,000	431,093	10	5	373,855	277,906	160,238	13	190,158	
Diesel/Coach		85,000	143,008	21	11	126,308	147,041	171,728	9	135,344	

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 2015 - 2020



West of Hudson Performance Summary			2020 Data			2019 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	93.0%	97.5%	96.0%	92.4%	91.1%	
		AM Peak	93.0%	97.9%	95.2%	87.5%	88.7%	
		PM Peak	93.0%	99.5%	95.7%	94.9%	89.9%	
		Total Peak	93.0%	98.7%	95.5%	91.2%	89.3%	
		Off Peak Weekday	93.0%	95.8%	95.4%	93.1%	90.8%	
		Weekend	93.0%	98.1%	97.4%	93.0%	94.2%	
		Pascack Line	Overall	93.0%	97.5%	97.0%	95.6%	94.4%
		AM Peak	93.0%	98.1%	96.4%	96.6%	94.4%	
		PM Peak	93.0%	99.0%	96.4%	94.6%	93.2%	
		Total Peak	93.0%	98.6%	96.4%	95.6%	93.8%	
		Off Peak Weekday	93.0%	96.3%	96.5%	96.0%	94.5%	
		Weekend	93.0%	97.9%	98.3%	95.1%	94.8%	
		Port Jervis Line	Overall	93.0%	97.4%	94.6%	88.2%	86.7%
		AM Peak	93.0%	97.8%	93.9%	77.0%	82.0%	
		PM Peak	93.0%	100.0%	94.8%	95.2%	86.1%	
		Total Peak	93.0%	98.9%	94.4%	86.1%	84.0%	
		Off Peak Weekday	93.0%	95.1%	94.1%	89.2%	85.8%	
	Weekend	93.0%	98.3%	95.8%	89.4%	93.3%		
Operating Statistics	Trains Scheduled		1,540	4,759	1,668	4,847		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		19.0	21.6	20.9	24.9		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>	300	15	85	55	193		
	Trains Canceled	60	2	12	9	19		
	Trains Terminated	60	1	19	4	15		
	Percent of Scheduled Trips Completed	99.4%	99.8%	99.3%	99.2%	99.3%		
Consist Compliance* <i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	System - AM		99.0%	99.7%	99.6%	99.3%	98.6%	
	Pascack Valley - AM		99.0%	99.9%	99.8%	99.3%	98.3%	
	Port Jervis - AM		99.0%	99.6%	99.4%	99.2%	98.9%	

*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	
03/13	Fri	HELD TO RECEIVE PASSENGERS THAT WAS DELAYED IN NEW YORK ACCOUNT AMTRAK 86 WAS DISABLED IN SOUTH TUBE OF PENN STATION.	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0
TOTAL FOR MONTH			0	0	0	0	0	0	6	0	0	0	0	0	6	0	0
6																	

MARCH 2020 STANDEE REPORT
East of Hudson

			MAR 2019	YTD 2019	MAR 2020	YTD 2020
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	3	3	0	7
		Total Standees	3	3	0	8
AM Peak	Harlem Line	Program Standees	31	10	0	21
		Add'l Standees	28	25	0	11
		Total Standees	59	35	0	32
New Haven Line	Program Standees	24	8	0	16	
	Add'l Standees	44	116	0	39	
	Total Standees	68	124	0	55	
EAST OF HUDSON TOTAL - AM PEAK			130	163	0	94
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	9	9	0	1
		Total Standees	10	10	0	1
New Haven Line	Program Standees	140	47	0	93	
	Add'l Standees	41	112	0	6	
	Total Standees	181	159	0	99	
EAST OF HUDSON TOTAL - PM PEAK			191	169	0	100

West of Hudson

			MAR 2019	YTD 2019	MAR 2020	YTD 2020
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
PM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK			0	0	0	0

* 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 **March 2020**

Elevator Availability	2020		2019	
	March	Year to Date	March	Year to Date
Grand Central Terminal	100.00%	97.63%	85.06%	86.48%
Harlem	99.23%	98.70%	100.00%	99.97%
Hudson	99.63%	99.57%	99.50%	99.81%
New Haven	99.54%	96.49%	100.00%	99.90%
Overall Average	99.60%	98.10%	96.14%	96.54%

PLEASE NOTE: The NE-1 Elevator (the 47th St cross passageway) and Elevators T-18 and T-19 (the B Hall elevators) are Out of Service due to East Side Access construction and are excluded from this report. The NE-1 estimated Return To Service (RTS) is August 2020. T-18 T-19 estimated Return To Service (RTS) is September 2020.

Escalator Availability	2020		2019	
	March	Year to Date	March	Year to Date
Grand Central Terminal	100.00%	99.88%	77.75%	65.32%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	99.94%	88.87%	82.66%

PLEASE NOTE: Escalators #1 and #2 (West Side near Transit Museum) are both Out of Service for scheduled service upgrade work and are excluded from this report. The estimated Return To Service (RTS) is March 2021.



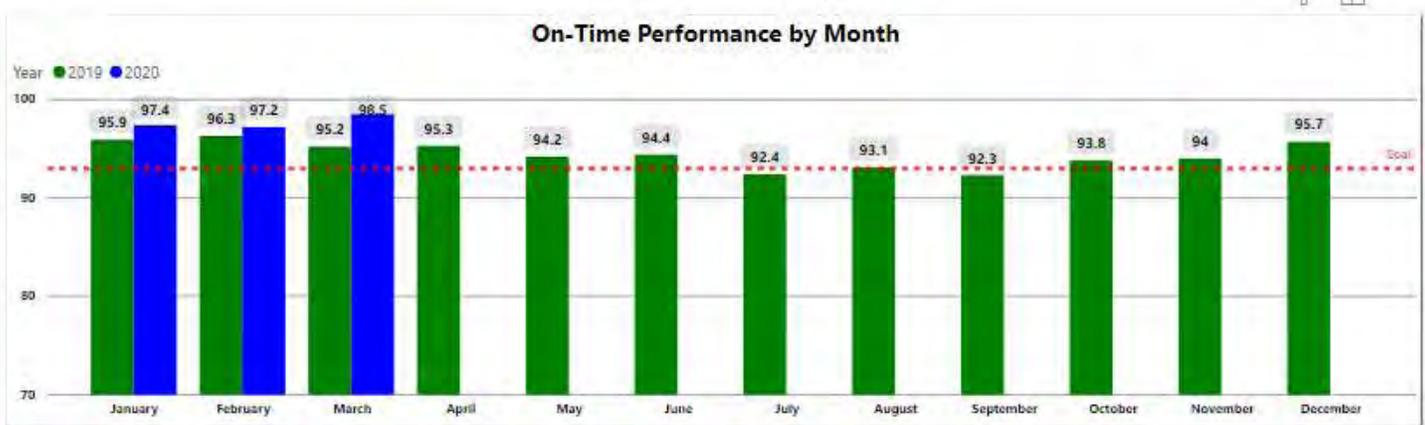
Metro-North Railroad

Performance Metrics Report

On-Time Performance

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

	2020		2019	
Goal	Mar	YTD	Mar	YTD
93.0%	98.5%	97.7%	95.2%	95.8%



Short Trains

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

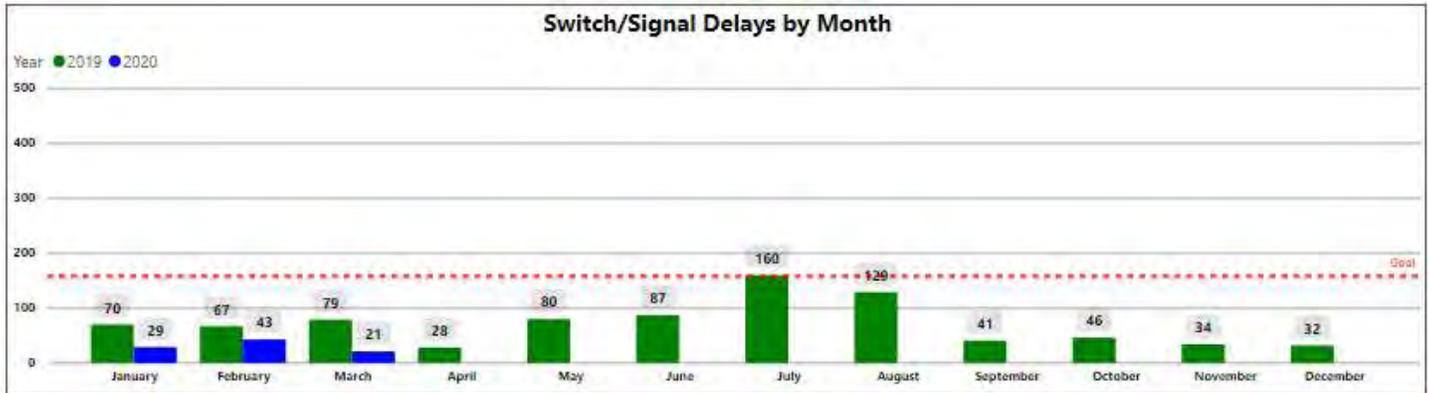
	2020		2019	
Goal	Mar	YTD	Mar	YTD
1138	0	70	100	99



Switch/Signal Delays

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

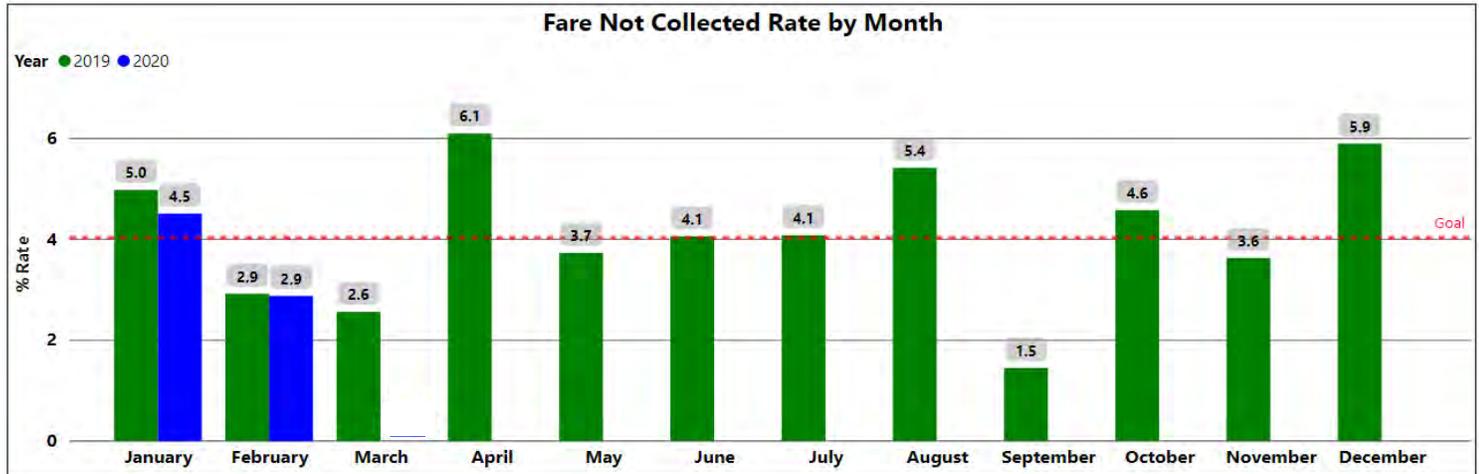
	2020		2019	
Goal	Mar	YTD	Mar	YTD
1896	41	194	117	360



Fare Not Collected Rate

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

	2020		2019	
Goal	Mar	YTD	Mar	YTD
4.0%	N/A	3.7%	2.6%	3.7%

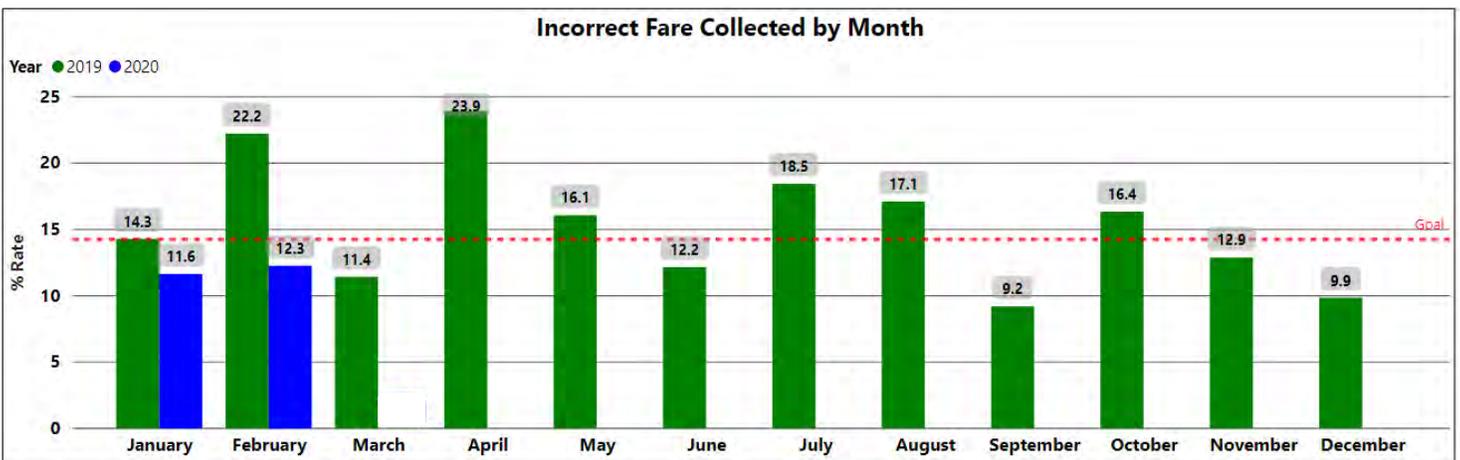


- Due to coronavirus pandemic, MTA Audit suspended their onboard fare collection efforts in March and tracking of both Fare Not Collected and Incorrect Fare Collected has halted. Through February, the Fare Not Collected Rate stood at 3.7%

Incorrect Fare Collected Rate

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

	2020		2019	
Goal	Mar	YTD	Mar	YTD
14.3%	N/A	12.0%	11.4%	16.4%

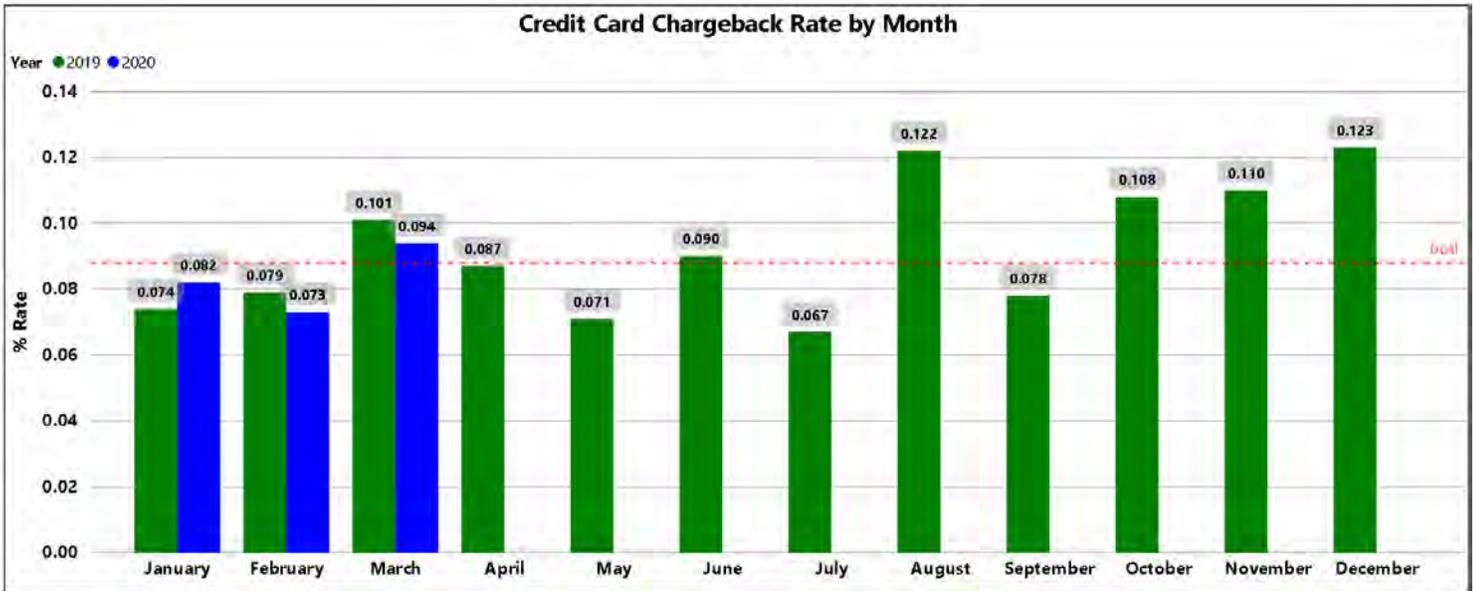


- Due to coronavirus pandemic, MTA Audit suspended their onboard fare collection efforts in March and tracking of both Fare Not Collected and Incorrect Fare Collected has halted. Through February, the Incorrect Fare Collected

Credit Card Chargeback Rate

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

	2020		2019	
Goal	Mar	YTD	Mar	YTD
0.088%	0.094%	0.081%	0.101%	0.085%



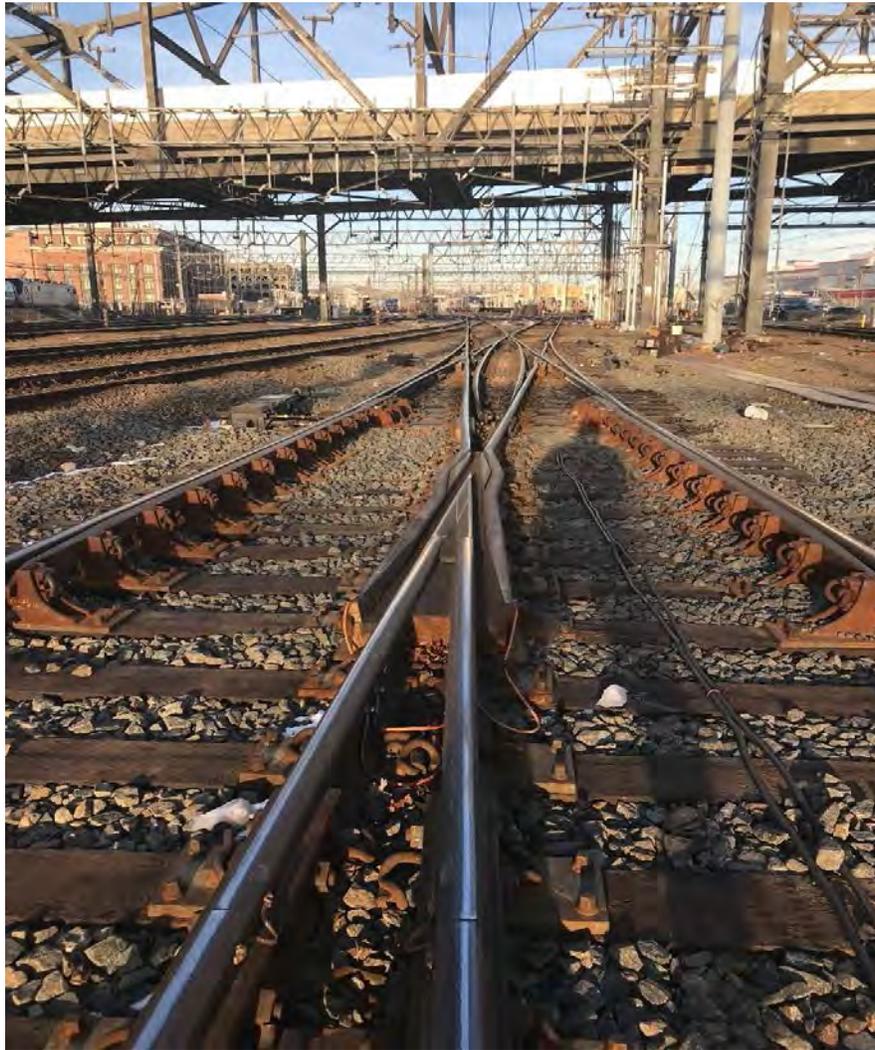


Metro-North Railroad

Finance Report

Steven Weiss

Executive Director, Management & Budget



Located at CP 272, close to the New Haven Yard, the brand-new double-slip switch allows our trains to be routed smoothly in up to four different directions. Double-slip switches are used in locations with limited space for train movement.



Metro-North Railroad

March 2020 Highlights: Financial Report

The Metro-North Railroad’s Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to the Adopted Budget (budget) and key financial performance indicators. The results discussed in this report reflect the impact of State and Federal COVID-19 directives issued in March regarding cleaning/disinfection of stations and rolling stock as well as orders requiring non-essential employees to remain at home.

Summary of Non-Reimbursable Year-to-Date (YTD) March 2020 Financial Results

Ridership and accrual results, versus the budget, are summarized as follows:

- Ridership of 16.0 million, which includes East of Hudson ridership of 15.7 million and West of Hudson ridership of 0.3 million, was 21.7% unfavorable vs. budget reflecting the stay-at-home mandate for nonessential workers due to the COVID-19 pandemic. Consequently, farebox revenue of \$156.3 million was \$18.2 million lower than budget.
- Total revenue of \$170.7 million was \$19.5 million or 10.2% lower than budget primarily due to the ridership impacts noted above.
- Total expenses of \$325.9 million were \$14.5 million or 4.3% favorable vs. budget primarily due to lower electric rates, timing of expenses for the BL-20 locomotive overhaul program, maintenance events and material usage, and consulting and engineering services.

Financial results for Year-to-Date (YTD) March 2020 are presented in the table below and compared to the Adopted Budget.

MTA Metro-North Railroad
March 2020 Year-to-Date Results
(\$ in Millions)

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Fav/(Unfav) \$ Var</u>	<u>Variance % Var</u>
Total Revenue	\$190.1	\$170.7	(\$19.5)	-10.2%
Total Expenses before Non-Cash Liability Adjs.	340.4	325.9	14.5	4.3%
Operating Surplus/(Deficit)	(150.2)	(155.2)	(5.0)	-3.3%
<i>Other Non-Cash Liabilities</i>	73.4	60.1	13.4	18.2%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(223.7)	(215.3)	8.4	3.8%
<i>Cash Adjustments</i>	50.8	57.3	6.5	12.8%
Net Cash Surplus/(Deficit)	(\$172.9)	(\$157.9)	\$14.9	8.6%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

March 2020 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$215.3 million was \$8.4 million or 3.8% favorable vs. the budget.

Major drivers of the March 2020 YTD favorable result of \$8.4 million include lower Non-Reimbursable Expenses were \$27.9 million favorable mainly due to lower non-labor spending primarily in the materials & supplies, maintenance and other operating contracts and professional services categories as well as the timing of non-cash liability adjustments. This is partially offset by lower Non-Reimbursable Revenues of \$19.5 million primarily driven by the COVID-19 pandemic farebox revenue losses.

March 2020 YTD Reimbursable Expenses of \$67.5 million were \$11.5 million favorable vs. the budget primarily due to the timing of several capital projects including the Signal Replacement from Greenwich to South Norwalk, West of Hudson Track Improvements, Connecticut Positive Train Control, Cyclical Track Program and Grand Central Terminal Turnouts and Switch Renewal which are partially offset by the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD results were \$18.2 million lower vs. the budget primarily due to lower ridership due to the COVID-19 pandemic.
 - YTD Ridership of 15.7 million was 21.7% unfavorable vs. the budget and 21.7% unfavorable vs. YTD 2019.
- **Other Operating Revenue** – YTD was \$1.3 million or 8.4% unfavorable vs. the budget primarily due to lower net GCT Retail Income.
- **Capital and Other Reimbursements** – YTD was \$11.5 million or 14.6% unfavorable vs. the budget primarily due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$453.4 million were \$39.4 million or 8.0% favorable vs. the budget.

Labor Expenses (including fringes and overhead recoveries) of \$278.0 million YTD were \$4.5 million favorable vs. the budget.

- **Payroll** – YTD was \$0.2 million favorable vs. the budget which primarily reflects hiring and attrition savings partially offset by the timing of retiree payouts.
- **Overtime** – YTD was \$1.0 million favorable vs. the budget primarily due to fewer weather events.

Non-Labor Expenses of \$115.3 million YTD were \$21.5 million favorable vs. the budget.

- **Electric Power** – YTD results were \$2.7 million favorable vs. the budget primarily due to lower rates.
- **Fuel** – YTD expenses were \$0.7 million favorable vs. the budget primarily due to lower heating fuel consumption and rates.
- **Maintenance & Other Operating Contracts** – YTD was \$9.1 million favorable vs. the budget due to the timing of Reimbursable project activity primarily for the Signal Replacement from Greenwich to South Norwalk Project as well as the timing of Non-Reimbursable expenses for the BL-20 Overhaul Program and miscellaneous maintenance and operating contracts.

- **Professional Services** – YTD was \$2.4 million unfavorable vs. the budget due to the timing of Reimbursable project activity primarily related to the transfer of Maybrook Trailway costs from Operating Capital to Reimbursable Capital. This activity is partially offset by lower than anticipated Non-Reimbursable expenses for consulting and engineering services.
- **Materials & Supplies** – YTD was \$9.9 million favorable vs. the budget primarily due to the timing of Reimbursable project activity for West of Hudson Track Improvements, AC Circuit Breaker and Switchgear Replacement, Waterbury Branch Cab Signal and the GCT East Side Access Improvements as well as timing of rolling stock maintenance events and material usage.
- **Other Business Expenses** – YTD was \$0.6 million favorable vs. the budget primarily due to timing of the Maybrook Trailway Project and lower print, stationary and travel expenses.

Depreciation and Other Non-Cash Liability Adjustments were \$13.4 million favorable vs. the YTD budget primarily due to lower GASB 75 expense which reflects adjustments to account for MNR's net Other Post-Employment Benefits (OPEB) liability.

CASH DEFICIT SUMMARY

March YTD Net Cash Deficit of \$157.9 million was \$14.9 million or 8.6% favorable to the budget. This is mainly due to the timing of payments in several expenditure categories partially offset by the COVID-19 pandemic farebox revenue losses.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 58.3% was 0.7 percentage points favorable vs. the budget primarily due to the transfer of Maybrook Trailway expense from Operating Capital to Reimbursable Capital partially offset by lower farebox revenue due to the COVID-19 pandemic.
- Adjusted Cost per Passenger of \$18.93 was \$2.28 unfavorable vs. the budget due to lower ridership due to the COVID-19 pandemic partially offset the transfer of Maybrook Trailway expense from Operating Capital to Reimbursable Capital.
- Revenue per Passenger of \$9.78 was \$1.24 favorable vs. the budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 2020
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$60.428	\$38.623	(\$21.805)	(36.1)	\$0.000	\$0.000	\$0.000	-	\$60.428	\$38.623	(\$21.805)	(36.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.160	3.658	(1.502)	(29.1)	0.000	0.000	0.000	-	5.160	3.658	(1.502)	(29.1)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	16.001	9.653	(6.348)	(39.7)	16.001	9.653	(6.348)	(39.7)
CDOT	0.000	0.000	0.000	-	11.335	13.096	1.761	15.5	11.335	13.096	1.761	15.5
Other	0.000	0.000	0.000	-	1.528	1.891	0.364	23.8	1.528	1.891	0.364	23.8
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	28.864	24.640	(4.223)	(14.6)	28.864	24.640	(4.223)	(14.6)
Total Revenue	\$65.587	\$42.281	(\$23.306)	(35.5)	\$28.864	\$24.640	(\$4.223)	(14.6)	\$94.451	\$66.921	(\$27.529)	(29.1)
Expenses												
<i>Labor:</i>												
Payroll	\$44.717	\$44.824	(\$0.107)	(0.2)	\$4.809	\$3.971	\$0.838	17.4	\$49.526	\$48.794	\$0.732	1.5
Overtime	7.697	6.921	0.776	10.1	2.072	2.506	(0.434)	(21.0)	9.769	9.427	0.342	3.5
Health and Welfare	9.358	8.724	0.634	6.8	1.555	1.402	0.152	9.8	10.913	10.126	0.787	7.2
OPEB Current Payment	3.000	3.627	(0.627)	(20.9)	0.000	0.000	0.000	-	3.000	3.627	(0.627)	(20.9)
Pensions	8.969	9.788	(0.819)	(9.1)	1.117	0.986	0.131	11.7	10.085	10.774	(0.688)	(6.8)
Other Fringe Benefits	10.685	10.281	0.404	3.8	1.199	0.998	0.201	16.8	11.884	11.279	0.605	5.1
Reimbursable Overhead	(5.469)	(6.183)	0.714	13.1	5.152	5.686	(0.533)	(10.3)	(0.317)	(0.498)	0.181	57.0
Total Labor	\$78.957	\$77.981	\$0.976	1.2	\$15.904	\$15.549	\$0.355	2.2	\$94.861	\$93.530	\$1.331	1.4
<i>Non-Labor:</i>												
Electric Power	\$6.807	\$5.927	\$0.879	12.9	\$0.000	\$0.000	\$0.000	-	\$6.807	\$5.927	\$0.879	12.9
Fuel	1.769	1.329	0.440	24.9	0.000	0.000	0.000	-	1.769	1.329	0.440	24.9
Insurance	1.523	1.390	0.132	8.7	0.296	0.201	0.095	32.0	1.819	1.592	0.227	12.5
Claims	0.098	(0.000)	0.098	*	0.000	(0.005)	0.005	-	0.098	(0.005)	0.103	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.101	11.179	(0.078)	(0.7)	3.635	1.620	2.015	55.4	14.737	12.799	1.938	13.1
Professional Service Contracts	2.981	2.649	0.333	11.2	2.599	2.721	(0.121)	(4.7)	5.581	5.370	0.211	3.8
Materials & Supplies	8.679	8.885	(0.206)	(2.4)	6.239	4.514	1.724	27.6	14.918	13.399	1.519	10.2
Other Business Expenses	2.429	2.151	0.278	11.5	0.190	0.040	0.150	79.0	2.619	2.191	0.428	16.3
Total Non-Labor	\$35.387	\$33.510	\$1.877	5.3	\$12.959	\$9.091	\$3.868	29.8	\$48.346	\$42.601	\$5.745	11.9
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$114.344	\$111.491	\$2.853	2.5	\$28.864	\$24.640	\$4.223	14.6	\$143.208	\$136.132	\$7.076	4.9
Depreciation	20.542	23.701	(3.159)	(15.4)	0.000	0.000	0.000	-	20.542	23.701	(3.159)	(15.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.875	(0.900)	1.775	*	0.000	0.000	0.000	-	0.875	(0.900)	1.775	*
Environmental Remediation	0.333	0.194	0.139	41.8	0.000	0.000	0.000	-	0.333	0.194	0.139	41.8
GASB75 Adjustment	9.925	(1.277)	11.202	*	0.000	0.000	0.000	-	9.925	(1.277)	11.202	*
Total Expenses	\$146.020	\$133.209	\$12.811	8.8	\$28.864	\$24.640	\$4.223	14.6	\$174.883	\$157.850	\$17.034	9.7
Net Surplus/(Deficit)	(\$80.432)	(\$90.928)	(\$10.496)	(13.0)	\$0.000	\$0.000	\$0.000	-	(\$80.432)	(\$90.928)	(\$10.496)	(13.0)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	23.701	3.159	15.4	0.000	0.000	0.000	-	20.542	23.701	3.159	15.4
Operating/Capital	(6.420)	(2.653)	3.767	58.7	0.000	0.000	0.000	-	(6.420)	(2.653)	3.767	58.7
Other Cash Adjustments	1.986	(1.046)	(3.032)	*	0.000	0.000	0.000	-	1.986	(1.046)	(3.032)	*
Total Cash Conversion Adjustments	\$16.108	\$20.002	\$3.894	24.2	\$0.000	\$0.000	\$0.000	-	\$16.108	\$20.002	\$3.894	24.2
Net Cash Surplus/(Deficit)	(\$64.325)	(\$70.926)	(\$6.602)	(10.3)	\$0.000	\$0.000	\$0.000	-	(\$64.325)	(\$70.926)	(\$6.602)	(10.3)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH YEAR-TO-DATE
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$174.500	\$156.341	(\$18.159)	(10.4)	\$0.000	\$0.000	\$0.000	-	\$174.500	\$156.341	(\$18.159)	(10.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	15.644	14.329	(1.315)	(8.4)	0.000	0.000	0.000	-	15.644	14.329	(1.315)	(8.4)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	41.084	26.860	(14.225)	(34.6)	41.084	26.860	(14.225)	(34.6)
CDOT	0.000	0.000	0.000	-	33.478	28.020	(5.458)	(16.3)	33.478	28.020	(5.458)	(16.3)
Other	0.000	0.000	0.000	-	4.421	12.589	8.167	*	4.421	12.589	8.167	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	78.983	67.469	(11.515)	(14.6)	78.983	67.469	(11.515)	(14.6)
Total Revenue/Receipts	\$190.144	\$170.670	(\$19.475)	(10.2)	\$78.983	\$67.469	(\$11.515)	(14.6)	\$269.128	\$238.138	(\$30.989)	(11.5)
Expenses												
<i>Labor:</i>												
Payroll	\$132.670	\$134.784	(\$2.114)	(1.6)	\$13.203	\$10.846	\$2.356	17.8	\$145.873	\$145.631	\$0.242	0.2
Overtime	25.091	22.796	2.295	9.1	5.607	6.904	(1.297)	(23.1)	30.697	29.700	0.998	3.3
Health and Welfare	28.045	26.766	1.279	4.6	4.243	3.809	0.434	10.2	32.288	30.574	1.713	5.3
OPEB Current Payment	9.000	10.417	(1.417)	(15.7)	0.000	0.000	0.000	-	9.000	10.417	(1.417)	(15.7)
Pensions	26.878	27.266	(0.388)	(1.4)	3.059	2.717	0.342	11.2	29.936	29.983	(0.046)	(0.2)
Other Fringe Benefits	32.312	29.881	2.431	7.5	3.273	2.865	0.408	12.5	35.584	32.745	2.839	8.0
Reimbursable Overhead	(14.692)	(16.468)	1.776	12.1	13.856	15.426	(1.570)	(11.3)	(0.836)	(1.042)	0.206	24.7
Total Labor	\$239.303	\$235.441	\$3.862	1.6	\$43.240	\$42.566	\$0.673	1.6	\$282.543	\$278.007	\$4.536	1.6
<i>Non-Labor:</i>												
Electric Power	\$20.564	\$17.986	\$2.578	12.5	\$0.000	(\$0.097)	\$0.097	-	\$20.564	\$17.890	\$2.674	13.0
Fuel	5.351	4.624	0.727	13.6	0.000	0.000	0.000	-	5.351	4.624	0.727	13.6
Insurance	4.477	4.137	0.340	7.6	0.787	0.515	0.272	34.6	5.263	4.652	0.612	11.6
Claims	0.288	(0.001)	0.288	*	0.000	(0.005)	0.005	-	0.288	(0.006)	0.293	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	28.336	26.256	2.080	7.3	10.242	3.221	7.021	68.5	38.578	29.477	9.101	23.6
Professional Service Contracts	9.350	7.515	1.835	19.6	8.549	12.787	(4.238)	(49.6)	17.899	20.303	(2.404)	(13.4)
Materials & Supplies	25.733	23.263	2.469	9.6	15.852	8.388	7.464	47.1	41.585	31.651	9.933	23.9
Other Business Expenses	6.969	6.637	0.331	4.8	0.313	0.092	0.221	70.6	7.282	6.730	0.552	7.6
Total Non-Labor	\$101.067	\$90.419	\$10.648	10.5	\$35.743	\$24.902	\$10.841	30.3	\$136.810	\$115.321	\$21.490	15.7
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$340.370	\$325.859	\$14.510	4.3	\$78.983	\$67.469	\$11.515	14.6	\$419.353	\$393.328	\$26.025	6.2
Depreciation	61.627	61.871	(0.245)	(0.4)	0.000	0.000	0.000	-	61.627	61.871	(0.245)	(0.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.875	(0.900)	1.775	*	0.000	0.000	0.000	-	0.875	(0.900)	1.775	*
Environmental Remediation	1.000	0.368	0.632	63.2	0.000	0.000	0.000	-	1.000	0.368	0.632	63.2
GASB75 Adjustment	9.925	(1.277)	11.202	*	0.000	0.000	0.000	-	9.925	(1.277)	11.202	*
Total Expenses	\$413.796	\$385.921	\$27.875	6.7	\$78.983	\$67.469	\$11.515	14.6	\$492.780	\$453.390	\$39.390	8.0
Net Surplus/(Deficit)	(\$223.652)	(\$215.252)	\$8.400	3.8	\$0.000	\$0.000	\$0.000	-	(\$223.652)	(\$215.252)	\$8.400	3.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	61.627	61.871	0.245	0.4	0.000	0.000	0.000	-	61.627	61.871	0.245	0.4
Operating/Capital	(17.485)	4.240	21.726	*	0.000	0.000	0.000	-	(17.485)	4.240	21.726	*
Other Cash Adjustments	6.648	(8.796)	(15.445)	*	0.000	0.000	0.000	-	6.648	(8.796)	(15.445)	*
Total Cash Conversion Adjustments	\$50.790	\$57.315	\$6.525	12.8	\$0.000	\$0.000	\$0.000	-	\$50.790	\$57.315	\$6.525	12.8
Net Cash Surplus/(Deficit)	(\$172.862)	(\$157.937)	\$14.926	8.6	\$0.000	\$0.000	\$0.000	-	(\$172.862)	(\$157.937)	\$14.926	8.6

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET

March 2020
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
FAREBOX REVENUE	Non-Reimb	(\$21.805)	(36.1%)	Primarily due to lower ridership resulting from the COVID-19 pandemic, particularly in non-commutation ridership.	(\$18.159)	(10.4%)	Primarily due to lower ridership resulting from the COVID-19 pandemic, particularly in non-commutation ridership.		
OTHER OPERATING REVENUE	Non-Reimb	(\$1.502)	(29.1%)	Primarily due to lower GCT net retail income (the impacts of the COVID-19 pandemic on this revenue stream are currently being evaluated).	(\$1.315)	(8.4%)	Primarily due to lower GCT net retail income (the impacts of the COVID-19 pandemic on this revenue stream are currently being evaluated).		
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.223)	(14.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$11.515)	(14.6%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.		
PAYROLL	Reimb	\$0.838	17.4%	Primarily reflects lower activity on the Cyclical Track Program, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, GCT Turnouts - Switch Renewal, Harmon to Poughkeepsie Signal System and Power Infrastructure Restoration Projects partially offset by higher activity on Connecticut Track Program.	\$2.356	17.8%	Primarily reflects lower activity on Cyclical Track Program, Cyclical Replacement Insulated Joint, Signal Replacement from Greenwich to South Norwalk, GCT Turnouts - Switch Renewal, Harmon to Poughkeepsie Signal System, Communications & Signal Infrastructure Repair, and West of Hudson Track Improvement Projects partially offset by higher activity on Danbury Dock Yard Construction and Catenary C1A & C2 Replacement Projects, and Connecticut Track Program.		
OVERTIME	Non-Reimb	\$0.776	10.1%	See overtime charts.	\$2.295	9.1%	See overtime charts.		
	Reimb	(\$0.434)	(21.0%)	See overtime charts.	(\$1.297)	(23.1%)	See overtime charts.		
HEALTH AND WELFARE	Non-Reimb	\$0.634	6.8%	Primarily reflects lower than budgeted rates combined with lower labor costs.	\$1.279	4.6%	Primarily reflects lower activity on Cyclical Track Program, GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint Projects, West of Hudson Track Improvement and Communications & Signal Infrastructure Repair Projects, partially offset by higher activity on Danbury Dock Yard Construction and Catenary C1A & C2 Replacement Projects, and Connecticut Track Program.		
	Reimb	\$0.152	9.8%	Primarily reflects lower activity on Cyclical Track Program, GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk and Cyclical Replacement Insulated Joint Projects partially offset by higher activity on Connecticut Track Program.	\$0.434	10.2%			
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.627)	(20.9%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.	(\$1.417)	(15.7%)	Reflects higher number of retirees receiving healthcare premiums than budgeted.		
PENSIONS	Non-Reimb	(\$0.819)	(9.1%)	Primarily reflects higher than budgeted rates partially offset by lower labor costs.	(\$0.388)	(1.4%)	Primarily reflects lower activity on Cyclical Track Program, GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint Projects, West of Hudson Track Improvement, and Communications & Signal Infrastructure Repair Projects partially offset by higher activity on Danbury Dock Yard Construction and Catenary C1A & C2 Replacement Projects, and Connecticut Track Program.		
	Reimb	\$0.131	11.7%	Primarily reflects lower activity on Cyclical Track Program, GCT Turnouts - Switch Renewal and Signal Replacement from Greenwich to South Norwalk Projects.	\$0.342	11.2%			

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET

March 2020
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget				Year to Date vs. Adopted Budget			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
OTHER FRINGE BENEFITS	Non-Reimb	\$0.404	3.8%	Primarily reflects a lower employee claim provision as well as lower rates and labor costs than budgeted partially offset by higher employee reimbursements.	\$2.431	7.5%	Primarily reflects a lower employee claim provision and lower rates than budgeted partially offset by higher employee reimbursements.		
	Reimb	\$0.201	16.8%		\$0.408	12.5%		Primarily reflects lower activity on Cyclical Track Program, GCT Turnouts - Switch Renewal, Signal Replacement from Greenwich to South Norwalk, Cyclical Replacement Insulated Joint, West of Hudson Signal Improvement and Communications & Signal Infrastructure Repair Projects partially offset by higher activity on Connecticut Track Program.	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.714	13.1%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.	\$1.776	12.1%	The non-reimbursable and reimbursable variances reflect higher activity for several projects.		
	Reimb	(\$0.533)	(10.3%)		(\$1.570)	(11.3%)			
ELECTRIC POWER	Non-Reimb	\$0.879	12.9%	Primarily due to favorable rates on the Harlem and Hudson Lines.	\$2.578	12.5%	Primarily due to favorable rates on the Harlem and Hudson Lines.		
FUEL	Non-Reimb	\$0.440	24.9%	Primarily due to lower heating fuel consumption and rates as well as lower diesel fuel rates on the Hudson and Harlem Lines	\$0.727	13.6%	Primarily due to lower heating fuel consumption and rates.		
INSURANCE	Non-Reimb	\$0.132	8.7%	Primarily reflects lower than budgeted premiums.	\$0.340	7.6%	Primarily reflects lower than budgeted premiums.		
	Reimb	\$0.095	32.0%		\$0.272	34.6%		Primarily reflects lower activity on GCT Turnouts - Switch Renewal, Cyclical Track Program, and Signal Replacement from Greenwich to South Norwalk Projects partially offset by higher activity on Connecticut Track Program.	
CLAIMS	Non-Reimb	\$0.098	*	Reflects a lower passenger claims provision than budgeted.	\$0.288	*	Reflects a lower passenger claims provision than budgeted.		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	(\$0.078)	(0.7%)	Reflects primarily lower activity on the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services) Projects and Cyclical Track Program.	\$2.080	7.3%	Reflects timing of BL-20 Locomotive Overhauls and lower expenses for miscellaneous maintenance and operating contracts.		
	Reimb	\$2.015	55.4%		\$7.021	68.5%		Reflects lower activity primarily due to timing and billing of the work for the Signal Replacement from Greenwich to South Norwalk, Maybrook Trailway (actuals are reflected in Professional Services), GCT Leaks Remediation, Cyclical Track Program and West of Hudson Signal Improvement Projects.	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.333	11.2%	Lower than anticipated consulting and engineering services.	\$1.835	19.6%	Lower than anticipated consulting and engineering services.		
	Reimb	(\$0.121)	(4.7%)		(\$4.238)	(49.6%)		Reflects transfer of costs on the Maybrook Trailway Project (budget in Maintenance Services) from Operating Capital and transfer of costs to Cos Cob Bridge Mitre Rail Replacement Project from Operating partially offset by timing of Positive Train Control (CT), Oil Circuit Breaker Replacement, Sasco Creek Traction Power Supply Station, GCT Leaks Remediation, Cameras/Audio for M8 Fleet and Waterbury Branch Cab Signal Projects.	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
March 2020
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIALS AND SUPPLIES	Non-Reimb	(\$0.206)	(2.4%)		\$2.469	9.6%	Primarily due to timing of maintenance events and material consumption as well as inventory adjustments.
	Reimb	\$1.724	27.6%	Reflects lower activity on the West of Hudson Track Improvement, GCT/ESA Unified Trash Facility, Cyclical Track Program and GCT Turnouts-Switch Renewal Projects partially offset by Waterbury Branch Cab Signal Project.	\$7.464	47.1%	Reflects lower activity on the West of Hudson Track Improvement, Replace AC Circuit Breaker-Switchgear, Waterbury Branch Cab Signal, GCT/ESA Unified Trash Facility, Cyclical Track Program, Mainline/High Speed Turnout Replacement, and West End Yard - Construction Projects partially offset by higher activity on West of Hudson Track Program.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.278	11.5%	Lower credit card fees as well as lower print and stationary supply expense and lower travel and meetings costs.	\$0.331	4.8%	
	Reimb	\$0.150	79.0%	Primarily reflects lower activity on the GCT Public Address and Visual Information System Project.	\$0.221	70.6%	Primarily reflects lower activity on the Maybrook Trailway and GCT Public Address and Visual Information System Projects.
DEPRECIATION	Non-Reimb	(\$3.159)	(15.4%)	Reflects higher capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	(\$0.245)	(0.4%)	
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$1.775	*	Reflects adjustments to account for MNR's net pension liability.	\$1.775	*	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.139	41.8%	Reflects timing of projects requiring remediation.	\$0.632	63.2%	Reflects timing of projects requiring remediation.
GASB75 ADJUSTMENT	Non-Reimb	\$11.202	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.	\$11.202	*	Reflects adjustments to account for MNR's net OPEB (Other Post Employment Benefits) liability.
OPERATING CAPITAL	Non-Reimb	\$3.767	58.7%	Reflects timing primarily for the following projects: Camera-Audio for Non-M8 Fleet, Upper Harlem Pole Replacement, Radio Systems Analysis, Vehicle Replacement Program, GCT Exhaust Duct Repair, Renovation of the GCT Training Facility, and Installation of the Wayside Energy Storage System partially offset by the Video Surveillance System Initiative.	\$21.726	*	Reflects timing primarily for the following projects: Transfer of Maybrook Trailway expense to Reimbursable Capital, Upper Harlem Pole Replacement, Vehicle Replacement Program, Track Geometry Car Purchase, Renovation of the GCT Training Facility, Installation of the Wayside Energy Storage System, Design/Reconfiguration of the Station Master's Office and Radio System Analysis.

* Variance exceeds 100%.

METRO-NORTH RAILROAD – Non-Reimbursable Overtime Variance

March 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$91.5M

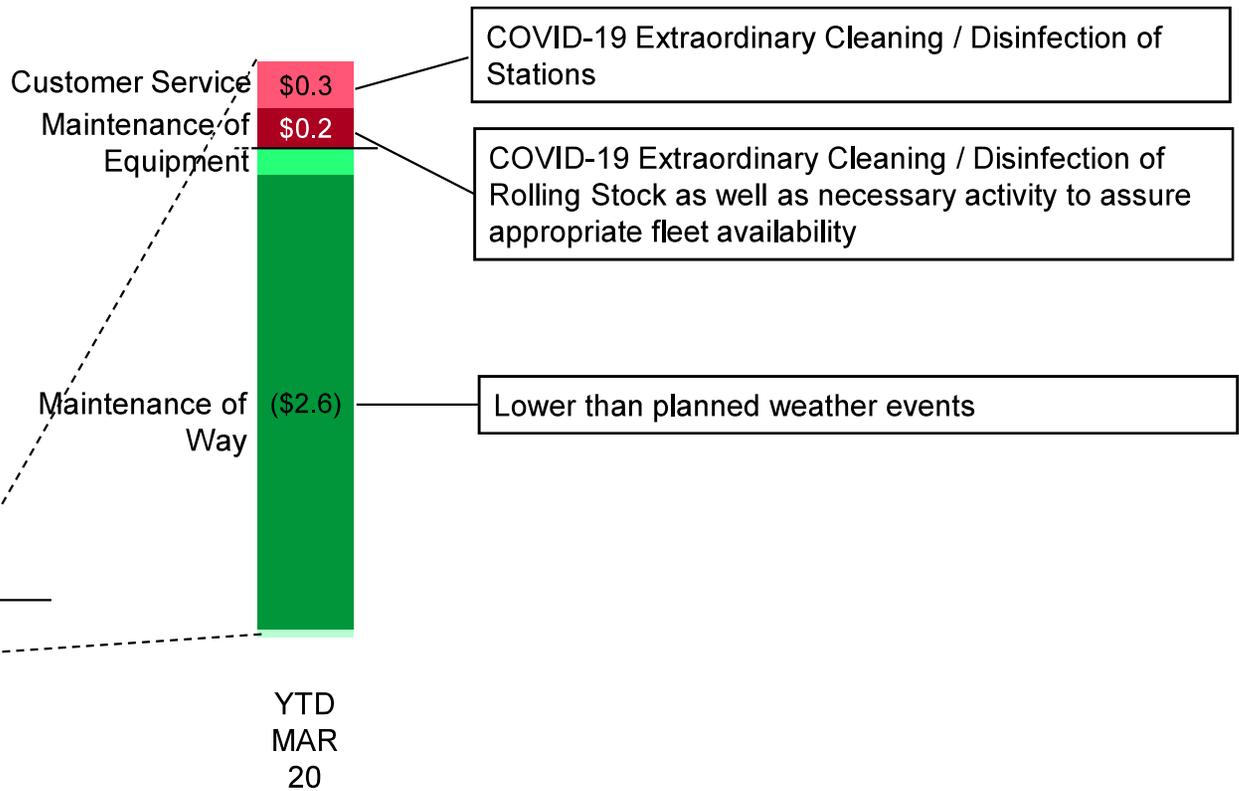


Overview

- Overall decrease of \$1.2M or 5.0% compared to YTD March 2019
- 9.1% below 2020 budget
- Favorable Weather variance in Maintenance of Way is offset by COVID-19 Extraordinary Cleaning / Disinfection of Stations and Rolling Stock as well as necessary activity to ensure appropriate fleet availability
- Connecticut paid \$6.8M of total \$22.8M; Connecticut's share of YTD Favorable Variance is \$0.7M of the \$2.3M

YTD variance by division

(\$2.3M), (9.1%)



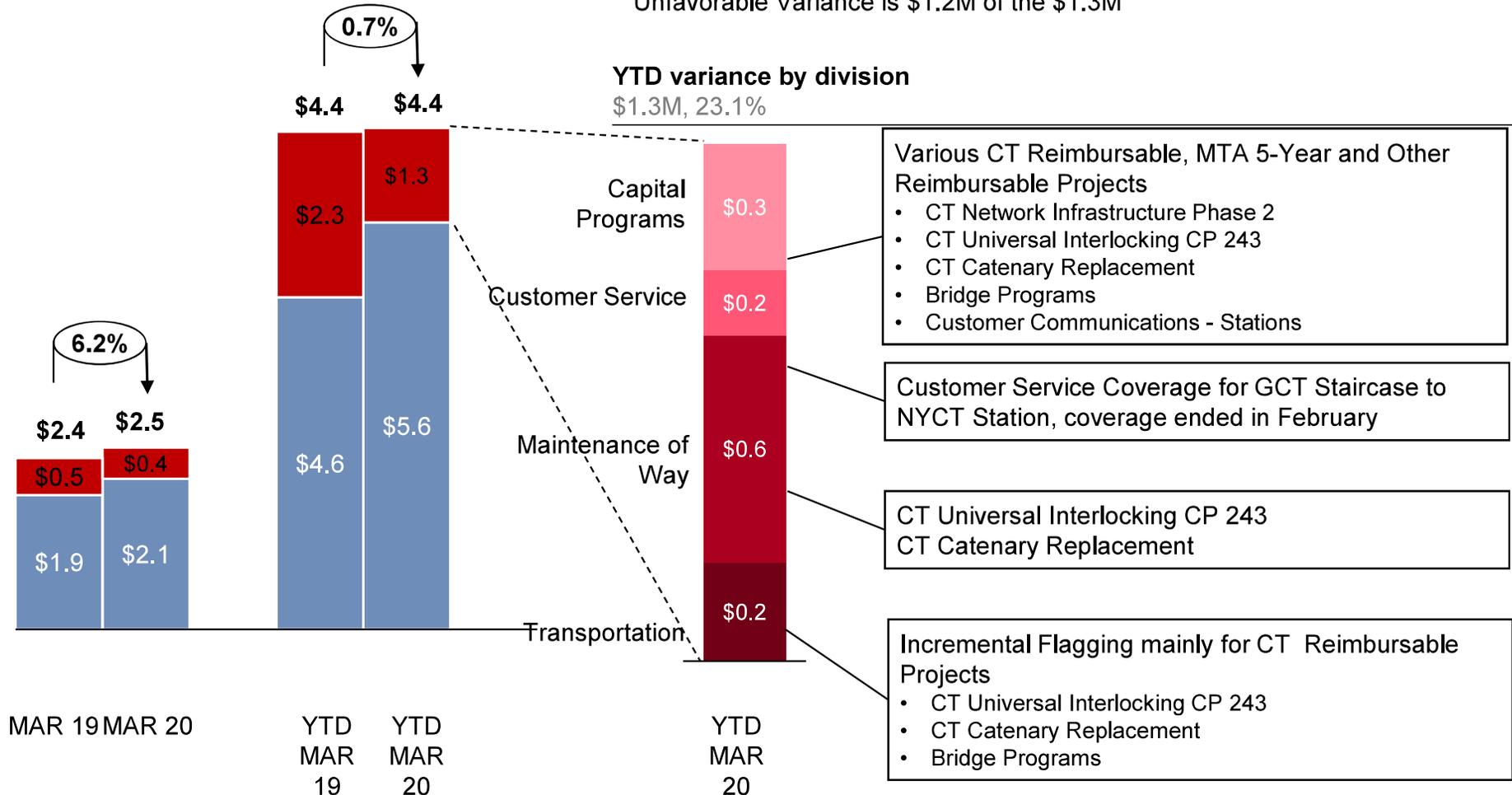
METRO-NORTH RAILROAD – Reimbursable Overtime Variance

March 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$29.4M



Overview

- Overall increase of \$0.1M or 0.7% compared to YTD March 2019
- 23.1% above 2020 budget
- Main cause for unfavorable variance is higher than forecast work on CT Capital projects
- Connecticut paid \$2.3M of total \$6.9M; Connecticut's share of YTD Unfavorable Variance is \$1.2M of the \$1.3M

YTD variance by division

\$1.3M, 23.1%

Various CT Reimbursable, MTA 5-Year and Other Reimbursable Projects

- CT Network Infrastructure Phase 2
- CT Universal Interlocking CP 243
- CT Catenary Replacement
- Bridge Programs
- Customer Communications - Stations

Customer Service Coverage for GCT Staircase to NYCT Station, coverage ended in February

CT Universal Interlocking CP 243
CT Catenary Replacement

Incremental Flagging mainly for CT Reimbursable Projects

- CT Universal Interlocking CP 243
- CT Catenary Replacement
- Bridge Programs

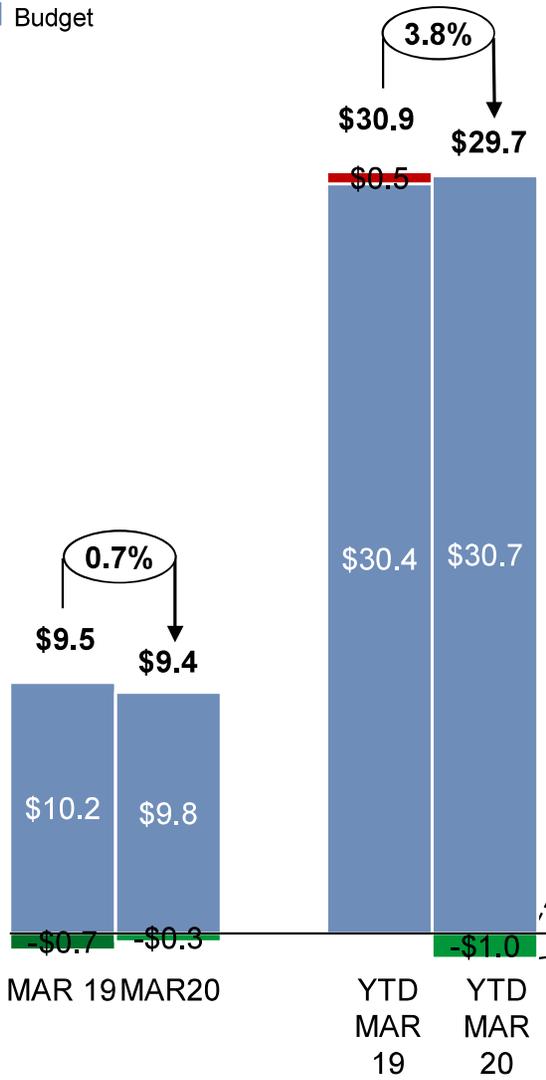
METRO-NORTH RAILROAD – Non-Reimbursable and Reimbursable Overtime Variance

March 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$120.9M

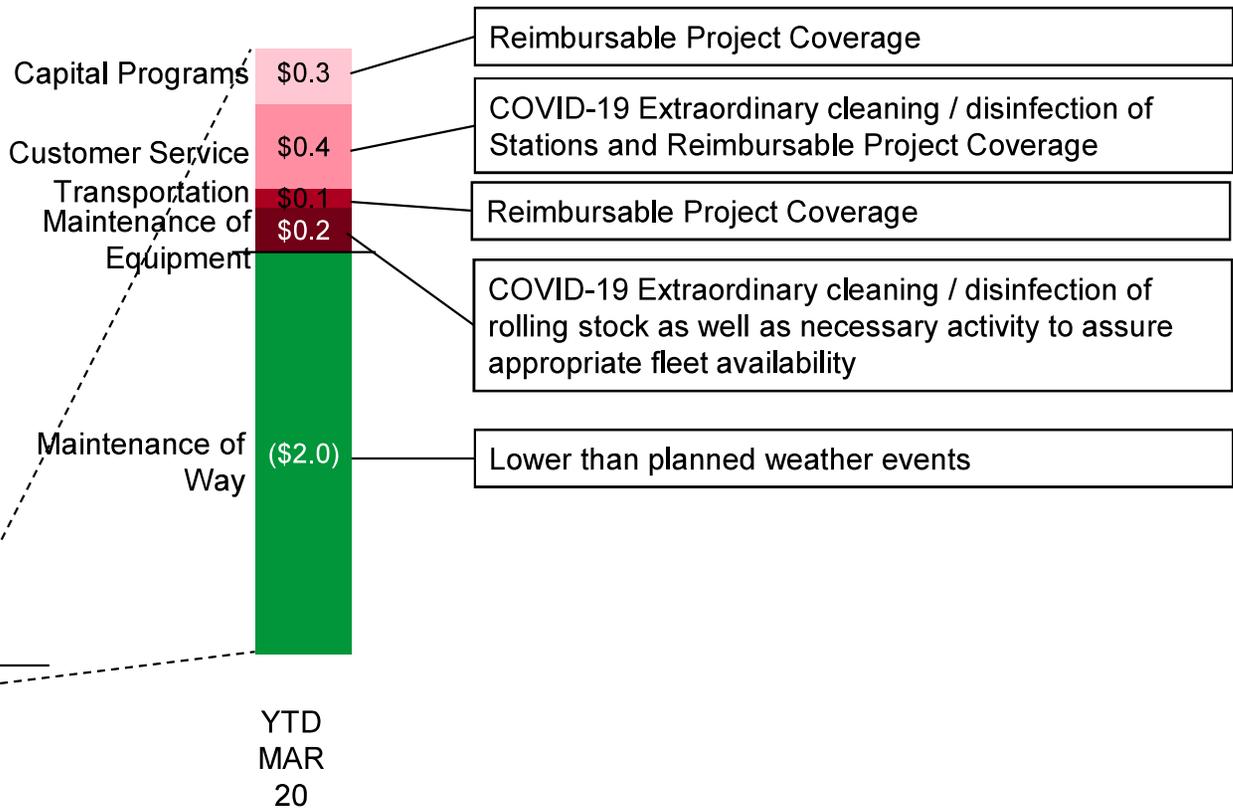


Overview

- Overall decrease of \$1.2M or 3.8% compared to YTD March 2019
- 3.3% below 2020 budget
- Favorable Weather variance in Maintenance of Way is offset by COVID-19 Extraordinary Cleaning / Disinfection of Stations and Rolling Stock, necessary fleet activity in Maintenance of Equipment and reimbursable project coverage in other divisions
- Connecticut paid \$9.1M of total \$29.7M; Connecticut's share of YTD Favorable Variance is (\$0.5M) of the \$1.0M

YTD variance by division

(\$1.0M), (3.3%)



Source: 2020 Adopted Budget. General Ledger actuals for actual overtime spending.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	MARCH 2020				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$59.152	\$39.857	(\$19.295)	(32.6)	\$170.698	\$153.074	(\$17.624)	(10.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.562	6.276	(2.286)	(26.7)	22.504	23.443	0.939	4.2
<i>Capital & Other Reimbursements:</i>								
MTA	15.407	5.040	(10.367)	(67.3)	41.535	31.756	(9.779)	(23.5)
CDOT	11.335	11.531	0.196	1.7	33.478	28.429	(5.049)	(15.1)
Other	1.528	0.901	(0.627)	(41.0)	4.421	11.069	6.648	*
Total Capital and Other Reimbursements	28.270	17.472	(10.798)	(38.2)	79.434	71.254	(8.180)	(10.3)
Total Receipts	\$95.984	\$63.605	(\$32.378)	(33.7)	\$272.636	\$247.771	(\$24.865)	(9.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$53.822	\$45.660	\$8.162	15.2	\$153.656	\$145.351	\$8.305	5.4
Overtime	11.278	8.875	2.403	21.3	33.300	30.657	2.643	7.9
Health and Welfare	11.916	11.095	0.821	6.9	35.234	33.440	1.794	5.1
OPEB Current Payment	3.000	3.311	(0.311)	(10.4)	9.000	10.514	(1.514)	(16.8)
Pensions	10.270	10.184	0.086	0.8	30.811	30.629	0.182	0.6
Other Fringe Benefits	12.536	10.982	1.554	12.4	36.400	37.663	(1.263)	(3.5)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$102.822	\$90.107	\$12.715	12.4	\$298.400	\$288.254	\$10.146	3.4
<i>Non-Labor:</i>								
Electric Power	\$6.962	\$6.125	\$0.837	12.0	\$21.030	\$19.313	\$1.717	8.2
Fuel	1.727	1.252	0.475	27.5	5.226	5.354	(0.128)	(2.4)
Insurance	0.310	0.000	0.310	100.0	0.821	0.000	0.821	100.0
Claims	1.117	0.064	1.053	94.3	1.307	0.210	1.097	83.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	22.611	10.025	12.586	55.7	47.234	29.779	17.455	37.0
Professional Service Contracts	5.524	2.775	2.749	49.8	16.367	6.512	9.855	60.2
Materials & Supplies	15.126	20.936	(5.810)	(38.4)	43.288	47.481	(4.193)	(9.7)
Other Business Expenditures	4.110	3.248	0.862	21.0	11.825	8.805	3.020	25.5
Total Non-Labor	\$57.487	\$44.425	\$13.062	22.7	\$147.099	\$117.454	\$29.645	20.2
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$160.309	\$134.532	\$25.777	16.1	\$445.499	\$405.708	\$39.791	8.9
Net Cash Deficit (excludes Opening Cash Balance)	(\$64.325)	(\$70.926)	(\$6.602)	(10.3)	(\$172.862)	(\$157.937)	\$14.926	8.6
Subsidies								
MTA	49.499	57.788	8.289	16.7	130.737	159.063	28.326	21.7
CDOT	14.826	9.746	(5.080)	(34.3)	42.125	38.997	(3.128)	(7.4)
Total Subsidies	\$64.325	\$67.534	\$3.209	5.0	\$172.862	\$198.060	\$25.198	14.6
Cash Timing and Availability Adjustment	\$0.000	\$3.192	\$3.192	-	\$0.000	\$10.788	\$10.788	-

Notes:

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	March Month vs Budget			Year-to-Date as of March 31, 2020 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
FARE REVENUE	(19.295)	(32.6%)	Primarily due to lower ridership due to the COVID-19 pandemic, particularly in non-commutation ridership partially offset by cash in transit.	(17.624)	(10.3%)	Primarily due to lower ridership due to the COVID-19 pandemic, particularly in non-commutation ridership partially offset by cash in transit.
OTHER OPERATING REVENUE	(2.286)	(26.7%)	Primarily reflects timing of Stations revenue, lower GCT, advertising and miscellaneous revenues as well as lower Amtrak reimbursement.	0.939	4.2%	Primarily reflects a reimbursement from a third party insurance carrier for a Spuyten Duyvil passenger injury settlement.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(10.367)	(67.3%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.	(9.779)	(23.5%)	Primarily reflects lower capital related project activity combined with lower cash receipts than budgeted.
CDOT	0.196	1.7%	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.	(5.049)	(15.1%)	Primarily reflects lower capital related project activity partially offset by higher cash receipts than budgeted.
OTHER	(0.627)	(41.0%)	Primarily reflects lower cash receipts than budgeted partially offset by higher reimbursable related project activity.	6.648	*	Primarily reflects higher reimbursable related project activity partially offset by lower cash receipts than budgeted.
PAYROLL	8.162	15.2%	Primarily reflects timing of RWA payments partially offset by inter-agency payroll and the timing of remittance payments for the employee portion of withheld payroll taxes.	8.305	5.4%	Primarily reflects timing of RWA payments partially offset by inter-agency payroll.
OVERTIME	2.403	21.3%	Primarily reflects the timing of RWA payments.	2.643	7.9%	Primarily reflects the timing of RWA payments.
HEALTH & WELFARE	0.821	6.9%	Primarily reflects the timing of payments for health insurance premiums.	1.794	5.1%	Primarily reflects timing of premium payments for dental & vision insurance.
OPEB CURRENT PAYMENT	(0.311)	(10.4%)	Primarily reflects higher number of retirees receiving healthcare benefits than budgeted.	(1.514)	(16.8%)	Primarily reflects higher number of retirees receiving healthcare benefits than budgeted.
OTHER FRINGE BENEFITS	1.554	12.4%	Primarily reflects timing of payroll taxes combined with lower employee injury claims than budgeted.	(1.263)	(3.5%)	Primarily reflects timing of payroll taxes partially offset by lower payments for employee injury claims and employee reimbursements than budgeted.
ELECTRIC POWER	0.837	12.0%	Primarily reflects lower rates than budgeted on Harlem and Hudson Lines.	1.717	8.2%	Primarily reflects lower rates than budgeted on Harlem and Hudson Lines partially offset by timing of payments.
FUEL	0.475	27.5%	Primarily reflects lower heating fuel consumption and rates than budgeted.	(0.128)	(2.4%)	
INSURANCE	0.310	100.0%	Reflects timing of payments for insurance premiums.	0.821	100.0%	Reflects timing of payments for insurance premiums.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)**

Generic Receipt or Expense Category	\$ Detail			\$ Detail		
	March Month vs Budget			Year-to-Date as of March 31, 2020 vs. Adopted Budget		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
\$	%	\$		%		
CLAIMS	1.053	94.3%	Primarily reflects lower payments for passenger injury settlements.	1.097	83.9%	Primarily reflects lower payments for passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	12.586	55.7%	Primarily reflects the timing of payments for MTA Police Services, Capital Projects (Signal Replacement - Greenwich to South Norwalk, Radio System Analysis, Upper Harlem Pole Replacement and Maybrook Trailway) and lower than anticipated expenses for miscellaneous maintenance & operating contracts.	17.455	37.0%	Primarily reflects timing of Capital Projects (Signal Replacement Greenwich to South Norwalk, Vehicle Replacement Program, Upper Harlem Pole Replacement, Maybrook Trailway and GCT Escalator Replacement), the timing of BL-20 Locomotive Overhauls and lower than anticipated expenses for miscellaneous maintenance and operating contracts.
PROFESSIONAL SERVICE CONTRACTS	2.749	49.8%	Primarily reflects the timing of engineering services for Capital Projects (Cameras-Audio for Fleet, Installation of Wayside Energy Storage, GCT Station Master's Office Design and Reconfiguration, Oil Circuit Breaker Replacement and Sasco Creek Traction Power Supply Station) as well as lower than anticipated consulting and other engineering services.	9.855	60.2%	Primarily reflects the timing of engineering services for Capital Projects (Connecticut Positive Train Control, Installation of Wayside Energy Storage, GCT Station Master's Office Design and Reconfiguration, Oil Circuit Breaker Replacement and Sasco Creek Traction Power Supply Station) as well as lower than anticipated consulting and other engineering services.
MATERIALS & SUPPLIES	(5.810)	(38.4%)	Primarily reflects the timing of materials placed into inventory partially offset by lower activity on the West of Hudson Track Improvement Project.	(4.193)	(9.7%)	Primarily reflects the timing of materials placed into inventory partially offset by lower activity on the West of Hudson Track Improvement Project, Waterbury Branch Cab Signal and Replace AC Circuit Breaker-Switchgear Projects and GCT/ESA Unified Trash Facility Project.
OTHER BUSINESS EXPENSES	0.862	21.0%	Primarily reflects lower miscellaneous expenses.	3.020	25.5%	Primarily reflects lower miscellaneous expenses and the timing of payments for New Jersey Transit Subsidy.
MTA SUBSIDY RECEIPTS	8.289	16.7%	Primarily reflects higher cash deficit combined with lower CDOT subsidy partially offset by available cash balance.	28.326	21.7%	Primarily reflects available cash balance combined with lower CDOT subsidy partially offset by lower cash deficit.
CDOT SUBSIDY RECEIPTS	(5.080)	(34.3%)	Primarily reflects lower CDOT share of estimated deficit than budgeted.	(3.128)	(7.4%)	Primarily reflects lower CDOT share of estimated deficit than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	MARCH 2020				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.275)	\$1.234	\$2.509	*	(\$3.802)	(\$3.267)	\$0.535	14.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.402	2.618	(0.784)	(23.0)	6.860	9.114	2.254	32.9
<i>Capital & Other Reimbursements:</i>								
MTA	(0.594)	(4.613)	(4.019)	*	0.451	4.896	4.445	*
CDOT	0.000	(1.565)	(1.565)	-	0.000	0.409	0.409	-
Other	0.000	(0.990)	(0.990)	-	0.000	(1.520)	(1.520)	-
Total Capital and Other Reimbursements	(0.594)	(7.168)	(6.575)	*	0.451	3.785	3.335	*
Total Revenue/Receipts	\$1.533	(\$3.316)	(\$4.849)	*	\$3.509	\$9.633	\$6.124	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.296)	\$3.134	\$7.430	*	(\$7.783)	\$0.280	\$8.063	*
Overtime	(1.509)	0.552	2.061	*	(2.602)	(0.957)	1.645	63.2
Health and Welfare	(1.003)	(0.969)	0.034	3.4	(2.946)	(2.866)	0.080	2.7
OPEB Current Payment	0.000	0.316	0.000	-	0.000	(0.097)	(0.097)	-
Pensions	(0.185)	0.590	0.775	*	(0.874)	(0.646)	0.228	26.1
Other Fringe Benefits	(0.651)	0.297	0.948	*	(0.815)	(4.918)	(4.103)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.317)	(0.498)	(0.181)	(57.0)	(0.836)	(1.042)	(0.206)	(24.7)
Total Labor	(\$7.960)	\$3.424	\$11.384	*	(\$15.857)	(\$10.246)	\$5.611	35.4
<i>Non-Labor:</i>								
Electric Power	(\$0.156)	(\$0.198)	(\$0.042)	(26.9)	(\$0.466)	(\$1.423)	(\$0.957)	*
Fuel	0.042	0.077	0.035	85.1	0.125	(0.730)	(0.855)	*
Insurance	1.509	1.592	0.083	5.5	4.442	4.652	0.209	4.7
Claims	(1.020)	(0.069)	0.950	93.2	(1.020)	(0.216)	0.804	78.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(7.874)	2.774	10.648	*	(8.656)	(0.302)	8.354	96.5
Professional Service Contracts	0.057	2.595	2.538	*	1.532	13.791	12.258	*
Materials & Supplies	(0.208)	(7.537)	(7.329)	*	(1.703)	(15.830)	(14.127)	*
Other Business Expenses	(1.490)	(1.057)	0.433	29.1	(4.543)	(2.075)	2.468	54.3
Total Non-Labor	(\$9.141)	(\$1.824)	\$7.317	80.0	(\$10.288)	(\$2.133)	\$8.155	79.3
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Non-Cash Liability Adjs.	(\$17.101)	\$1.600	\$18.701	*	(\$26.146)	(\$12.380)	\$13.766	52.7
Depreciation	20.542	23.701	3.159	15.4	61.627	61.871	0.245	0.4
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB68 Pension Adjustment	0.875	(0.900)	(1.775)	*	0.875	(0.900)	(1.775)	*
Environmental Remediation	0.333	0.194	(0.139)	(41.8)	1.000	0.368	(0.632)	63.2
GASB75 Adjustment	9.925	(1.277)	(11.202)	*	9.925	(1.277)	(11.202)	*
Total Expenditures Adjustments	\$14.575	\$23.318	\$8.743	60.0	\$47.281	\$47.682	\$0.401	0.8
Total Cash Conversion Adjustments	\$16.108	\$20.002	\$3.894	24.2	\$50.790	\$57.315	\$6.525	12.8

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
MARCH 2020
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED			ADOPTED			ADOPTED			ADOPTED				
	BUDGET	2020	2019 ^(A)	BUDGET		2019	BUDGET	2020	2019 ^(A)	BUDGET	2020	2019	2019	
FAREBOX REVENUE														
Harlem Line - Commutation	9.462	8.956	9.359	(0.506)	-5.3%	(0.403)	-4.3%	28.089	27.874	27.782	(0.216)	-0.8%	0.091	0.3%
Harlem Line - Non-Commutation	7.927	3.085	7.774	(4.843)	-61.1%	(4.690)	-60.3%	22.293	18.611	22.007	(3.682)	-16.5%	(3.396)	-15.4%
TOTAL HARLEM LINE	\$17.389	\$12.040	\$17.133	(\$5.349)	-30.8%	(\$5.092)	-29.7%	\$50.382	\$46.484	\$49.789	(\$3.898)	-7.7%	(\$3.305)	-6.6%
Hudson Line - Commutation	6.354	6.006	6.283	(0.348)	-5.5%	(0.277)	-4.4%	18.946	18.625	18.732	(0.321)	-1.7%	(0.107)	-0.6%
Hudson Line - Non-Commutation	6.820	2.557	6.633	(4.263)	-62.5%	(4.076)	-61.5%	18.899	15.645	18.381	(3.255)	-17.2%	(2.736)	-14.9%
TOTAL HUDSON LINE	\$13.174	\$8.563	\$12.916	(\$4.612)	-35.0%	(\$4.353)	-33.7%	\$37.845	\$34.270	\$37.113	(\$3.575)	-9.4%	(\$2.844)	-7.7%
New Haven Line - Commutation	13.283	12.087	13.193	(1.197)	-9.0%	(1.106)	-8.4%	39.627	38.089	39.356	(1.538)	-3.9%	(1.267)	-3.2%
New Haven Line - Non-Commutation	15.365	5.739	15.303	(9.626)	-62.6%	(9.564)	-62.5%	43.170	34.667	42.874	(8.503)	-19.7%	(8.208)	-19.1%
TOTAL NEW HAVEN LINE	\$28.648	\$17.826	\$28.496	(\$10.822)	-37.8%	(\$10.670)	-37.4%	\$82.797	\$72.756	\$82.231	(\$10.041)	-12.1%	(\$9.474)	-11.5%
All Lines - Commutation	29.100	27.048	28.834	(2.051)	-7.0%	(1.785)	-6.2%	86.662	84.588	85.871	(2.074)	-2.4%	(1.283)	-1.5%
All Lines - Non-Commutation	30.112	11.381	29.711	(18.732)	-62.2%	(18.330)	-61.7%	84.362	68.922	83.262	(15.440)	-18.3%	(14.340)	-17.2%
TOTAL EAST OF HUDSON LINES	\$59.212	\$38.429	\$58.545	(\$20.783)	-35.1%	(\$20.115)	-34.4%	\$171.024	\$153.510	\$169.133	(\$17.514)	-10.2%	(\$15.623)	-9.2%
West of Hudson ^(B)	<u>\$1.216</u>	<u>\$0.194</u>	<u>\$1.242</u>	<u>(\$1.022)</u>	<u>-84.1%</u>	<u>(\$1.048)</u>	<u>-84.4%</u>	<u>\$3.476</u>	<u>\$2.830</u>	<u>\$3.520</u>	<u>(0.646)</u>	<u>-18.6%</u>	<u>(0.689)</u>	<u>-19.6%</u>
TOTAL FAREBOX REVENUE	\$60.428	\$38.623	\$59.786	(\$21.805)	-36.1%	(\$21.163)	-35.4%	\$174.500	\$156.341	\$172.653	(\$18.159)	-10.4%	(\$16.312)	-9.4%
RIDERSHIP														
Harlem Line - Commutation	1.462	0.547	1.463	(0.915)	-62.6%	(0.915)	-62.6%	4.100	3.162	4.101	(0.938)	-22.9%	(0.939)	-22.9%
Harlem Line - Non-Commutation	0.865	0.374	0.859	(0.491)	-56.7%	(0.485)	-56.4%	2.443	2.000	2.442	(0.444)	-18.2%	(0.442)	-18.1%
TOTAL HARLEM LINE	2.327	0.922	2.321	(1.406)	-60.4%	(1.400)	-60.3%	6.543	5.162	6.543	(1.381)	-21.1%	(1.381)	-21.1%
Hudson Line - Commutation	0.839	0.316	0.840	(0.523)	-62.3%	(0.523)	-62.3%	2.364	1.816	2.364	(0.548)	-23.2%	(0.548)	-23.2%
Hudson Line - Non-Commutation	0.596	0.248	0.586	(0.348)	-58.4%	(0.338)	-57.7%	1.669	1.345	1.642	(0.324)	-19.4%	(0.297)	-18.1%
TOTAL HUDSON LINE	1.435	0.564	1.426	(0.871)	-60.7%	(0.862)	-60.4%	4.033	3.161	4.006	(0.872)	-21.6%	(0.845)	-21.1%
New Haven Line - Commutation	1.920	0.705	1.925	(1.216)	-63.3%	(1.220)	-63.4%	5.418	4.132	5.431	(1.285)	-23.7%	(1.299)	-23.9%
New Haven Line - Non-Commutation	1.411	0.593	1.419	(0.818)	-58.0%	(0.826)	-58.2%	4.029	3.262	4.037	(0.767)	-19.0%	(0.775)	-19.2%
TOTAL NEW HAVEN LINE	3.332	1.298	3.344	(2.034)	-61.1%	(2.046)	-61.2%	9.447	7.394	9.468	(2.053)	-21.7%	(2.074)	-21.9%
Total Ridership East of Hudson														
All Lines - Commutation	4.222	1.568	4.227	(2.654)	-62.9%	(2.659)	-62.9%	11.882	9.111	11.896	(2.771)	-23.3%	(2.786)	-23.4%
All Lines - Non-Commutation	2.872	1.215	2.864	(1.657)	-57.7%	(1.648)	-57.6%	8.142	6.607	8.121	(1.535)	-18.9%	(1.515)	-18.6%
TOTAL EAST OF HUDSON LINES	7.094	2.783	7.091	(4.311)	-60.8%	(4.307)	-60.7%	20.024	15.717	20.018	(4.306)	-21.5%	(4.300)	-21.5%
West of Hudson ^(B)	<u>0.143</u>	<u>0.014</u>	<u>0.142</u>	<u>(0.128)</u>	<u>-89.9%</u>	<u>(0.128)</u>	<u>-89.8%</u>	<u>0.392</u>	<u>0.263</u>	<u>0.385</u>	<u>(0.129)</u>	<u>-32.8%</u>	<u>(0.122)</u>	<u>-31.6%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.237	2.798	7.233	(4.439)	-61.3%	(4.435)	-61.3%	20.416	15.981	20.403	(4.435)	-21.7%	(4.422)	-21.7%

^(A) 2019 Ridership figures have been restated to simulate the 2020 calendar.

^(B) West of Hudson current year actuals are preliminary and prior year actuals are stated as received from New Jersey Transit.

**MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
March 31, 2020**

<u>Department</u>	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	13	11	2	
Safety	59	51	8	A
Security	22	18	4	
Office of the Executive VP	7	6	1	
Corporate & Public Affairs	15	15	-	
Customer Service	54	49	5	
Legal	11	10	1	
Claims	7	6	1	
Human Resources	37	34	3	
Training	85	79	6	A,B
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	21	20	1	
Capital Planning & Programming	11	10	1	
Long Range Planning	6	5	1	
VP Finance & Info Systems	-	-	-	
Controller	75	68	7	A,B
Budget	18	16	2	
Procurement & Material Mgmt	21	21	0	
Total Administration	472	428	44	
Operations				
Operations Support	77	74	3	
Transportation	1,710	1,678	32	B
Customer Service	378	375	3	
Metro-North West	32	30	2	
Total Operations	2,197	2,157	40	
Maintenance				
Maintenance of Equipment	1,727	1,596	131	A,B
Maintenance of Way	2,142	2,101	41	B
Procurement & Material Mgmt	116	111	5	
Total Maintenance	3,985	3,808	177	
Engineering/Capital				
Construction Management	37	29	8	A, B
Engineering & Design	90	81	9	A, B
Total Engineering/Capital	127	110	17	
Total Positions	6,781	6,504	277	
Non-Reimbursable	6,090	5,899	190	
Reimbursable	691	604	87	
Total Full-Time	6,780	6,503	277	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects higher attrition than planned.
(B) Variance reflects delayed hiring of vacant positions.

MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
March 31, 2020

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	152	148	4
Professional, Technical, Clerical	320	281	39
Operational Hourlies	-	-	-
Total Administration	472	428	44
Operations			
Managers/Supervisors	268	243	25
Professional, Technical, Clerical	219	219	(0)
Operational Hourlies	1,710	1,695	15
Total Operations	2,197	2,157	40
Maintenance			
Managers/Supervisors	666	626	40
Professional, Technical, Clerical	471	454	17
Operational Hourlies	2,848	2,729	119
Total Maintenance	3,985	3,808	177
Engineering/Capital			
Managers/Supervisors	47	38	9
Professional, Technical, Clerical	80	72	8
Operational Hourlies	-	-	-
Total Engineering/Capital	127	110	17
Total Positions			
Managers/Supervisors	1,133	1,054	79
Professional, Technical, Clerical	1,090	1,026	64
Operational Hourlies	4,558	4,424	134
Total Positions	6,781	6,504	277

**MTA METRO-NORTH RAILROAD
2020 ADOPTED BUDGET VS. ACTUALS
March 31, 2020**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Administration	472	428	44	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Operations	2,197	2,157	40	Primarily reflects delayed hiring of vacant positions
Maintenance	3,985	3,808	177	Primarily reflects delayed hiring of vacant positions
Engineering / Capital	127	110	17	Primarily reflects higher attrition than planned and delayed hiring of vacant positions
Total Agency-wide Headcount	6,781	6,504	277	
Non-Reimbursable	6,090	5,899	190	
Reimbursable	691	604	87	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
MARCH 2020

	MONTH			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard ^(B)	51.5%	34.9%	56.9%	-16.7%	-22.0%
Adjusted ^(C)	58.7%	40.9%	64.9%	-17.8%	-24.0%
Cost per Passenger					
Standard ^(B)	\$16.20	\$39.58	\$14.81	(\$23.38)	(\$24.77)
Adjusted ^(C)	\$15.86	\$38.72	\$14.37	(\$22.86)	(\$24.34)
Passenger Revenue/Passenger	\$8.35	\$13.80	\$8.42	\$5.45	\$5.38
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	BUD	2020	2019	BUD	2019
Farebox Operating Ratio					
Standard ^(B)	50.2%	50.2%	54.4%	0.0%	-4.1%
Adjusted ^(C)	57.5%	58.3%	61.4%	0.7%	-3.2%
Cost per Passenger					
Standard ^(B)	\$17.01	\$19.47	\$15.76	(\$2.46)	(\$3.71)
Adjusted ^(C)	\$16.65	\$18.93	\$15.32	(\$2.28)	(\$3.61)
Passenger Revenue/Passenger	\$8.55	\$9.78	\$8.56	\$1.24	\$1.22

(A) Monthly Performance Indicators include both East and West of Hudson revenue and expenses.

(B) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, OPEB Expense (GASB 75), Pension Expense (GASB 68) and Environmental Remediation (GASB-49) as well as the NHL share of MTA Police, Business Service Center and IT costs.

(C) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

* YTD results reflect a reclass of Maybrook Trailway expense from Operating Capital to Reimbursable Capital; excluding the reclass, the Farebox Operating Ratio Budget variance, standard and adjusted, would be 1.4% and 0.9% unfavorable, respectively and YoY variance, would be 5.5% and 4.9% unfavorable, respectively. Excluding this reclass, Cost per Passenger YoY YTD variance, standard and adjusted, would be unfavorable by an additional \$0.56.

Ridership Report

Michael Shiffer

Vice President, Planning



MTA Metro-North train heading northbound by Cold Spring.

Photo courtesy of Linda Morris



Metro-North Railroad

April 2020 Highlights: Ridership Report

(Note: March West of Hudson ridership is preliminary)

March 2020 vs. 2019

- Large decreases in March ridership can be attributed to the Covid-19 epidemic where nonessential workers were mandated to work from home by the Governor of New York.
- East of Hudson ridership decreased 60.7% vs. March 2019 and was 60.8% below Budget
 - East of Hudson Commutation ridership decreased 62.9% (1)
 - East of Hudson Non-Commutation ridership decreased 57.6%
- East of Hudson ridership by line:
 - Hudson Line ridership decreased 60.4%
 - Harlem Line ridership decreased 60.3%
 - New Haven Line ridership decreased 61.2%

Note: (1) Commutation ridership was adjusted to account for partial refunds of monthly & weekly tickets, since the “stay at home mandate” occurred after mid-March.

Michael Shiffer
Vice President
Planning

**MARCH 2020 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

March Ridership and Revenue (millions)

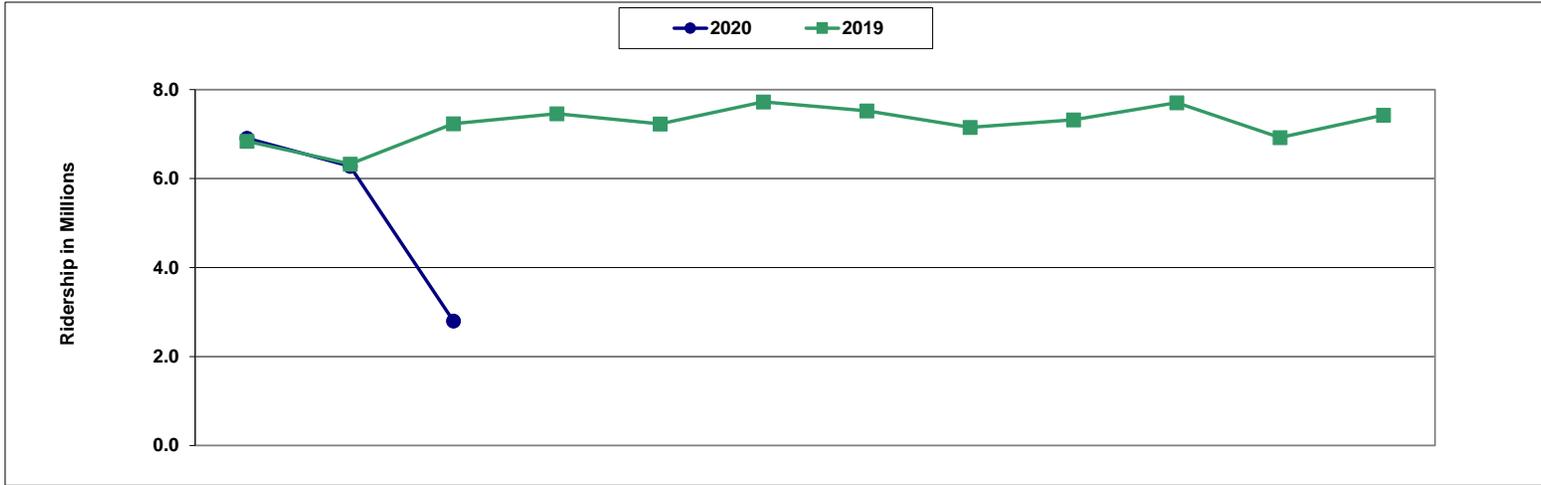
	March 2020	% Change vs. 2019
Total Rail Ridership	2.798	-61.3% ▼
Commutation Ridership	1.573	-63.4% ▼
Non-Commutation Ridership	1.225	-58.2% ▼
Connecting Service Ridership	0.023	-55.0% ▼
Total MNR System Ridership	2.821	-61.3% ▼
Rail Revenue	\$38.6	-35.4% ▼

Year-to-Date to March Ridership and Revenue (millions)

	YTD 2020	% Change vs. 2019	Comparison to Budget
Total Rail Ridership	15.981	-21.7% ▼	-21.7% ▼
Commutation Ridership	9.256	-23.6% ▼	-23.5% ▼
Non-Commutation Ridership	6.725	-18.9% ▼	-19.1% ▼
Connecting Service Ridership	0.117	-19.6% ▼	-21.0% ▼
Total MNR System Ridership	16.098	-21.7% ▼	-21.7% ▼
Rail Revenue	\$156.3	-9.4% ▼	-10.4% ▼

MARCH RAIL RIDERSHIP (1)

- March's Total Rail Ridership was 61.3% below both 2019 and budget.

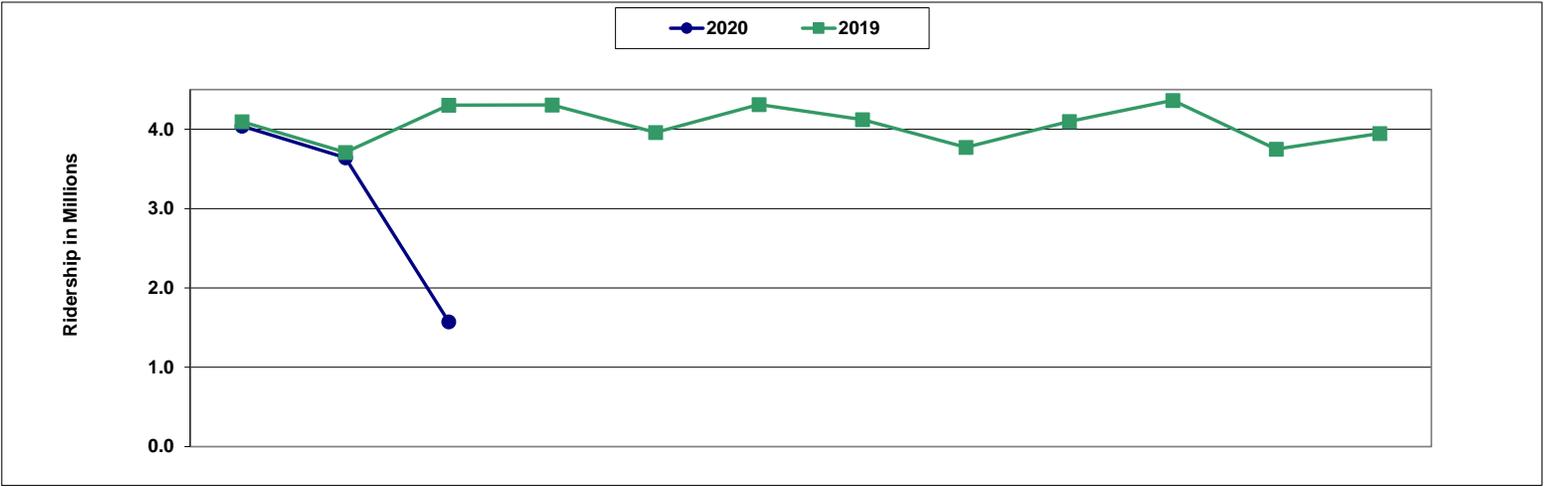


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	6.9	6.3	2.8										16.0
2019	6.8	6.3	7.2	7.5	7.2	7.7	7.5	7.2	7.3	7.7	6.9	7.4	20.4
PCT CHG.	1.0%	-0.8%	-61.3%										-21.7%

1) Includes East and West of Hudson.

MARCH RAIL COMMUTATION RIDERSHIP (1)

• March's Rail Commutation Ridership was 63.4% below both 2019 and budget.

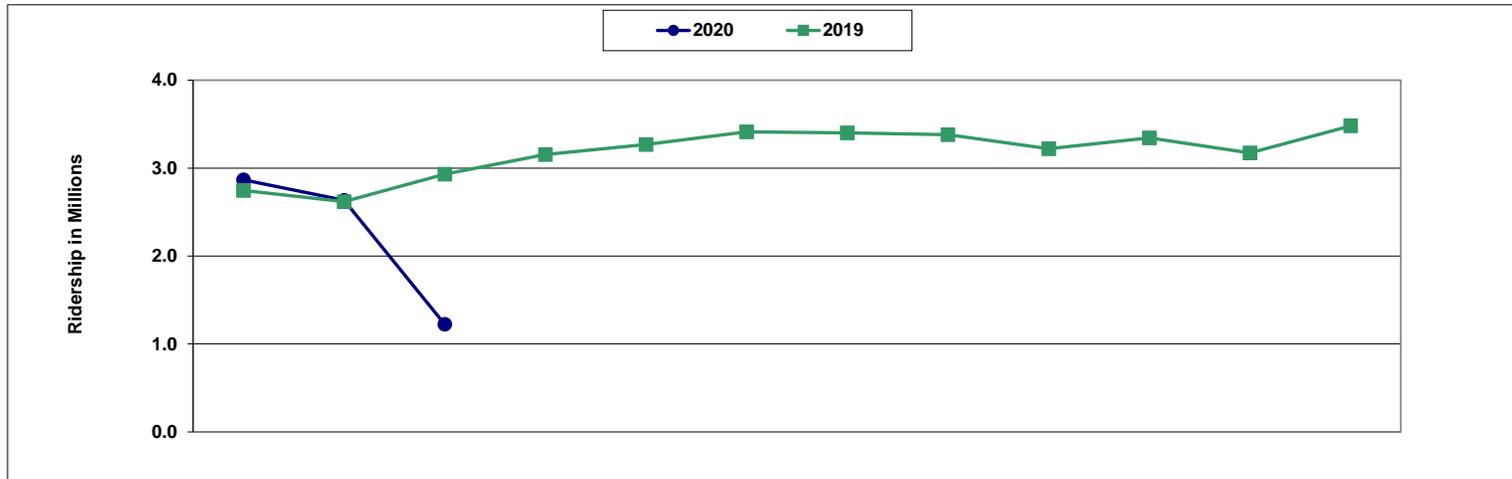


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	4.0	3.6	1.6										9.3
2019	4.1	3.7	4.3	4.3	4.0	4.3	4.1	3.8	4.1	4.4	3.8	3.9	12.1
PCT CHG.	-1.4%	-1.8%	-63.4%										-23.6%

1) Includes East and West of Hudson.

MARCH RAIL NON-COMMUTATION RIDERSHIP (1)

• March's Rail Non-Commutation Ridership was 58.2% below 2019 and 58.3% below budget.

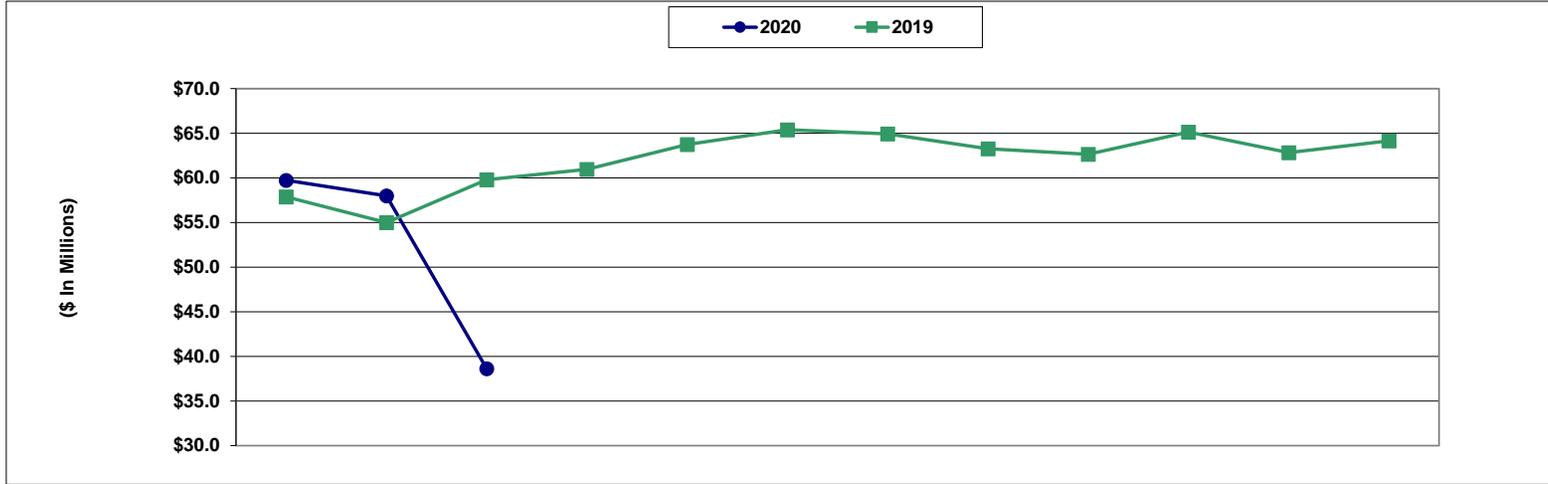


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	2.9	2.6	1.2										6.7
2019	2.7	2.6	2.9	3.2	3.3	3.4	3.4	3.4	3.2	3.3	3.2	3.5	8.3
PCT CHG.	4.4%	0.5%	-58.2%										-18.9%

1) Includes East and West of Hudson.

MARCH RAIL REVENUE (1)

• March's Total Rail Revenue was 35.4% below 2019 and 36.1% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2020	\$59.7	\$58.0	\$38.6										\$156.3
2019	\$57.9	\$55.0	\$59.8	\$61.0	\$63.7	\$65.4	\$64.9	\$63.3	\$62.6	\$65.1	\$62.8	\$64.1	\$172.7
PCT CHG.	3.2%	5.4%	-35.4%										-9.4%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
MARCH 2020

TICKET TYPE/SERVICE	MARCH 2020	MARCH 2020	VARIANCE VS. BUDGET		MARCH 2019	CHANGE FROM 2019	
	ACTUAL	BUDGET	AMOUNT	PERCENT	RESTATED (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	1,568,215	4,221,963	(2,653,748)	-62.9%	4,227,169	(2,658,954)	-62.9%
West of Hudson	4,956	79,149	(74,193)	-93.7%	75,991	(71,035)	-93.5%
Total Rail Commutation Ridership	1,573,171	4,301,112	(2,727,941)	-63.4%	4,303,160	(2,729,989)	-63.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	1,215,142	2,872,317	(1,657,175)	-57.7%	2,863,630	(1,648,488)	-57.6%
West of Hudson	9,482	63,539	(54,057)	-85.1%	66,170	(56,688)	-85.7%
Total Rail Non-Commutation Ridership	1,224,624	2,935,856	(1,711,232)	-58.3%	2,929,800	(1,705,176)	-58.2%
TOTAL RAIL RIDERSHIP							
East of Hudson	2,783,357	7,094,280	(4,310,923)	-60.8%	7,090,799	(4,307,442)	-60.7%
West of Hudson (2)	14,438	142,688	(128,250)	-89.9%	142,161	(127,723)	-89.8%
TOTAL RAIL RIDERSHIP	2,797,795	7,236,968	(4,439,173)	-61.3%	7,232,960	(4,435,165)	-61.3%
CONNECTING SERVICES RIDERSHIP (3)	23,193	52,473	(29,280)	-55.8%	51,516	(28,323)	-55.0%
TOTAL MNR SYSTEM RIDERSHIP	2,820,988	7,289,441	(4,468,453)	-61.3%	7,284,476	(4,463,488)	-61.3%

Notes:

- 1) 2019 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
2020 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2020 YTD ACTUAL	2020 YTD BUDGET	VARIANCE VS. BUDGET		2019 YTD RESTATE ⁽¹⁾	CHANGE FROM 2019	
			AMOUNT	PERCENT		AMOUNT	PERCENT
			RAIL COMMUTATION RIDERSHIP				
East of Hudson	9,110,679	11,881,735	(2,771,056)	-23.3%	11,896,378	(2,785,699)	-23.4%
West of Hudson	145,451	221,513	(76,062)	-34.3%	212,586	(67,135)	-31.6%
Total Rail Commutation Ridership	9,256,130	12,103,248	(2,847,118)	-23.5%	12,108,964	(2,852,834)	-23.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	6,606,706	8,142,088	(1,535,382)	-18.9%	8,121,224	(1,514,518)	-18.6%
West of Hudson	118,027	170,750	(52,723)	-30.9%	172,761	(54,734)	-31.7%
Total Rail Non-Commutation Ridership	6,724,733	8,312,838	(1,588,105)	-19.1%	8,293,985	(1,569,252)	-18.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	15,717,385	20,023,823	(4,306,438)	-21.5%	20,017,602	(4,300,217)	-21.5%
West of Hudson	263,478	392,263	(128,785)	-32.8%	385,347	(121,869)	-31.6%
TOTAL RAIL RIDERSHIP	15,980,863	20,416,086	(4,435,223)	-21.7%	20,402,949	(4,422,086)	-21.7%
CONNECTING SERVICES RIDERSHIP (2)	117,040	148,226	(31,186)	-21.0%	145,514	(28,474)	-19.6%
TOTAL MNR SYSTEM RIDERSHIP	16,097,903	20,564,312	(4,466,409)	-21.7%	20,548,463	(4,450,560)	-21.7%

Notes:

- 1) 2019 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
MARCH 2020**

LINE	MARCH 2020 ACTUAL	MARCH 2019 RESTATE ⁽¹⁾	CHANGE FROM 2019	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	921,624	2,321,469	(1,399,845)	-60.3%
Hudson Line	564,119	1,425,816	(861,697)	-60.4%
New Haven Line	1,297,614	3,343,514	(2,045,900)	-61.2%
Total East of Hudson	2,783,357	7,090,799	(4,307,442)	-60.7%
WEST OF HUDSON				
Port Jervis Line	7,782	79,118	(71,336)	-90.2%
Pascack Valley Line	6,656	63,043	(56,387)	-89.4%
Total West of Hudson (2)	14,438	142,161	(127,723)	-89.8%
TOTAL RAIL RIDERSHIP	2,797,795	7,232,960	(4,435,165)	-61.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	15,886	37,024	(21,138)	-57.1%
Haverstraw-Ossining Ferry	4,804	10,647	(5,843)	-54.9%
Newburgh-Beacon Ferry	2,503	3,845	(1,342)	-34.9%
Total Connecting Services	23,193	51,516	(28,323)	-55.0%
TOTAL MNR SYSTEM	2,820,988	7,284,476	(4,463,488)	-61.3%

Notes:

- 1) 2019 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
2020 YEAR-TO-DATE

TICKET TYPE/SERVICE	2020	2019	CHANGE FROM 2019	
	YTD ACTUAL	YTD RESTATED (1)	AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	5,161,844	6,543,149	(1,381,305)	-21.1%
Hudson Line	3,161,280	4,006,232	(844,952)	-21.1%
New Haven Line	7,394,261	9,468,221	(2,073,960)	-21.9%
Total East of Hudson	15,717,385	20,017,602	(4,300,217)	-21.5%
WEST OF HUDSON				
Port Jervis Line	152,459	219,335	(66,876)	-30.5%
Pascack Valley Line	111,019	166,012	(54,993)	-33.1%
Total West of Hudson	263,478	385,347	(121,869)	-31.6%
TOTAL RAIL RIDERSHIP	15,980,863	20,402,949	(4,422,086)	-21.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	82,072	105,997	(23,925)	-22.6%
Haverstraw-Ossining Ferry	23,698	28,649	(4,951)	-17.3%
Newburgh-Beacon Ferry	11,270	10,868	402	3.7%
Total Connecting Services	117,040	145,514	(28,474)	-19.6%
TOTAL MNR SYSTEM	16,097,903	20,548,463	(4,450,560)	-21.7%

Notes:

1) 2019 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

March 2020 Highlights: Capital Program Status Report



Customer Service Initiative

Morris Heights - Platform level display boards installation

John Kennard
Vice President
Capital Programs



Metro-North Railroad

March 2020 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 March, Metro-North awarded project tasks totaling \$3.5 million including the award of the Construction Supervision and Inspection services for the Hartsdale/Scarsdale elevator project. Metro-North had no scheduled substantial completions for the month of March. Metro-North had no scheduled closeouts for the month of March.

Metro-North’s performance against its 2020 Capital Project Goal was:

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 3/31</u>	<u>Achieved thru 3/31</u>	<u>% thru 3/31</u>
Design Awards*	\$19	\$0	\$0	0%
Construction Awards*	\$286	\$0	\$0	0%
Substantial Completions	\$313.4	\$0	\$0	0%
Closeouts*	\$61.5	\$0	\$0	0%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

March 2020

CONTRACT AWARDS:

M702-02-04 Harlem Line Station Improvements

Milestone: Contract Award \$2,359,781

This contract was awarded in March for construction supervision and inspection services for the Hartsdale and Scarsdale Station improvements contract and for the small business mentoring contract to repair the stairs from Chatsworth Avenue to the Larchmont Station platforms.

PROJECT COMPLETIONS:

No project completions planned or actual in March 2020.

MAJOR ON-GOING PROJECT STATUS:

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

- Completed replacement of 83 new gate boards at GCT, including installation and testing, out of a total of 96 gate boards. PA/VIS system is operating and providing information to all Big Boards, new gate boards, new employee monitors and several arrival/departure displays recently installed on the main and dining concourses. System monitoring and back-up head end system testing and integration is ongoing.
- Continued with: construction of the Customer Service Equipment Room 7C and the GCT cable plant; installation of speakers, amplifiers and other PA/VIS equipment is ongoing at various locations in GCT; Sheet metal enclosures have been replaced in the 45th Street, 47th Street passages and the east & west spines. Coordination of work between CSI and East Side Access is ongoing in the 47th Street Passageway at the 48th Street and Park Ave entry.

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-125th Street, 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 Riverdale, Pelham, Larchmont, Wakefield & Mount Vernon East stations. Site work continues at Harlem-125th Street, Tremont, Tarrytown, New Rochelle, Melrose, Rye, Port Chester, Spuyten-Duyvil, and Morris Heights Stations.

100% design for facility enhancements including video, access control, elevator & escalator management and security systems has been submitted. Review by Metro-North is ongoing.

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, Riverdale, Harlem-125th Street and Crestwood stations are complete.
- White Plains Station – Installation of electrical conduit for the center island, installation of canopy, construction activities at the elevator lobby and demolition of existing canopy of the side platform are ongoing. Completed installation of the opaque glass at the ticket booth and installation of new doors on the center island platform. 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 through a design-build contract 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) - Achieved substantial completion in May 2019.
- CP5 to CP19 (Phase 2) - Continued installation of precast duct bank and C&S trough; conduits for sectionalizing switch and snow melters; signal power pull box; track crossing conduits; jumper work; racks for C&S conduits; as well as excavation for platform footing and snow melter pedestals. Continued cable pulling and splicing for C&S and signal power; site survey; test pits excavation and punch list repairs.

Overall project substantial completion is anticipated in the second quarter 2021.

EM050208 Power Infrastructure Restoration – Substations – Sandy

- Tarrytown – Substation energization and short circuit testing are pending the completion of energization and system cut-over of Riverdale Substation. This substation is scheduled for completion in May 2020.
- Croton-Harmon – Substation energization and short circuit testing are pending Metro-North installation and connection of the 15kV feeder cables to the new substation. This substation is scheduled for completion in June 2020.
- Riverdale – Continued the 3rd rail connection and energization of all negative/positive cables and impedance bonds for the adjacent tracks and short circuits testing. This substation is scheduled for completion in May 2020.
- The Brewster Substation (under Project M6050103) – Continued performing high potential safety testing of the feeder cables, SCADA testing, and the cut-over process, commissioning/testing and energization of substation PCR are anticipated in the upcoming months. This substation is scheduled for completion in June 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).
- All wayside and on-board PTC equipment installations as required in the Implementation Plan to support Revenue Service Demonstration (RSD) have been completed. Third party contract work for communications infrastructure installation is complete.
- Primary Control Center at Grand Central Terminal (back office) has been fully developed and is operational.
- Commenced migration of Civil Speed Enforcement transponders to PTC and commissioning of radio cases on New Haven Line in March 2020.
- 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, in March 2020 on Harlem Line (Mott Haven Yard, NY to Wassaucott, NY), Hudson Line (Grand Central Terminal, NY to Poughkeepsie, NY), and New Canaan Branch Line.
- Continued development for revised submission of safety plan to the FRA in May 2020. Alternative schedule with updated Implementation Plan which outlines non-pilot segment commissioning plan was approved by the Federal Railroad Administration in March 2019.
- Interoperability testing of Amtrak on Pilot Line was completed. Amtrak and CSX are operating in extended revenue service demonstration (ERSD) on Hudson Line and P&W is operating in ERSD on Danbury Branch Line. Interoperability discussions with Amtrak and freight carriers continue.
- Training of employees continues.

M6060101/M7060101 Harmon Shop Improvements

Phase V, Stage I Design-Build

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, the associated Building 5 storeroom and the construction of the balance of the Phase V Electric Car Shop and Support Shop facilities.

- 90% design of the Running Repair Support Shop is complete. Development of the 100% design is in progress.
- Continued with the installation of underground electrical duct banks, concrete pads, cable and electric equipment for the site transformers. Continued asbestos abatement and demolition of Building 5.

2020 MNR Capital Program Goals As of March 31, 2020 In Millions

